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Item No. 15.1.9
Halifax Regional Council
December 14, 2021

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed

Denise Schofield, Acting Chief Administrative Officer

DATE: December 7, 2021

SUBJECT: **Case 22257: Regional Plan Review: Themes and Directions What We Heard**

ORIGIN

- February 25, 2020 Regional Council initiation of the Regional Plan Review process
- December 15, 2020, Regional Council approval of the revised Public Participation Program for the Regional Plan Review process

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development and Part IX, Subdivision

Regional Municipal Planning Strategy, Chapter 9, Policies G-13 and G-14

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Suspend Schedule 3 (Community Planning and Economic Development Standing Committee Terms of Reference) of Administrative Order One, the Procedures of Council Administrative Order;

2. Adopt the amendments in Attachment F and direct the Chief Administrative Officer to follow the revised Public Participation Program for the Regional Plan Review as generally set out in Attachment A and as outlined in the Community Engagement section of this report; and

3. Direct the Chief Administrative Officer to follow the revised work plan schedule as generally outlined in Attachment B – Regional Plan Work Plan and Attachment C – Site-Specific Requests.

EXECUTIVE SUMMARY

The purpose of this report is to:

- Provide an overview of the results of the community engagement conducted on the Themes and Directions Report and to highlight any adjustments to the planning policy work based on the feedback received;
- Identify requests for amendments to the Regional Plan and to receive direction on how to proceed based on staff's initial analysis;
- Provide an update and further information on the Preliminary Housing and Population Analysis; and
- Provide an overview of the recommended Regional Plan Review work plan and additional financial and resourcing needs required to support development of overall planning policy.

Staff are recommending that the remaining Regional Plan Review be carried out in three phases as follows:

- **Phase 3: Quick Adjustments** – return to Regional Council in **May 2022** with quick amendments and adjustments to the Regional Plan that align with Regional Council's goals, as a rapid response to current housing conditions;
- **Phase 4: Draft Regional Plan** – return to Regional Council in **December 2022** with the remaining policy framework; and
- **Phase 5: Future Growth Planning** – create a work plan and begin analysis of additional lands to be considered for expansion in anticipation of continued growth to be brought forward for Regional Council's consideration in **2023/2024**.

A revised Public Participation Program and work plan are provided in this report, as well as information on work planning for other related policy projects.

BACKGROUND

Regional Council initiated the second review of the Regional Plan on February 25, 2020.[1] As part of the initiation, Council adopted a Public Participation Program to guide the public engagement for the review. On December 15, 2020,[2] an updated program was adopted by Council to reflect the impacts of the COVID-19 pandemic on engagement efforts.

The Themes and Directions Report was released and presented to Community Planning and Economic Development Standing Committee on May 20, 2021[3]. It was the first major deliverable of the Regional Plan Review. The purpose of the document was to explain the scope of the Regional Plan Review to the public, stakeholders and Council, and to seek feedback. The document shared ideas about key planning issues and provided details of the work to be completed during the Review.

This report to Regional Council marks the end of Phase 2 of the overall work program.

Public Engagement

Public engagement on the Regional Plan Review's Themes & Directions Report opened on May 20, 2021 and ran until July 16, 2021.Themes & Directions engagement activities included a Shape Your City page with a variety of resources (www.shapeyourcityhalifax.ca/regional-plan), six Virtual Q&A Sessions, an online survey, an online comment forum, a dedicated phone number and project email (regionalplan@halifax.ca), Board and Committee meetings, and stakeholder meetings. Engagement was

[1] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200225rc1511.pdf
[2] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/201215rc1118_0.pdf
[3] https://www.halifax.ca/sites/default/files/documents/city-hall/standing-committees/210520cpedinfo2red.pdf

widely advertised through social media, online advertising, regional and local newspaper advertising, and newsletters distributed through the Office of Diversity & Inclusion and Community Developers.

Feedback received through the engagement covered a wide range of topics and some common themes emerged. Examples include:

- Concerns for increased housing availability and affordability;
- A desire to direct new development into existing urban and suburban communities and to design complete communities;
- Planning for clustered rural growth centres as village or town-like communities, and increased reflection of rural community characteristics;
- The need for municipal action to respond quickly to climate change;
- The importance of valuable regional wilderness areas and calls for limiting the impact of development on those areas;
- Support for implementing the Halifax Green Network Plan, HalifACT and Integrated Mobility Plan;
- Concern for protecting low density neighbourhoods from the impact of higher density development; and
- Requests to expand active transportation and transit service.

The What We Heard Report provides a complete summary of the engagement and feedback received and how it is being used in analysis. The report is included as Attachment E.

Site-Specific Requests for Policy Changes

In addition to the broad feedback provided as part of the engagement process, staff have received 53 requests from property owners or their representatives for amendments to the Regional Plan for specific properties or areas of land. Attachment C provides detail on each request, including the type of request, relevant existing policy, considerations for the Regional Plan Review, and staff's recommended approach. The types of requests received are summarized in Table 1 below.

Table 1: Site Specific Requests

Type of Request	Description
Future Serviced Communities	Requests to initiate comprehensive secondary planning for lands designated Urban Settlement, which the Regional Plan envisioned for future serviced development within the life of the Regional Plan (by 2031)
Urban Reserve	Requests to initiate comprehensive secondary planning or to amend the existing designation and zoning for lands designated Urban Reserve, which the Regional Plan envisioned for future serviced development after the life of the Regional Plan (after 2031)
Service Area Boundary Adjustments	Requests to amend the Urban Service Area boundary and/or the Water Service Area boundary to enable development of properties with municipally provided services
Schedule J – Beaver Bank/Hammonds Plains Growth Control Area	Requests to allow development on lands within the Beaver Bank/Hammonds Plains Growth Control Area (Schedule J), which restricts residential subdivision activity within portions of the Beaver Bank and Hammonds Plains communities until transportation infrastructure capacity is increased
Suburban Plan Amendment	Requests for supportive Regional Plan policy to enable an alternative form of development or increased density for lands currently within the Urban Settlement designation
Rural Plan Amendment	Requests for supportive Regional Plan policy to enable an alternative form of development or increased density for lands currently within the Rural Commuter designation
Industrial Lands	Requests for comprehensive planning for lands within the Regional Plan's Business/ Industrial Sub-designation

Staff reviewed all requests against existing planning policy, including the Regional Plan, applicable secondary municipal plans, and priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, and HalifACT). Recommended approaches to each of the requests was developed based on whether the requests were consistent with Regional Plan and priority plan objectives, the opportunities and constraints on each site, and the level of additional study and analysis that may be required for staff to develop amendments within the anticipated timeline of the Review.

Policy Work Program

With public engagement on the Themes and Directions Report completed, staff will begin drafting amendments to the Regional Plan. Each of the actions contained in the Themes and Directions Report has been assessed to determine the remaining work. Some work has already been completed, other work will involve a simple text amendment, and some actions will require additional analysis before new policy can be created. The full assessment of the actions is contained in Attachment B. The list of the additional analysis required before the Draft Regional Plan can be completed is provided in Table 2 below.

Table 2: Regional Plan Review Overview Remaining Work

Item	Description	Remaining Work
We can decide how we want Halifax to grow.		
Growth Management and Market-Based Housing	Assess potential future growth patterns and identify any adjustments to growth and mode-share targets	• Finalize population and housing analysis • Update Regional Transportation Model with new data (Population, Employment and Active Transportation) • Model preferred growth scenario(s) • Develop new growth targets focused on expansion and infill
	Provide direction to Regional Council on growth planning and target projects or changes which quickly advance housing	• Advance work on Future Serviced Communities • Advance work on site specific requests that align with policy direction • Identify any quick adjustments that can be undertaken to Suburban or Rural Plans which would result in greater clarity in decision-making and improved conditions for housing development
	Establish work program for future boundary expansion	• Identify any requests for amendments that should occur as part of the review of future policy to direct expansion or infill • Identify the areas and focus for long-range growth
	Advance industrial land projects and complete employment studies	• Advance Ragged Lake Industrial Park and Burnside Industrial Park Phase 14 • Review employment analysis and establish new methods for studying employment trends, including office, retail, and industrial land • Update modelling and identify any changes to industrial policy
Secondary Planning Program	Identify the areas best suited to support additional growth based on existing and potential future services (Complete Communities Analysis)	• Assess the preferred growth scenario against key infrastructure including Water, Wastewater, Transit, Active Transportation, Strategic Corridors, Parks/Wilderness Areas, Recreation Facilities, Library Facilities, Emergency Services • Review the population and growth plans against the capital/service plans • Identify any major service or infrastructure constraints or opportunities

Table 2: Regional Plan Review Overview Remaining Work

Item	Description	Remaining Work
		• Identify any areas that might require further analysis for Capital Cost Contributions aligned with Regional Growth • Update Modeling and Growth Scenarios as required
	Establish work program for the Suburban and Rural Secondary Planning Programs	• Identify the work that needs to occur to support the creation of both interim guidelines and to develop the framework for the Suburban and Rural Areas
We can create change through new partnerships.		
Social Policy Program	Complete Interim Density Bonusing, Inclusionary Zoning, and Accessibility Review	• Develop Interim Density Bonusing Program • Develop Inclusionary Zoning Program • Develop work on Community Land Trusts • Review Accessibility Requirements
We can make it easier for people to move.		
Integrated Mobility Program	Finalize Strategic Corridors and Complete Urban Transit Service Boundary review	• Assess the Urban Transit Service Boundary against existing and potential housing and population growth • Identify any adjustment to the Urban Transit Service Boundary • Establish the strategic corridor map as well as potential adjustments to Subdivision By-law or Standards to improve street connectivity if required • Advance Mill Cove Infrastructure Study
We can protect what matters.		
Sharing Our Stories Program	Complete Heritage Policy Update and Sharing Our Stories Update	• Adjustments to Heritage Policy, including support for Heritage Conservation Districts, Heritage Development Agreement Policy, and Policy CH-16 (Development Abutting Heritage Properties) • List of Heritage Conservation Districts and Cultural Special Areas • Identification of heritage process for discretionary applications if needed
Green Network Plan and HaliFACT Program	Develop an approach for protection of important wilderness corridors and connectivity of the green network	• Identification of underlying zoning and constraints • Use existing community analysis to identify key areas for protection • Identification of immediate zoning changes or environmental process for discretionary applications
	Level of Service Standards for Parks	• Review and develop Level of Service Standards for the Regional Subdivision By-law
	Review of wetland and watercourse protection	• Review and revise existing regulations protecting wetland and riparian areas in HRM land use by-laws to ensure greater protection for these features and ensure standards regulations are adopted across the region.
	Develop an interim approach for Coastal Setbacks	• Determine appropriate elevation setbacks for interim period as vulnerability mapping is completed.

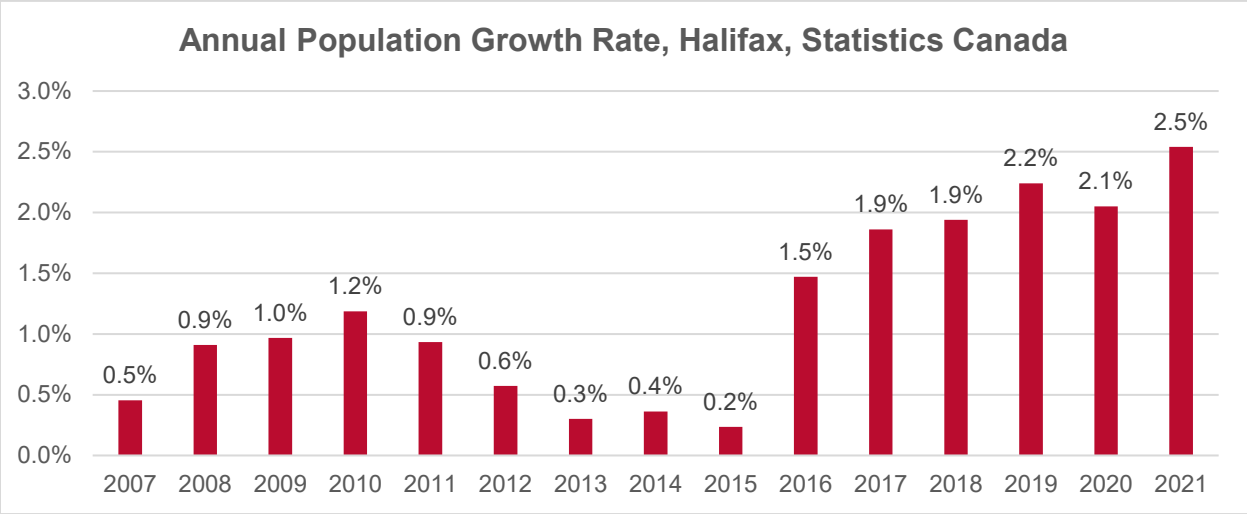
Housing and Growth Analysis

As part of the Regional Plan Review process, staff have been receiving feedback on the Preliminary Population and Housing Issue Paper. Staff have completed additional analysis in response to changing population and housing conditions, as well as the feedback received over the course of the Phase 2 engagement period. A report with supplementary information is included in Attachment D.

Population Growth Scenarios

In the last few years, Halifax has experienced unprecedented population growth, advancing from an approximate 1% growth rate in the early 2000s to a 2% annual growth rate in the last few years. This sudden change began in 2016 and has continued since. Recent estimates released in November 2021 by Statistics Canada indicate that HRM has experienced record growth this year, with our population increasing by 2.5% to 459,938.

Graphic 1:



As a result of this and other growth pressures, which are explored in Attachment D, staff are recommending an additional high growth scenario be added. Depending on the population scenario used, the Municipality may need to accommodate the following number of new households:

Table 3: Population Scenarios

Population Scenario	Approximate Projected Annual Population Increase*	Approximate Projected Annual Household Increase*	Approximate Total Population as of 2050
Low	5,300	2,500	537,774
Moderate	9,800	4,300	714,533
High	14,600	6,400	943,014
High High	21,100	8,700	1,102, 525

**These values represent the average annual growth projected in each population scenario for the years 2022-2026; they are not meant to be predictive but to help demonstrate order of magnitude of change.*

Staff will continue to monitor data as it is published and will be re-examining population scenarios with the release of the components of population change for this past year in early 2022, with any updated information from the Provincial or Federal governments, and as new population estimates are published every year.

Regulatory Capacity and Market Indicators

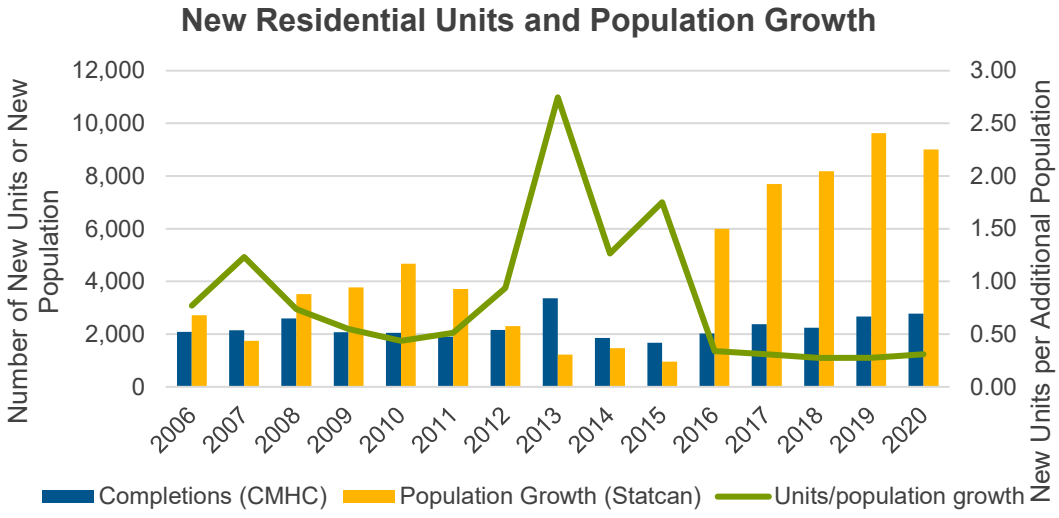
As we continue to plan for HRM's housing, it is important to highlight that the act of creating regulatory capacity in planning frameworks does not guarantee that all potential units can or will be built. Planning policy and zoning regulations permit housing to be built at certain densities, housing types and locations, but private market factors heavily influence whether land is viable for development. When calculating HRM's "regulatory capacity", we must recognize that many factors influence how quickly housing can be built.

For example, infill development represents urban intensification, where underutilized sites are redeveloped, or existing buildings are converted to accommodate additional units or commercial space. Planning policy may identify an underutilized site (for example, a property containing a small commercial building with a large parking lot in an urban area) as an appropriate place for significant residential intensification. Despite the potential regulatory capacity of this site, the current use may still be more economically viable in the short to medium term than a redevelopment project. It may take several years for the market conditions to make an infill project economically viable. Similarly, expansion of the service boundary requires analysis of infrastructure constraints, coordination often among various levels of government, and often among multiple landowners.

In assessing housing demand and supply needs, several market-based indicators aid in understanding the current housing conditions. More detail is provided in Attachment D, however, a high-level summary is as follows:

- Since 2016, residential unit construction has grown, but the scale of population growth has outpaced the growth in residential construction. Staff are suggesting a potential construction undersupply of approximately 12,644 units.
- Staff examined HRM's absorption rates using CMHC data, which show how quickly new housing is built and occupied. This can help us understand how quickly housing is being constructed in relation to demand and indicate how much new housing inventory is available. Analysis shows increasing pressure in the housing market as observed through increasing rates of absorption.
- CMHC's January 2021 Rental Market Report showed that a 2.9% increase in the rental universe in 2020, and more newly completed units were added than in 2019. CMHC's data shows that despite growth in new apartment unit completions in recent years, the vacancy rate remains very low.

Graphic 2:



Planning Policy Response
Although there are many aspects of the housing ecosystem and construction process that HRM does not have direct control over, it does contribute to the provision of market-based housing in two principal ways:

- Ensuring that there is **sufficient regulatory capacity** to accommodate changes in housing demand; and
- Ensuring the **efficient service delivery** of development and construction approvals.

The Regional Plan Review is focused on the first of these – ensuring regulatory capacity is available to accommodate changes in housing demand. The Regional Plan focuses on organizing the growth of the municipality in two main ways; through expansion and infill.

When development occurs on previously undeveloped land, this often represents **an expansion of the existing urban area**. In HRM, significant expansion and intensification has been enabled through the Regional Plan through Master Planning, which is a comprehensive infrastructure and planning process (examples include Bedford South, Bedford West, Russell Lake West). The Municipality is focused on expansion in the following ways:

- **Advancing Future Service Communities**, which are planned growth areas (examples include Sandy Lake, Highway 102, Dartmouth East, and Akoma/Westphal lands). To ensure planning in these growth areas proceeds with urgency and specialty in alignment with Regional Council's goals, a dedicated staff team is being assembled to advance this work.
- **Identifying areas for future growth** (Urban Reserves) to ensure continued land is available for growth in the coming years, to respond to potential population growth.

HRM has **enabled infill by identifying sites suitable for intensification** along transit lines and in areas that are ready for redevelopment, which align with delivery of key services. This work is being completed through the Secondary Plan and By-law Simplification project with infill development being focussed in the following ways:

- The Centre Plan policies and regulations facilitate overall quicker approvals, consistency and clarity in development rights and improved approval processes. New residential regulatory capacity has been created in Centres, Corridors and Higher Order Residential Areas.
- In addition, significant areas for intensification were approved in 2019 through the Centre Plan Package A, these are called Future Growth Nodes (examples include: Shannon Park, Mic Mac Mall, West End Mall, Penhorn and Dartmouth Cove).
- Following the Centre Plan, the Municipality will focus efforts on the Suburban Plan and Rural Plan, which will again strive to facilitate quicker approvals and intensification in areas primed for redevelopment and servicing.

DISCUSSION

Remaining Work Regional Plan Review
As noted, staff have completed Phases 1 and 2 of the overall Regional Plan Review work program. In response to managing the Municipality's response to growth and feedback received on our analysis of population and housing, staff are recommending that the remaining work be divided into three phases. The table below outlines this Phasing Plan, and also the potential residential housing capacity associated with the work.

Table 4 – Regional Plan Work Plan - Remaining Phasing

Phase	Name	Description	Potential Residential Capacity*	Target RC Date
Phase 3	**Quick Adjustments**	• Finalize population and housing analysis and update using Statistics Canada's 2021 Census Data Release (early 2022) • Advance work on site specific requests that align with policy direction and are relatively straightforward to initiate (See Attachment C, Table 1: Summary - Phase 3; examples include Bedford Commons, Morris Lake, Exhibition Park) • Simple text amendments that help support priorities plans (i.e., IMP, HGNP, HalifACT) • Identify any quick adjustments that can be undertaken to Suburban or Rural Plans that would provide greater clarity in decision-making and result in improved conditions for housing development • Undertake employment study and update Regional Transportation Model with new data (Population, Employment and Active Transportation) • Model preferred growth scenario(s)	8,411 units	May 2022
Phase 4	**Regional Plan Draft**	• Complete Analysis as identified in the Work Plan (See Attachment B) • Advance work on additional site-specific requests (see Attachment C, Table 1: Summary – Phase 4; examples include various lands in Middle Sackville, Bayers Lake and Purcell's Cove Urban Reserve)	6,384 units	Dec 2022
Phase 5	**Future Growth**	• Advance work on assessing remaining urban reserves • Host Regional workshops and engagement to identify growth nodes • Identify new areas for expansion and growth • Advance work on additional site-specific requests (see Attachment C, Table 1: Summary – Phase 5; examples include Kidston Lake Urban Reserve, Bedford Highway sites and Beaver Bank & Hammonds Plains lands)	8,459 units	Spring 2023
*These values are estimates based on cursory analysis only, are not meant to be exact, and are provided to help demonstrate order of magnitude.				

Work Occurring Outside Regional Plan Review

There are also a number of pieces of policy work that require the attention and focus of specialized teams. It is staff's intention to bring more information forward on staffing and resourcing requirements as part of the budget and business planning process, and in subsequent meetings of Regional Council. Below are key pieces of work that **will be conducted outside of the Regional Plan Review.** An overview of this work is provided, as well as an estimate of the potential housing units that are estimated to result from the policy work.

Table 5 – Policy Work Occurring Outside the Regional Plan Review

Policy Item	Description Next Steps	Potential Funding Needs *	Initial Assessment of Possible Residential Capacity of Intensification Areas *
Future Serviced Communities (Master Planning) • Sandy Lake • Dartmouth East • Highway 102 • Akoma • Burnside Sub-Area 14 • Ragged Lake	**Team:** • Planned Growth **Next Steps:** • Hire/Assign Team • Develop Work Plan • Identify Mechanisms to Speed up the Process • Return to Council with work program in early 2022 • Additional funds for strategic studies required to advance work will be brought forward at this time • **Note:** Sandy Lake Environmental/Park Boundary Study is being advanced now as a result of the November 9, 2021 motion of Regional Council.	Approximately $1.5 Million to conduct baseline infrastructure study and environmental assessments	18,506 units
Plan and By-law Simplification • Centre Plan Future Growth Nodes and Ongoing Upkeep • Suburban Plan • Rural Plan	**Team:** • Staff will continue to be focused on implementation and ongoing upkeep of the Centre Plan. • Some staff may be redeployed however, additional staff may be needed to advance Future Growth Nodes and Suburban and Rural Plans. • Staff will identify what additional staff and budget resources are needed to Regional Council as part of the budget process. **Next Steps:** • Engagement during the Regional Plan Review has highlighted that additional engagement and community analysis may be required before advancing intensification in Suburban Areas, including Interim Guidelines. • Engagement during the Regional Plan Review has highlighted that additional engagement in defining Rural and Edge Communities, as well as Infrastructure (Servicing and	Approximately $1 million to support hiring consultants to run engagement and develop policy framework – other studies may be required over time	Centre Plan Future Growth Nodes – 24,000 units (Some of this work is already underway) Suburban Plan – 50,000 - 60,000 units Rural Plan – requires additional research and analysis to determine

Table 5 – Policy Work Occurring Outside the Regional Plan Review

Policy Item	Description Next Steps	Potential Funding Needs *	Initial Assessment of Possible Residential Capacity of Intensification Areas *
	Mobility) Analysis is required in advance of the Rural Plan review.		
Affordable Housing • Develop Interim Density Bonusing Program • Develop Inclusionary Zoning Program • Develop work on Community Land Trusts	**Team:** • Social Policy Team **Next Steps:** • Work is already underway on all three items • Initial Interim Density Bonusing Framework Expected spring 2022 • Inclusionary Zoning Initial Report and Policy Direction expected summer 2022 • CMHC funding has been awarded for Community Land Trusts • Any additional funds required to advance this work will be brought forward in the budget process	Accommodated under existing Operational Budgets	Not Applicable
Mill Cove Planning and Infrastructure Design	Will identify to Regional Council what additional staff and budget might be required to advance this work as part of the budget process	$200,000	Not Applicable
*These values are estimates based on cursory analysis only, are not meant to be exact, and are provided to help demonstrate order of magnitude.			

FINANCIAL IMPLICATIONS

The costs associated with undertaking the Regional Plan review identified in the work plan for 2021-2022 can be accommodated within the approved 2021-2022 operating budget. Information concerning risks and other implications of adopting the proposed work plan is contained within the Discussion section of this report.

RISK CONSIDERATION

This report involves amendments to the Regional Plan and secondary municipal planning strategies. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed amendments are contained within the Discussion section of this report.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy, the *HRM Charter*, and the revised Regional Plan Review Engagement Plan approved by Regional Council on December 15, 2020[4]. Staff are proposing an update to that Engagement Plan, which can be found in Attachment A. The revisions will reflect the updates to the work plan, as outlined in this report.

The level of community engagement achieved during Phase 2 of the Regional Plan was consultation. A summary of the engagement is included in the Background section of this report, and detailed engagement results are provided in the What We Heard Report in Attachment E.

As staff move into Phase 3 of the Review, information on the site-specific amendments contained in this report will be posted on the Regional Plan Review website[5] and comments will be accepted by phone and email. A public hearing must be held by Regional Council before they can consider approval of any proposed amendments to the Regional Plan, secondary plans or land use by-laws.

Amendments to the Regional Plan, secondary municipal planning strategies and land use by-laws may potentially impact residents, business owners, other HRM Business Units, and stakeholders including other levels of government, community groups, and the development industry.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications of this report identified at this time. The Regional Plan includes a range of policies that deal both directly and indirectly with the natural environment. The implications of any proposed policy changes will be considered throughout the review process and outlined in future reports to Council.

ALTERNATIVES

Regional Council may choose to initiate the consideration of an engagement or policy review process that would differ from that outlined in this report. This may require a supplementary report from staff.

ATTACHMENTS

Attachment A: Revised Engagement Plan
Attachment B: Regional Plan Review Remaining Work Plan
Attachment C: Site-Specific Amendment Requests for Consideration through the Regional Plan Review Process
Attachment D: Preliminary Housing & Population Analysis - Supplemental Report
Attachment E: What We Heard Report
Attachment F: Engagement Plan Amendments

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

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[4] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/201215rc1118_0.pdf
[5] https://www.shapeyourcityhalifax.ca/regional-plan

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ATTACHMENT A

REGIONAL PLAN REVIEW 2019-2022

A PLAN FOR ENGAGING STAKEHOLDERS & THE PUBLIC IN THE SECOND REVIEW OF THE REGIONAL MUNICIPAL PLANNING STRATEGY

DECEMBER 2021 UPDATE

1. INTRODUCTION

PROJECT BACKGROUND

The Halifax Regional Municipal Planning Strategy (Regional Plan) is a strategic document built on a common vision and principles for the Municipality to achieve balanced and sustainable growth. Originally adopted in 2006, the Regional Plan provided the first comprehensive guide for future growth for the entire Municipality following amalgamation. The Plan established policy for a 25-year horizon, from 2006-2031, with minor reviews expected every 5 years.

After 5 years of directing and managing growth in the region, the first Regional Plan review (RP+5) was initiated in 2011 to ensure the Plan still reflected the Municipality's goals for growth and development. The Plan was readopted in 2014. The second five-year review began in 2020, with the Regional Council approvals process anticipated to begin in 2022.

This review is considered a minor review as the overall policy framework and intent of the Regional Plan remains sound. The focus of the review will be to evaluate the effectiveness of the policies and programs contained in the 2014 Regional Plan, and to revise policies as necessary, based on any new policy direction contained in the Priority Plans. Public engagement will be used to identify any new or emerging issues not captured through Priority Planning. The key Priority Plans include:

- the Integrated Mobility Plan (adopted in 2017);
- the Halifax Green Network Plan (adopted in 2018);
- Economic Growth Plan 2016-2021;
- HalifAct 2050 (Community Energy & Climate Action Plan) (adopted in 2020); and
- Sharing Our Stories (Culture & Heritage Priorities Plan) (adoption targeted for 2022).

Staff will also use this review period to identify any key emerging trends or planning research that might be required to establish the policy program for the next significant review period. As well, the Regional Plan will establish policy direction to continue guiding the Plan & By-law Simplification program.

The Regional Plan Review engagement program will build on past engagement activities and explore opportunities to improve upon and achieve the Regional Plan's vision and objectives. Given the regional context, engagement activities must cover the entirety of the region and the engagement tactics presented in this plan reflect the review's expansive geography. This document outlines a detailed work plan for engagement during the Regional Plan Review process.

1.1 ENGAGEMENT OVERVIEW

This document recommends *who* to engage and consult with, as well as *how and when* consultation should be done. A series of engagement tactics are recommended to enable Regional Plan Review staff to target a variety of stakeholders across the region. This work plan will give staff the meaningful feedback needed to bring forward amendments to the Regional Plan for Regional Council to consider.

This review of the Regional Plan is positioned to include engagement from other region-wide projects and to build upon the 2006 and 2014 Plans. The engagement is intended to include a two-way flow of communication where planning staff share information about the review with the public while also identifying changing priorities through their feedback.

Engagement tactics will be divided into phases; the tactics selected for each phase will reflect the type of public input appropriate at that stage of progress in the Regional Plan Review.

The Engagement Plan was first adopted in February 2020 at the time of Regional Council's initiation of the Regional Plan Review. The plan was updated in November 2020 to reflect the impacts of the COVID-19 pandemic on the timelines and engagement approaches for the project.

This document is the revised Engagement Plan as of December 2021.

2. ENGAGEMENT TACTICS

A State of Emergency was declared in Nova Scotia on March 22, 2020 as a result of the COVID-19 pandemic. At this time, it is anticipated that some form of state of emergency or limitations on public gatherings will remain in place for much of the Regional Plan Review process. It is also likely that when formal restrictions are lifted, some residents may still be apprehensive about attending large public gatherings. As a result, staff have developed alternative engagement strategies for the Regional Plan Review that do not rely on in-person engagement.

A. Online Engagement

The main engagement tactic that will be used to gather feedback throughout the Regional Plan Review will be the project's Shape Your City page. The Regional Plan Review page will be designed to be informative and interactive. It will feature clear project updates and messaging, access to reference documents for review and a variety of engagement tools to allow residents to provide feedback and ask questions. Engagement tools that may be used include:

- Surveys
- Polls/Rankings
- Idea Boards
- Q&A Pages
- Comment Forums

Because of the large target audience for the Regional Plan Review, online engagement is an effective tool to reach residents across the municipality. However, online engagement does not allow for real time interaction between residents and staff. As a result, the Regional Plan Review Team will prioritize keeping the page updated and responding to participants in a timely manner.

B. Email/Phone Commenting

It is acknowledged that residents across the municipality will have varying degrees of access to the internet and comfort with online engagement tools. In order to ensure all residents are able to provide comments, traditional engagement options, including phone and email commenting, will be available. Advertising will clearly identify options for residents to provide comments and the relevant contact information.

C. Stakeholder Meetings

Meetings with community stakeholders will be held via video chat and teleconference throughout the Regional Plan Review. These ongoing conversations will be important to develop partnerships, inform the scope of the project and gather information and feedback.

D. Committee Review

Regional Council has various advisory boards and committees who hold meetings to review and provide advice to staff and Regional Council, community councils or standing committees. At the initiation of the Regional Plan Review, Regional Council established the Community Planning and Economic Development Standing Committee, the Halifax and West Community Council, the Harbour East – Marine Drive Community Council, North West Community Council, Regional Centre Community Council, Design Review Committee and Heritage Advisory Committee as the only advisory bodies to the planning process for the project. However, to gain a broad range of feedback, the Regional Plan Review Team will present the Themes and Directions Report to all relevant boards and advisory committees, based on their terms of reference and availability in light of COVID-19.

As the project progresses, Staff will review gathering limitations at each phase and consider additional engagement options, including small scale in-person engagements, if viable.

In order to raise awareness of the engagement opportunities available and reach the widest audience possible, extensive advertising through social media, websites, print and other methods will be required. Advertising will be designed to inform residents the Regional Plan Review is currently taking place and highlight the ways participants can find information and provide comments.

Engagement and public feedback from each phase will be captured and communicated through *What We Heard* reports. *What We Did* reports will summarize the actions taken to respond to the comments and feedback received.

3. ENGAGEMENT TIMELINE

Engagement is planned to take place in distinct phases throughout the review process. Some overlap of tactics will occur across the phases. Originally the Regional Plan Review was expected to occur in three phases. However, since the adoption of the original engagement plan, disruptions such as COVID-19 and faster than anticipated growth and supply challenges have led to adjustments in the work plan. The revised Phasing is presented as follows:

Phase 1 began when the Regional Plan Review was initiated by Regional Council on February 25, 2020 and will continue into Winter 2021. The focus of Phase 1 is to introduce the Municipality's approach to the Regional Plan Review and receive feedback.

Phase 2 began in May 2021, when the project team presented the Themes and Directions Report. The goal of this phase of engagement was to provide an overview of the draft policy framework highlighting the proposed major changes. This Phase concluded in December 2021.

Phase 3 will take place over the first 6 months of 2022. The goal of this engagement is to solicit feedback on the projects and smaller policy adjustments being made to advance housing projects in advance of the Regional Plan Draft Document.

Phase 4 will take place following the release of the Regional Plan Draft Document. The goal of this engagement will be to provide an overview of the draft of the Regional Plan amendments and highlight how public input from the previous engagement phases has been used to inform recommendations. This is intended to help residents, stakeholders and Council understand how feedback has been received and used, particularly in the absence of more traditional in-person engagement.

Phase 5 will take place once the Regional Plan has been amended and will focus on advancing lands to support the long-term growth of the municipality.

Detailed scheduling for each engagement phase will be released on the website when available.

A: ONLINE ENGAGEMENT

PHASES ONE, TWO, THREE, FOUR, FIVE

WHAT	Update Shape Your City page with project messaging, background materials and engagement and commenting tools for each phase of the project.
WHO	Industry, Community Groups, Business Communities, Advocacy Groups, Members of the Public
WHEN	Ongoing (All Phases)
WHERE	www.halifax.ca, www.shapeyourcityhalifax.ca/regional-plan
WHY	▪ To share project information (project status, contacts, calendar of events, etc.) ▪ To share documents (previous and related studies, releases of project materials, etc.) ▪ To gather feedback from the public (surveys, polls/rankings, idea boards, Q&As, comment forums, etc.)
HOW	▪ Municipality to ensure project website remains active and up to date. ▪ Municipality to design engagement tools and analyse feedback.
MATERIALS NEEDED	▪ Engagement materials ▪ Project documents

B: EMAIL/TELEPHONE COMMENTING

PHASES ONE, TWO, THREE, FOUR, FIVE

WHAT	Respond to email and telephone inquiries on project-related matters and log comments.
WHO	Industry, Community Groups, Business Communities, Advocacy Groups, Members of the Public
WHEN	Ongoing (All Phases)
WHERE	N/A
WHY	▪ To respond to inquiries, gather comments on project-related matters and direct residents to available online material.
HOW	▪ Email and telephone
MATERIALS NEEDED	▪ Designated Regional Plan Review email addresses (regionalplan@halifax.ca) and telephone numbers.

C: STAKEHOLDER MEETINGS



PHASE ONE, TWO, THREE, FOUR, FIVE

WHAT	Municipal staff to engage with key stakeholders to develop partnerships, inform on the scope and status of the project and gather feedback.
WHO	External and internal stakeholders, including: Municipal, Provincial, Federal and Indigenous governments, Non-Profit and Community Groups (residents' associations and advocacy groups for housing, transportation, environmental, culture & heritage issues), business and economic development groups, development industry and design community.
WHEN	Ongoing (All Phases)
WHERE	Online
WHY	▪ To develop and maintain relationships with key stakeholders ▪ To increase awareness of the Regional Plan Review and the role of the Regional Plan ▪ To gather feedback from residents and special interest groups
HOW	▪ Teleconference line, Skype for Business, Microsoft Teams
MATERIALS NEEDED	▪ Engagement materials ▪ Project documents ▪ PowerPoint presentations

D: COMMITTEE REVIEW

PHASE ONE, FOUR

WHAT	Present the Regional Plan Review Themes & Directions to the relevant advisory boards and committees of Regional Council to inform of the scope of the project and gather feedback.
WHO	Relevant advisory boards and committees of Regional Council
WHEN	Phase 1 (Themes & Directions Report) Phase 4 (Draft Regional Plan)
WHERE	N/A
WHY	▪ To increase awareness of the Regional Plan Review and the role of the Regional Plan ▪ To gather feedback from relevant board and committee members (based on their terms of reference)
HOW	▪ Meeting protocols established by the various boards and committees.
MATERIALS NEEDED	▪ Engagement materials ▪ Project documents ▪ PowerPoint presentations

4. EVALUATION TOOLS

These evaluation tools will be used to measure the success of consultation efforts.



1. Web Page Analytics

Use web analytics to determine the number of unique visitors, access and the amount of time spent on the webpage.



2. Comment Summaries

The project team will record and measure input form stakeholders and residents through phone and email comments and Shape Your City survey responses.



3. Stakeholder Meeting Summaries

Count stakeholders attending virtual information sessions. Record attendee questions and comments.

ATTACHMENT B – Regional Plan Review Remaining Work Plan

Theme & Direction Ref #	Theme Area	Work Category	Direction Text	Work Program			Resourcing				
				Completed	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3	Phase 4	Phase 5	Separate Study, Additional Funds, and/or FTE Required
We can decide how we want Halifax to grow. We can make smart decisions about housing and employment and use the Regional Plan to quickly direct growth to the right places, in a way that furthers our community goals, and builds a healthy, thriving economy.											
1.1	**Considering the Regional Scale First**	**Growth Management & Market Housing**	Review and confirm the Regional Plan's development and growth policies by considering where and how the Municipality will grow within the life of this Plan.	●				●	●	●	
1.2	**Considering the Regional Scale First**	**Growth Management & Market Housing**	Assess progress towards achieving household growth targets, including population and housing forecasts and their implications in relation to the available supply of developable land, housing supply and demand, and the provision of a range of housing choices.	●				●			
1.5	**Considering the Regional Scale First**	**Growth Management & Market Housing**	Review and clarify the process for expanding the Urban Service Area to address minor issues or unique circumstances between Regional Plan review periods.		●				●		
1.8	**Considering the Regional Scale First**	**Growth Management & Market Housing**	Use the results of the Capital Cost Infrastructure Charges study to determine the basis, methodology and implications of adopting infrastructure charges.			●			●		
1.6	**Considering the Regional Scale First**	**Growth Management & Market Housing**	Identify any developer requests for expansions to the Urban Service Boundary and assess whether the request should be considered, based on existing policy and the proposed future policy framework	●				●	●	●	
1.7	**Considering the Regional Scale First**	**Growth Management & Market Housing**	Recommend a process for the development of the Sandy Lake, Highway 102 West Corridor Lands and Morris Lake future serviced communities by assessing the relationship to: • Achieving household growth targets, including population and housing forecasts and their implications in available supply of developable land, housing supply and demand, and the provision of affordable housing; • Incorporating the policies and actions of HRM's priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, HalifACT and Sharing Our Stories); and • Planning for existing and future parkland and wilderness areas.			●					●

ATTACHMENT B – Regional Plan Review Remaining Work Plan

Theme & Direction Ref #	Theme Area	Work Category	Direction Text	Work Program			Resourcing				
				Completed	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3	Phase 4	Phase 5	Separate Study, Additional Funds, and/or FTE Required
1.11	**Considering the Regional Scale First**	**Growth Management & Market Housing**	Adopt a policy to require future study of population growth and settlement patterns, including an assessment of Urban Reserve lands and the need for new serviced development beyond 2031.							●	●
1.9	**Considering the Regional Scale First**	**Growth Management & Market Housing**	Review the lands designated Urban Reserve where circumstances have changed and make appropriate amendments, such as in the Purcell's Cove Backlands area.			●				●	
1.10	**Considering the Regional Scale First**	**Growth Management & Market Housing**	Remove the Urban Reserve designation from the Akoma lands as directed in The Road to Economic Prosperity Action Plan and assess the future development of the entire Urban Reserve in relation to: • Achieving household growth targets, including population and housing forecasts and their implications in available supply of developable land, housing supply and demand, and the provision of affordable housing; and • Incorporating the policies and actions of HRM's priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, HalifACT and Sharing Our Stories).			●				●	●
3.1	**Reconsidering Employment and Industrial Lands**	**Growth Management & Market Housing**	Work with the Halifax Partnership to ensure that the Regional Plan is aligned with Halifax's Economic Growth Plan 2022-2027.				●				
3.2	**Reconsidering Employment and Industrial Lands**	**Growth Management & Market Housing**	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.			●			●		●
3.4	**Reconsidering Employment and Industrial Lands**	**Growth Management & Market Housing**	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			●			●		

ATTACHMENT B – Regional Plan Review Remaining Work Plan

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			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.								
7.9	**Integrating Community Facilities and Parks**	**Growth Management & Market Housing**	Explore the use of policy tools like capital cost contributions, and density bonus programs to support parkland dedication based on population density.			●				●	
10.1	**Imagining HRM into 2050 and Beyond**	**Growth Management & Market Housing**	Develop and model several future scenarios based on relatively stable and uncertain variables. Determine what policies should be prioritized based on several scenarios.			●				●	
10.2	**Imagining HRM into 2050 and Beyond**	**Growth Management & Market Housing**	Design a framework for how to engage communities on what they think should be studied and considered when planning for the future of HRM. This engagement will inform what to research over the next number of years to position us for the 2026-2030 Regional Plan Review.			●				●	
11.1	**Assessing the Impacts of COVID-19**	**Growth Management & Market Housing**	Continue to monitor the impacts of the COVID-19 pandemic on social, economic, environmental and population growth indicators, and adopt a framework for tracking these trends to guide future regional planning.			●	●				
11.3	**Assessing the Impacts of COVID-19**	**Growth Management & Market Housing**	Explore the potential impacts of the COVID-19 pandemic on community design preferences by engaging residents about their ability to work from home, changing travel patterns, the demand for “complete communities,” housing-form preferences and needs, their use of outdoor spaces, and changes in how residents socialize and gather.			●	●				
2.3	**Building Heathier and More Complete Communities**	**Secondary Planning Program**	Establish the Secondary Plan and By-law Simplification Program in policy with the following broad objectives: Implement the Regional Plan and priorities plans through land use and community design policies and regulations; Organize the planning framework around Regional Centre, Suburban and Rural geographic areas; Direct intensification to areas that support the building of healthier and more complete communities; Affirm that each new plan and land use by-law will respond to local		●			●			

ATTACHMENT B – Regional Plan Review Remaining Work Plan

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				Completed	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3	Phase 4	Phase 5	Separate Study, Additional Funds, and/or FTE Required
			conditions and needs of our diverse communities. Community input and participation in this process will be critical, providing a primary source of guiding knowledge for the plans.								
2.4	**Building Heathier and More Complete Communities**	**Secondary Planning Program**	Update Chapter 6A of the Regional Plan, "The Regional Centre" to reflect the approval of the Regional Centre Secondary Municipal Planning Strategy (Centre Plan).		●			●			
2.5	**Building Heathier and More Complete Communities**	**Secondary Planning Program**	2.5 Establish a vision, objectives and key principles to guide the Suburban Plan, which include: • Directing most growth to mixed-use, transit-oriented communities that can be served by transit, walking, wheeling and cycling; • Directing growth in a way that protects and preserves valuable wilderness areas and open spaces; • Ensuring planning regulations focus on affordability and accessibility, and support peopleoriented urban design; and • Protecting and prioritizing industrial lands and harbour access for marine-dependent uses, with other employment directed to mixed-use centres.			●					●
2.6	**Building Heathier and More Complete Communities**	**Secondary Planning Program**	Adopt interim policy guidance for applications for secondary municipal planning strategy amendments to guide site planning and built form characteristics.			●				●	●
2.7	**Building Heathier and More Complete Communities**	**Secondary Planning Program**	Consider if the interim policy guidance may also be used to improve the processing of discretionary applications such as development agreements to further the goals and objectives of the Regional Plan.			●				●	●
2.8	**Building Heathier and More Complete Communities**	**Secondary Planning Program**	Establish a vision, objectives and key principles to guide the Rural Plan which include: • Directing intensification to existing rural communities that act as important service centres and have the potential to be complete communities; • Protecting rural landscapes as critical to the region's natural and open space network; • Supportive adaptive reuse of existing buildings; • Supporting working landscapes for resource industries, agriculture and food security, and tourism opportunities; • Ensuring planning regulations focus on affordability and accessibility, and support building communities that reflect local	●							●

ATTACHMENT B – Regional Plan Review Remaining Work Plan

Theme & Direction Ref #	Theme Area	Work Category	Direction Text	Work Program			Resourcing				
				Completed	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3	Phase 4	Phase 5	Separate Study, Additional Funds, and/or FTE Required
			character and history; and • Support a range of housing forms within each rural service centre.								
2.9	**Building Heathier and More Complete Communities**	**Secondary Planning Program**	Review past studies and initiate further analysis to understand the barriers and opportunities for developing innovative services in rural areas, with a focus on water, wastewater and rural public mobility.			●					●
2.10	**Building Heathier and More Complete Communities**	**Secondary Planning Program**	Revise conservation design development policies to streamline the development process within rural service centres.		●				●		
3.5	**Reconsidering Employment and Industrial Lands**	**Secondary Planning Program**	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 of buildings in rural areas.		●						
1.3	**Considering the Regional Scale First**	**Complete Communities**	Ensure coordinated and efficient planning of municipal water, wastewater and stormwater infrastructure by including Halifax Water as a key member of the Regional Plan Review Steering Committee, and assessing the projected population growth, proposed settlement pattern, and associated infrastructure requirements for the Halifax Water Infrastructure Master Plan.			●		●	●	●	
1.4	**Considering the Regional Scale First**	**Complete Communities**	Use the concepts of the Halifax Green Network Plan to assess and consider ecological connectivity and value when identifying lands for future serviced development.							●	
2.1	**Building Heathier and More Complete Communities**	**Complete Communities**	Review and revise the Regional Plan's Settlement policies to better support the Municipality's goal of building complete communities and implementing the direction of the Priorities Plans.		●				●		
2.2	**Building Heathier and More**	**Complete Communities**	Review and revise the Regional Plan's growth centre policies using a 'complete communities' analysis by: • Defining different types of centres and adopting land use policies reflecting			●			●		

ATTACHMENT B – Regional Plan Review Remaining Work Plan

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				Completed	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3	Phase 4	Phase 5	Separate Study, Additional Funds, and/or FTE Required
	Complete Communities		appropriate levels of growth for each; • Refining the expected population growth projections based on recent observed trends; • Identifying environmental and other physical constraints; • In Suburban communities, targeting new development around frequent transit networks; and, • In Rural communities, maintaining the Regional Plan's overall approach to limit sprawl and cluster development that encourages strong rural centres.								
3.3	**Reconsidering Employment and Industrial Lands**	**Complete Communities**	Establish policy to remove barriers to establishing small scale commercial uses in residential areas, including home-based business policies and regulations.			●				●	
7.1	**Integrating Community Facilities and Parks**	**Complete Communities**	Continue to implement the recommendations of the Community Facility Master Plan.			●			●		
7.2	**Integrating Community Facilities and Parks**	**Complete Communities**	Review and consider recreation trends, demographics and community needs as part of planning for complete communities. Consider the location and distribution of community facilities when reviewing locations for growth and ensure that services are available or planned to accommodate new development.			●			●		
7.3	**Integrating Community Facilities and Parks**	**Complete Communities**	Consider the location and distribution of libraries when reviewing locations for growth and work with Halifax Public Libraries to ensure that services are available or planned to accommodate new development.			●			●		
7.4	**Integrating Community Facilities and Parks**	**Complete Communities**	Consider the location and distribution of schools when reviewing locations for growth and work with the Halifax Regional Centre for Education and Conseil Scholaire Acadien Provincial to ensure that services are available or planned to accommodate new development.			●			●		
7.5	**Integrating Community Facilities and Parks**	**Complete Communities**	Consider the location and distribution of emergency service infrastructure when locating growth and work with emergency service providers to ensure that services are available and planned to accommodate new development.			●			●		
We can create change through new partnerships.											

ATTACHMENT B – Regional Plan Review Remaining Work Plan

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We can use the Regional Plan Review to act on new partnerships, grow in a new way, and pursue opportunities for meaningful change together.											
5.1	**Social Planning for Community Well-Being**	**Social Policy Team**	Align with the work of the Social Policy Committee to define the Municipality's role in social planning and inventory the Municipality's existing initiatives to better use existing resources and identify gaps.			●	●				
5.2	**Social Planning for Community Well-Being**	**Social Policy Team**	Study the possible use of tools that could support capacity building, such as community benefit action planning, community trusts or community-led planning or projects.	●			●				
5.3	**Social Planning for Community Well-Being**	**Social Policy Team**	Identify neighbourhoods facing inequities or communities that have been historically underserved and underrepresented and coordinate across departments to address vulnerabilities and build neighbourhood capacity.			●	●				●
5.4	**Social Planning for Community Well-Being**	**Social Policy Team**	Provide continued support for the development of partnerships to provide a range of community infrastructure and services for residents towards complete communities.	●			●				
5.5	**Social Planning for Community Well-Being**	**Social Policy Team**	Explore additional approaches to encourage a diversity of housing forms though reviewing existing policies.			●		●	●	●	
5.6	**Social Planning for Community Well-Being**	**Social Policy Team**	Support the development of the Housing Governance report to identify a municipal role in housing, furthering partnerships with non-profit housing organizations, private developers and the Province, to encourage the development and retention of affordable housing, including: • Identifying planning tools to ensure no net loss of housing during redevelopment; • Updating the Housing Needs Assessment on an annual basis; • Removing barriers and reviewing and expanding opportunities to support the development and retention of affordable housing; and • Study possible tools and programs to further leverage surplus or available land including community land trusts.		●			●			
5.7	**Social Planning for Community Well-Being**	**Social Policy Team**	Develop an interim regulatory tool for a region-wide density bonus program.			●					●

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5.9	**Social Planning for Community Well-Being**	**Social Policy Team**	Continue to engage the Diversity and Inclusion Office as a resource during planning projects.	●			●				
5.10	**Social Planning for Community Well-Being**	**Social Policy Team**	Review existing engagement policies and adopt the upcoming Public Engagement Guidebook.		●		●				
5.11	**Social Planning for Community Well-Being**	**Social Policy Team**	Ensure the Regional Plan is aligned with the 94 Calls to Action, recommendations from the Task Force on the Commemoration of Edward Cornwallis and the Recognition and Commemoration of Indigenous History, and the African Nova Scotian Road to Economic Prosperity.			●	●				●
5.12	**Social Planning for Community Well-Being**	**Social Policy Team**	Review and update planning documents (the Regional Plan, secondary plans and land use by-laws) that bring HRM closer to the goal of being a city for people of all abilities, ages, and backgrounds. Ensure these documents align with the forthcoming HRM Accessibility & Inclusion Strategy.			●			●		
5.13	**Social Planning for Community Well-Being**	**Social Policy Team**	Include the Accessibility Advisory Committee and Diversity & Inclusion Office in the review of the forthcoming engagement tool to ensure it uses best practices for inclusion of residents with a wide array of disabilities.				●				
11.2	**Assessing the Impacts of COVID-19**	**Social Policy Team**	Identify communities with inequitable access to the social determinants of health necessary to weather a pandemic, such as housing, food security, access to green/amenity space, and transportation options, and focus on prioritizing the servicing of these communities.			●	●			●	
We can make it easier for people to move. We can use the Regional Plan to link decisions on land use and our mobility system by focusing on the movement of people, not just vehicles, be it by walking, rolling, cycling, transit or in a vehicle.											
4.1	**Transforming how we move in our region**	**Integrated Mobility Team**	Update the Transportation and Mobility chapter of the Regional Plan to reflect the policies and actions of the Integrated Mobility Plan and its regional approach to transportation planning by: • Adopting policy to support the use of the Complete Streets approach to prioritize the movement of people using sustainable modes of transportation over vehicles; • Revising the region-wide	●					●		

ATTACHMENT B – Regional Plan Review Remaining Work Plan

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			and sub-regional mode share targets; • Removing the list of road network projects and adopting alternative policy to direct evaluation of all existing and future mobility projects through the IMP's Evaluation Scorecard; • Adopting new guidelines for the preparation of Transportation Impact Assessments, which includes Multi-Modal Level of Service guidelines to evaluate road network performance for all mobility modes (walking, cycling, transit and vehicles); • Revising policy to support the Transportation Demand Management program, which will include policies and programs that encourage behaviour change to complement investments in infrastructure aligned with mode share targets; and • Identifying areas requiring partnership with other levels of government and agencies to collaborate on major transportation infrastructure projects.							
4.2	**Transforming how we move in our region**	**Integrated Mobility Team**	Update Regional Plan policy to identify strategic multi-modal corridors that connect communities and include policy direction to guide future functional plans for these corridors that reflect the objectives of the Integrated Mobility Plan, Rapid Transit Strategy, Moving Forward Together Plan and Active Transportation Priorities Plan and align with land use planning.			●			●		
4.3	**Transforming how we move in our region**	**Integrated Mobility Team**	Study opportunities for land acquisition tools in addition to the Transportation Reserve Zone, to acquire or preserve right-of-way lands for investments in strategic multi-modal corridors, and use this to inform a land acquisition strategy for these corridors.			●				●	●
4.4	**Transforming how we move in our region**	**Integrated Mobility Team**	To address the importance of coordinating land use and transportation planning around Rapid Transit, the Regional Plan will plan for higher-density mixed use development around Rapid Transit, and create policy direction for the provision of affordable housing, connectivity of local streets and active transportation infrastructure near stations and terminals.	●					●		
4.5	**Transforming how we move in our region**	**Integrated Mobility Team**	Building on the approved Integrated Mobility Plan and Rapid Transit Strategy, establish a program of study to develop a long-term vision for transportation in HRM aligned with regional strategic growth.			●				●	●
We can protect what matters.											

ATTACHMENT B – Regional Plan Review Remaining Work Plan

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				Completed	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3	Phase 4	Phase 5	Separate Study, Additional Funds, and/or FTE Required
We can use the Regional Plan to strengthen and protect important natural and cultural places and use them to shape our region's communities.											
6.1	**Celebrating Culture and Heritage**	**Sharing Our Stories Team**	Incorporate the recommendations of the final Sharing Our Stories Plan into the Regional Plan, with a particular focus on initiatives that share and celebrate a more diverse range of stories.			●			●		
6.2	**Celebrating Culture and Heritage**	**Sharing Our Stories Team**	Amend the Regional Plan to provide Heritage Development Agreement policies that will guide sensitive redevelopment of municipally registered properties, including some additional development rights.			●			●		
6.3	**Celebrating Culture and Heritage**	**Sharing Our Stories Team**	Review Regional Plan Policy CH-16 to provide additional direction for new development in a heritage context in secondary planning strategies, including the following considerations: Architectural compatibility and subordination; Building scale, massing and design; Transition; Shadow impacts; Impacts on the integrity of nearby heritage properties and streetscapes; and The assessment and preservation of any unregistered structures for their heritage value, if deemed necessary.		●				●		
6.4	**Celebrating Culture and Heritage**	**Sharing Our Stories Team**	Use the recommendations of Sharing Our Stories to review and enhance policies related to the creation of future Heritage Conservation Districts and the identification of additional future Heritage Conservation Districts by: Updating policy to reflect the Heritage Conservation District Adoption Process approved by Regional Council at their November 17, 2020 meeting; Incorporating the Heritage Conservation District Prioritization Methodology and Evaluation approved by Regional Council at their November 17, 2020 meeting; and Incorporating any additional HCD policy considerations identified by Sharing Our Stories.		●				●		
6.5	**Celebrating Culture and Heritage**	**Sharing Our Stories Team**	Use the recommendations of Sharing Our Stories and the Halifax Green Network Plan to direct how the Municipality will collaborate with residents and stakeholders to identify, prioritize and protect potential cultural landscapes, and continue to work with the Province to support the development of regulations for cultural landscapes under the Heritage Property Act.			●				●	●

ATTACHMENT B – Regional Plan Review Remaining Work Plan

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7.10	**Integrating Community Facilities and Parks**	**Green Network Plan Team**	Apply the Open Space and Natural Resources Designation and Regional Park Zone to the publicly-owned lands for the Sandy Lake Regional Park, Blue Mountain Birch Cove Lakes Area, Shaw Wilderness Park and McIntosh Run Regional Park, maintain the Western Common Zone for the Western Common Wilderness, and adopt policy to guide future park development and management of these areas as "wilderness parks". Ensure that parks and open spaces owned and/or managed by community organizations and other levels of government are recognized within this framework.		●			●			
7.6	**Integrating Community Facilities and Parks**	**Green Network Plan Team**	Incorporate the park spectrum into the Regional Plan.		●				●		
7.7	**Integrating Community Facilities and Parks**	**Green Network Plan Team**	Review and develop Level of Service Standards based on the recommendations of the Halifax Green Network Plan, public engagement and spatial analysis mapping of parkland and outdoor recreation amenities and future growth.			●			●		●
7.8	**Integrating Community Facilities and Parks**	**Green Network Plan Team**	Amend the Regional Subdivision By-law to reflect the identified Level of Service Standards.			●				●	●
7.11	**Integrating Community Facilities and Parks**	**Green Network Plan Team**	Continue to work with other levels of government and conservation groups to increase access to open spaces.	●			●				
8.1	**Enhancing Environmental Protection**	**Green Network Plan Team**	Adopt Regional Plan policy requiring that the Green Network Ecology Map is used to help guide regional planning decisions	●							
8.10	**Enhancing Environmental Protection**	**Green Network Plan Team**	Review and revise existing regulations protecting wetland and riparian areas in HRM land use by-laws to ensure greater protection for these features and ensure standards regulations are adopted across the region.			●		●			
8.11	**Enhancing Environmental Protection**	**Green Network Plan Team**	Continue to work with the Province to develop and adopt revised policies and regulations consistent with the Coastal Protection Act and tailored to the HRM context. This work will consider: •			●		●			

ATTACHMENT B – Regional Plan Review Remaining Work Plan

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				Completed	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3	Phase 4	Phase 5	Separate Study, Additional Funds, and/or FTE Required
			Whether the current required elevation is sufficient given expected sea level rise, storm surge and coastal erosion risks (currently 3.8 CGVD - equivalent to 3.2 CGVD 2013); • Requiring different horizontal setbacks for coastal shorelines and inland watercourses; • Requiring coastal elevations (vertical setbacks) to apply to all uses, not just residential properties; • Providing guidance for estuaries, salt marshes, barrier beaches and similar features; • Providing guidance for resilient infrastructure design; • Replacing the CGVD28 standard with CGVD2013; and • Ensuring consistent regulations are applied across the region.								
8.2	**Enhancing Environmental Protection**	**Green Network Plan Team**	Continue to apply the Open Space and Natural Resource designation to recognize the value of the Green Network, and revise the designation's boundaries to reflect the core areas and corridors shown on the Green Network Ecology Map.			●			●		
8.3	**Enhancing Environmental Protection**	**Green Network Plan Team**	Review Regional Plan policy to ensure that secondary planning strategies and land use by-laws include appropriate development regulations in important ecological areas and corridors and directs development away from hazardous locations.			●			●		
8.4	**Enhancing Environmental Protection**	**Green Network Plan Team**	Provide guidance for environmental considerations during policy-enabled discretionary planning applications.			●			●		
8.5	**Enhancing Environmental Protection**	**Growth Management**	Develop a regional approach to the protection of natural corridors that: • Directs how natural corridors should be delineated at the regional and individual site level; • Prioritizes wildlife connections to the Chebucto Peninsula; • Includes clear policy direction for developing wildlife crossings through major infrastructure like highways and utility corridors; and • Coordinating this work with the provincial government, utilities and other relevant stakeholders.			●			●		
8.6	**Enhancing Environmental Protection**	**Green Network Plan Team**	Review policies to support and where appropriate, require the use of naturalization and green infrastructure during development.		●				●		
8.7	**Enhancing Environmental Protection**	**Green Network Plan Team**	Review policies to continue to support the implementation of the Urban Forest Master Plan.		●				●		

ATTACHMENT B – Regional Plan Review Remaining Work Plan

Theme & Direction Ref #	Theme Area	Work Category	Direction Text	Work Program			Resourcing				
				Completed	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3	Phase 4	Phase 5	Separate Study, Additional Funds, and/or FTE Required
8.8	**Enhancing Environmental Protection**	**Green Network Plan Team**	Adopt policy to direct future study and implementation of a comprehensive water quality monitoring program, including Lake Water Management Plans for urban lakes that establish phosphorus loading limits and mitigation measures and water quality monitoring protocols.		●				●		
8.9	**Enhancing Environmental Protection**	**Green Network Plan Team**	Update existing policy to reflect the Municipality's recent work to improve stormwater management practices.		●				●		
8.12	**Enhancing Environmental Protection**	**HaliFACT Team**	Complete a spatially-based risk and vulnerability analysis of HRM's coastal waterfront and shoreline area and adopt policy to direct development of a coastal-specific adaptation strategy.							●	
8.13	**Enhancing Environmental Protection**	**HaliFACT Team**	Establish requirements for updating municipal LiDAR data, digital elevation models and coastal vulnerability mapping.							●	
9.1	**Leading through action on climate**	**HaliFACT Team**	Update the Environment, Energy and Climate Change chapter of the Regional Plan to reflect HalifACT's net-zero emissions targets and require consideration of climate impacts across issue areas.		●				●		
9.2	**Leading through action on climate**	**HaliFACT Team**	Develop policy to encourage net-zero and climate resilient new construction when considering discretionary planning applications.		●				●		
9.3	**Leading through action on climate**	**HaliFACT Team**	Adopt policy to direct consideration of alternative energy systems, such as district energy and microgrids, as part of secondary planning and master neighbourhood planning projects.		●				●		
9.4	**Leading through action on climate**	**HaliFACT Team**	Review and revise policy and land use by-laws to remove barriers to solar installations, energy storage systems, and electric vehicle infrastructure.		●				●		
9.5	**Leading through action on climate**	**HaliFACT Team**	Review the Regional Plan's wind energy policy to ensure it reflects current technology and provides opportunities for large-scale wind energy generation.			●				●	
9.6	**Leading through action on climate**	**HaliFACT Team**	Identify current and future climate change hazards and critical infrastructure at risk to extreme climate events.			●				●	
9.7	**Leading through action on climate**	**HaliFACT Team**	Adopt policy to prioritize resiliency measures that will help reduce risk, protect critical infrastructure and require building back better.			●				●	

ATTACHMENT B – Regional Plan Review Remaining Work Plan

Theme & Direction Ref #	Theme Area	Work Category	Direction Text	Work Program			Resourcing				
				Completed	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3	Phase 4	Phase 5	Separate Study, Additional Funds, and/or FTE Required
9.8	**Leading through action on climate**	**HaliFACT Team**	Adopt policy to require emergency management services and current and future climate change hazard projections are considered as part of the as-of-right development process, discretionary planning applications, and during reviews of secondary plans and land use by-laws.			●				●	

Attachment C:
Site-Specific Amendment Requests for Consideration through the Regional Plan Review Process

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Table 1: Summary

Regional Plan Phase 3: Quick Adjustments for Capacity	Regional Plan Phase 4: Draft Regional Plan	Regional Plan Phase 5: Future Capacity	Advance Outside Regional Plan	No Change Recommended
Service Boundary Adjustments • First Lake Drive, Middle Sackville (C060) • 2137 Purcell's Cove Road (C005) • Atholea Drive, Cole Harbour (C009, C047, C077) • Lands off Herring Cove Road, Spryfield area (Holding Zone lands) (C070-A, C071, C074) • Lake Loon Golf Centre lands (C003) • Lands near Lindforest Rd, Middle Sackville (C070-B) • Birch Hill Mobile Home Park, Eastern Passage (C079) **Urban Area Plan Amendments** • Bedford Commons (C001) • Paper Mill Lake (C061-B) • Lands on the east side of Morris Lake, Cole Harbour (C070-E) **Rural Area Plan Amendments** • Exhibition Park, Halifax (C086)	**Urban Reserve Lands** • Purcell's Cove Urban Reserve (C025, Case 22257) **Service Boundary Adjustments** • Smiths Road, Bedford (C089) **Service Boundary Adjustments – Middle Sackville Area** • Lands at the corner of Rosemary Drive and Marigold Drive, Middle Sackville (C070-C) • Lands near Little Lake, Middle Sackville (C070-D) • Lands north of Highway 101, east of Springfield Estates mobile home park, Middle Sackville (C102) • Lands southeast of Springfield Lake, with frontage on Sackville Drive, Middle Sackville (C310) • Lands north of Webber Lake, west of Lucasville Road (C311) • Lands north of Springfield Lake, Middle Sackville (C312) • Lands with frontage on Orchard Drive and Bambrick Road, Middle Sackville (C314) • Lands near Highway 101 and Margeson Drive, Middle Sackville (C319/Case 21639) • Lands in the Berry Hills subdivision, Middle Sackville (C320) **Urban Area Plan Amendments** • Lands off Susie Lake Drive, Bayers Lake (C104)	**Urban Reserve Lands** • Kidston Lake Urban Reserve lands (C071) **Schedule J – Beaver Bank/ Hammonds Plains Growth Control Areas** • Lands west of Sandy Lake and Marsh Lake, Hammonds Plains/ Lucasville (C017) • Lands north of Hammonds Plains Road and south of Taylor Lake, Hammonds Plains (C109) • Former Pin-Hi Golf Course, Hammonds Plains Road/ Lucasville Road (C317) • Lands north of Monarch Drive and east of Beaver Bank Road, Beaver Bank (C103) • Lands near Kinsac Lake, Kinsac (C117) • Lands near Barrett Lake, Beaver Bank (C299) • Lands south of Monarch Drive, Beaver Bank (C300) **Urban Plan Amendments** • Birch Cove (C061-A) • Bedford Waterfront and the Esquire Motel lands (Case 23084, C061-C)	**Future Serviced Communities** • Morris Lake Expansion (C004) • Highway 102 West Corridor (C006) • Lands west of Sandy Lake (C030) • Westphal Urban Reserve (Highway 7) (C034, C072, C085) **Industrial Lands** • Burnside Phase 34 (Case 22008) • Ragged Lake Industrial Park lands (Case 22010) • Aerotech Business Park lands (Case 22009)	**Service Boundary Adjustments** • Lands at the eastern end of Shore Road, Eastern Passage (C083) **Rural Area Plan Amendments** • Ketch Harbour Road (C027/ Case 22212) • Canal Cays, Wellington (C096, C107, C307)
Total estimated residential units: 8,411	**Total estimated residential units: 6,384**	**Total estimated residential units: 8,459**	**Total estimated residential units: 18,506**	**N/A**
Total overall estimated units (all phases): 41,760 *Note: Unit estimates have been calculated using gross unit per acre density, and have not considered environmental or other site constraints. Therefore, these estimates may be high and are for information purposes only.*				

Table 2: Urban Settlement - Future Serviced Communities

Applicable Regional Plan Policy:

3.2.1 Urban Settlement Designation

The Urban Settlement Designation encompasses those areas where development serviced with municipal water and wastewater systems (serviced development) exists or is proposed under this Plan. The designation includes three designated growth areas where Secondary Planning Strategies haven been approved (Morris-Russell Lake, Bedford South and Bedford West) three areas for future serviced communities, subject to HRM approval of secondary planning (Port Wallace, **Sandy Lake**, and the **Highway 102 west corridor** adjacent to Blue Mountain - Birch Cove Lakes Park).

The **Morris-Russell Lake Secondary Plan area** has not been able to develop as expected due to the Shearwater air base being re-acquired by the Canadian Armed Forces. Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible.

S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered:

(a) where reviews of regional population and housing forecasts have been undertaken and the proposed amendments may assist in achieving the growth targets established by this Plan; and

(b) the lands are within or adjacent to a growth centre.

S-2 Where requests are received to initiate secondary planning for any of the areas identified above as potential growth areas, consideration shall be given to: (a) the need for additional lands and the fiscal implications to HRM and Halifax Water and their capacity to meet additional financial commitments; and (b) the implications for achieving the HRM growth targets.

		Location	Request	Existing Planning Policy Considerations	Regional Plan Review Considerations	Recommended Approach
Future Serviced Community	C004	Lands to the east of CFB Shearwater/ southeast of Morris Lake, Cole Harbour/ Eastern Passage, adjacent to the Morris-Russell Lake Secondary Plan Area (PIDs: 00373696; 00372995; 00373670; 00373688; 00373779; 00373886; 00404558; 40110157; 40110173; 40116592; 40117269; 40124083; 40127649; 40252926; 40291775; 40852592; 41058223; 41129974; 41215856; 41330630; 41339672; 41406216; 41412826; 41412834; 41412842; 41058215; 41130055)	• Request from Dartmouth East Holdings Limited (Clayton Developments) for the extension of Mount Hope Extension/ Shearwater Connector, and to initiate the planning process for a new mixed-use community east of Shearwater Airport	• Section 3.2.1, Regional Plan: "The Morris-Russell Lake Secondary Plan area has not been able to develop as expected due to the Shearwater air base being re-acquired by the Canadian Armed Forces. Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible." • Regional Plan Policy S-2 states: "Where requests are received to initiate secondary planning for any of the areas identified above as potential growth areas, consideration shall be given to: (a) the need for additional lands and the fiscal implications to HRM and Halifax Water and their capacity to meet additional financial commitments; and (b) the implications for achieving the HRM growth targets."	• The Preliminary Population and Housing Analysis has shown that there is a need for additional land to accommodate HRM's growing population. Population growth since 2016 and expected continued growth has put pressure on the HRM's housing market availability. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development. The ongoing Portland Street Functional Plan project is exploring whether the Mount Hope extension will be required to support additional transportation needs in this area. • The Halifax Green Network Plan identifies high ecological value in the Cow Bay River area. • Policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan should be followed. • **Proposed housing units (estimated):** 3,093 units (as proposed by Clayton Developments, equates to 4.3 units per acre)	• **Advance work and resource separately from the Regional Plan** • Initiate study on this growth area, including: **Watershed study** - Per Regional Plan policy E-23, identify objectives and measures for water quality and stormwater management on a watershed basis. The existing Morris-Russell Lake Secondary Planning Strategy includes detailed provisions for the Morris Lake watershed; however, the lands are primarily within the Cow Bay River watershed to the east. **Land suitability study** - Study is required to identify environmental constraints (wetlands, watercourses, steep slopes, contaminated sites, species at risk, forest cover, other ecologically sensitive areas) and delineate natural corridors and wetlands, including wildlife corridors. Lands include the Cow Bay River floodplain and a portion of the lands are identified in the Halifax Green Network Plan with high ecological value. - A heritage and cultural impact assessment is required to assess archaeological assets, historic use of the lands, cultural assets, including engagement with key groups. **Baseline infrastructure study** - Identify existing transportation infrastructure assets and constraints, using a multi-modal level of service analysis. The ongoing Portland Street Functional Plan process and study of Caldwell-Mount Hope Connector Road will inform the feasibility and potential development density of this area. - Undertake a review of existing wastewater and water services infrastructure (capacity and constraints). • Staff will continue to work on the Portland Street Functional Plan, which will help to inform the transportation infrastructure needed for this area.

		Location	Request	Existing Planning Policy Considerations	Regional Plan Review Considerations	Recommended Approach
Future Serviced Community	C006	Lands west of Highway 102, Halifax (PIDs 40420788; 00323154; 40806226; 40806218; 40806200; 40806192)	• Request from Stevens Group to initiate secondary planning to enable a new mixed-use community on the lands	• Under the Regional Plan, these lands are designated as an Urban District Growth Centre • Regional Plan Policy S-2 states: "Where requests are received to initiate secondary planning for any of the areas identified above as potential growth areas, consideration shall be given to: (a) the need for additional lands and the fiscal implications to HRM and Halifax Water and their capacity to meet additional financial commitments; and (b) the implications for achieving the HRM growth targets." • Regional Plan policy envisions a comprehensive secondary planning process before these lands can be included within the Urban Service Area • These lands are adjacent to the Blue Mountain-Birch Cove Lakes wilderness area	• The Preliminary Population and Housing Analysis has shown that there is a need for additional land to accommodate HRM's growing population. Population growth since 2016 and expected continued growth has put pressure on the HRM's housing market availability. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • Regional Council has given direction to staff to undertake a comprehensive park planning exercise for the Blue Mountain-Birch Cove Lakes wilderness area. This will be separately brought forward by Parks & Recreation. • **Proposed housing units (estimated):** 3231 units (estimated at 9 units per acre) Note that the applicant has proposed 8,737 units (24.3 units per acre). For the purposes of housing projection, staff assumed a lower density would be supported, similar to the density and unit mix expected in other future serviced communities.	• **Advance work and resource separately from the Regional Plan** • Initiate study on this growth area, including: **Watershed study** - Regional Council accepted the Birch Cove Lakes Watershed Study in 2013, with requests for additional information that will need to be explored through any future planning process. That study must be reviewed with recent data. **Land suitability study** - Study is required to identify environmental constraints (wetlands, watercourses, steep slopes, contaminated sites, species at risk, forest cover, other ecologically sensitive areas). Delineate natural corridors and wetlands, including wildlife corridors. - Undertake a heritage and cultural impact assessment (archaeological assets, historic use of the lands, cultural assets, including engagement with key groups) **Baseline infrastructure study** - Identify existing transportation infrastructure assets and constraints, using a multi-modal level of service analysis. Study will need to consider mobility for all modes of travel and ensure connections to surrounding communities. - Undertake a review of existing wastewater and water services infrastructure (capacity and constraints). There is a potential high cost of servicing given the location of the lands and soil conditions.

		Location	Request	Existing Planning Policy Considerations	Regional Plan Review Considerations	Recommended Approach
Future Serviced Community	C030	Lands to the west of Sandy Lake (Lands in the Urban Settlement Designation on the north side of Hammonds Plains Road, outside the Urban Service Area)	• Request from Sandy Lake Holdings Ltd. (Clayton Developments) to initiate secondary planning for a new community	• Under the Regional Plan, these lands are designated as an Urban District Growth Centre • Regional Plan Policy S-2 states: "Where requests are received to initiate secondary planning for any of the areas identified above as potential growth areas, consideration shall be given to: (a) the need for additional lands and the fiscal implications to HRM and Halifax Water and their capacity to meet additional financial commitments; and (b) the implications for achieving the HRM growth targets." • Regional Plan policy envisions a comprehensive secondary planning process before these lands can be included within the Urban Service Area	• The Preliminary Population and Housing Analysis has shown that there is a need for additional land to accommodate HRM's growing population. Population growth since 2016 and expected continued growth has put pressure on the HRM's housing market availability. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • There is public support for greater protection of the lands for their ecological value and the water quality of Sandy Lake. • **Proposed housing units (estimated):** 6006 units (estimated at 9 units per acre, as proposed by Clayton Developments)	• **Advance work and resource separately from the Regional Plan** • Initiate study on this growth area, including: **Watershed study** - Identify objectives and measures for water quality and stormwater management, per requirements of Regional Plan policy E-23. A watershed study was completed in 2014 and accepted by Regional Council in 2015, and should be updated to reflect potential changes in the watershed since that time and consider revised development scenarios. **Land suitability analysis** - Identify environmental constraints (wetlands, watercourses, steep slopes, contaminated sites, species at risk, forest cover, other ecologically sensitive areas); Delineate natural corridors and wetlands, including wildlife corridors. - Undertake a heritage and cultural impact assessment (archaeological assets, historic use of the lands, cultural assets, including engagement with key groups). - Consider the implications for Sandy Lake water quality and adjacent municipal parkland; maintain wildlife corridors and ecological connectivity as identified in the Halifax Green Network Plan. Potential opportunities for parkland acquisition. **Baseline infrastructure study** - Identify existing transportation infrastructure assets and constraints, using a multi-modal level of service analysis. Proposed transportation systems must integrate with the Hammonds Plains Road corridor and improve community connections for all modes of travel (walking, cycling, transit, private vehicles). - Undertake a review of existing wastewater and water services infrastructure (capacity and constraints). Study should consider opportunities to coordinate water and wastewater services with Bedford West systems.

Table 3: Urban Reserve

Applicable Regional Plan Policy:

3.2.2 Urban Reserve Designation

The Urban Reserve Designation is intended to ensure that a supply of land is available for serviced development over a longer term horizon.

The following seven areas are designated as Urban Reserve:

1. interior lands bounded by Highway 7, Ross Road, Highway 207 and Broom Road (Cole Harbour/Westphal);
2. land surrounding Anderson Lake area (Dartmouth/Bedford);
3. Governor Lake North (Timberlea);
4. Ragged Lake (Halifax); [See Industrial Lands Table]
5. Kidston Lake lands (Spryfield/Herring Cove);
6. Purcell's Cove area back lands; and
7. private lands in the Blue Mountain - Birch Cove Lakes Regional Park area.

S-3 The Urban Reserve Designation shall be established on the Generalized Future Land Use Map (Map 2) to identify those lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of this Plan.

S-4 HRM shall, through the applicable land use by-law, establish an Urban Reserve Zone to regulate development of lands within the Urban Reserve Designation. This Zone shall permit open space uses and limit residential development to existing lots and to one lot subdivided from an existing lot under lot frontage exemption provisions of the Subdivision By-law on a property identified by PID No. 00270934.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Reserve	C034	Former Nova Scotia Home for Coloured Children, Wilfred Jackson Way and Highway 7, Westphal (PID 40150567)	• Request from Akoma Holdings Inc. to consider their long-term development goals, including extension of sewer services, additional housing, cemetery, recreation uses • Completed planning application (Case 21875) resulted in redesignation and rezoning of lands along Highway 7 to enable short term development goals	• Under the Regional Plan, these lands are designated Urban Reserve, envisioning future serviced development beyond the life of the plan (after 2031) • In September 2020, Regional Council endorsed The African Nova Scotian Road to Economic Prosperity Action Plan which is a collaborative plan developed and owned by the African Nova Scotian community to advance economic development and community priorities. Action 15 is for Regional Council to "Support the Akoma-led master plan for the restoration of the historic Nova Scotia Home for Coloured Children".	• The African Nova Scotian Road to Economic Prosperity supports development on the lands owned by Akoma Holdings. • The Preliminary Population and Housing Analysis has shown that there is a need for additional land to accommodate HRM's growing population. Population growth since 2016 and expected continued growth has put pressure on the HRM's housing market availability. • Analysis is required to determine the designation that would best support the site, and what overall density is appropriate for the site based on the relationship to services.	• **Advance work and resource separately from the Regional Plan** • Initiate comprehensive planning for the entire area designated Urban Reserve. This study should include: **Watershed study** - Per Regional Plan policy E-23, identify objectives and measures for water quality and stormwater management on a watershed basis. **Land suitability study** - Study is required to identify environmental constraints (wetlands, watercourses, steep slopes, contaminated sites, species at risk, forest cover, other ecologically sensitive areas) and delineate natural corridors and wetlands, including wildlife corridors. - A heritage and cultural impact assessment is required to assess archaeological assets, historic use of the
Urban Reserve	C072	Kenora Drive, Westphal (PID 00460717)	• Request from Jim Morash to redesignate and rezone property to allow for residential subdivision (5 lots)			

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Reserve	C085	Lands at the southwest corner of Highway 7 and Ross Road, Westphal (PIDs 40166308, 40166282 40195877, 00460733)	• Request from ZZap Consulting on behalf of Kiel Developments to consider properties within the Urban Reserve (next to Akoma) for serviced development during this Regional Plan Review	• On May 4, 2021, Regional Council approved changes to the Regional Plan, Regional Subdivision By-Law, Cole Harbour/Westphal Secondary Municipal Planning Strategy and Land Use By-Law to allow for adaptive reuse of the former Home and a mix of uses adjacent to Highway 7 and Giberson Drive, and identified that comprehensive, long-term planning for the entire site will be considered through the Regional Plan Review process.	• Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 6,176 units (estimated at 7 units per acre). Note that this estimate is likely high, given that not all Akoma Holdings' lands are proposed for residential uses and environmental constraints are present.	lands, cultural assets, including engagement with key groups. **Baseline infrastructure study** - Identify existing transportation infrastructure assets and constraints, using a multi-modal level of service analysis. - Undertake a review of existing wastewater and water services infrastructure (capacity and constraints). • Note that past work undertaken by Akoma Holdings as part of Case 21875 can likely be used to inform the work outlined above.
Urban Reserve	C071	Lands near Kidston Lake, off Leiblin Drive and Old Sambro Road, Spryfield (PIDs 00283283; 40872053; 00315283; 00315291)	Request from Kevin Riles on behalf of North American Real Estate to amend the current planning policy to allow for development on these lands	• Under the Reginoal Plan, the majority of the lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031) • Lands southwest of the Lieblin Drive development are designated Rural Commuter and envisioned for industrial commercial development by the Planning District 5 MPS	• Regional Plan policy envisions these lands will be considered for serviced development after 2031, and • The Halifax Green Network Plan identifies the ecological and cultural value of this area, including the International Biological Program (IBP) area south of Kidston Lake. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness areas and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 4,189 units (estimated at 7 units per acre). Note this estimate is likely high, given the environmental constraints.	• **Phase 5 – Future Capacity** • Planning for development in this Urban Reserve area should be undertaken after the completion of study and planning for future serviced communities in the Urban Settlement designation. This is in keeping with the existing Regional Plan policy which envisions these lands will be considered for serviced development after 2031. • The portion of the lands within the Urban Settlement designation and within the Holding Zone will be considered in conjunction with a potential service boundary extension onto Holding Zone lands in the Spryfield area (See C070-A and C074).
Urban Reserve	n/a (Case 22257)	Purcell's Cove Backlands Urban Reserve (All lands in the Urban Reserve Designation, Purcell's Cove Road area)	Staff-initiated as a result of HRM's acquisition of Shaw Wilderness Park	• Under the Regional Plan these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031)	• On June 8, 2021, Regional Council passed the following motion: "Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law	• **Phase 4 – Draft Regional Plan** • As part of this review: - Re-designate and rezone the Shaw Wilderness Park lands to reflect its intended use as a Regional Park; - Acknowledge that an urban form of serviced development is no longer envisioned in this location

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Reserve	C025	Lands on Purcell's Cove Road, Halifax (PID 41342080)	Request from ZZap Consulting, on behalf of Tony Maskine, to include lands currently within the Urban Reserve designation within the Urban Service Area boundary, to allow for subdivision for serviced development	• Halifax Green Network Plan, Action 66: "During the next Regional Plan review amend the Regional Plan to recognize recent land acquisitions [i.e. Shaw Wilderness Park] within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area."	for lands currently designated and zoned Urban Reserve in the Purcell's Cove Backlands area (as shown on Map 1 of this report), through the ongoing Regional Plan Review (Case 22257) in order to protect environmentally significant features in the area, consistent with the policy directions outlined in this report."[1] • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness areas and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** Approximately 86 units based on Conservation Design Development policy (1 unit per hectare)	and re-designate and rezone the remaining privately-owned lands currently zoned and designated Urban Reserve to the Rural Commuter designation; - Adopt policy that will allow limited development through the Conservation Design Development process; - Adopt policy to direct future consideration of these lands as part of the Secondary Plan & By-Law Simplification program.

[1] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/210608rc1141.pdf

Table 4: Service Area Boundary Adjustments

Applicable Regional Plan Policy:

SU-4 When considering any expansion of the Urban Service Area, HRM shall have regard to the following:

(a) that a Secondary Planning Strategy for the lands to be included within the Urban Service Area has been adopted by HRM except that this requirement may be waived where, in the opinion of HRM, the proposed extension represents a minor adjustment to the Area;
(b) the financial ability of HRM to absorb any costs relating to the extension;
(c) if required, a watershed or sub-watershed study has been completed in accordance with Policy E-23;
(d) that, if required to pay for growth-related municipal infrastructure costs, a municipal infrastructure charge area has been established or is adopted concurrently with the boundary amendment;
(e) the need to oversize the water, wastewater or stormwater systems to allow for future development within an Urban Settlement or Urban Reserve designation; and
(f) a charge needed to pay for growth related improvements to the water, wastewater or stormwater systems has, where required, been approved by the Review Board

SU-15 HRM may consider expanding existing Water Service Areas to existing communities,subject to the financial ability of HRM to absorb any costs related to the expansion, if:

(a) the lands are in proximity to a water transmission main planned or constructed by Halifax Water to improve the performance of the water distribution system;
(b) a study has been prepared by a qualified person verifying that there is a water quality or quantity problem that cannot reasonably be rectified by an alternative means;
(c) there are environmental concerns related to the long-term integrity of on-site sewage disposal systems and a wastewater management plan is also considered in accordance with Policy SU-19; and
(d) an area charge needed to pay for growth related improvements to the water, or stormwater services has been approved by the Review Board or Halifax Water has advised that an area charge is not required.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C003	Lake Loon Golf Centre lands, on Main Street and Golf View Drive, Dartmouth (PIDs 40396152, 00602474, 41053299, 41073395, 00261933, 00261925 00261958, 41053281 40285397, 00261917)	Request from Lake Loon Golf Centre to include these lands within the Urban Service Area and Urban Settlement designation to enable future development of this site	• Under the Regional Plan, the lands are designated Open Space and Natural Resources, located outside the Urban Service Area and within the Westphal Urban Local Growth Centre • The lands are within the Collins Park Watershed and immediately adjacent the Lake Lemont Emergency Water Supply Area	• Consider this request in relation to the Regional Plan's strategic growth objectives • Consider this request in relation to the Collins Park and Lake Lemont Source Water Protection Plans • There may be opportunities to align access to the site and adjoining properties with the signalized intersection at Ridgecrest Drive and Main Street. • **Proposed housing units (estimated):** 191 units (estimated at 7 units per acre)	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review, consider including these lands in the Urban Service Area boundary, re-designating to the Urban Settlement designation, and applying zoning under the Dartmouth Land Use By-Law that would enable future development of this site. • Staff will consult with Halifax Water regarding servicing opportunities and constraints, with an focus on prioritizing protection of the Lake Lemont Emergency Water Supply Area.
Service Area Boundary Adjustment	C060	Lands on First Lake Drive, Lower Sackville (PIDs 41404096, 40507824)	December 11, 2018 motion of Regional Council "to consider amendments to the Water Service Area, as identified on Map 1 of the supplementary staff report [regarding Case 20662] dated November 14, 2018, as part of the next review of the Regional Municipal Planning Strategy."[2]	• A portion of the lands is outside the Water Service Area, established in the Regional Subdivision By-law • Policy SU-15 states sets out the circumstances under which a Water Service Area can be expanded	• The site is near a water main; however expansion of the main to service the relatively moderate development capacity on the site may be cost prohibitive. • The Water Service Area boundary is not aligned to property boundaries • **Proposed housing units (estimated):** Approximately 7 lots	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review, consider aligning the Water Service Area boundary with existing property boundaries. This will require consultation with Halifax Water.

[2] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/181211rc-mins.pdf

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C005	2137 Purcell's Cove Road, Halifax (PID 00271346)	Request from Gina Stick to include property within the Urban Service Area boundary, to allow for water services to be extended to service this residential dwelling.	• Under the Regional Plan, the lands are designated Urban Settlement and located outside the Urban Service Area • The lands are adjacent to the Purcell's Cove Urban Reserve area. The majority of the Urban Reserve lands in this area have since become the Shaw Wilderness Park (PID 00052407).	• The existing Regional Plan envisions that the Purcell's Cove Urban Reserve area will become a future serviced community beyond the life of the Regional Plan (after 2031); however, the acquisition of Shaw Wilderness Park means this is no longer expected • **Proposed housing units (estimated):** N/A (No increase proposed)	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review, consider whether it is appropriate to extend the Urban Service Area boundary to align with the Urban Settlement designation in this area. This will require consultation with Halifax Water.
Service Area Boundary Adjustment	C070-A	Clifton Heights subdivision, Spryfield area, Halifax (PIDs 00325985, 00330803, 00330811, and 00319871)	Request from Armco Capital Inc. to extend Urban Service Area boundary to allow for serviced development on the full extent of these lands, related to an active subdivision application (File #22930)	• Under the Regional Plan, these lands are designated Urban Settlement and located outside the Urban Service Area boundary. Policy SU-4 sets out the circumstances under which the Urban Service Area boundary can be extended. • Under the Halifax MPS/Mainland South Secondary Plan, the lands are designated RDD and zoned Holding. The lands are envisioned to be comprehensively developed when services are made available. • The Halifax Mainland policy identifies environmentally sensitive features in the area that should be protected, including tree cover, exposed bedrock, wetlands and streams and steep slopes.	• The Herring Cove Road Functional Plan has highlighted significant transportation constraints for the Herring Cove Road area as a result of existing and planned development in the area. A land use component of the Functional Plan has yet to be completed. • The Rapid Transit Strategy has proposed a Bus Rapid Transit (BRT) line along Herring Cove Road. The focus for significant additional development in the Spryfield area should be within the 800 metre walkshed. These lands at the edge of that area, so a lower density may be appropriate. • The Halifax Green Network Plan identifies two "Important Corridors" on the lands, where wildlife and natural landscape connectivity should be prioritized. • **Proposed housing units (estimated):** 2974 units (estimated at 7 units per acre)	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review, consider expanding the Urban Service Area boundary to align with the Urban Settlement designation in this area, and consider amending the Halifax MPS and Halifax Mainland LUB to include policy and regulations to allow future development of these lands. This process will consider: - Including policy direction and regulations to adequately protect the environmentally sensitive features identified in the existing Halifax MPS and the landscape connectivity objectives of the Halifax Green Network Plan, and ensure transportation infrastructure will be designed to improve community connectivity; - How this development will relate to other potential future development in the area, such as the Kidston Lake Urban Reserve lands (See C071); - Whether there are servicing constraints. This will require consultation with Halifax Water; - Whether an infrastructure charge to pay for growth-related municipal infrastructure is required, per Policy SU-4. • See Map B: Spryfield Holding Zone Requests
Service Area Boundary Adjustment	C074	Lands to the southwest of Herring Cove Road, Spryfield Area, Halifax (PID 41182643)	Request from Stephen Adams, on behalf of the property owners, to extend the Urban Service Area boundary to allow for serviced development on the full extent of these lands			
Service Area Boundary Adjustment	C089	24 and 30 Smiths Road, Bedford (PIDs 00419226 and 00419101)	Request from Ramar Developments Ltd. to extend central services to this property	• Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development, and are outside the Urban Service Area • Lands are adjacent to the Sandy Lake and Bedford West Regional Plan growth centres, and within the Sandy Lake watershed area • Under the Bedford MPS and LUB, the lands are zoned for Residential Single Unit uses	• These lands are adjacent to the Bedford West and Sandy Lake Regional Plan growth centres, and it is expected this area will be surrounded by serviced development in the future. • The Sandy Lake watershed study (completed 2014) recommended advanced stormwater management and removing septic systems as a mitigation measure to limit phosphorus runoff into Sandy and Marsh Lakes. • **Proposed housing units (estimated):** 5 lots (estimated based on required public street frontage).	• **Phase 4 – Draft Regional Plan** • As part of this review: - Consider redesignating these lands to Urban Settlement, consistent with the designation in the Bedford West and Sandy Lake area; - Consider whether it is appropriate to extend the Urban Service Area boundary to align with the Urban Settlement designation. This will require consultation with Halifax Water.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C009	Lands near Atholea Drive Cole Harbour (Water Service Area)	Internal staff request to include lots currently in the Water Service Area in the Urban Service Area boundary	• Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development; however, some of the lands within the Water Service Area are already serviced with central sewer	• There are lands in this Water Service Area that are serviced with both water and sewer; recently, limited additional subdivision has been approved for properties in this situation. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development. The ongoing Portland Street Functional Plan project is exploring whether the Mount Hope extension will be required to support additional transportation needs in this area. • **Proposed housing units (estimated):** 635 units (estimated at 7 units per acre). This estimate is likely high due to environmental constraints. (Note that the applicant for C047 has proposed 305 units (including 96 units in multi-unit buildings); however, the proposal does not account for a significant wetland on the property.)	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review: - Consider redesignating these lands to the Urban Settlement designation and consider applying the Urban Service Area to the same lands. This will allow the lands to be developed under the existing zoning of the Cole Harbour/Westphal LUB; - Consult with Halifax Water to understand whether there are servicing constraints in this area; - Consider the results of the ongoing Portland Street Functional Plan and study of the potential for a Caldwell-Mount Hope Connector Road to understand the implications for transportation infrastructure, which may inform how development in this area proceeds.
Service Area Boundary Adjustment	C047	Atholea Drive area, Cole Harbour (PID 40400624)	Request from ZZap Consulting Inc. on behalf of the property owner to include these lands within the Urban Service Area and permit serviced residential subdivision	• Under the Regional Plan, the lands are designated Rural Commuter and within a Water Service Area, outside the Urban Service Area; adjacent development is serviced with both central water and wastewater • Under the Cole Harbour/Westphal MPS and LUB, the lands are designated and zoned for low-density residential development • There is a large mapped wetland on this property where development is not permitted (per Regional Plan Policy E-15 and Schedule C, Cole Harbour/Westphal LUB)		
Service Area Boundary Adjustment	C077	Lands east of Pearl Dr, Cole Harbour (PID 40852931)	Request from Tony Lajo, Dora Construction to extend the Urban Service Area to enable subdivision for 5 lots	• Under the Regional Plan, the lands are designated Rural Commuter and within a Water Service Area, outside the Urban Service Area; adjacent development is serviced with both central water and wastewater • Under the Cole Harbour/Westphal MPS and LUB, the lands are designated and zoned for low-density residential development		
Service Area Boundary Adjustment	C079	Birch Hill Mobile Home Park, Eastern Passage (PIDs 40001414 and 00373639)	Request from Killam Developments to expand the Birch Hill Mobile Home Park, which requires an extension to the Urban Service Area boundary	• Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development, and are outside the Urban Service Area • Under the Eastern Passage/ Cow Bay MPS, Policy UR-11 allows for expansion of the Birch Hill mobile home park; however, the policy references the former service boundary applied in the area prior to adoption of the Regional Plan, rather than the Urban Service Area established in the Regional Subdivision By-Law	• The Eastern Passage/Cow Bay MPS contemplates the Birch Hill Mobile Home Park could expand provided servicing is available. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development. The ongoing Portland Street Functional Plan project is exploring whether the Mount Hope extension will be required to support additional transportation needs in this area. • **Proposed housing units (estimated):** 125 – 150 units (estimated at 7-9 units per acre)	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review, consider amending the Regional Plan and the Eastern Passage/Cow Bay MPS to enable an expansion of the existing mobile home park by development agreement, as envisioned by the existing Eastern Passage/Cow Bay MPS. This will require consultation with Halifax Water to understand whether there are servicing constraints in this area.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C083	Lands at the eastern end of Shore Road, Eastern Passage (PIDs 00354928, 00354936, 00400135, 00400762, 00400770, 41427295, 40299232, 40035891, 40035966, 00401463, 40069866, 40765364)	Request from Kiel Developments to extend the Urban Service Area to allow for serviced development in this area	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. • The lands are not eligible for Conservation Design Development, as they fall within the Rural Area designation under the Eastern Passage/ Cow Bay MPS. • A large portion of the lands contain wetlands and are zoned Environmental Conservation under the Eastern Passage/Cow Bay LUB.	• This area of Eastern Passage is low lying, and may be at risk of sea level rise. Shore Road is vulnerable to coastal flooding risks and will become more vulnerable with the impacts of climate change. • The Halifax Green Network Plan identifies an “Essential Corridor” on the lands, where wildlife and natural landscape connectivity should be prioritized. • **Proposed housing units (estimated):** 742 units (estimated at 7 units per acre). Note that this estimate is likely very high, given the environmental constraints.	• **No change recommended** • Given the environmental constraints, staff do not recommend significant changes to development rights at this time.

Table 5: Service Area Boundary Adjustments - Middle Sackville

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C070-B	Lands with frontage on Old Sackville Road and Lindforest Court, Middle Sackville (PIDs 40695504, 40123788, and 41315946)	Request from Armco Capital Inc. to extend the Urban Service Area boundary to allow for serviced development in this area	• Under the Regional Plan, designated Rural Commuter and within the Middle Sackville Urban Local Growth Centre • PID 40695504 is zoned CDD, and referenced in Regional Plan Policy SU-6, which states that "HRM shall consider the extension of municipal wastewater and water distribution services to these properties to allow for a residential subdivision by development agreement" subject to meeting several criteria	• The Sackville MPS contemplates that these lands will become serviced development and the lands are adjacent to the Urban Service Area boundary and lands designated Urban Settlement • **Proposed housing units (estimated):** 274 units (estimated at 7 units per acre)	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review: - Consider redesignating these lands to the Urban Settlement designation, extending the Urban Service Area boundary and applying the CDD designation to all of the lands, in order to enable development as envisioned by the Sackville MPS and Regional Plan Policy SU-6; and - Consult with Halifax Water to understand whether there are servicing constraints in this area.
Service Area Boundary Adjustment	C070-C	Lands at the corner of Rosemary Drive and Marigold Drive, Middle Sackville (Berry Hills subdivision, PID 41437229)	Request from Armco Capital Inc. to extend the Urban Service Area boundary to allow for serviced development on this parcel	• Under the Regional Plan, the majority of lands are designated Rural Commuter which envisions a rural pattern of development. A small portion of the property is within the Urban Settlement designation • The lands are not within or adjacent to a Regional Plan growth centre	• Any significant expansion to the Urban Settlement designation and Urban Service Area Boundary must be considered carefully in relation to the Regional Plan's strategic growth objectives. • The Middle Sackville area is facing increased pressure for housing development, and these requests should be considered with a long-term vision for the area. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • The "Middle – Upper Sackville & Lucasville Community Vision" completed in 2011 should be used to inform future planning work. • **Proposed housing units (estimated):** 6 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • As part of this review, consider which lands in the Middle Sackville area may be appropriate for serviced development now, and which should be considered in the longer term horizon. Staff propose to: - Study the current and future potential development pattern in the Middle Sackville area (considering existing development, ongoing as-of-right subdivision applications, ongoing enabled planning applications, and requests received through the Regional Plan Review process) to understand the area's infrastructure planning needs; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in the area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider past and ongoing public engagement in the area, including the Middle – Upper Sackville & Lucasville Community Visioning program, and consider what, if any additional public engagement is required. • See Map C
Service Area Boundary Adjustment	C070-D	Lands near Little Lake, Middle Sackville (PIDs 40151185, 41215419, 41215427, 40140501, and 41284449)	Request from Armco Capital Inc. to extend Urban Service Area boundary northward to the CN Rail Line to allow for serviced development on the full extent of these lands	• Under the Regional Plan, the lands are split designated Urban Settlement/ Rural Commuter. The portion of the lands outside the Urban Settlement designation/Urban Service Area are designated Rural Commuter, which envisions a rural pattern of development • The lands are not within or adjacent to a Regional Plan growth centre	• Same as C070-C above • **Proposed housing units (estimated):** 1,011 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above

Service Area Boundary Adjustment	C102	Lands north of Highway 101, east of Springfield Estates mobile home park, Middle Sackville (PID 00475442)	Request from Ramar Developments Ltd., for the property to be included within the Urban Service Area boundary to enable serviced development	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development • There is a large wetland mapped on Schedule G of the Beaver Bank, Hammonds Plains, Upper Sackville Land Use Policy, which cannot be developed pursuant to Regional Plan Policy E-15. • The lands are not within or adjacent to a Regional Plan growth centre.	• Same as C070-C above • **Proposed housing units (estimated):** 293 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above
Service Area Boundary Adjustment	C310	Lands southeast of Springfield Lake, with frontage on Sackville Drive, Middle Sackville (PID 40167561)	Request from Brycon Construction for this property to be included within the Urban Service Area boundary to enable serviced development of these lands	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. • The lands are not within or adjacent to a growth centre.	• Same as C070-C above • **Proposed housing units (estimated):** 87 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above
Service Area Boundary Adjustment	C311	Lands north of Webber Lake, west of Lucasville Road (PID 40123614)	Request from Marchand Developments Ltd. to re-designate these lands to the Urban Settlement and extend the Urban Service Area boundary to enable development of a multi-unit residential building on municipal services	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. • The lands are at the edge of the Middle Sackville Urban Local Growth Centre, and east of lands within the study area for the Middle Sackville Master Plan[3]. • The portion of the lands adjacent Webber Lake are designated and zoned Flood Plain under the Beaver Bank, Hammonds Plains and Upper Sackville MPS and LUB. • The lands are within an “Important Corridor” under the Halifax Green Network Plan, where wildlife and natural landscape connectivity should be prioritized.	• Same as C070-C above • **Proposed housing units (estimated):** 87units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above

[3] https://www.halifax.ca/business/planning-development/applications/case-21639-middle-sackville-master-plan

Service Area Boundary Adjustment	C312	Lands north of Springfield Lake, Middle Sackville (PIDs 41302837, 41305020, 41047655, 41491853, 41302829, 41077603)	Request from Marchand Developments Ltd. to re-designate these lands to the Urban Settlement and extend the Urban Service Area boundary to allow for serviced development in this area	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. • Under the Beaver Bank, Hammonds Plains, and Upper Sackville MPS, the lands are designated Mixed Use, Rural Resource, and Springfield Lake. The Springfield Lake designation recognizes that Springfield Lake itself is an environmentally-sensitive headwater lake, and development in this area must be balanced with the protection of natural systems through careful stormwater management and water quality monitoring.	• Same as C070-C above • **Proposed housing units (estimated):** 1,596 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above
Service Area Boundary Adjustment	C314	Lands with frontage on Orchard Drive and Bambrick Road, Middle Sackville (PID 40699845)	Request from Sunrose Land Use Consulting, on behalf of Shoreham Development Limited, to extend the Urban Service Area boundary to allow for serviced development in this area	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. • The lands are at the edge of the Middle Sackville Urban Local Growth Centre.	• Same as C070-C above • **Proposed housing units (estimated):** 347 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above
Service Area Boundary Adjustment	C319	Lands near Highway 101 and Margeson Drive, Middle Sackville (PIDs 40281479, 40123598, 41287129, 40123606)	Request from Armco Communities to consider extending both municipal water and wastewater service to these lands	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development • The lands are within the Middle Sackville Urban Local Growth Centre, and within the Middle Sackville Master Plan study area, identified as Phase 3 (Case 21639[4]) • PID 40281479 is zoned CDD, and referenced in Regional Plan Policy SU-6, which states that "HRM shall consider the extension of municipal wastewater and water distribution services to these properties to allow for a residential subdivision by development agreement" subject to meeting several criteria. However, under the Middle Sackville Master Plan, the applicant has requested this parcel be considered for highway commercial uses.	• Same as C070-C above • Also, as the lands are currently part of the Middle Sackville Master Plan study area, alternative direction may be required from Regional Council to proceed with a different approach to these lands. • **Proposed housing units (estimated):** 662 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above

[4] See: https://www.halifax.ca/business/planning-development/applications/case-21639-middle-sackville-master-plan and https://www.shapeyourcityhalifax.ca/middle-sackville-planning-process

Service Area Boundary Adjustment	C320	Lands in the Berry Hills subdivision, Middle Sackville (PID 41496621)	Request from Armco Communities to consider extending the Urban Service Area boundary to these lands to allow for serviced residential development in this area	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. The lands are directly to the north of the Urban Settlement designation and Urban Service Area boundary. • The lands are not within or adjacent to a growth centre.	• Same as C070-C above. • **Proposed housing units (estimated):** 204 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above.

Table 6: Schedule J – Beaver Bank/ Hammonds Plains Growth Control Area

Applicable Regional Plan Policy:
Until transportation infrastructure capacity is increased within the Hammonds Plains and Beaver Bank areas, residential subdivision activity shall be limited.
S-24 HRM shall, through the Regional Subdivision By-law, establish special provisions to:
(a) limit development within portions of the Hammonds Plains and Beaver Bank communities;
(b) prohibit the creation of new roads to generate residential development except where new roads can be demonstrated to improve traffic safety or achieve better regional network connectivity;
(c) permit approval of one additional lot from any area of land in existence prior to April 29, 2006, which does not meet minimum road frontage requirements; and
(d) permit residential development on new roads identified as Future Subdivision Connectors on Map 1.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Schedule J (Hammonds Plains)	C017	Lands West of Sandy Lake and Marsh Lake, Hammonds Plains/ Lucasville (PIDs 40203697, 40203671, 40203721)	Request from Sunrose Land Use Consulting on behalf of United Gulf to consider secondary planning for these lands in conjunction with adjacent Sandy Lake lands	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and calls for focusing growth within centres and controlling growth outside of those centres. • PIDs 40203671 and 40203721 are within the Hammonds Plains Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. • The Halifax Green Network Plan identifies an essential wildlife corridor in this area.	• Any adjustment to the Hammonds Plains Growth Control Area must be considered carefully, in relation to the Regional Plan's strategic growth objectives. • Consider the appropriate role for these lands in relation to the proposed Sandy Lake growth centre, Marsh Lake conservation lands, and connections to the Lucasville area. • Future development should support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 342 units (estimated at 1 unit per acre)	• **Phase 5 – Future Capacity** • Amendments to Regional Plan policy for the Hammonds Plains Growth Control Area is not recommended until further study of future community development and infrastructure planning in this area can be completed. • Therefore, as part of this review, staff propose to adopt policy intent in the Regional Plan to study future development potential in the Hammonds Plains Growth Control Area in preparation for the next Regional Plan horizon (2023-2030). To develop this policy, staff will: - Study population growth and settlement patterns to estimate which lands may be appropriate for new serviced development beyond 2031; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan. - Consider what public engagement will be required. • See Map D

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Schedule J (Hammonds Plains)	C109	Lands north of Hammonds Plains Road and south of Taylor Lake, Hammonds Plains (PIDs 00457564 and 00422980)	Request from Brighter Community Planning & Design to remove these lands from Schedule J to enable residential subdivision.	• Under the Regional Plan, the property is designated Rural Commuter, where a rural pattern of development is envisioned. • A portion of the lands is within the Hammonds Plains Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. • The Halifax Green Network Plan identifies an essential wildlife corridor in this area.	• Any adjustment to the Hammonds Plains Growth Control Area must be considered carefully, in relation to the Regional Plan's strategic growth objectives. • Future development should support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 190 units (estimated at 1 unit per acre)	• **Phase 5 – Future Capacity** • Same as C017 above
Schedule J (Hammonds Plains)	C317	Former Pin-Hi Golf Course, Hammonds Plains Road and Lucasville Road, Hammonds Plains (PIDs 00425512 and 00422535),	Request from Stonehouse Golf Group, to extend the Water Service Area to allow for serviced development in this area. A portion of the properties are within the water services area	• Under the Regional Plan, the property is designated Rural Commuter, where a rural pattern of development is envisioned. • Portions of the lands adjacent to Hammonds Plains Road and Lucasville Road are within the Water Service Area boundary. • The lands are within the Hammonds Plains Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity.	• Any adjustment to the Hammonds Plains Growth Control Area must be considered carefully, in relation to the Regional Plan's strategic growth objectives. • Future development should support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** Proposed 168 units	• **Phase 5 – Future Capacity** • Same as C017 above.
Schedule J (Beaver Bank)	C103	Lands north of Monarch Drive and east of Beaver Bank Road, Beaver Bank (PIDs 00468116 and 00468355)	Request from Ramar Developments Ltd., for properties to be included within the Urban Service Area	• Under the Regional Plan, the lands are within the Rural Commuter designation, adjacent to the Urban Settlement designation and the Urban Service Area boundary. The lands are within the Water Service Area boundary. • The lands are within the Beaver Bank Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity.	• Any adjustment to the Beaver Bank Growth Control Area, and any expansion to the Urban Settlement designation and Urban Service Area Boundary must be considered carefully in relation to the Regional Plan's strategic growth objectives • The Beaver Bank/Kinsac area is facing increased pressure for housing development, and these requests should be considered with a long-term vision for the area. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to	• **Phase 5 – Future Capacity** • Amendments to Regional Plan policy for the Beaver Bank Growth Control Area are not recommended until further study of future community development, infrastructure and servicing opportunities in the Beaver Bank and Kinsac area is completed. • Therefore, as part of this review, staff propose to adopt policy intent in the Regional Plan to study future development potential in the Beaver Bank Growth Control Area in preparation for the next Regional Plan horizon (2023-2030). To develop this policy, staff will: - Study population growth and settlement patterns to estimate which lands may be appropriate for new serviced development beyond 2031; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area;
Schedule J (Beaver Bank)	C299	Lands near Barrett Lake, Beaver Bank (PIDs 00500967, 41495383, 41495391, 41495409, 41317918, 41317991, 41318007, 41317983, 41317967, 41495375)	Request from Marchand Homes, to include these properties within the Urban Settlement designation and Urban Service Area boundary to enable subdivision with central servicing			
Schedule J (Beaver Bank)	C300	Lands south of Monarch Drive, Beaver Bank (PIDs 40830291, 40830309)	Request from Marchand Homes, to include these properties within the Urban Settlement designation and Urban Service Area boundary to enable subdivision with central servicing			

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Schedule J (Beaver Bank)	C117	Lands near Kinsac Lake, Kinsac (PIDs 41340258; 40871626; 40121089; 41381963; 40121931)	Request from Marchand Homes, to include these properties within the Urban Settlement designation and Urban Service Area boundary to enable subdivision with central servicing	• Under the Regional Plan, the lands are within the Rural Commuter designation, where a rural pattern of development is envisioned. The property is adjacent to the Urban Settlement designation (planned Carriagewood Estates subdivision – Case 23213[5]) • The property is within the Beaver Bank Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. • PID 40871626 includes a large wetland mapped on Schedule G of the Beaver Bank, Hammonds Plains, Upper Sackville Land Use Policy, pursuant to Regional Plan Policy E-15.	adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** C103: 30 units (estimated at 1 unit per acre) C299: 73 units (estimated at 1 unit per acre) C300: 3 units (estimated at 1 unit per acre) C117: 275 units (estimated at 1 unit per acre)	- Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider what public engagement will be required. • See Map D

[5] https://www.halifax.ca/business/planning-development/applications/case-23213-beaver-bank-hammonds-plains-upper-sackville

Table 7: Urban Plan Amendment

Applicable Regional Plan Policy:

3.2.1 Urban Settlement Designation

The Urban Settlement Designation encompasses those areas where development serviced with municipal water and wastewater systems (serviced development) exists or is proposed under this Plan. The designation includes three designated growth areas where Secondary Planning Strategies haven been approved (Morris-Russell Lake, Bedford South and Bedford West) three areas for future serviced communities, subject to HRM approval of secondary planning (Port Wallace, **Sandy Lake**, and the **Highway 102 west corridor** adjacent to Blue Mountain - Birch Cove Lakes Park).

The **Morris-Russell Lake Secondary Plan area** has not been able to develop as expected due to the Shearwater air base being re-acquired by the Canadian Armed Forces. Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible.

S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered:

(a) where reviews of regional population and housing forecasts have been undertaken and the proposed amendments may assist in achieving the growth targets established by this Plan; and

(b) the lands are within or adjacent to a growth centre.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C061-A	Birch Cove, Bedford Highway, Halifax (PIDs 00325316, 41165481, 00291484, 00456533, 00325308, 00325290)	Request from Sunrose Land Use Consulting on behalf of United Gulf to consider new planning policy to enable comprehensive mixed-use development on these lands	• Under the Regional Plan, this area is within the Halifax Harbour designation, which identifies a need to balance the need for harbour-related industrial uses and other uses, such as residential. The lands are within the Urban Service Area. • The Regional Plan also identified the area as an Urban Local Growth Centre. A "Birch Cove Waterfront Plan" prepared in 2010 proposed a mixed use residential/commercial development on the lands; however, the project was put on hold and drew local opposition.	• The Bedford Highway Functional Plan[6] highlighted challenges to access due to the location near the CN rail line, and potential vulnerability of these water lots to sea level rise as a result of climate change. The Functional Plan recommended that HRM "undertake detailed land use study to understand the relationship between development, Bedford Highway Access, the rail line, transit modes, and climate change/sea level rise and consider removing the Urban Local Growth Centre classification for Birch Cove area as part of the next Regional Plan review." • **Proposed housing units (estimated):** 54 units (estimated at 20 units/acre)	• **Phase 5 – Future Capacity** • As part of this review, remove the Regional Plan Urban Local Growth Centre from this location • Adopt policy to enable a future development process adopting policy that would allow limited mixed use development on these lands providing access challenges can be addressed.

[6] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200526rc916.pdf

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C061-B	Lands west of Paper Mill Lake, Bedford (PID 00360677)	Request from Sunrose Land Use Consulting on behalf of United Gulf to consider new planning policy to allow for mixed use residential/commercial development on these lands	• Under the Regional Plan, the lands are within the Urban Settlement designation and within Urban Service Area. The area is not a designated Regional Plan growth centre. • Under the Bedford MPS, the lands are designated Commercial Comprehensive Development District (CCDD) and Residential Comprehensive Development District (RCDD). The CCDD envisions commercial development on at least 50% of the site and allows multiple unit dwellings on up to 25% of the site. The RCDD envisions low density residential development, up to 6 units per gross acre. • The Bedford MPS also identifies a need for measures to protect the water quality of Paper Mill Lake as a result of any development. • An existing development agreement which allows low density residential development applies to much of the lands within the RCDD designation.	• The planning process for these lands had been deferred by Council until concerns with transportation and servicing capacity were addressed. The staff report to Council on the Bedford Highway Functional Plan identified that additional study was required to understand the transportation connections between these lands and the Bedford Waterfront and Bedford West areas. • Any increase in development density beyond what is envisioned by the current Bedford MPS policy should be considered carefully in relation to the Regional Plan's strategic growth objectives. • Future development must be designed in a way that considers the water quality of Paper Mill Lake, considers the objectives of the Integrated Mobility Plan to support transit-oriented development, supports the policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 1,047 units (estimated at 9 units/acre)	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review: - Confirm that this area is envisioned for future mixed-use residential/ commercial development; - Determine an appropriate development density for these lands, given their location in relation to existing and proposed transit; - Adopt policy to enable future development of these lands in line with complete communities objectives to be determined through the review; and - Begin to study the Hammonds Plains Road corridor, to understand opportunities to improve multi-modal transportation connections and better connect these lands with existing and potential transit terminals and community amenities in the Bedford Waterfront and Bedford West areas.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	Case 23084	Mill Cove/ Bedford Waterfront (PIDs 40600520, 00360354, 40601072)	Staff-initiated to consider appropriate planning policy to enable a transit-oriented development in support of a potential Mill Cove ferry terminal as identified in the Rapid Transit Strategy	• Under the Regional Plan, this area is within the Halifax Harbour designation, which identifies a need to balance the need for harbour-related industrial uses and other uses, such as residential. The lands are within the Urban Service Area. The Regional Plan also designates the lands within the identifies Bedford Mill Cove as an Urban Local Growth Centre. • The Bedford MPS designates the lands on the water side of the rail line as the Waterfront Comprehensive Developent District (WFCDD) and the Esquire Motel site as Commercial Comprehensive Development District (CCDD). • The Bedford MPS and past plans for the Bedford Waterfront have envisioned that access to the waterfront would be provided over the rail line at the northwestern edge of the Esquire Motel lands. • There is an active planning application (Case 21826) to amend the existing development agreement that applies to the lands, which would allow for a wider range of uses on the site, and allow for a removable modular hotel and commercial space.	• The planning process for the Bedford Waterfront had been deferred by Council until concerns with transportation and servicing capacity were addressed. The Bedford Highway Functional Plan recognized opportunities for development at the Mill Cove/ Bedford Waterfront location. The Functional Plan recommended that HRM "retain Urban Local Growth Centre as part of the next Regional Plan review and undertake a Master Planning/detailed land use study to understand the relationship between development, Bedford Highway access, the rail line, transit modes, and climate change/sea level rise." • The Rapid Transit Strategy proposed three new ferry routes, each connecting a new terminal to downtown Halifax, including Mill Cove. The Strategy, and the Bedford Highway Functional Plan, identified that there may be development opportunities in proximity to the proposed terminal site. • **Proposed housing units (estimated):** 3,135 units (estimated at 58 units/acre). This estimate is likely high, as it includes water lots which are unlikely to be infilled.	• **Phase 5 – Future Capacity** • Planning for the Mill Cove ferry terminal began in Fall 2021. To support this work, staff will consider opportunities for redevelopment to support the ferry terminal. • A future comprehensive Mill Cove Planning and Infrastructure study is planned to explore the opportunities and constraints for this area. • Consider the request for the Esquire Motel site as part of the Bedford Waterfront site, consistent with the original Bedford Waterfront vision. • As part of this review: - Confirm the vision for these lands for a ferry terminal with a supporting mix of uses; and - Adopt policy to support future planning for these lands, in coordination with a Mill Cove Planning and Infrastructure study.
Urban Plan Amendment	C061-C	Esquire Motel site and lands adjacent to Bedford Basin, Bedford (PIDs 00428623, 00360388, 00360396, 00360362)	Request from Sunrose Land Use Consulting on behalf of United Gulf to enable redevelopment of the Esquire Motel site and lands adjacent to the Bedford Basin			
Urban Plan Amendment	C070-E	Lands on the east side of Morris Lake, Cole Harbour (PIDs 41057639, 00403386, 40802993, 40402539)	Request from Armco Capital to update the Regional Plan with Integrated Mobility Plan principles, so that lands in the Morris-Russell Lake Secondary Plan area can be developed	• Under the Regional Plan, these lands are within the Urban Settlement designation and Urban Service Area boundary • Under the Morris-Russell Lake Secondary Planning Strategy (Cole Harbour/Westphal MPS), development on these lands has been limited by Policy ML-8, which does not allow for further development "until the Caldwell Road Connector has been constructed to Caldwell Road unless a traffic study has been undertaken by a qualified consultant which demonstrates that the level of service on Portland Street and Caldwell Road conforms with the performance criteria established under the Municipality's Guidelines for Preparation of Traffic Impact Studies and the road classification established under policy ML-6."	• The Preliminary Population and Housing Analysis has shown that there is a need for additional land to accommodate HRM's growing population. Population growth since 2016 and expected continued growth has put pressure on the HRM's housing market availability. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development. The ongoing Portland Street Functional Plan project is exploring whether the Mount Hope extension will be required to support additional transportation needs in this area. • **Proposed housing units (estimated):** 805 units (estimated at 8 units per acre)	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review, - Update the Transportation & Mobility chapter of the Regional Plan to reflect the Integrated Mobility Plan; - Work with Infrastructure Planning to confirm that development of these lands should proceed, while also considering the results of the ongoing Portland Street Functional Plan and study of the potential for a Caldwell-Mount Hope Connector Road to understand the implications for transportation infrastructure, which may inform how development in this area proceeds.

Table 8: Rural Plan Amendment

Applicable Regional Plan Policy:

S-5 The Rural Commuter Designation shall be established on the Generalized Future Land Use Map (Map 2) to encompass those areas within commuting distance of the Regional Centre that are heavily influenced by low-density residential development. The intent for this designation is to:

- to protect the character of rural communities and conserve open space and natural resources by focussing growth within a series of centres, as shown on Settlement and Transportation Map (Map 1);
- support the delivery of convenience services to the surrounding settlement area;
- control the amount and form of development between centres; and
- protect the natural resource base and preserve the natural features that foster the traditional rural community character

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Rural Plan Amendment	C086	Exhibition Park, Halifax (PIDs 40600728, 41457987, 41432642)	Request from Fathom Studio on behalf of BANC Group to allow mixed-use (residential and commercial) development on the Exhibition Park lands	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and calls for focusing growth within centres and controlling growth outside of those centres • Although the lands are outside the Urban Service Area boundary, the existing buildings are serviced as a result of the previous Provincial ownership of the property.	• Consider the appropriate role for these lands in relation to the Prospect Road context, Long Lake Provincial Park, and a potential future expansion of Ragged Lake Industrial Park. In response to the June 5, 2018 motion of Regional Council,[7] HRM Corporate Real Estate and Planning & Development have begun background studies for the Ragged Lake Industrial Park. • Consider whether residential and commercial density is desirable on these lands from a strategic growth perspective • **Proposed housing units (estimated):** 1,016 units (estimated at 9 units/acre) The applicant proposed 1844 units (68 semi-detached; 76 townhouses; 22 multi-unit buildings with 1700 units).	• **Phase 3 – Quick Adjustments for Capacity** • As part of this review: - Consider redesignating these lands to Urban Settlement; - Adopt policy direction that would enable extending the Urban Service Area boundary to these lands together with the Ragged Lake Industrial Park lands, and enable future development once servicing and mobility infrastructure in the area has been planned. • Future planning work should consider plans for the Ragged Lake lands.
Rural Plan Amendment	C027/ Case 22212	1246 Ketch Harbour Road, Ketch Harbour (PID 00391169)	Request from KWR Approvals Inc. on behalf of Tim Garrison and Patrick Henneberry to enable a 60-unit residential development and an adaptive reuse of the existing building for commercial and residential uses. Initiated by Regional Council on April 2, 2020[8]	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and calls for focusing growth within centres and controlling growth outside of those centres. • Under the Planning District 5 MPS and LUB, there are as-of-right options to subdivide the subject site given the size of the property and its frontage along Ketch Harbour Road. Larger scale residential subdivisions are enabled on the subject property through the Conservation Design policies. There is also policy support to consider the reuse of the former telecommunications facility and subdivision for residential uses.	• The level of residential density requested is higher than desirable from a strategic growth perspective. • There are opportunities for appropriate adaptive reuse and alternative housing forms under existing policy. • **Proposed housing units (estimated):** 60 units (as proposed by KWR Approvals, 2.6 units/acre)	• **No change recommended** • As part of this review, staff will propose a region-wide policy to encourage adaptive reuse of existing buildings. The future Rural Planning Framework will consider opportunities for a range of housing forms in rural communities. • Staff do not recommend amending Regional Plan policy to support the level of density requested by this application. • Staff have advised the applicant to pursue adaptive reuse of the existing building under the existing policies.

[7] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/180605rc1431.pdf
[8] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200402rc-mins.pdf

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Rural Plan Amendment	C096	PID 40621914, Canal Cays Drive, Wellington	Request from Claire Grimmer, property owner, to enable development of 25 acre parcel that was subdivided outside of the municipal subdivision process and is ineligible for development	• Under the Regional Plan, the lands are designated Rural Commuter, where a rural pattern of development is envisioned. • The lots were created using an exemption under the Municipal Government Act in the 1990s and are not eligible for residential development under HRM's planning regulations. Residential uses are a permitted use under the existing zoning, but these lots do not have public road frontage and therefore do not meet the zone requirements. • Regional Council approved amendments to the Regional Plan in 2017 to relax the road frontage requirements and allow the continued development of subdivisions that had received permits for some, but not all lots. This one time exception was intentionally focused on these unique situations to maintain the general intent of this Plan while being fair to affected property owners.[9] • The lands could be eligible for Conservation Design Development if owners collaborated to create a subdivision with adjacent properties and a public road access could be developed. • The lands are within the River-Lakes Secondary Plan Area (Planning Districts 14&17 MPS); however detailed secondary planning for areas outside the Fall River village area was anticipated to be completed through a "Phase 4" that has not yet begun.[10]	• Any adjustment to the rural growth control mechanisms must be considered carefully, in relation to the Regional Plan's strategic growth objectives. • Future development should support the Halifax Green Network Plan's objectives to adequately protect sensitive environmental areas and consider water quality and availability, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, and Sharing Our Stories. • Detailed secondary planning for the remainder of the River-Lakes Secondary Plan area may be appropriate to consider as part of the Plan & By-Law Simplification process, which will develop new secondary planning and land use regulations for the suburban and rural areas outside of the Regional Centre. The River-Lakes Secondary Plan directs that the findings of the Shubenacadie Lakes Watershed Study and Fall River/ Waverly/ Wellington Transportation Study should be used for that work. • **Proposed housing units (estimated):** 1 unit per lot, for max total of 5 units	• **No change recommended** • Due to the current lack of access to public road frontage in this area, staff do not recommend amending the Regional Plan to enable development of these lots as they are currently configured. • Staff will continue to work with the property owners to explore potential solutions that do not require changes to Regional Plan policy. • Staff anticipate that future policy work through the Plan & By-Law Simplification program will consider development options in the Wellington area, and this issue could be reexamined at that time, if no solution has been found. • See Map E
Rural Plan Amendment	C107	PID 40551178, Canal Cays Drive, Wellington	Request from Beverley Barter, property owner, to enable development of 25 acre parcel that was subdivided outside of the municipal subdivision process and is ineligible for development			
	C307	PID 40621922, Canal Cays Drive, Wellington	Request from Raelyn Sprague, property owner, to enable development of 25 acre parcel that was subdivided outside of the municipal subdivision process and is ineligible for development			

[9] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/170110rc112i.pdf and https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/170110rc112_0.pdf

[10] Excerpt from River-Lakes Secondary Planning Strategy, Planning Districts 14 & 17 MPS: "In Phase II, options for future growth throughout the remainder of River-lakes Secondary Planning Strategy Area will be brought forward to Regional Council and the community. The allocation of this future growth will be considered on the basis of the findings of the Shubenacadie Lakes Watershed Study and Fall River/Waverly/Wellington Transportation Study. With a selected option for future growth by Council in Phase II, the options for future transportation improvements, as recommended under the Transportation Study, and the options for future municipal water service provision, as recommended under the Shubenacadie Lakes Watershed Study, will be considered for implementation."

Table 9: Industrial Lands

Regional Plan

EC-5 Where HRM has identified lands that may be suitable for industrial uses, amendments to secondary planning strategies and land use by-laws shall be initiated to allow for the intended uses and to ensure that these lands remain available while minimizing conflicts with existing or future incompatible uses in the vicinity.

….

There may be opportunities to integrate medium to higher density residential uses with private business parks to allow for affordable housing, reduced travel times and greater accessibility to goods and services for the residents. Limitations on the extent of residential development and design considerations may be needed to ensure developments are compatible and residents are provided with adequate services and infrastructure.

EC-9 Provisions may be established under secondary planning strategies to allow for residential developments within private business parks through a development agreement. Policy criteria shall be established to achieve compatible developments and ensure that residents have adequate services and infrastructure.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Industrial Lands	Case 22009	Aerotech Business Park [Lands within the Business/Industrial Sub-Designation in the Airport Area]	Request from HRM Corporate Real Estate for new planning policy and zoning that would enable a broader range of industrial uses on these lands; planning policy to include clarification on a servicing boundary	• Under the Regional Plan, the lands are within the Business/ Industrial sub-designation. The Regional Plan calls for safeguarding a sufficient supply of industrial land and recognizing the need for airport related uses. • There is no servicing boundary despite municipal water and wastewater services available in the municipally-managed portion of Aerotech. • Under the Planning Districts 14 & 17 LUB, the lands are designated Airport. The AE-1 zone permits a range of industrial uses, with a focus on aerospace industry, but does not permit general industrial uses such as warehousing and distribution. • Regional Plan Policy EC-5 states that where lands have been identified as suitable for industrial use, HRM will amend planning policy and regulations to enable those uses, and minimize conflict with potential incompatible uses. • Regional Plan Policy EC-10 requires HRM to work with the Halifax International Airport Authority in the development of airport-related facilities to ensure that municipal infrastructure requirements are adequate for any future expansion plans.	• Under the Regional Plan, Aerotech is currently designated for industrial use, and a Regional Plan amendment is not required to amend the secondary plan regulations and zoning. • A service boundary should be applied, and policy guidance for future service boundary extensions should be adopted in the Regional Plan. • **Proposed housing units (estimated):** N/A – Residential uses not proposed	• **Advance work and resource separately from the Regional Plan** • Case 22009 was initiated by Regional Council on November 23, 2021[11]. This work will: - Expand the range of permitted uses in the Aerotech Business Park, by update zoning in a similar manner to the recent review of planning policy and zoning in the Burnside Industrial Park area; and - Delineate an appropriate service boundary around lands that are currently serviced, and establish policy direction to guide any future service expansions. This will require an amendment to the Regional Plan.

[11] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/211123rc1515.pdf

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Industrial Lands	Case 22008	Burnside Expansion Lands (Phase 34), Dartmouth (PID 40018657)	Request from HRM Corporate Real Estate, per April 28, 2015 motion of Regional Council, to include these lands within the Urban Service Area and apply industrial policy and zoning consistent to allow for serviced expansion of Burnside Industrial Park	• Under the Regional Plan, the lands are outside the Urban Service Area and designated Rural Commuter. • Regional Plan Policy EC-5 states that where lands have been identified as suitable for industrial use, HRM will amend planning policy and regulations to enable those uses, and minimize conflict with potential incompatible uses.	• Per the April 28, 2015 motion of Regional Council[12], consider required amendments to planning documents to allow for serviced industrial development on the subject properties • The Industrial Employment Lands Strategy identifies a need for additional serviced industrial lands to serve HRM's long term needs. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** N/A – Residential uses not proposed	• **Advance work and resource separately from the Regional Plan** • As part of this review, redesignate these lands from Rural Commuter to Urban Settlement, and apply the Business/ Industrial sub-designation to the lands. • In preparation for extending the Urban Service Area boundary and applying appropriate policy and zoning at the secondary plan and land use by-law level, initiate study on this area, including a watershed study, land suitability analysis (that considers environmental constraints and heritage and cultural assets and constraints) and a baseline infrastructure study (for mobility, water and wastewater services). Planning & Development will work with Infrastructure Planning and Corporate Real Estate to determine an appropriate scope for this study.
Urban Reserve	Case 22010	Ragged Lake, Halifax/Otter Lake (PIDs 00596726, 00589986, 40506842, 40506834)	Request from HRM Corporate Real Estate, per June 5, 2018 motion of Regional Council "to develop terms of reference to guide the background studies needed to inform a future secondary planning process for the proposed Ragged Lake Industrial Park."	• The existing developed lands are within the Urban Service Area • A portion of the lands is within the Business/ Industrial sub-designation • The undeveloped lands are primarily designated Urban Reserve. The western portion of the study area is designated Open Space and Natural Resources	• The Industrial Employment Lands Strategy identifies a need for additional serviced industrial lands to serve HRM's long term needs. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, especially given location of the lands in the Western Common Wilderness area, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** N/A – Residential uses not proposed	• **Advance work and resource separately from the Regional Plan** • In response to the June 5, 2018 motion of Regional Council,[13] HRM Corporate Real Estate and Planning & Development have begun background studies for the Ragged Lake Industrial Park. Upon completion of these studies, staff will return to Council for formal initiation of the secondary planning process. • As part of this review: - Redesignate the lands proposed to be developed for industrial uses before 2031 as Urban Settlement; - Redesignate the lands proposed to be developed for industrial uses beyond 2031 as Urban Reserve; - Apply the Business/ Industrial sub-designation to all lands envisioned for long-term industrial development.

[12] http://legacycontent.halifax.ca/council/agendasc/documents/c150428.pdf
[13] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/180605rc1431.pdf

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C104	Lands on Susie Lake Drive, Bayers Lake Business Park, Halifax (PIDs 40048969 and 41394974)	Request from Fathom Studio on behalf of BANC Group to allow residential development in a private business park, together with commercial and institutional uses (Community Outpatient Centre and supporting uses)	• Under the Regional Plan, the lands are within the Business/ Industrial Sub-designation of the Regional Plan, and designated and zoned for industrial and commercial uses use under the Halifax Secondary Municipal Planning Strategy. Residential uses are not permitted or envisioned on these lands.	• Consider the role of these lands within the industrial/ commercial land supply and whether residential development may be appropriate from a strategic growth perspective. While Bayers Lake has been long identified within the industrial land supply, the Industrial Employment Lands Strategy (2020) identified that some areas are no longer viable for general industrial use. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** The applicant originally proposed 2000 units. Some lands included in the original proposal are expected to be developed with commercial/ industrial uses, so this estimate is high.	• **Phase 4 – Draft Regional Plan** • As part of this review: - Confirm that the Susie Lake Drive area may accommodate future mixed-use residential/ commercial development; - Determine an appropriate development density for these lands, given their location in relation to existing and proposed transit; and - Adopt policy to enable future development of these lands in line with complete communities objectives to be determined through the review.
Urban Plan Amendment	C001	Bedford Commons, Bedford (PIDs 00416222, 41214404, 41214370, 41240276, 00428458)	Request from Fathom Studio on behalf of BANC Group to allow residential development in a private business park	• Under the Regional Plan, the lands are within the Business/ Industrial Sub-designation, and designated and zoned for industrial and commercial uses use under the Bedford Secondary Municipal Planning Strategy • The Bedford SMPS and LUB limit the development of the Bedford Commons lands to Light Industrial and residential uses are not permitted or envisioned on these lands • Regional Plan Policy EC-9 allows Council to consider integrating residential uses in business park areas through amendments to secondary planning strategies	• Consider the role of these lands within the industrial/ commercial land supply and whether residential development may be appropriate from a strategic growth perspective. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 1,337 units (estimated at 9 units/acre) Note that the applicant has proposed 1711 units (14.25 units/acre)	• **Phase 3 – Quick Adjustment for Capacity** • As part of this review: - Confirm that the Bedford Commons area is envisioned for future mixed-use residential/ commercial development; - Determine an appropriate development density for these lands, given their location in relation to existing and proposed transit; and - Adopt policy to enable future development of these lands in line with complete communities objectives to be determined through the review.

Maps

Map A:	All Site-Specific Amendment Requests
Map B	Spryfield Holding Zone Requests
Map C:	Middle Sackville Requests
Map D:	Schedule J Requests
Map E:	Canal Cays Requests

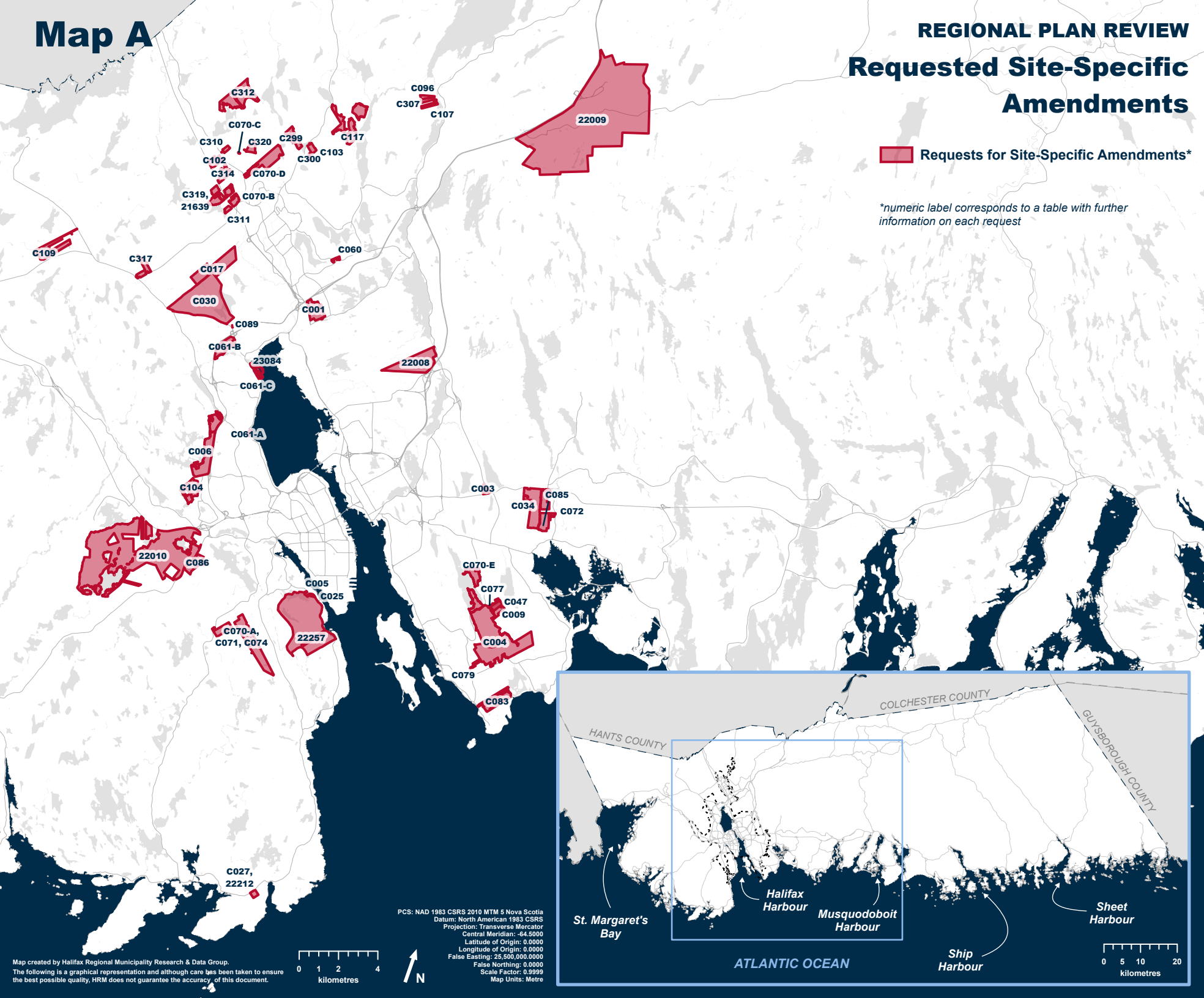
Map A

REGIONAL PLAN REVIEW

Requested Site-Specific Amendments

Requests for Site-Specific Amendments*

*numeric label corresponds to a table with further information on each request



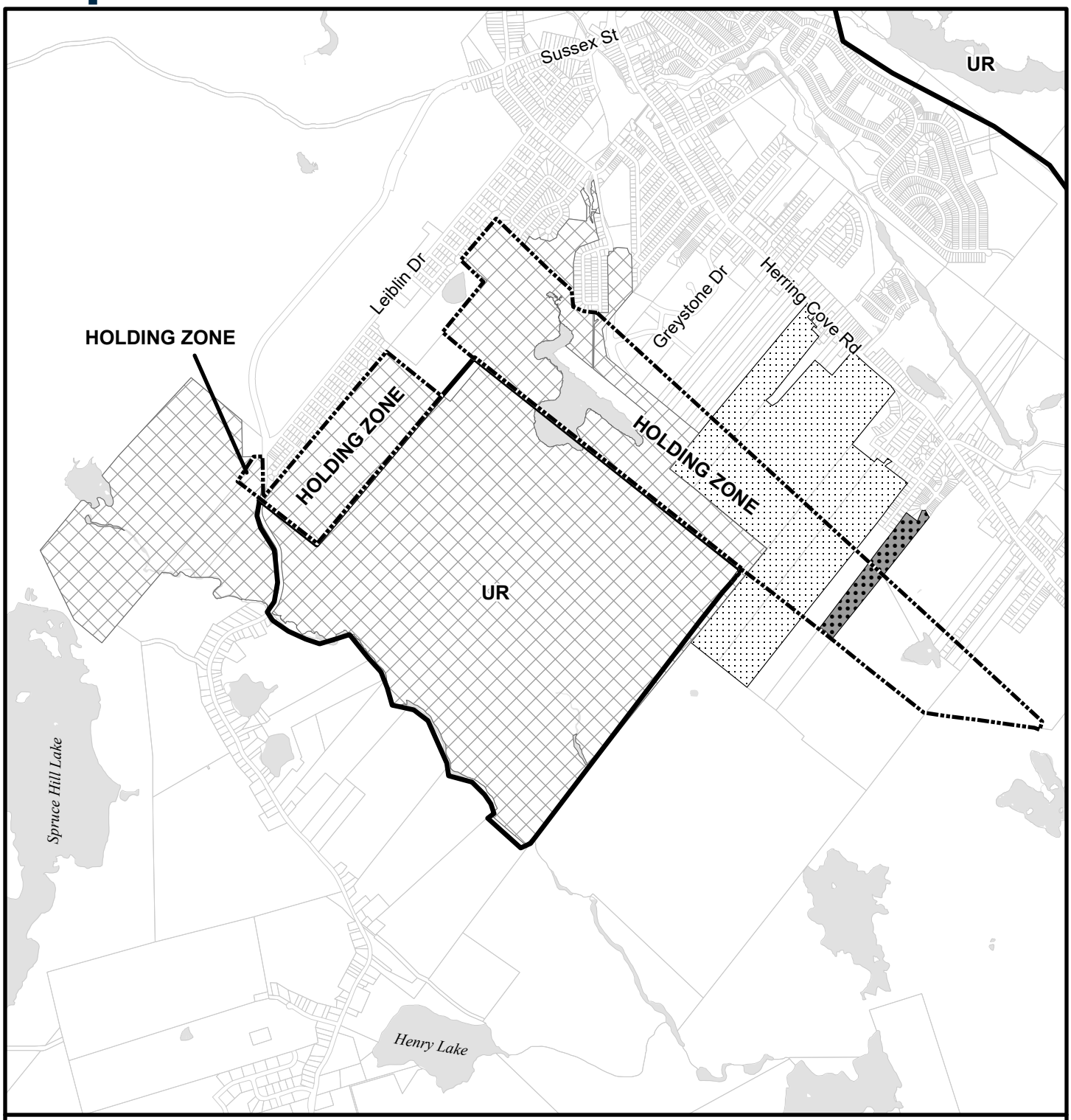
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Datum: North American 1983 CSRS
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Longitude of Origin: 0.0000
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Scale Factor: 0.9999
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Map created 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.

Map B



Spryfield Holding Zone and Site-Specific Requests

Holding Zone

Urban Reserve

Request Correspondence Number

C070-A

C071

C074

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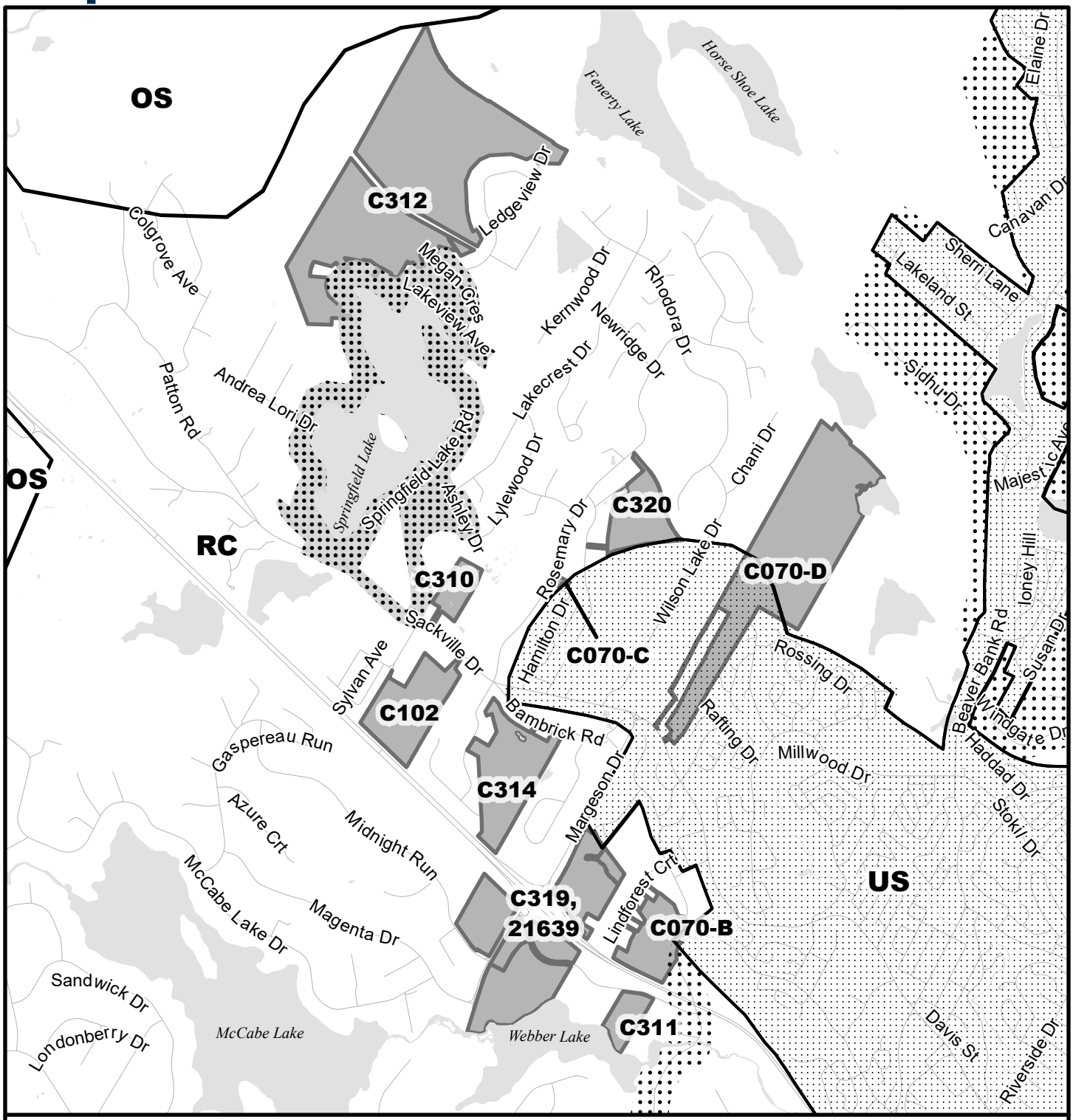
This map is an unofficial reproduction of a portion of the Regional Plan Generalized Future Land Use Map.

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

10 November 2021

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Map C



Requests for Site-Specific Amendments - Middle Sackville

- Requests for Site-Specific Amendments
- Regional Plan Designations
- Urban Service Area
- Serviced (Sewer Only)
- Water Service Area

N

HALIFAX

0 250 500 750 1,000 1,250 m

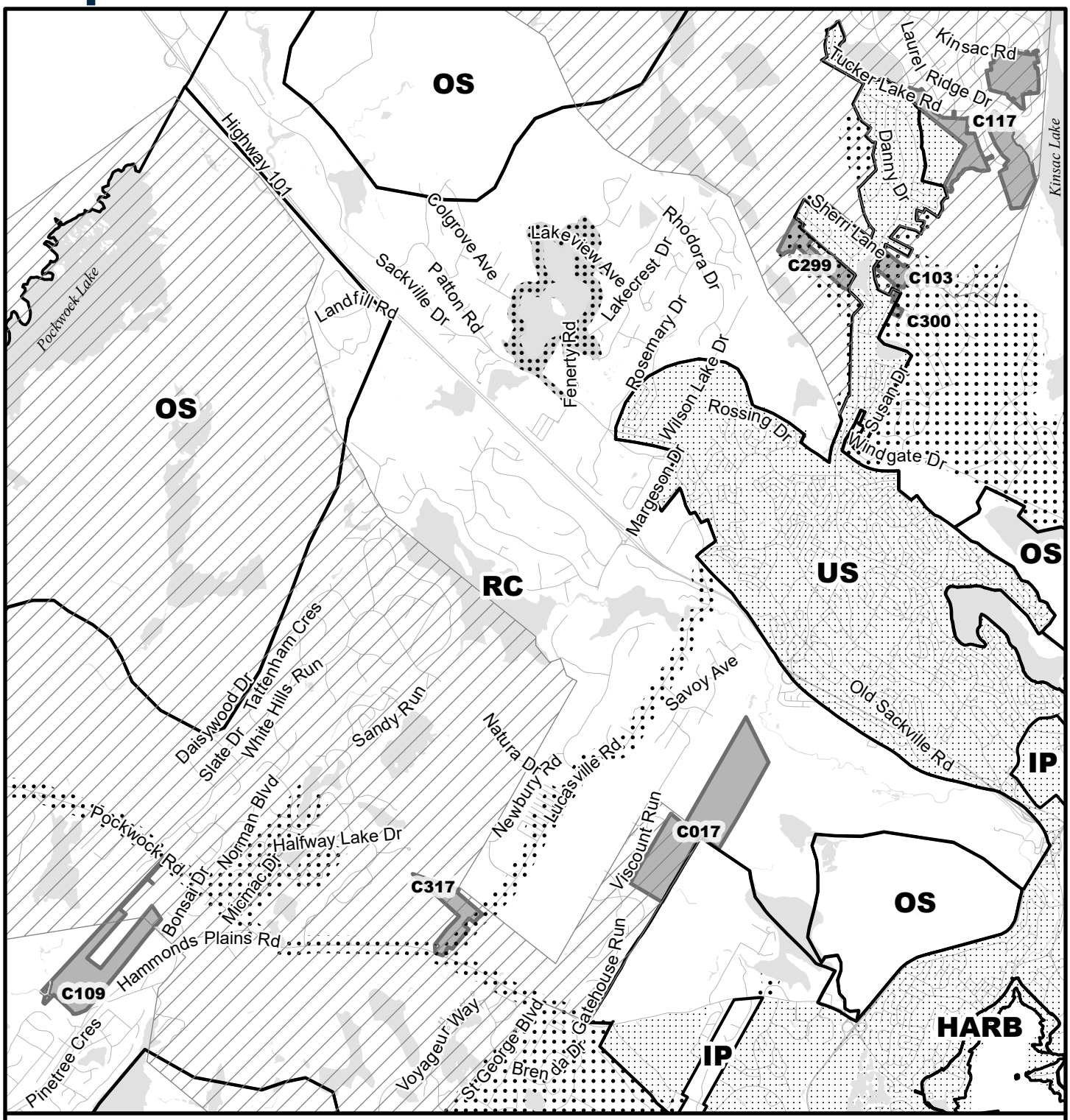
This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the Regional Plan.

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

10 November 2021

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Map D



Requests for Site-Specific Amendments - Schedule J

- Requests for Site-Specific Amendments
- Beaver Bank / Hammonds Plains Growth Control Area (Schedule J)
- Regional Plan Designations
- Urban Service Area
- Serviced (Sewer Only)
- Water Service Area

N

HALIFAX

0 520 1,040 1,560 2,080 2,600 m

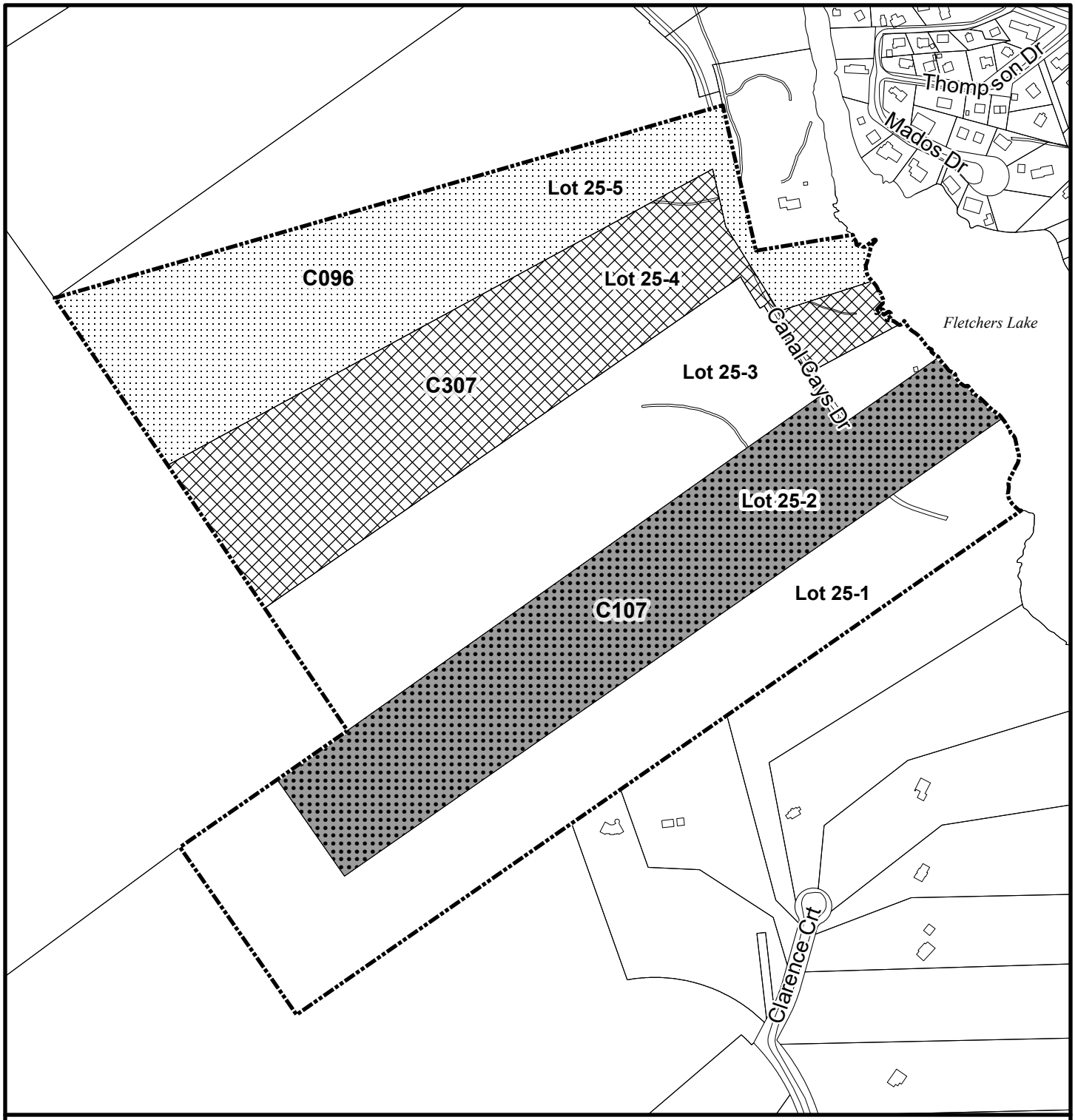
This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the Regional Plan.

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10 November 2021

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Map E



C096, C107, C307 requests - Canal Cays Drive, Wellington
Lots 25-1 through 25-5 under consideration

N

HALIFAX

Area of Consideration

Request Correspondence Number

C096

C307

C107

0 40 80 120 160 200 m

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

2 November 2021

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Dartmouth, NS
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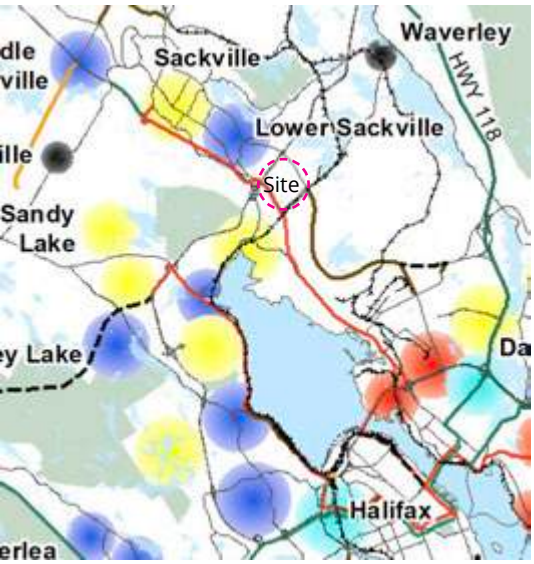
fathom

ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERPRETIVE WAYFINDING BRANDED ENVIRONMENTS

Sep 17, 2019

Kelly Denty, Director,
Planning & Development
Halifax Regional Municipality
Email

Re: Proposed SMPS Changes to the Bedford MPS for Bedford Commons lands - Planning Rationale



Dear Kelly,

Thanks for your March 8 (2019) response and your patience as we prepare a SMPS submission for the Bedford Municipal Planning Strategy. The developer believes the timing is right to consider this plan amendment for reasons outlined in this letter and accompanying documents. Generally speaking we believe that with the construction of the new Burnside Connector (now in detailed design and scheduled for completion in 2023), the parcels of land between the Lower Sackville Urban Local Growth Centre and Sunnyside Mall Urban District Growth Centre will come under increasing pressure for development given that the services, collector roads, transit access and other key development priorities already exist and it is already included in the Urban Settlement boundary in the Regional Plan. We recognize your concerns for preserving industrial land but we will outline in this letter why we believe the conversion to mixed use will not impact the industrial land base in HRM.

We are requesting that this parcel be considered for a *Bedford East Secondary Planning Strategy* similar to the Bedford South and West SMPS in the current Municipal Planning Strategy. The supporting documentation provided in this submission provides some initial justification and we would be open to hearing your comments about any additional information needed. The PIDS being considered in this application include:

- *41214370 (18 acres)*
- *41214404 (26.1 acres)*
- *00416222 (67.9 acres)*

Of these 3 parcels, we are only proposing a mixed use zoning change for the last parcel (PID 00416222) but we are showing in our master plan how the change to this one PID would integrate with the surrounding PIDS. PID 41214404 would remain as parkland and PID 41214370 would remain as Light Industrial (ILI). We recognize that this change would require a plan amendment but we believe the Regional plan reasonably supports the proposed change as addressed below.

REGIONAL PLAN REVIEW

The regional plan designates this property in the Urban Settlement boundary and while included in the Business/Industrial sub-designation, Policy EC-9 of the RP states that:

EC-9 Provisions may be established under secondary planning strategies to allow for residential developments within private business parks through a development agreement. Policy criteria shall be established to achieve compatible developments and ensure that residents have adequate services and infrastructure.

The regional plan states that "There may be opportunities to integrate medium to higher density residential uses with private business parks to allow for affordable housing, reduced travel times and greater accessibility to goods and services for the residents. Limitations on the extent of residential development and design considerations may be needed to ensure developments are compatible and residents are provided with adequate services and infrastructure". We have included a servicing review and a TIS as part of this submission to address these issues.

As you noted in your March review, *"Policy G-9 specifically requires secondary plan amendments to consider whether a proposal further achieves the objectives and policies of the Regional Plan. Any change to the designated use of these lands must be considered within the broader policy context of the Regional Plan, the Bedford SMPS, and the Integrated Mobility Plan (IMP)."*

The proposed residential infill in this area of Bedford Commons is consistent with the Regional Plan's policy EC-9 since adequate services and infrastructure will be provided as part of the development context but that would be explored in a secondary plan. We understand that a secondary Planning Strategy (or some sort of plan amendment) may be needed to initiate the development agreement for this residential development and the developer would like to formally initiate that process.

REQUESTED PLAN AND BYLAW AMENDMENTS:

The BANC Group request that HRM undertake appropriate steps to allow a master-planned transit and active transportation oriented residential development to take pace on lands adjacent to the existing retail business park and generally see the required policy and bylaw and policy changes as listed below.

1. Amend the Regional MPS Generalized Future Land Use Map to remove the remaining vacant 67 acres of the Bedford Commons lands from the Business/Industrial Park Sub-designation.
2. Amend the Generalized Future Land Use Map of the Bedford Municipal Planning Strategy to place the Bedford Commons Lands within the RCDD (Residential Comprehensive Development District) Designation.
3. Amend the Bedford Land Use Bylaw to remove the ILI Light Industrial Zone from the Bedford Commons and replace this with RCDD (Residential Comprehensive Development District) Zone.

SUMMARY OF CHANGED CIRCUMSTANCES:

One highly significant change supporting this request is the announcement of the Government of Canada to provide substantial funding for the Burnside Expressway and the subsequent announcement of the Province of Nova Scotia to proceed with construction beginning this spring 2020. We understand the target completion date is fall 2023, which is excellent timing in relation to the proposed residential community. The roadway will provide direct access between the residential community and the Burnside Business park supporting its ongoing expansion.

Also significant, is the statement on page 126 of HRM's Integrated Mobility Plan, "Though this is a province-led project, the municipality has committed funds to support construction and maintenance of an active transportation connector running parallel to the road." The proposed Greenway is also identified with on Map 2A of Making Connections: 2014-19 Halifax Active Transportation Priorities Plan which also shows the Bikeway Desired (Type TBD) on Duke Street. While we understand that council recently backed away from this commitment, there is still a strong desire to see it built either alongside the new highway or even on the existing highway route. Both AT routes are adjacent to the proposed development and either location would benefit from this residential development. The proposed residential community establishes a residential population of

sufficient scale and density to help ensure this AT project has a strong user base.
A second major contextual change derives from the decision by all three levels of government to provide substantial funding (9 million dollars) towards construction of the state of the art Atlantic Tennis Centre, the only facility of its kind in Canada thus far . This facility, as indicated in the attached letter from the Centre's management team, will benefit greatly from the opportunity to grow within a vibrant residential community. Further, of key significance, is that infrastructure to be developed for the residential community will create land development capacity for future expansion of the tennis centre.

A third significant contextual change is the acquisition by the BANC Group of an option to purchase 10 acres of land from St. Paul's. These lands form part of the project's park land dedication and, given their frontage on Rocky Lake Drive in proximity to Rocky Lake Junior High, other schools as well as the Atlantic Tennis Centre, represent excellent potential for establishing regional recreation facilities such as soccer facilities.

A fourth major change is the planned development of a new business industrial park in Eastern Passage adding substantially to HRM's industrial land inventory. The former Dartmouth Refinery lands is being systemmatically removed to make way for almost 990 acres of new industrial land in the heart of Dartmouth and Eastern Passage and there have been discussions with the Port of Halifax about moving the Port lands to the Dartmouth side. Either way, the Valero Industrial land base will offer a land base that is more than 10 times the size of the 67 acres proposed for residential development in Bedford Commons and a very small percentage of the net area for future development identified in Table 5.2 of the HRM Business Parks Functional Plan. Additionally, there are approximately 120 acres of vacant land currently zoned for industrial development directly opposite the Bedford Commons retail complex on the northeast side of Duke Street. These lands would be buffered from the proposed residential community by the existing retail lands within the Bedford Commons. Lastly, there is also significant industrial expansion potential when the Burnside Expressway extends through Anderson Lake lands. The Functional Plan also states " It makes sense to allow residential housing in close proximity to business-type uses such as office and retail, in order to provide an environment that provides opportunities for residents to live and work in close proximity…" The Functional plan references the need for appropriate balance to protect the industrial inventory but as indicated above, this is a relatively minor issue here, given the scale of the Bedford Commons relative to the overall HRM inventory.

In addition to the points raised above concerning contextual changes within HRM, the BANC Group also sees the proposed development as supportive of numerous municipal policy objectives.

HRM INTEGRATED MOBILITY PLAN

The IMP identifies a future potential commuter rail station hub adjacent to the proposed residential community. While the BANC Team recognizes that Council has determined this project will not proceed in the foreseeable future it can also be argued that the future potential of commuter rail is highly dependent on residential density. Transportation and Land Use Planning practice and principles across Canada have long recognized that mixed-use development combined with higher residential densities, encourage transit ridership and active transportation. As residential density increases, transit ridership increases and becomes more economically viable.

The IMP states on page 105 "population density along the corridor is very important as it determines the number of people who conveniently access the services" and further that "proximity of the of terminal to key origins and destinations is critical."

The same planning principles that support the commuter rail project will also support other forms of transit and create potential for further enhancing bus rapid transit between Bedford and HRM's major employment centres on the Burnside Expressway noted above.

The BANC Group plan includes a greenway corridor between the residential community and the Burnside Expressway along the edge of Rocky lake Drive, allowing convenient access to the active transportation corridor.

Additional relevant policies and actions from the Integrated Mobility Plan are listed below.

- *IMP 2.2 :Land Use and Transportation*
- *2.2.1 Objective: To integrate the planning of the transportation network with community design to better facilitate active transportation and transit use through compact mixed-use Development.*
- *2.2.5 Policies and Actions*
- *a) Continue to aim to achieve growth targets outlined in the Centre Plan, recognizing their influence on the municipality's ability to meet the objectives of the IMP.*
- *The proposed residential community will have direct access to the Regional Centre via the Burnside Expressway and Burnside Drive.*
- *b) Designate areas for high residential and employment density only where there is an existing or proposed high level of transit service to support the development of walkable, affordable transit oriented communities.*
- *The proposed residential community is within the Urban Service Transit Boundary on the Bedford Commons Local Bus Route (88) with service on Damascus Drive and Verdi Drive, providing direct connection to the Cobequid Terminal with several Express Routes to the Regional Centre. In addition, there is obvious potential for express bus service on the new Burnside Expressway.*
- *Action 14: Refine the boundaries of the potential transit-oriented communities in Figure 10 and develop policies and design guidelines to enable walkable, mixed-use complete communities in these key locations.*
- *Figure 10 identifies Bedford Commons as a Potential Transit Oriented Community as it is within a 10-minute walk of the potential commuter rail terminal. Clearly, the proposed development offers an opportunity to realize this action.*
- *Action 26: Amend the municipal planning strategies and land use bylaws as needed to include requirements for pedestrian oriented and human scale design.*

The site plan design of the proposed community will conform to TOD principles defined in the Integrated Mobility Plan.

HRM REGIONAL MUNICIPAL PLANNING STRATEGY

The proposed residential community supports numerous objectives and policies of HRM's Regional Plan in the areas of Settlement and Housing and Transportation as well as economic and cultural development. The analysis here presents a summary of key points categorized under the heading of key Plan objectives.

Settlement and Housing:

Objective 1: Direct growth so as to balance property rights and lifestyle opportunities with responsible fiscal and environmental management.

The proposed residential development will integrate with a significant new regional recreational facility in the form of the expanded Atlantic Tennis Centre. The tennis facility can be accommodated within existing zoning, however, the future success of both private and public investment will be greatly enhanced through integration within a significant residential development. Further, the current expansion is a part of a phased approach to be followed with a further expansion which will require expansion of the area's service infrastructure. Prudent fiscal management on the part of the developer dictates that the required private infrastructure investment by way of road and piped services expansion cannot feasibly take place unless additional lands are brought on stream for other purposes. Years of marketing and development experience inform the BANC Group that the only viable development opportunities exist within the residential market.

Objective 2: Target at least 75 percent of new housing units to be located in the Regional Centre and urban communities with at least 25 percent of new housing units within the Regional Centre over the life of this plan.

The proposed community contributes to HRM's ability to meet this target as the lands fall within the Regional Plan's Urban Settlement Designation. Proximity to the Regional Centre will be greatly enhanced with the completion of the Highway 107 Bypass (Burnside Expressway). Additionally, if HRM is going to achieve its goal of 550 000 residents by 2031, 6000 housing units must be developed annually. To accomplish this it may be required to look for additional locations for growth.

Objective 3: Focus new growth in centres where supporting services and infrastructure are already available:
The property is located between the growth Centres of Lower Sackville and Sunnyside Mall. These two centres do not have fixed boundaries, unlike those in rural areas. This is explicitly the case so flexibility can be considered in assessing growth opportunities in and around identified centres. The increased residential living space created by the development will be beneficial to the future success of the Sunnyside Mall growth centre complex.

Transportation infrastructure supporting residential development in the proposed residential community is undergoing one of a very few major upgrades being undertaken in HRM and water and sewer services are available now.

Objective 4: Design communities that:
a. are attractive, healthy places to live and have access to goods, services and facilities needed by residents and support complete neighbourhoods as described in 6.2.2(v) of this Plan;

The complete neighborhoods principles referenced in this policy apply most directly to the Regional Centre. The essence of these principles address locating residential neighborhoods with access to appropriate amenities. The proposed residential community will be located within walking distance of Rocky Lake Junior High School, as well as numerous amenities including grocery shopping. As indicated elsewhere, a prime rationale behind the proposed community will be excellent direct access to employment opportunities in HRM's major employment centre Burnside and strong access to the Halifax Central Business District.

The BANC Group has indicated its willingness to working with staff towards creating an attractive and healthy neighborhood with a mix of housing types.

b. are accessible to all mobility needs and are well connected with other communities;

The proposed neighborhood development has excellent access to Sackville, Bedford, Burnside and the rest of HRM. An integrated trail system has been designed into the community so that every home is no more than a 4-5 minute walk from a major trail network and that network will eventually connect to an AT Trail between Bedford Commons and Burnside via the new Expressway or the existing Bedford Bypass highway.

d. preserve significant environmental and cultural features;

The 67 acres proposed for development will also preserve 38 acres of parkland including a large 27 acre park north of the development site, a 3 acre central park and 8 acres of power lines which will be used as trail backbones. There will also be some smaller parks and playgrounds throughout the development. This development provides substantially more environmental preservation than a developed industrial park would provide. The development also supports future expansion opportunities for the tennis centre which is proposed as a national cultural facility.

.

e. promote community food security.

The most effective way of promoting this objective is to locate residential areas in proximity to quality local food distributors as the proposed neighborhood clearly achieves by way of grocery shopping available within walking distance. The proposed parks and open spaces provide ample opportunities for community gardens.

Objective 7. Support affordable housing.

A strong mix of housing types will be available within the community. Excellent direct access to employment centres allowing reduced commuting costs add significantly to the proposed neighborhood's ability to satisfy this objective. A range of different housing types from rentals, townhouses, condos and other housing forms will provide a variety of affordable options for Bedford and HRM in close proximity to industrial parks and retail outlets.

HRM Regional Plan, Transportation:
Objective 1. Implement a sustainable transportation strategy by providing a choice of integrated travel modes emphasizing public transit, active transportation, carpooling and other viable alternatives to the single occupant vehicle.

The proposed neighbourhood will be developed within the Urban Transit Service Boundary with direct access to the Burnside Expressway.

Objective 2: Promote Land settlement patterns and urban design approaches that support fiscally and environmentally sustainable transportation modes.

The developer recognizes the potential for transit linkages as a benefit to the community and is committed to the concept of Transit Oriented Design.

Economy and Finance:
Objective 2: Promote a business climate that drives and sustains growth by improving competitiveness and by leveraging our strengths.

The use of the land for mixed use residential adds to HRMs economic health by providing residential growth close to existing retail centres in Bedford and Sackville and eventually in Burnside with the Expressway.

BEDFORD MUNICIPAL PLANNING STRATEGY

The Bedford Plan targets three areas for industrial development but does not list the Bedford Commons among these. Further, the plan and bylaw limit the development of the Bedford Commons lands to Light Industrial so they can not be considered part of the Heavy Industrial Land inventory.

There are ample vacant lands on the east side of Duke Street currently designated and zoned for IHI (Heavy industrial.) including PIDS 00636571 (39 acres) and PID 41049099 (60 acres). The master plan maintains PID 41214404 (26 acres) of the BANC lands as ILI for future industrial expansion. Alltogether there is still over 126 acres of Industrial land in the immediate vicinity of the proposed development with only 67 acres proposed for mixed use development. The other reality is that much of the industrial land in the Bedford Commons has been developed as retail commercial uses, a use that can continue in the proposed 67 acre parcel as groundfloor retail. This fact means that the proposed use of the 67 acres will likely build out in the same way that it would if it were zoned as IHI, BUT it provides housing on top which creates substantial benefits for this entire area of Bedford.

Within the Residential Comprehensive Development District (RCDD) designation on the GFLUM, a development agreement may be considered for mixed commercial and residential development as provided for in policies C7 to

C15. While it is acknowledged that the Bedford Commons lands are not within the commercial designation, their development pattern has established a commercial core area and the plan acknowledges the appropriateness of residential development in such areas.

THE PROPOSED DEVELOPMENT

The master plan shows the proposed build-out of the development should this SMPS change be successful. Notabley the plan includes:

1. A 27 acre parkland site to the north of the proposed development. This land could support an all-weather turf field the same size as the East Region Field in Burnside, The park also supports the future doubling of the Atlantic Tennis Centre with 5 additional outdoor courts. The ability to expand the Tennis Centre is crucial as a National Training Centre and there is no where else to grow but on BANC's lands. The plan shows over half the park preserved as Acadian Forest woodlands with walking trails, an adventure playground and a connection to the Main urban park at the centre of the development.
2. A 3 acre urban central park at the heart of the development. As a frame of reference, Cornwallis Park in Downtown Halifax is 2 acres and the Grand Parade is 1.5 acres. This park would be programmed with playgrounds, picnic areas, fountains, public art and urban spaces. Possibly even a commercial canteen, public pool or change facilities. Programming this park would be done with HRM Parks staff.
3. The powerline Right-of-way would be preserved for walking trails, parking lots and general open space connectivity throughout the development. This trail and the large park trail to the north would be linked together for a range of different stacked loop sizes for walking. The trail connects to the Bedford Education Centre and the Rocky Lake Junior High.
4. The northwest corner of the plan preserves the 26 acre PID for IHI zoned uses with Verdi Drive extension marking the end of the residential development.
5. North of the powerline corridor and surrounding the large central urban park, the developer is proposing a mixed use multi-unit development form with heights ranging from 4-storeys at the entrance on Rocky Lake Drive, up to 20-storeys surrounding the urban park. Some groundfloor would be programmed for commercial spaces as much as may be viable for the development. Groundfloor units would have their own individual townhouse style entries and patios to enliven the groundfloor along the streets. No parking is proposed between the buildings and the street and most of the parking would be located underground. Onstreet parking would be provided around the central park and all streets would have an urban cross section.
6. South of the powerline right-of-way and approaching the residential areas to the south of the Bedford Bypass, the density steps down to a townhouse scaled development. Two multi-unit buildings are located on the north side of the residential development edge bordering the IHI zone and the townhouses. These buildings are proposed as 6 storey buildings over 125 metres away (and to the north) of the Riverview Crescent single family homes.

The proforma for the proposed development anticipates 1711 units (using an average unit size of 100 sq.m.). Some buildings would be designed with 3-4 storey streetwall and a maximum tower dimension of 900 sq.m. to maintain slim point towers. We might also anticipate a 4 storey midrise as part of the development using many of the same parameters as is being proposed for Seton Ridge development in Bedford. The development would likely happen in two phases; the north of the powerline phase is about 34 acres and contains most of the multi-unit buildings. South of the powerline, most of the development is lowrise (except buildings A and B) and this area occupies 19 acres. The total developable area would include 53 acres and the remaining area of the 67 acres would be parkland or powerline

Bedford Commons: Pro Forma

Avg Unit Size 100 sq.m.

Multi	PODIUM AREA (m2)	Storeys	TOWER AREA (m2)	Storeys	GFA (m2)	Units	Total Storeys
A	1764	4	800	8	13,456	114	12
B	1984	4	800	4	11,136	95	8
C	3087	3	800	5	13,261	113	8
D	2205	3	800	5	10,615	90	8
E	2362	4	800	16	22,248	189	20
F	2362	4	800	16	22,248	189	20
G	2205	3	800	13	17,015	145	16
H	1768	3	800	9	12,504	106	12
I	1768	3	800	9	12,504	106	12
J	2205	3	800	13	17,015	145	16
K	3595	6	0	0	21,570	183	6
L	1764	6	0	0	10,584	90	6
M	1102	4	0	0	4,408	37	4
					Sub-Total	**1603**	
Townhomes (7.3m frontage)						108	
					Total Units	**1711**	

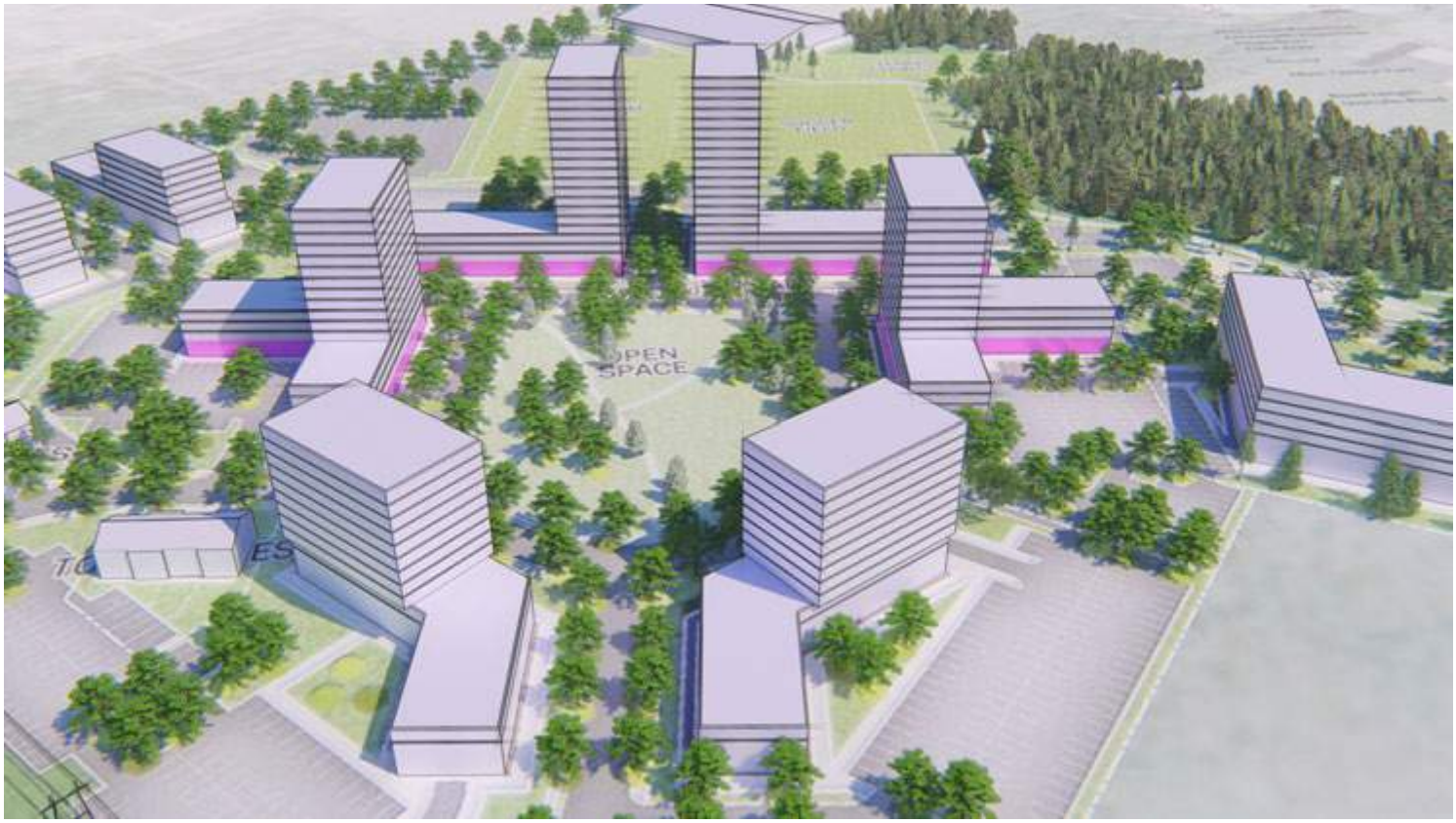
Industrial/Comm	AREA (m2)	Storeys			GFA (m2)
AI	4614	1			4,614
BI	4079	1			4,079
CI	4079	1			4,079
				Total (m2)	**12,772**

Area South Powerlines	76,960	sq.m.	19.06	acres
Area North Powerlines	136,143	sq.m.	33.72	acres
Powerlines	31,936	sq.m.	7.91	acres
Total Area	**484,673**	sq.m.	**120.06**	acres

Density	14.25	UPA		
Main Central Park	12,670	sq.m.	3.14	acres
Large Park to North	27	acres		
Total Park Area	31	acres		
% Parkland	25%			
Road Length	2260	m		
Units/m Road	0.76	units/m		




COMMUNAL PLAYGROUND


OPEN
SPACE



corridor. The total area of the master plan includes 53 acres of mixed use development, and 31 acres of parkland (41% parkland), 8 acres of powerlines and 26 acres of industrial land left as currently zoned. Over the 120 acres outlined in the master plan, the 1711 units have a density of about 14.25 units per acre.
We believe there is a very good case for consideration of this development and the requested SMPS changes. We have also included a traffic impact study and a servicing schematic as part of this submission. Rather than detailed building designs and floor plans at this early stage we have included some examples of typical building topologies to convey our intent. It would be out intention, should this application prove successful, to design each of the buildings as part of a development agreement application in the future.

We welcome questions or comments on this application as we move through the process.

Sincerely,

Rob LeBlanc, LPPANS, MCIP, API
President, Fathom Studio

Austin french, LPPANS, MCIP, API

20 storey Examples

1. Wyse Road Proposed (Fathom Studio)



20 storey Examples

1. Kings Wharf Proposed (Fathom Studio)



20 storey Examples

1. Odyssey Condominiums









Midrise Examples





Midrise Examples

1. Rockingham South (Fathom Studio)



BEDFORD COMMONS

DEVELOPMENT PLAN

0 80 160m

Scale = 1:2000

July 2019

DAMASCUS ROAD

BICENTENNIAL DRIVE - HWY 102

VERDI DRIVE

MANN STREET

DUKE STREET

ROCKY LAKE DRIVE

BEDFORD BYPASS

RIVERVIEW CRESCENT

ROCKMANOR DRIVE

OAKMOUNT DRIVE

BIRCHWOOD COURT

UTILITY EASEMENT

ATLANTIC TENNIS CENTRE EXPANSION

5 TENNIS COURTS

FOOTBALL FIELD

SOCCER FIELD

PRESERVED WOODED AREA

TRAIL

CI

INDUSTRIAL CLUSTER

BI

AI

A

B

C

D

E

F

G

H

I

J

K

L

M

MULTI-USE TRAIL

COMMUNITY PLAYGROUND

OPEN SPACE

TOWNHOMES

108 (7.3x14m) TOWNHOUSE UNITS

Bedford Commons: Pro Forma July 8, 2019

Avg. Unit Size 100 sq.m.

Multi	PODIUM AREA (m2)	Storeys	TOWER AREA (m2)	Storeys	GFA (m2)	Units	Total Storeys
A	1764	4	800	8	13,456	114	12
B	1984	4	800	4	11,136	95	8
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F	2362	4	800	16	22,248	189	20
G	2205	3	800	13	17,015	145	16
H	1768	3	800	9	12,504	106	12
I	1768	3	800	9	12,504	106	12
J	2205	3	800	13	17,015	145	16
K	3595	6	0	0	21,570	183	6
L	1764	6	0	0	10,584	90	6
M	1102	4	0	0	4,408	37	4
					Sub-Total	1603	
Townhomes (7.3m frontage)						108	
					Total Units	1711	

Industrial/Comm	AREA (m2)	Storeys	GFA (m2)
AI	4614	1	4,614
BI	4079	1	4,079
CI	4079	1	4,079
		Total (m2)	12,772

Area South Powerlines	76,960	sq.m.	19.06 acres
Area North Powerlines	136,143	sq.m.	33.72 acres
Powerlines	31,936	sq.m.	7.91 acres
Total Area	**484,673**	sq.m.	**120.06** acres
Density	14.25	UPA	
Main Central Park	12,670	sq.m.	3.14 acres
Large Park to North	27	acres	
Total Park Area	31	acres	
% Parkland	25%		
Road Length	2260	m	
Units/m Road	0.76	units/m	

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C003

Leah Perrin
Planner III – Policy & Strategic Initiatives
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: Lands of Lake Loon Golf Centre Ltd. – Golf View Drive, Cole Harbour (PIDs 40396152, 00602474, 41053299, 40173395, 00261933 & 00261925, 41053281, 40285397, 00261917)

As the 10-year review of the Regional Plan is underway, Lake Loon Golf Centre Ltd. is requesting the following be considered.

1. The subject properties (PIDs 40396152, 00602474, 41053299, 40173395, 00261933 & 00261925, 41053281, 40285397, 00261917) be included in the Urban Service Area within the Regional Subdivision By-law.
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.
3. The subject properties be designated 'Residential' within the Generalized Future Land Use Map of the Dartmouth Plan Area
4. The subject properties be zoned CDD 'Comprehensive Development District' within the Zoning Map of the Dartmouth Plan Area

Site Description

The subject site (see Figure 1) falls immediately outside the service boundary for sewer and water services as shown on the Halifax Regional Subdivision By-law Service Requirements Map (Revised September 30, 2017). The site is currently designated Rural Commuter within the Regional Plan, designated RSV (Reserve) within the Dartmouth Municipal Planning Strategy, and zoned H (Holding Zone) within the Dartmouth Land Use By-law

The properties are currently serviced by on-site septic disposal systems and private on-site wells with the exception of the Lake Loon Golf Course site, which is serviced by a private on-site well and a sewer lateral force main.



Figure 1: Subject Site

Discussion

The Regional Plan is a strategic policy document that outlines the goals, objectives and direction for long term growth and development in Halifax. While the Regional Plan provides broad direction, it has been several years since the plan was adopted (2006) or reviewed (2014). We understand HRM is currently embarking on a much-needed review of the Regional Plan. We believe that there have been enough changes to the circumstances in Halifax since the Regional Plan was adopted or last reviewed to request an extension of the water and sewer service boundary to enable development that is inconsistent with the current policies of the Regional Plan but is supported by:

- Principals of high-quality development that is comprehensibly planned,
- Demographic, social and economic trends
- Integrated Mobility Plan
- Green Network Plan
- Adequacy of Services
- Adequacy of Traffic Capacity

<u>High-quality and Comprehensively planned development</u>

The surrounding area is a mix of residential (single family and multi-unit) and commercial properties. With its strategic location next to the intersection of Main Street and the Forest Hill Parkway/Forest Hill Extension – which is identified as a 'Urban Local Growth Centre' within the Regional Plan. Urban Local Growth Centres are intended to include a mix of low, medium, and high-density residential housing, and local commercial and

institutional uses. The growth centres were identified in locations where access to transit is available that connects to other centres within the municipality and the Regional Centre. Future development in these centres is intended to enhance pedestrian and AT connections, have high quality streetscaping and interconnected private and public open spaces.

The site has great development potential for infill development. Currently, access to the site is by way of Golf View Drive. However, HRM has indicated that it is interested in closing Golf View Drive and aligning access to the site and the adjoining properties with the signalized intersection at Ridgecrest Drive and Main Street. Development of infill sites is a means of sustainable land development close to a city's urban area. The development of the subject site includes a much-needed reuse and repositioning of the underutilized golf course site. Development of infill sites, such as this one, has far reaching environmental benefits. Construction on any undeveloped infill lands promotes the economical use of existing infrastructure and is a remedy for sprawl to outlying areas. Typically, there are lower infrastructure costs to extend services for infill projects making the long-term maintenance costs more feasible for municipalities.

Although, the site currently has no access to municipal sanitary and water systems, the site is in an area with existing transportation and utility infrastructure, schools, parks and recreation, and places of worship. Development of these lands will add homes and/or businesses in a designated growth area. This a great example and opportunity for smart growth that is compact and walkable, offers a mix of uses, and creates a sense of place.

Our proposed amendments as part of the RP+10 review would enable the subject site to be comprehensively planned through a secondary planning process that would involve significant engagement with the community and various stakeholders to ensure any proposed development is compatible with surrounding communities and applicable policies.

Demographic, social and economic trends

Demographic, social, and economic trends shape the way people live and, by extension, their demand for real estate. Demographic changes - more seniors looking for homes that better meet their needs, more millennials forming new households, and more singles in all age categories—are likely to drive demand for infill development. There is demand for both rental and for-purchase homes that better match the needs of empty-nesters and retirees. Millennials are biking, walking and taking public transit more often and driving less. Social changes - single-person households are now the second most common household. People living alone are attracted to places with a sense of community and proximity to everyday amenities and services. Economic trends - consumer preferences for the amenities that infill locations offer are likely to grow as changing demographics affect the housing market. In the next 20 years, the needs and preferences of aging baby boomers, new households, and one-person households will all drive real estate market trends— and infill locations are likely to attract many of these people.

Integrated Mobility Plan

Halifax has invested a great deal of time and effort on the Integrated Mobility Plan (IMP). The focus of the plan is on the movement of people rather than the mode of transportation, concentrating on travel options that are sustainable, enjoyable and healthy. Halifax 2031 Regional Plan targets are to have at least 30% of trips made by transit and active transportation and at most 70% of trips made by private vehicles. If accomplished, the result will be lower need for car ownership and lower greenhouse gas emissions resulting in improved air quality in the region and healthier communities.

The Integration Mobility Plan identifies potential transit-oriented communities and opportunities for compact, mixed used, complete communities within a ten-minute walking distance of proposed or existing terminals. The subject site is located within an "potential transit-oriented community". The Integrated Mobility Plan states that zoning and transit planning should work together with the Regional Plan Growth Centres to develop transit-oriented communities in these potential areas of opportunity

Green Network Plan

The Halifax Green Network Plan identifies five themes that define the importance of open spaces to the ecological, economical, and socio-cultural vitality of the Region: Ecology, Working Landscapes, Cultural Landscapes, Community Shaping and Outdoor Recreation. The Summed Value Mapping in the Green Network Plan shows that the site is an area with minimal open space landscape values across the following themes: ecological landscape, working landscape and socio-cultural landscape.

The Halifax Green Network Plan mapping shows that the subject site holds minimal value to the Green Network Plan overall themes; therefore, development of the site fits well with Halifax Green Network Plan's Action #31 – Theme: Community Shaping, Action: Amend the Regional Plan to prioritize the redevelopment of brownfield site and other underdeveloped urban infill site ahead of undisturbed greenfield sites.

Adequacy of Services

The subject properties currently lie outside of the service boundary; however, existing municipal services are located directly adjacent to the site including a 300mm diameter watermain and 300mm diameter wastewater main and existing pump station on Golf View Drive. Wastewater from these lands would ultimately flow to the Eastern Passage wastewater treatment plant. Stormwater for the site would discharge to either Topsail Lake or Loon Lake. Halifax Water and HRM require that stormwater flows be balanced between the pre-development and post development scenarios. In addition to the pre vs post balancing HRM has also introduced stormwater quality requirements which would be applicable to any development in this area. Based on Initial discussions with Halifax Water the water and wastewater services in this area would be adequate to service the development f the subject properties, however, upgrades to the existing pump station may be required to support the development of these lands. Based on these discussions with Halifax Water we understand that they would support the development of the subject properties.

Adequacy of Traffic Access Points

Existing access to the site is currently off Golf View Drive. The main proposed access to the new development would be via a new leg added to the existing signalized intersection at Ridgecrest Drive. This intersection is located approximately 500 metres west of the Main Street at Forest Hills Parkway intersection and should largely remain unaffected by the peak hour queuing that occurs at the Forest Hills intersection.

The existing Golf View Drive would function as a secondary access. The existing intersection is at a sharp angle and has no restrictions on vehicle movements. We propose to reconstruct the road to improve the intersection configuration and that movement be restricted to a right-in/right-out only.

Closing

We strongly feel that the proposed 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.

Halifax is experiencing increased demand for infill locations such as this site – resulting from changing demographic, social and economic trends effecting the housing market. According to the Halifax Green Network Plan, these lands hold minimal value to the Regional Green Network. 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 how to move this forward.

Sincerely,

Brian McKenzie

[redacted]

C004

Clayton
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www.claytondev.com

February 28, 2019

Eric Lucic
Manager, Regional Planning
HALIFAX

Dear Eric,

Re: Mount Hope Extension – Development of Lands East of Shearwater Airport

Halifax is growing and HRM must stay ahead of that growth in order to ensure the prosperity of the region. The imminent completion of the Centre Plan is a step in the right direction, but there is more work to be done. The time is right to begin the Regional Plan 10-year review and to investigate new areas to allow for the construction of complete communities.

As a major provider of housing in Halifax, Clayton Developments Limited and our partner Cresco, together as Dartmouth East Holdings Limited, have an interest in bringing value to our lands (approximately 560 acres) as well as a variety of other lands in East Dartmouth (Attachment C). The current Regional Plan proposes a new road connecting East Dartmouth, Cole Harbour, and Downtown Dartmouth. The Mount Hope Extension (Attachment A) has been contemplated for many years and when constructed, has the ability to create additional capacity on Portland Street, create a direct transit route to Highway 111, add to the all ages and abilities active transportation network, and would facilitate the development of a major master planned community in Dartmouth East.

Clayton Developments Limited requests that work on the Mount Hope Extension continues and be considered as part of the Regional Plan 10-year review. Additionally, we request that the lands to the east of Shearwater Airport be considered as an Urban Local Growth Centre as part that planning process. We submit the following planning rationale as support of inclusion:

1. **The Mount Hope Extension will improve traffic efficiency and safety**

   The subject lands pose a significant opportunity for development as well as an opportunity to create a needed transit, vehicle, and active transportation connection that links the Mount Hope interchange with Caldwell Road. The road was envisioned to serve as an alternative route to the constrained Portland Street corridor and facilitate increased growth in the areas abutting Caldwell Road. Currently, Portland Street is the only arterial road that connects Downtown Halifax and Dartmouth to Cole Harbour and communities beyond, which puts significant strain on the road network. An additional connection would reduce that strain as well as provide redundancy for emergency services and emergency management.

2. **The Mount Hope Extension aligns with Integrated Mobility Plan (IMP) goals**

   As stated previously, Portland Street is the only connection linking Cole Harbour and Downtown Halifax and Dartmouth. The Mount Hope extension provides an opportunity to meet goals outlined in the Integrated Mobility Plan for complete communities by reducing the need for vehicle ownership. The addition of a more direct connection will not only improve the strain on Portland Street, freeing up capacity for transit, but could also include secondary express transit infrastructure, as well as an all ages

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and abilities active transportation connection that links Cole Harbour and Downtown Halifax. This could be done by implementing a complete streets approach as outlined in the IMP (IMP 2.3.5a). Furthermore, the proximity to the Woodside Ferry Terminal allows for a more direct connection between Cole Harbour, Eastern Passage, and Downtown Halifax/Dartmouth by non-vehicle modes of travel. The goals of the Shearwater connector should shift to reflect the goals of the IMP, specifically Policy 3.4.5c: "Make strategic upgrades to the road network, particularly when they support multi-modal improvements."

3. **Including the lands east of the Shearwater Airport in the Regional Plan review as a growth area offsets the cost of the Mount Hope extension**

The Shearwater lands are unlikely to be redeveloped, thereby creating an opportunity to open adjacent lands for development to offset the cost of the proposed vehicle connection between the Mount Hope interchange and Caldwell Road as identified in the current Regional Plan. The Regional Plan contemplates annexing additional lands into the Morris – Russell Lake Secondary Plan area to replace those lands (Shearwater) removed by the Federal Government. Specifically, the Regional Plan states, "Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible" (RP 2014, 3.2.1).

Dartmouth East Holdings Limited and adjoining property owners (Attachment B) have expressed interest in developing the lands to the east of Shearwater Airport (Attachment C). As we understand, the total cost of construction for the Mount Hope extension is approximately $21 million. In March of 2016, the Audit and Finance Standing Committee (AFSC) dealt with the Mount Hope Interchange / Highway 111 Capital Cost Contribution (CCC) shortfall. The funding source for the CCC shortfall, consisting of $7.2 million, was changed, attributing $3M from operating surplus reserve and the remaining $4.2M via debt. At the same meeting, the Committee suggested that Staff investigate development potential under policies identified in the Regional Plan to make up some of the funding shortfalls through the CCC's. The inclusion of the subject lands in Attachment C in the Regional Plan review as a growth area have the potential to offset the $7.2 million shortfall for this essential connection and contribute to the complete community vision outlined in the Regional Plan and Integrated Mobility Plan.
Based on the above rationale, we request the following:

1. Staff continue to work towards bringing the Mount Hope extension project to council;
2. Staff initiate the planning process to allow for a mixed-use community development within the lands identified in Attachment C.

Yours Truly,

[redacted]

Kevin Neatt
Director, Planning and Development
Clayton Developments Limited

Cc: Councillor Karsten, Councillor Nicoll, Kelly Denty

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Attachment A

Location of Mount Hope Extension

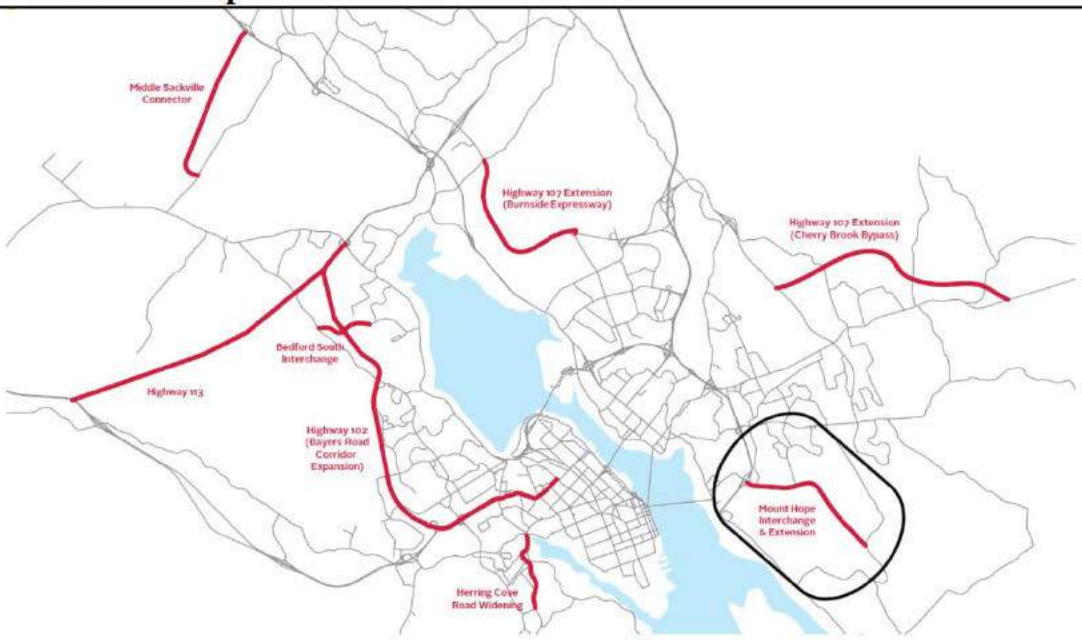


Figure 23: 2014 *Regional Plan* Recommended Road Network Projects

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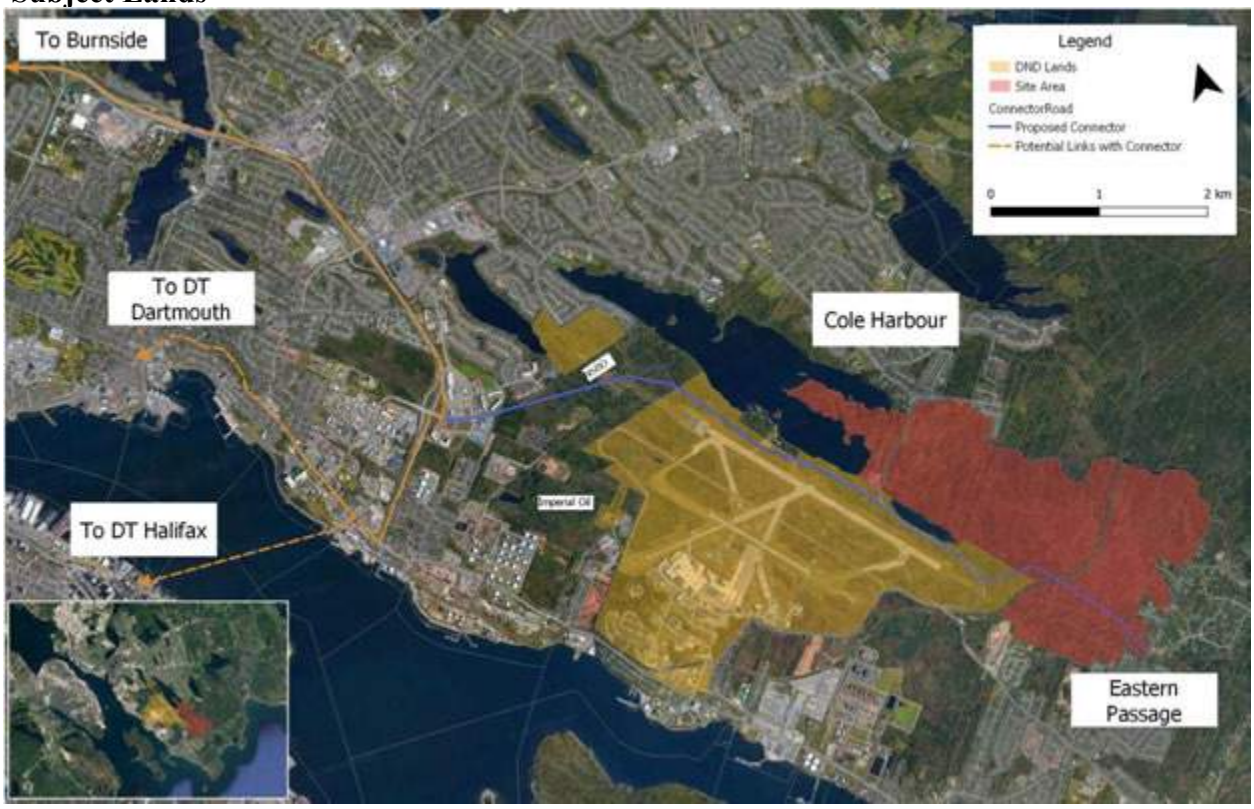
Attachment B
Area Property Owners

Company Name	PID's	Acres
Dartmouth East Holdings	00373696,00373779, 41406216, 40110173, 00372995, 40116592, 41330630, 40117269, 41412826, 40291775, 41129974, 41215856, 40252926	560
Craig Hartlen	40852592	5
A.J. Giles Investments Ltd.	40110157	46
Bryan Wayne Naugle	00404558	96
Hallie Rider, Linda Savelle, Donald Trider	00373886	46
Jacob Horn	41412842	42
Frederick Naugle	41412834	75
Raymond Beazley, Chatherine Beazley, Ruth Mosher	40127649	48
Kathleen Peers, Gary MacPhee, Deborah MacPhee	40124083	14
Oknah Realty Ltd. (Cathy Rossi-Brown)	00373670, 00373688, 41339672	113
Lake Port Excavation (Jack Rossi)	41058223	6
	Total Acres	**1049**

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Attachment C

Subject Lands



Zwicker Zareski Architecture + Planning

1 Canal Street, Dartmouth NS B2Y 2W1 | [redacted]

Leah Perrin
Planner III, Regional Planning
Planning & Development
40 Alderney Drive
Halifax, NS B3J 3A5

November 6, 2020

RE: Review of Green Network Plan and Potential Developable Area Study for Dartmouth East

Introduction

Over the past few months, we have reached out to landowners in the area representing a land holding of approximately 426 hectares (1,053 acres). We have reviewed the Green Network Plan and State of the Landscape primer (SOL)to better understand the developable area of their Dartmouth East lands. The following outlines our understanding of these documents as well as the resulting impact on our client's holdings.

Given the scale of the study area (all of HRM) we understand the GNP work was done through available digital data and desktop analysis, therefor the resulting data is very granular and must be reviewed at a site specific scale to determine the actual impacts. We have initiated field surveys for the Dartmouth East lands and can offer some insight regarding actual site conditions.

Green Network Plan Background

As we understand it, the primary objective of the GNP was to identify lands that have a high ecological, working landscape, or socio-cultural value. This was achieved by assigning a value to a series of base layers and overlaying them, resulting in each square metre of land having a different value.

Under the GNP, areas of high environmental overlap, areas of high working landscape overlap, and areas of high socio-cultural overlap have been mapped. The SOL provides explanation about how these overlays were created, but the maps provided are not presented in a fine enough resolution to be useful at the site-specific level. Unfortunately, the base layers used to develop these overlays, and the rankings of perceived value, are not available to the public.

It is our understanding the GNP mapped wildlife corridors using a Circutscapes model. The model identified wildlife movement based on paths of least resistance. A 100m moving buffer was then applied to the identified corridors and these were labelled as important corridors in the GNP. Essential corridors are identified where two important corridors either intersect or appear close together. In our conversations with HRM staff, these were defined through a desktop survey and not field verified.

Green Network Plan maps and application to the subject site

Maps 1 through 3 of the GNP (ecological open space, working landscapes, socio-cultural) are summed and presented as Map 4 'Summed Values'. These are presented below as low, medium, and high overlapping values.



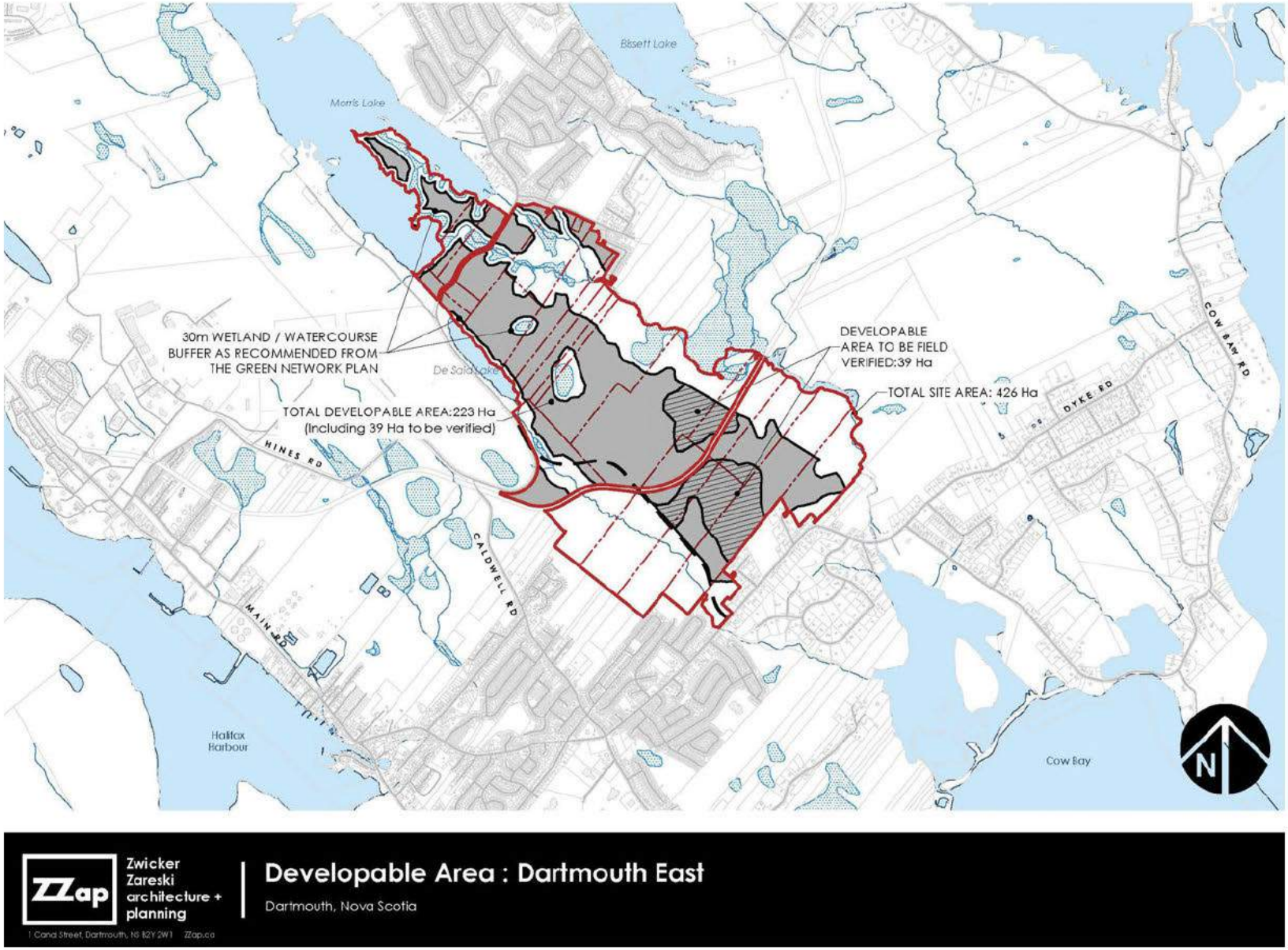
Map 4 – Summed Values

Map 4 illustrates that the majority of the subject site scored either low or medium with a portion near the south east end of the subject site as having high overlapping value. After completing fieldwork in these areas, we can confirm the areas are not wetland, but we require the assistance of your team to understand why the southern portion is showing potential for socio-cultural value.

Potential developable areas

With the exception of the two locations mentioned above (wetland or socio-cultural), most of the site area is designated having no, low, or medium environmental overlap on Map 4.

We have utilized the best data available and created a developable areas map using the summed value map (Map 4) as a base for land conservation. We have removed the areas of "high summed value" from the developable land, in addition to the lands designated as "protected areas" as identified on Map 5. This leaves approximately 223 hectares (551 acres) of land that is not considered to be of high value in the eyes of the Green Network Plan. This area can be seen on Map 6 below.



Map 6 – Developable Area

If these lands were to be developed in a similar fashion to the Morris Lake Secondary Plan area, which allows for an overall density of 8 units per gross acre (Policy ML-19) developable in the net land area, then a potential development would result in approximately 8,424 units (1,053 acres of gross site area x 8 units per gross acre) and at least 502 acres of conservation area.

Given that the Shearwater Airfield lands can no longer be considered for development, and the growing traffic pressure on Portland Street, the potential for a development scenario that contributes to the ability to fund the Caldwell Connector project is limited. Development of these Dartmouth East lands that is sensitive to their inherent ecological value is an opportunity to contribute to the financial viability of completing the Caldwell Connector project.

As a result of the value of this potential development, these lands could be considered as a Growth Area as part of the Regional Plan review without compromising the integrity of the Green Network Plan.

These findings are based on the best available map data and all areas of high summed value identified in the Green Network Plan should be verified with a site condition assessment to confirm accuracy.

We look forward to an opportunity to discuss the GNP work, Regional Plan Review, and our interpretation of the data provided.

Thank you,

[redacted]

Greg Zwicker MICP, LPP

ZZap Consulting Inc.

C005

March 13, 2019
To: Leah Perrin
From: Gina Stick
Re: Request for City Water and Sewer, 2137 Purcell's Cove Road

Dear Leah,

Thank you for your time and attention to the issues we discussed yesterday pertaining to our property at 2137 Purcell's Cove Road in Halifax.

This communication is to formalize our request for immediate consideration to expansion of the service boundary to provide full city services including water and sewer to our property. I was encouraged by our conversation that this request is timely as your department has this issue under consideration. This letter is to convey our dire need in support of that action.

As we discussed, we pay substantial property to taxes in excess of $10,000 without benefit of these services. We do not feel this fair and it has placed a substantial burdens additional to the tax burden - needing to maintain and update infrastructure at significant cost and hardship.

We assert hardship burden for both health and financial reasons. I am partially handicapped with other health complications, my husband diabetic and works 6 days a week. During power outages we have no water including functioning toilets, etc. We used to haul water up from the lake. I am unable to walk many days and can no longer navigate this but am alone most days. While we have good quality well water is it uncertain as to whether mineral content has contributed to other health issues. It has also been difficult to navigate construction for maintenance of systems and plumbing.

The financial burden has been immense, requiring 10% of our income this year alone to maintain and upgrade systems. I have had to manage the construction etc. We have a dug well with good water but high mineral content requiring remediation and ongoing maintenance. This is an unbearable burden we cannot sustain. At the same time, it is very difficult to relocate as I require essentially a one story house for health reasons, which is why we chose this property. I also have a large studio required for my livelihood which is very difficult to relocate. We do not feel we should have to relocate due to lack of requisite services that are a stones-throw away.

The lack of continued service with high taxes also presents obstacles to re-sale of the property. We contend that as we pay significant municipal tax we are entitled to services.

City water and sewer are only 3 doors away - there are three houses between our house and Wenlock Grove where services are located. I was also informed by Paul Taylor I believe, that there is a 6" water line just across the street sufficient for our need, literally about 8 paces away. The cost of our putting in a line privately if permitted would be beyond our capability as crossing the concrete road would be very costly. While our septic is fine at this point, the systems have a life and we have been advised there is no other locale on the site for the future due to protective covenants on the lake and setback requirements, even while our property is close to 1 1/3 acres.

I understand the process of review takes time. However, we are under duress and requesting a review of the service boundary as soon as is possible with consideration to the urgency of our need, and consideration to granting those in the city full services. We would hope that city service could move forward and be pro-rated over time to make affordable. Halifax has grown from when this area was country, and we are a vital part off the city.
Please facilitate just services.

Thank you so much for your time and consideration to these issues.

Gina Stick

C006

Stevens Group OF COMPANIES



DECEMBER 2020

THE LAKES DEVELOPMENT CONCEPT

UPLAND

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1 INTRODUCTION

1.1 Introduction

In early 2014, UPLAND was engaged by Susie Lake Developments (SLD) to assist with the process of negotiating parkland boundaries with HRM for their several hundred acres of land between Highway 102 and the Birch Cove Lakes system. SLD engaged in these negotiations with the intention to enter into the secondary planning process, paving the way to develop these land holdings.

In June of 2014, UPLAND prepared and submitted a report titled *Negotiation Submission - Highway 102 Corridor Lands,* for which a preliminary land use concept and proposed Regional Park boundary was developed for SLD. While the negotiations between HRM and SLD were ongoing, UPLAND embarked on the next necessary step in the secondary plan process and conducted a thorough background and analysis of the site which was submitted to SLD in November 2014. The *Comprehensive Site Analysis* is available as resource and living document to SLD and its team of design, environmental and engineering consultants.

As negotiations with HRM over parkland boundaries continued, SLD recognized the opportunity to proceed with the development of a preliminary design concept, and by doing so, has positioned itself to begin the secondary planning phase as soon as parkland negotiations are complete. UPLAND is pleased to present the results of the concept development phase in this report. We believe the concept provides SLD with a solid understanding of the site's development potential and translates SLD's bold and innovative development goals into an attractive design concept for a high-density, mixed use community on the doorstep of a newly formed Regional Park.

This report is respectively submitted to inform the 2020-2022 Halifax Regional Municipal Planning Strategy review process as to the landowner's goals/desires for the development of their lands.

In 2018 representatives of SLD and HRM Parks underwent an extensive conceptual design process to determine "ideal" park boundaries/extents, and the resulting interface between the parkland and complementary abutting developments on the SLD lands. This aspirational development of the SLD/Gateway and the resultant negotiated boundary complete with interface concepts is generally illustrated for size and location.

While the SLD development is aspirational on the part of the landowners it is recognised that likewise the park land to be acquired is also aspirational on the part of HRM staff and delineation of final boundaries will be the result of a confidential land transaction between HRM Council and the landowners. To this end the parkland has been delineated/illustrated as two classes of potential parkland: parkland set aside as the 10% dedication for subdivision and aspirational parkland held in reserve pending land sale negotiations at to-be-determined market value (i.e. similar evaluation to that of monies in lieu of actual land). Should HRM Council ultimately decide against acquiring the aspirational parkland it is understood that those lands would assume the development rights and regulations of the abutting SLD lands as illustrated on the aspirational development plans.

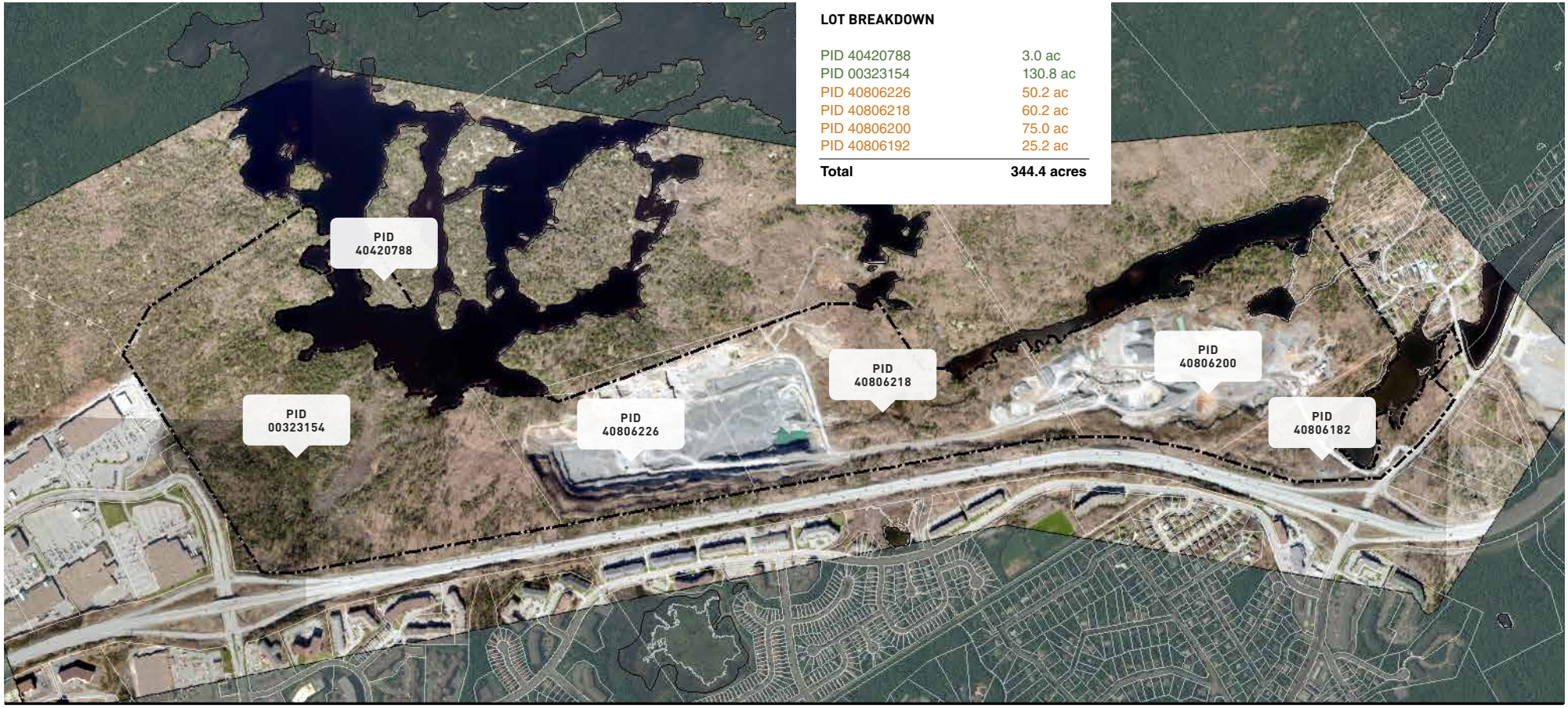
1.2 The Site

The lands in total are 344.4 acres, and stretch for 3.5 km in length between the two existing highway interchanges with an approximate width of 450 m as measured back from Highway 102. Over 60 % of the site is currently utilized for industrial purposes (quarry, crushers, materials storage, supporting facilities) with the remainder being undeveloped.



DOMINANT LAND USE

Since 1969, aggregate extraction by **Gateway Materials**.



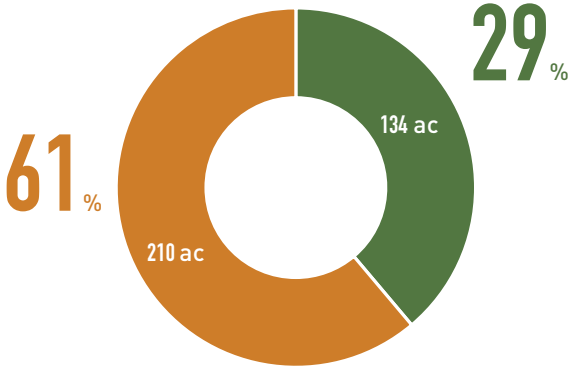
LOT BREAKDOWN

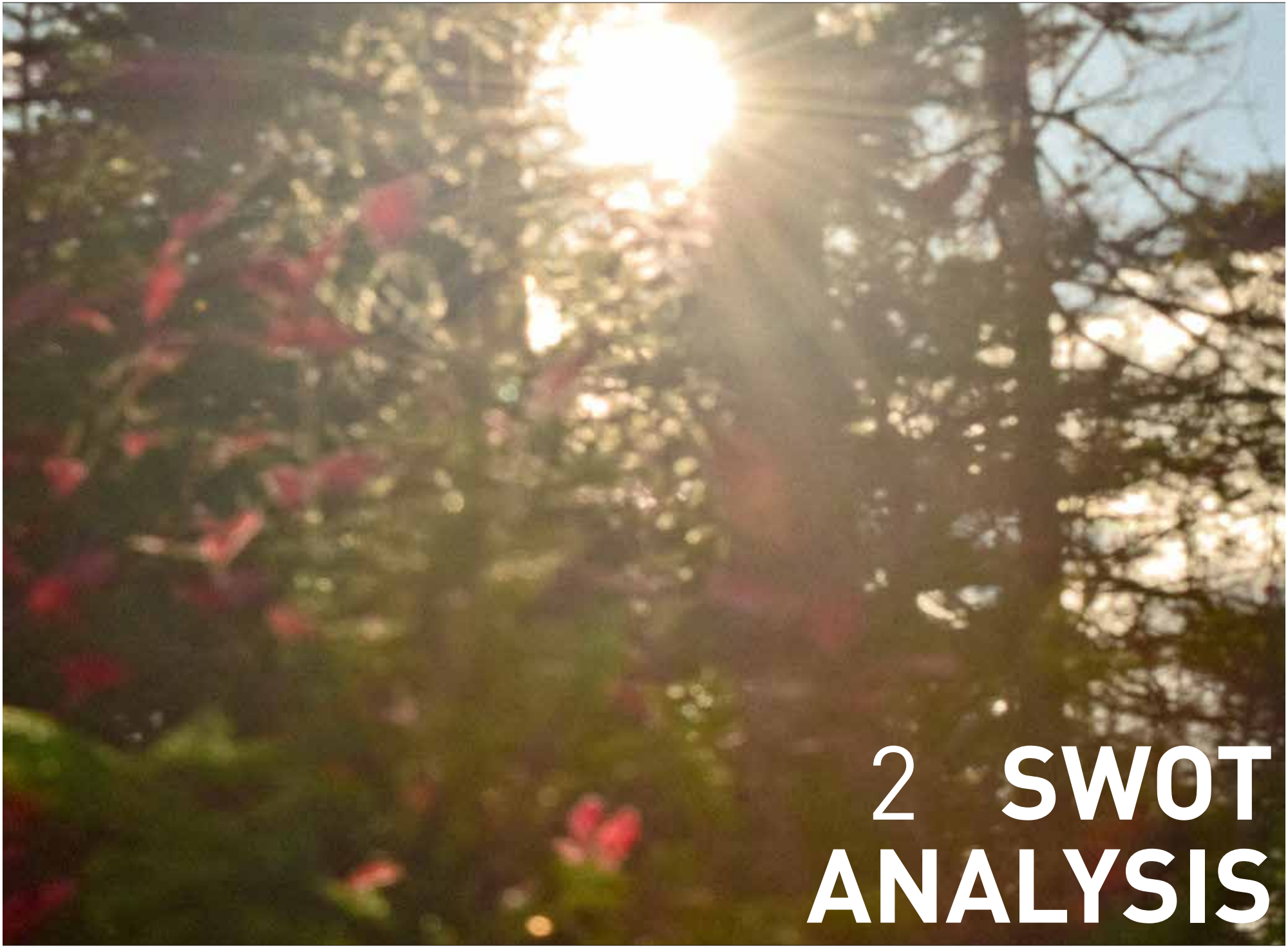
PID 40420788	3.0 ac
PID 00323154	130.8 ac
PID 40806226	50.2 ac
PID 40806218	60.2 ac
PID 40806200	75.0 ac
PID 40806192	25.2 ac
Total	**344.4 acres**

TOTAL SIZE:

344.4 ac (139.2 ha)

INDUSTRIAL VS GREENFIELD





2 SWOT ANALYSIS

2.1 Introduction

A Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis is a planning tool that guides thinking around the perceived strengths, weaknesses, opportunities, and threats of the site. Strengths and weaknesses are things over which the developer has some degree of control and thus can make changes to improve the situation. Opportunities and threats are external factors which the developer does not control, and will need to develop strategies to take advantage of opportunities or have plans to counteract the threats.

This SWOT analysis is the result of public consultation, meetings, interviews, desktop research, site visits and professional assessments by the study team.

2.2 Strengths

- **The Environment.** The community will be adjacent to a pristine natural environment, including a series of lakes and back country trails, which will eventually become a future Regional Park.
- **Location.** The land is located next to existing development and infrastructure.
- **Access.** Highway 102 provides fantastic access to downtown, the airport, and other adjacent communities.
- **Visual Exposure.** The highway provides excellent visual exposure for potential future commercial development.
- **Regional Growth Centre.** The Highway 102 Corridor lands are one of few areas identified as a Regional Growth Centre in the Municipal Planning Strategy.
- **Building Materials.** As an operational quarry, the Gateway Minerals facility will be able to conveniently process aggregate and materials that can be used on site or brought to market. Furthermore, there is no presence of acid-bearing slate within the site, which can be expensive to remove.
- **Employment and Shopping.** The site is adjacent to Bayers Lake Business Park, which is both a major employment centre and regional shopping destination.
- **Aesthetic Quality.** The topography and natural features of the area provide spectacular views and vistas.
- **Surrounding Development.** The site is surrounded by predominantly commercial and multi-unit residential development.
- **Transit.** Many existing bus routes pass by or near the site, and the future Lacewood Terminal is close.
- **Community Facilities.** A handful of community and recreational facilities are located near the site.
- **Aesthetic Quality.** The topography and natural features of the area provide spectacular views and vistas.

2.3 Weaknesses

- **Parcel Shape.** The site is wedged between the highway and the lakes, resulting in a narrow and irregular developable area and a few "pinch points".
- **Slope.** Several locations feature areas with steep slopes.
- **Polluted Runoff.** Stormwater runoff from adjacent developments in Bayers Lake and Clayton Park runs through two large wetlands on the site and into Susie's Lake and has measurably impacted the wetlands and lakes.
- **Highway Nuisances.** The highway could result in potential noise and light pollution for future residential developments.
- **Traffic.** There is currently high traffic volumes and congested conditions along Chain Lake Drive and the highway interchange, particularly on weekends.
- **Bayers Lake Aesthetics.** The business park is typically perceived as an unpleasant environment due to its complex network of back roads and parking lots, heavy traffic, poor visual quality, and lack of pedestrian environment.

2.4 Opportunities

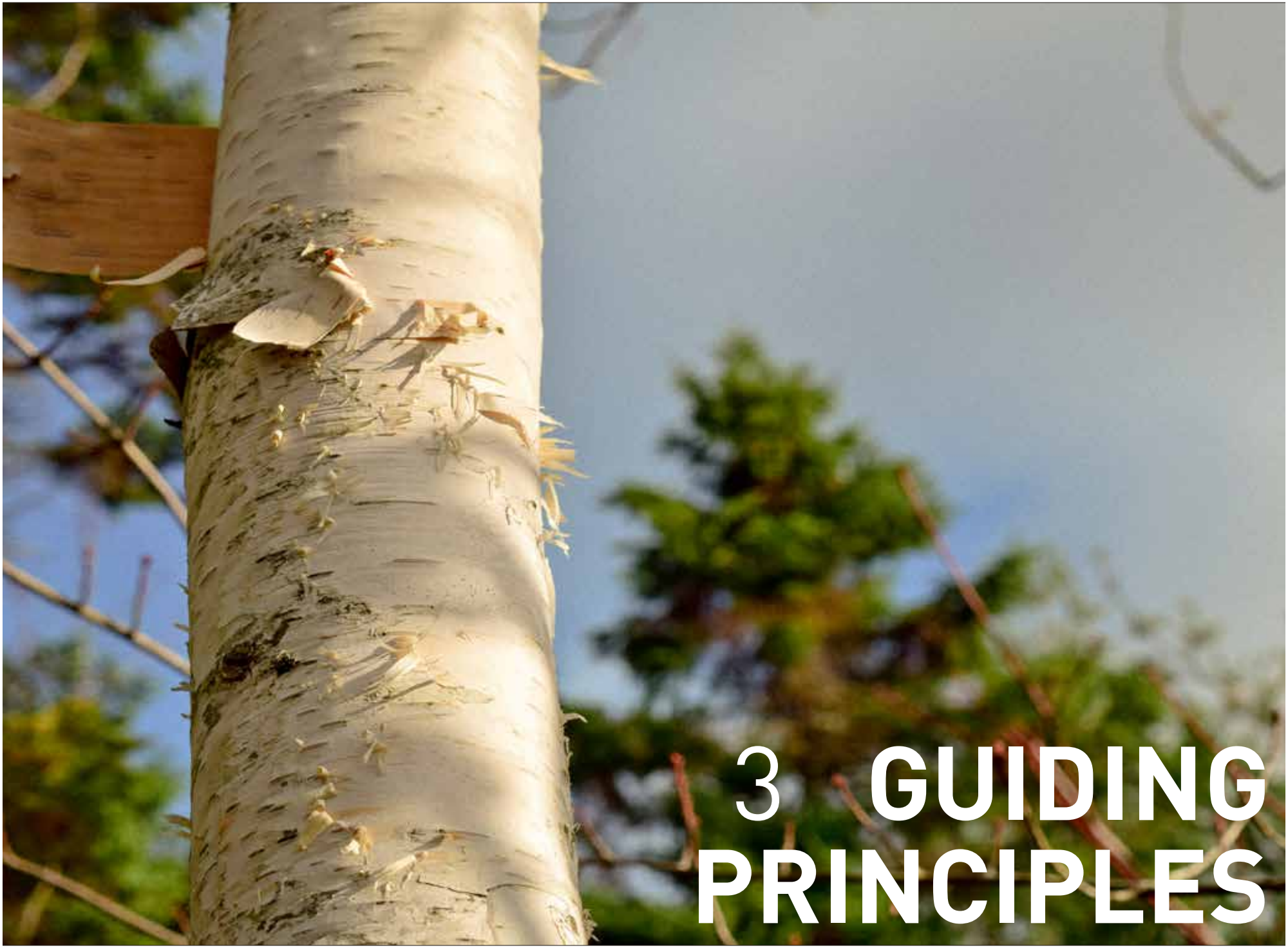
- **Brownfield Remediation.** By converting the old quarry into a lake, the large pit can be converted from an undesirable industrial landmark into a marketable natural asset.
- **Park Synergy.** Through the utilization of low-impact green building techniques, the new community can become a sustainable "eco-village" that will enhance the future Regional Park. The neighbourhood will provide convenient access to the Park.
- **Trail Linkages.** A new neighbourhood development could help link the trail networks in Clayton Park West to wilderness trails in the Birch Cove Blue Mountain area.
- **Stormwater Biofiltration.** Contaminated stormwater runoff from Bayers Lake and Clayton Park could be treated through a bioswale that brings water into the new lake.
- **Solar Exposure.** The site is very well oriented to benefit from passive solar exposure, which can help reduce energy consumption.
- **Natural Gas.** Natural gas pipeline infrastructure exists in close proximity to the development and can be accessed with little effort.
- **Buffer and Transition.** The new neighbourhood concept creates a buffer and transition between the Bayers Lake Business Park and the new Regional Park.
- **Park Boundary.** The aspirational park boundary creates a meaningful park interface beyond the requirements of a conventional development.

2.5 Threats

- **Public Opposition.** Some members of the public may have negative perceptions of development in the area, due to the presence of the wilderness area and future Regional Park.
- **Oversupply.** Retail and residential demand is a moving target with changing economic conditions and an apparent shortage of housing units in the regional core.

2.6 Trends

- **Changing Lifestyle Preferences.** A new generation of young people are exhibiting different household preferences than that of older generations, favouring smaller units in walkable neighbourhoods. Moreover, household preferences are also changing for older generations looking to downsize in favour of smaller units with less maintenance requirements and better access to amenities. A new development could capitalize on their changing trends by offering residential units that cater to these growing cohorts.
- **Value of the Outdoors.** The desire for both private and public outdoor space continues to grow, especially with peoples' experience during a pandemic and anticipating some of its lasting impacts on our society. The neighbourhood concept provides easy access to vast public outdoor space in the Regional Park as well as to semi-private public spaces within the development.



3 GUIDING PRINCIPLES

3.1 Guiding Principles

The following guiding principles are informed by the emphasis and values conveyed by Susie Lake Developments, by the high levels objectives established by HRM in the most recent Municipal Planning Strategy, and by best practice examples in the local area and in similar brownfield/lakefront developments. These Guiding Principles serve to provide an overarching set of objectives to guide the development concepts.



An Urban, Lakefront Neighbourhood

The neighbourhood is located next to a system of beautiful lakes and a pristine wilderness area. The Lakes will be a place of refuge and enjoyment, where residents and visitors can access a range of activities and experiences.

- *Create a traditional compact urban form with short interconnecting blocks*
- *Provide a mixture of well designed spaces for a variety of activities*
- *Strengthen physical and visual connections to the lakes and wilderness*
- *Maximize the efficient use of land by reducing surface parking areas and increasing lot building coverage*



A Complete and Lifelong Community

The Lakes will be a complete community, providing a mix of uses where a diverse type of residents can live, work and play. The neighbourhood will feature a variety of housing types to encourage a diversity of residents with different housing needs.

- *Provide a variety of uses and housing types that meet the needs of diverse demographics*
- *Provide sufficient space for neighbourhood commercial establishments, such as pubs, cafes, and laundromats*



Environmentally Sensitive and Sustainable

The Lakes will embrace environmental design and sustainability in order to strengthen its symbiotic relationship with the adjacent wilderness area.

- *Convert the quarry into a new lake*
- *Improve stormwater runoff from Bayers Lake through a biofiltration swale*
- *Utilize green buildings technology such as green roofs, passive solar technology and rainwater harvesting*
- *Support travel by foot, bike or bus*
- *Create an interlinking green belt through the site to encourage biodiversity and wildlife cohabitation*



Livable and Beautiful

With a stunning wilderness area next door, the Lakes should strive for a high aesthetic quality in its buildings and public realm to enhance the quality of life and appeal of the community.

- *Use building materials that are compatible with the natural surroundings, such as glass and wood*
- *Create attractive public spaces throughout the neighbourhood*
- *Integrate native vegetation throughout the site in landscaping areas, green spaces and tree-lined streets*
- *Reduce the visual impact of the development from the wilderness area*
- *Provide spaces for public art*

3.2 Concept Objectives



LINK INTO BAYERS LAKE — MORE COMMERCIAL — MORE RESIDENTIAL — LINK INTO KEARNEY LAKE

3.3 Key Design Features and Assumptions

Although the land use and urban structure of the site will vary from one concept to another, there are a handful of design features that are key to the development.

Quarry Lake 2.0

The former quarry pit will be converted into a new lake. This features presents the unique opportunity to convert a former brownfield site into an attractive community amenity and design feature. The new lake will increase demand and appeal for surrounding residential units and commercial establishments. The lake will feature a boardwalk or lakeside trail system that will allow for public lakefront access, encourage recreational physical activity, and help link commercial and institutional establishments to one another. This lakefront trail will function similarly to the Halifax and Bedford Waterfront areas.



Daylighted Swale

Currently, contaminated stormwater runoff from Bayers Lake and Clayton Park is being collected and emptied into two wetland areas within the site, before eventually filtering into Susie Lake. Today, these wetlands are highly contaminated and polluted and water quality levels are diminishing in Susie Lake. The construction of a new bioswale will intercept this stormwater runoff and clean it by running it through a linear network of biofiltrating plants before being emptied into the new quarry lake. This swale could feature a mix of hardscape and softscape elements.

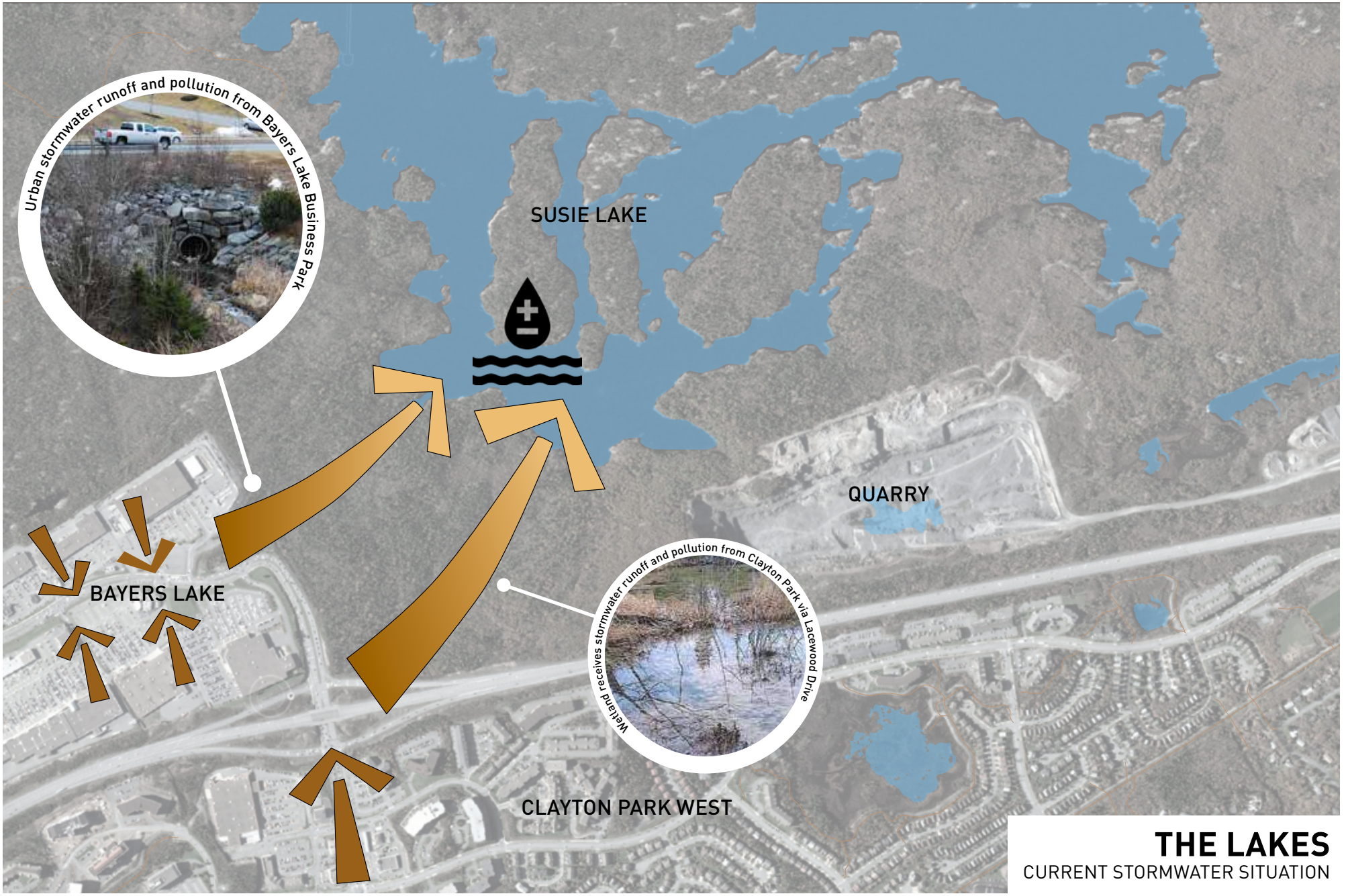
This bioswale will provide the following benefits:

- Remediate contaminated stormwater runnoff from Bayers Lake/Clayton Park
- Increase water levels for the new quarry lake
- Provide the opportunity to reclaim land where the contaminated wetlands lay
- Create an attractive and unique public realm design feature
- Increase the amount of natural elements and greenspace within the community



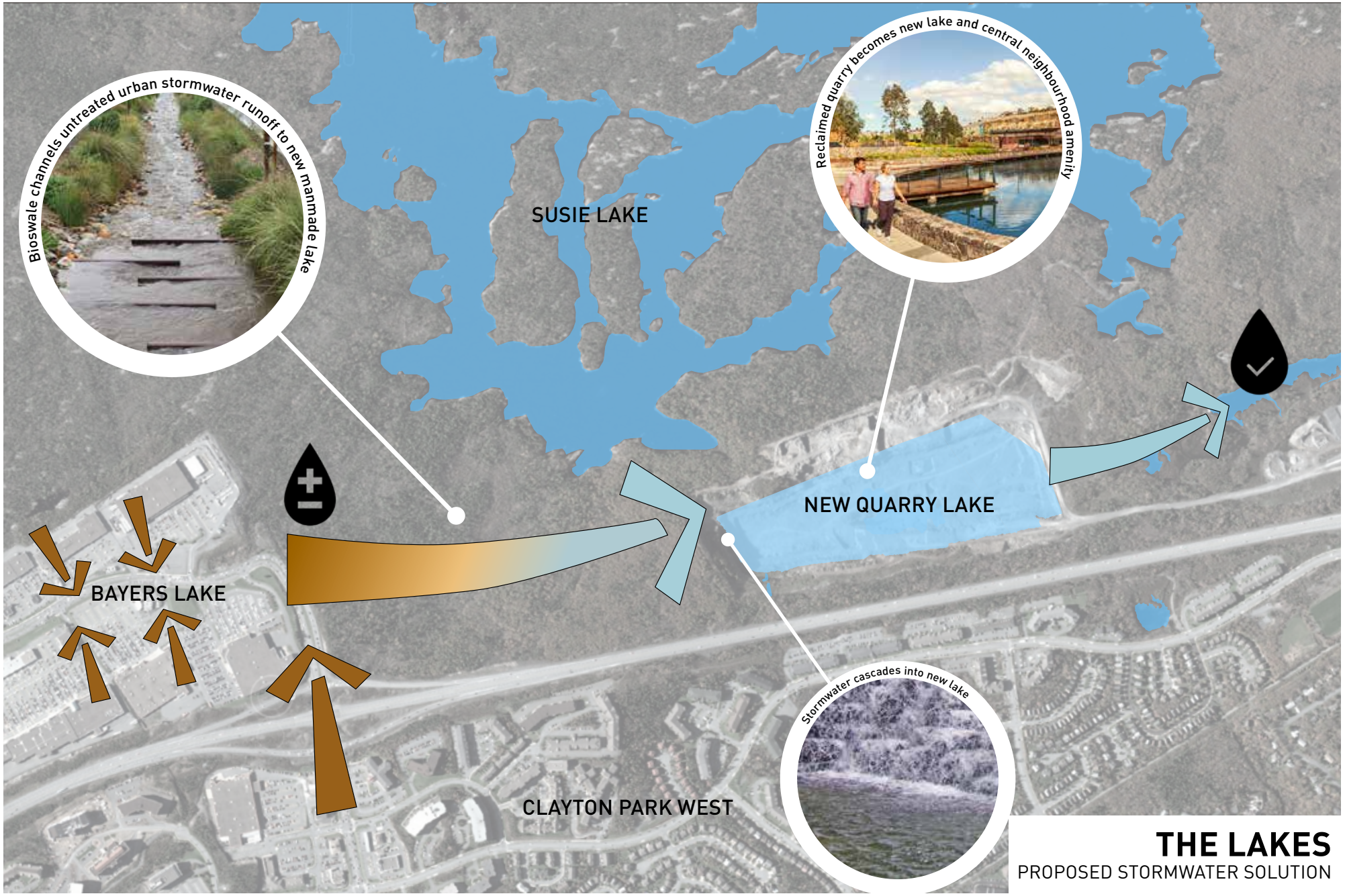
Parkland

As part of the development process, a portion of land will be offered to HRM as parkland which will eventually be designated as the Birch Cove Blue Mountain Regional Park. Although the exact boundary of this parkland is yet to be determined, the offer will generally include a buffer around Susie Lake, with a large area for a park entrance and parking lots - at the eastern end the site. Approximately 35-40 acres (10% of the total site) will be given to HRM as parkland.



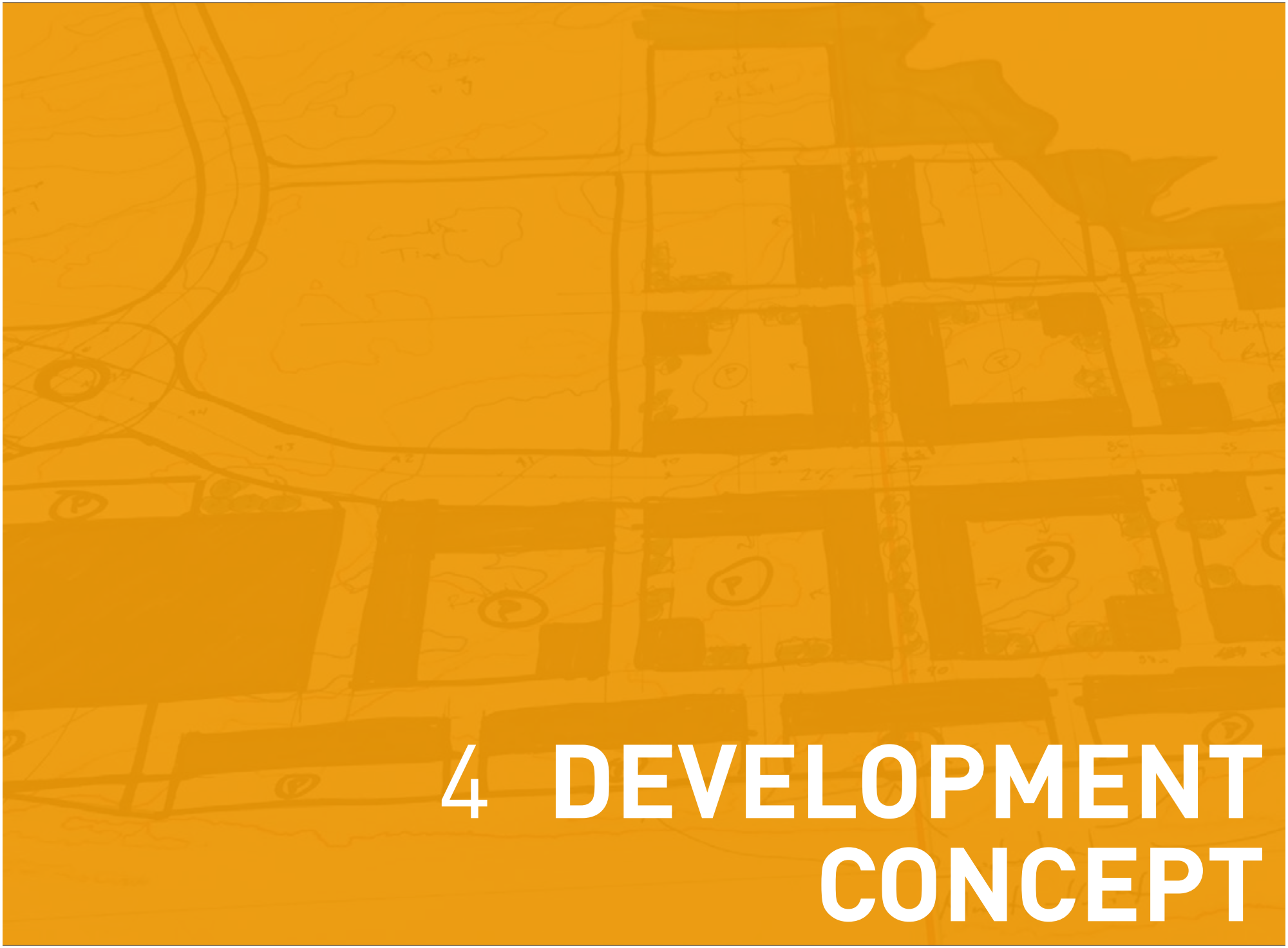
THE LAKES

CURRENT STORMWATER SITUATION

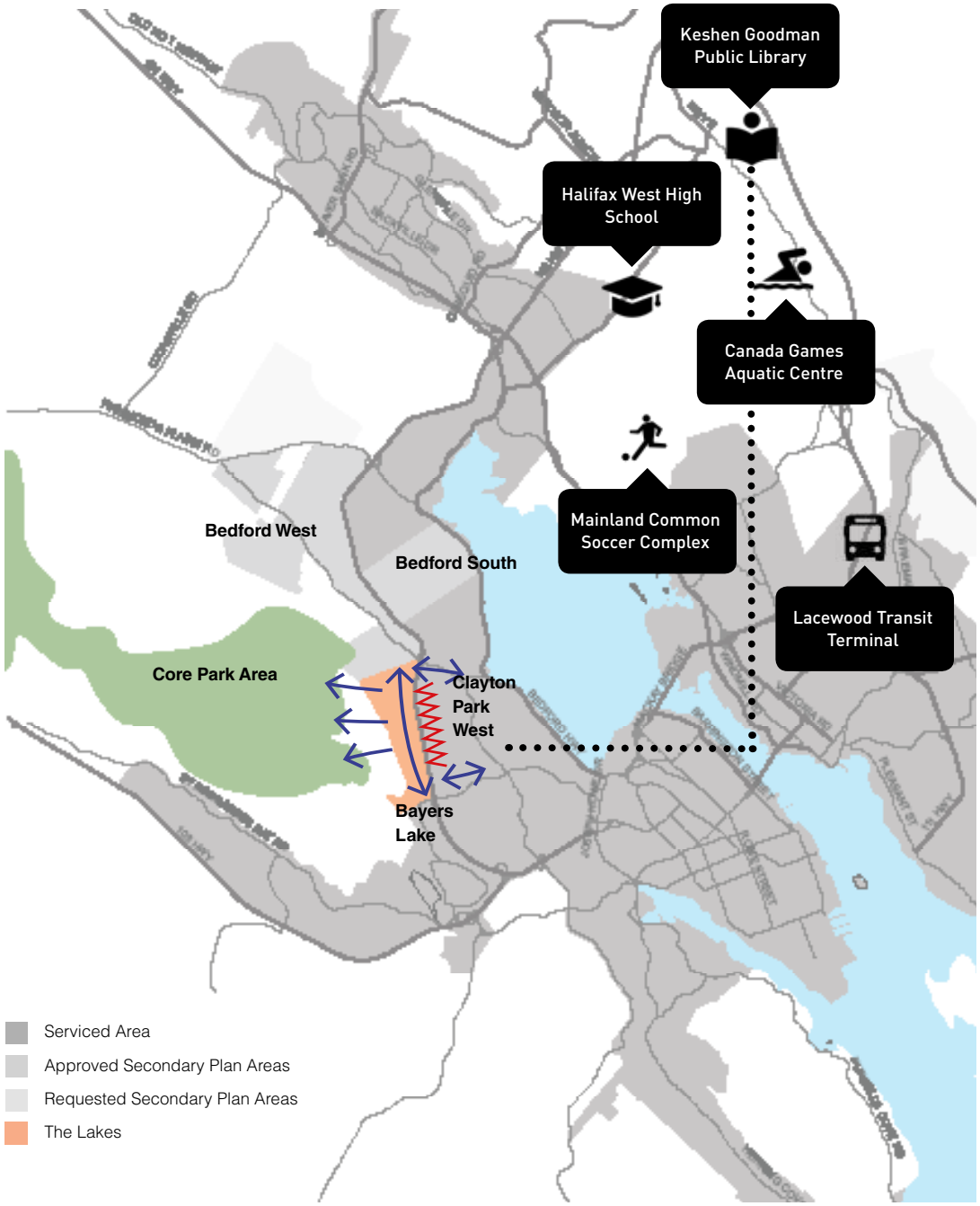


THE LAKES

PROPOSED STORMWATER SOLUTION



4 DEVELOPMENT CONCEPT



4.1 Urban Integration

Located on the edge of Halifax's serviced urban development, the Highway 102 Corridor lands are flanked on three sides by serviced areas (Bayers Lake, Clayton Park West) and soon to be serviced (Bedford West) areas. Future urban development envisioned by SLD on the project lands will close a gap in the serviced urban fabric and will facilitate a clearly defined permanent boundary between the new Regional Park and the urban configuration of a growing region.

Future development of the Highway 102 Corridor lands will facilitate public access to the Birch Cove Lakes area, which at the moment is nearly inaccessible to Halifax residents. Highway 102, a busy four-lane arterial, completely cuts off the future park from residential areas where many potential park users live within walking distance to the lake system. The only ways to cross over the highway are via two automobile-oriented highway interchanges on either side of the study area, which do not have adequate pedestrian infrastructure. These access issues mean that current usage of the park is largely restricted to a handfull of backcountry enthusiasts who must illegally park along the highway or know of other lesser-known access trails to the lakes over private land.

The future development of the Highway 102 Corridor lands will establish a variety of new connections between urban Halifax and the Regional Park and make it a nature amenity with easy access for diverse user groups. Ultimately, **only ease of access will allow the Regional Park to function as a "human-use park in which the natural environment is preserved for human use"** as was envisioned by the Blue Mountain/Birch Cove Assessment Study.

4.2 Suburban Development: Redefined

Despite being located in close proximity to Halifax's urban core, the Highway 102 Corridor lands are likely considered a suburban development site. Similarly, much of the Halifax region's residential fabric is suburban by location. In fact, as recent ground breaking research has revealed, Canada as a whole is a suburban nation. Today, two-thirds of our country's total population lives in suburbs.[1]

As the traditional notions of suburban living disappear, suburbs as a location choice are here to stay. No longer is there a *"productive centre where the husbands go by day, and bedroom suburbs where the house wives and the station wagons stay behind. If there are double income earners in one family, they likely work at different locations in the urban region. The location of their home will have to be a compromise. To assume everyone will be able to live and work in a particular, dense part of town is rather unrealistic in this situation."*[2]

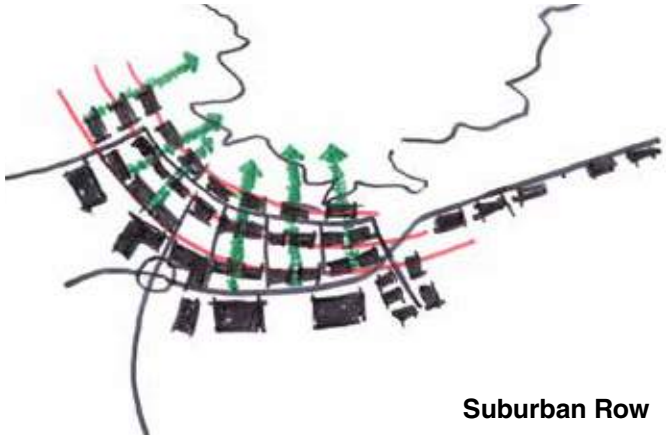
Rather than location, the real problem rests with the development patterns of stereotypical suburbia. The predominant living arrangement of single-family suburban sprawl perpetuates an unsustainable economy in terms of overall energy consumption.

As some cities in North America are demonstrating today, dense transit-rich suburbs can redefine the notion of suburban living. Instead of faux shopping squares and barely walkable subdivisions, the answer lays in quality public transit, urban streets rather than suburban roads, and in mixed-use dense development instead of more single family housing. This development approach goes hand in hand with future market demand as people with a desire to live in dense walkable neighborhoods get priced out of inner-cities by ever-growing real estate prices. "The preference of millennials and boomers for urban living, combined with city-center gentrification, will stimulate demand for urbanized suburbs."[3]

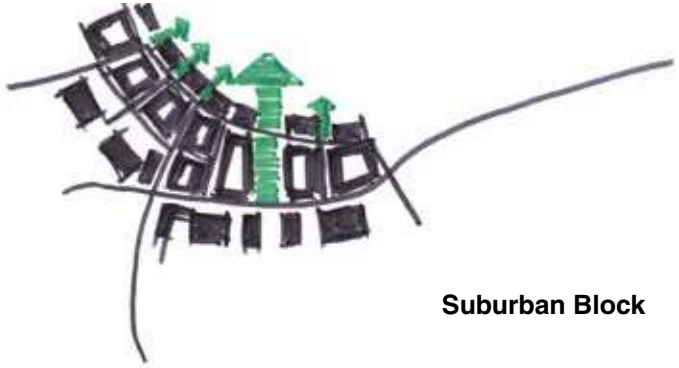
4.3 Development Approach

SLD's plans for the Highway 102 corridor lands envision a high-density, mixed use community with transit integration, an active transportation network, a linked system of natural areas and continuous public frontage on the natural lakes as the front stage to access the natural beauty of the new regional park. Integrating the concept of the five-minute neighborhood, the development concept calls for a critical mass of densities around three neighborhood nodes that support transit and local services. Within walking distance from existing public infrastructure such as the Keshen Goodman Public Library and the Canada Games Centre, the new development will allow new residents to utilize nearby amenities and similarly, will create new linkages that enable residents from existing neighborhoods to access the vast natural beauty of the Birch Cove Lakes Regional Park.

1 http://env-blogs.uwaterloo.ca/atlas/?p=5311
2 http://suburbs.apps01.yorku.ca/2014/02/14/suburbanization-and-density-a-few-critical-notes/#sthash.oLv1LoBb.dpuf
3 http://nextcity.org/forefront/view/suburbs-are-not-dead-the-future-of-retrofitted-suburbia



Suburban Row



Suburban Block



Urban Block

4.4 Concept Development

Three different building massing scenarios that could accommodate a high-density development were explored for The Lakes concept. The three conceptual scenarios assume predominantly four to six story buildings across the study area.

The **Suburban Row** concept consists of linear buildings lined along a curved street grid that is oriented towards the lake shore. The curved streets allow for good views from buildings towards the lake if they can be staggered. Prioritizing views also means that achievable densities might be lower than in other possible scenarios. Overall, this concept conveys the image of a higher density development, albeit one with a suburban character.

The **Suburban Block** concept further develops the notion of a curve-linear street grid that 'hugs' the lake shore. The addition of perimeter blocks means that higher densities can be achieved. However, due to the irregular shape of each individual street block, building designs will not allow for modular designs as each building will require different floor plates.

The **Urban Block** concept aligns perimeter block buildings along an orthogonal street grid. This configuration will allow for a very dense urban and modular pattern of streets, blocks and public spaces.

4.5 Urban Structure

The urban structure defines the organizing elements of the The Lakes through a street hierarchy, open spaces, community nodes, gateways, views and lake frontage. These elements provide structure and inform the subsequent components of the Plan. The purpose of the urban structure plan is to ensure a coherent development, with legible neighbourhoods, defined visual connections and a connected system of public spaces.

Gateways

Gateways are the primary points of entry into The Lakes, which should be reinforced through a combination of distinctive streetscaping, landscaping, signage and/or architectural corner treatments. The southern gateway is located at a new roundabout where Lacewood Drive and Chainlake Drive intersect. The roundabout will serve as a gateway to both The Lakes and the Bayers Lake Business Park. The northern gateway will be a new neighbourhood node that will signal arrival to those entering The Lakes via Kearney Lake Road.

Views

Accentuated and protected views of the natural and man-made lakes will be a main feature of the development. One of the major view corridors is oriented to allow for an extended view along Susie Lake. Other prominent views include vistas towards natural and man-made lake shores as well as panorama views from higher elevations and point tower locations.

Community Nodes

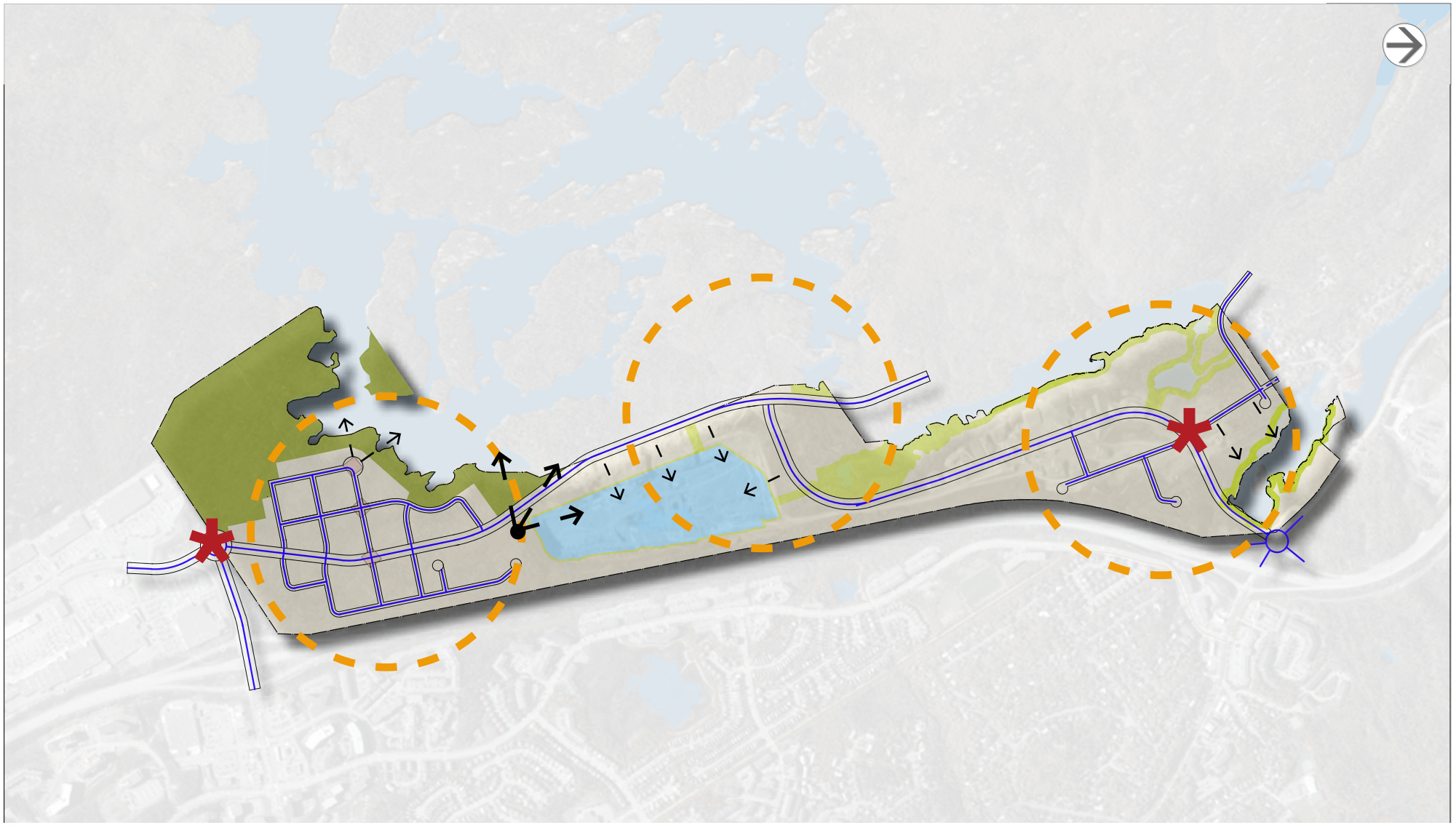
Development densities and layered land uses at The Lakes are concentrated around three community nodes. These nodes will help break the linearly shaped development parcel into three easily identifiable neighbourhoods with good transit servicing for people who live and work within a five-minute or 400m walk.

Regional Park

The lands allocated for the Regional Park bookend The Lakes and will become the new front door to the park for both The Lakes residents and people from across the region. In unison with the private open space network and the park land offer by the property owner west of The Lakes, the new Regional Park will have a continuous and interlinked eastern access corridor.

Quarry Lake

The new centrally located man-made Quarry Lake will become an urban lake amenity flanked by housing and a waterfront trail. Contrasting the soft natural shoreline of the Regional Park, its hard edged quarry shore will tell the storey of reclamation and reuse of post-industrial lands.



URBAN STRUCTURE

- Neighbourhood Nodes
- Gateways
- Views
- Regional Park
- Quarry Lake

4.6 Land Uses

The overarching principle of the land use concept is the healing of a post-industrial landscape, the protection of open space, and the linking of urban living with a pristine natural environment. A system of linked open spaces connects urban areas with the new Regional Park for human purpose. Paths are organized around stream, wetland and lake systems to allow pedestrians and cyclists to access the park, rarely necessitating street use. A newly created, trail-lined lake surrounded by mixed-use commercial and housing at the center of the site will become a recreational focal point for the community.

The predominant character of the new development is multi-unit, compact urban housing. There are no single family dwellings planned for the site. The development is divided into three distinct neighborhood nodes located along a new collector road that connects Kearney Lake Road and Chain Lake Drive. Commercial services, small-scale office space and transit nodes are concentrated in each neighborhood within a five-minute walk from surrounding medium-density housing. The multi-unit housing configurations create many informal public and semi-public open spaces in between buildings that will function as green space extensions into the neighborhood and act as transitional areas from the natural setting of the park to the urban environment of the community.

Commercial activity is concentrated in the southern portion of the site in close proximity to Chain Lake / Lacewood Drive. A neighborhood center featuring multi-storey housing and office space above retail, and a few mid box or big box retailers adjacent to Highway 102 and Chain Lake Drive will augment the commercial character found along the Lacewood corridor. The modest building and public realm qualities of the existing Bayers Lake Business Park will be improved with a new high-quality commercial environment that will be attractive to both future tenants and their customers, and to the future residents of the adjacent neighborhoods.

4.7 Regional Park and Private Open Spaces

The interlinked system of private and public opens spaces will create a continuous over 5.5 kilometre long accessible lake front. 24.8 acres will be dedicated to the Regional Park as part of the subdivision approval and 40.2 acres will be set aside for purchase by HRM to realize the municipality's park aspiration.

PID #	Owner	Parcel Size (ac)	Regional Park Dedication 10% (ac)	Regional Park Aspiration (ac)
00323154	SLD	130.8	17.3	40.2
40420788	SLD	3.0	3.0	0.0
Subtotal	**SLD**	**133.8**	**20.3**	**40.2**
40806226	Gateway	50.2	4.5	0.0
40806218	Gateway	60.2	0.0	0.0
40806200	Gateway	75.0	0.0	0.0
40806192	Gateway	25.2	0.0	0.0
Subtotal	**Gateway**	**210.6**	**4.5**	**0.0**
Total		**344.4**	**24.8**	**40.2**

Land Type	Size (ac)
Gross Area	344.4
Collector Road ROWs	37.0
Local Road ROWs	18.0
New Quarry Lake	34.0
Wetlands	7.0
Net Developable Area	**248.4**
Park Dedication (10%)	**24.8**



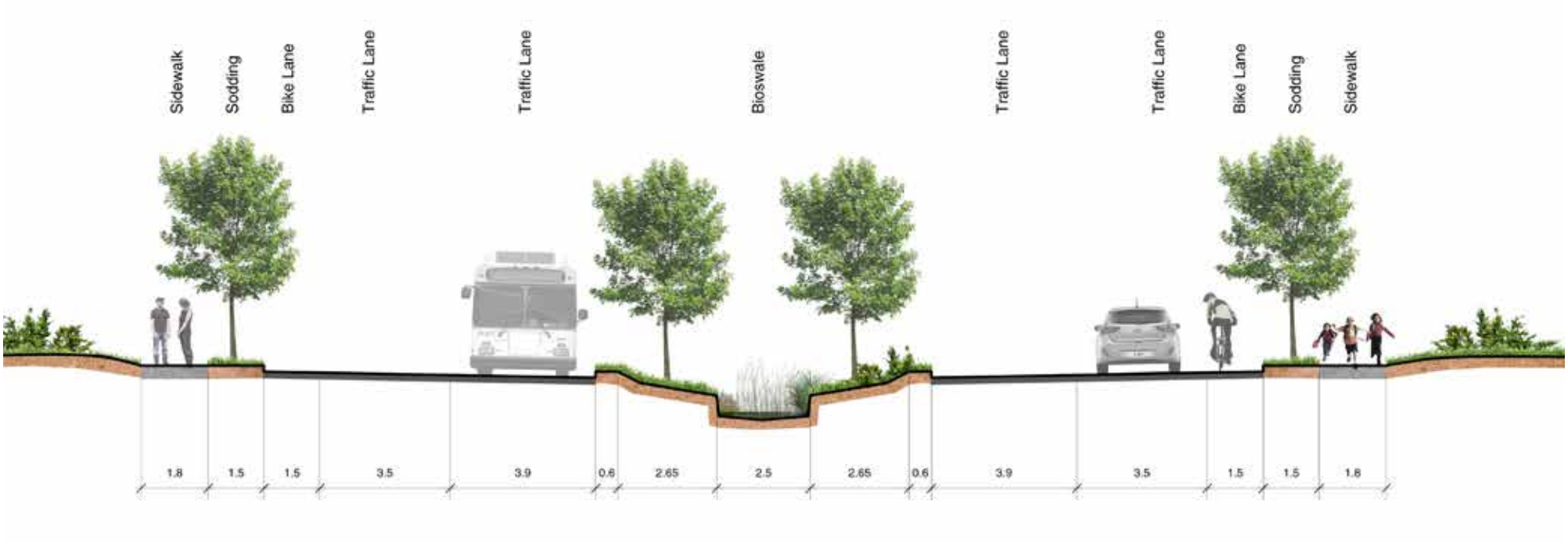
Lake Name	Lake Frontage (m)		Lake Frontage (%)	
	Public	Private	Public	Private
Susie Lake	2201	0	100	0
Quarry Lake		74	0	100
Washmill Lake	0	2300	0	100
Little Kearney Lake	0	1067	0	100
Total	**2201**	**3441**	**39**	**61**

OPEN SPACE PLAN

- Regional Park Aspiration
- Regional Park Dedication
- Private Open Space
- Public Lake Front
- Private Lake Front

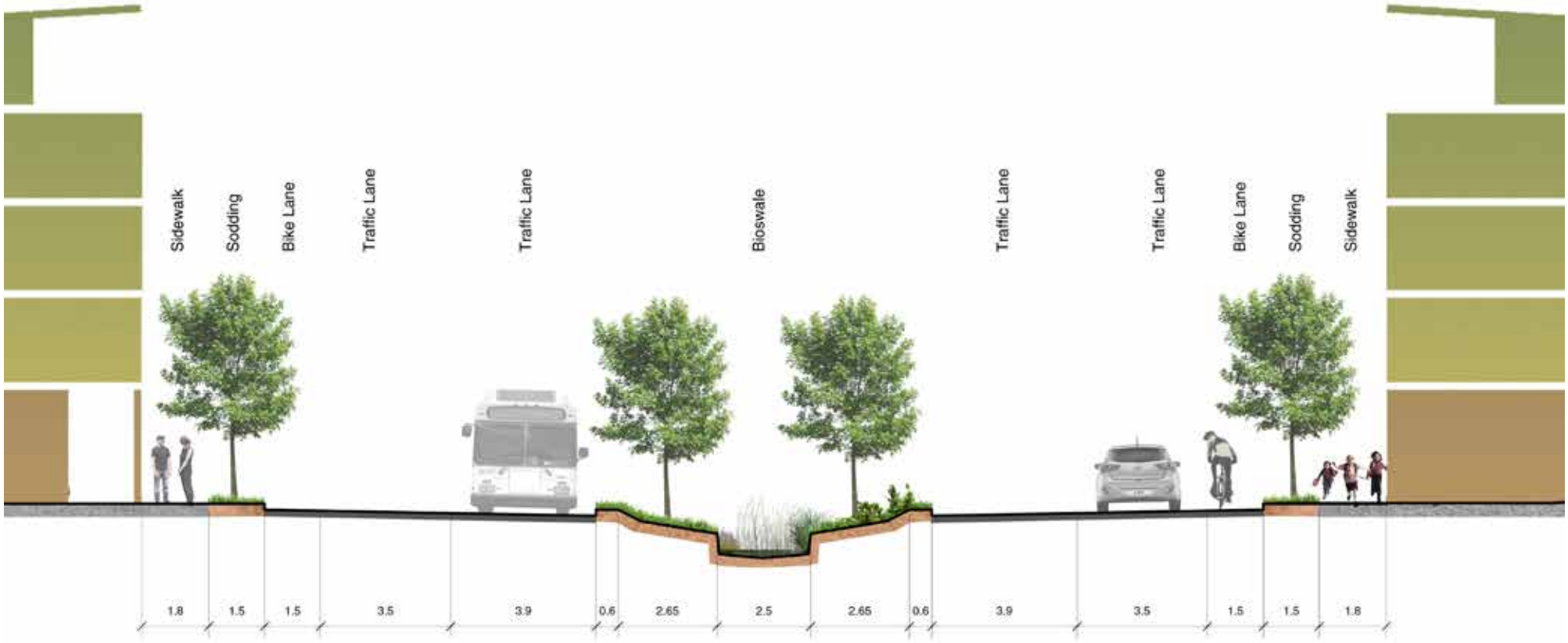
4.8 Streetscapes

Streets at The Lakes will be designed to serve multiple purposes and modes of transportation rather than being dominated by one particular mode. The main collector road connecting the southern and northern development gateways is a four-lane boulevard with bike lanes and sidewalks. Part of the collector will double as stormwater bio-channel collecting run-off from Bayers Lake Business Park and Clayton Park West to direct it into the man-made Quarry Lake. In the southern neighbourhood node, buildings will be built against the edge of the road right-of-way.



COLLECTOR ROAD

Natural Edge Condition



COLLECTOR ROAD

Urban Edge Condition

4.9 Built Form and Development Character

The Lakes are envisioned as a distinctly urban and complete community. Four to six storey buildings with a mix of units sizes that will allow residents to start and grow families, live as singles or down-size as empty nesters will be the main building type across the neighbourhood. Neighbourhood nodes will feature ground floor retail as well as commercial and office space to create opportunities for a live/work lifestyle within the neighbourhood.



CHARACTER



BUILT FORM



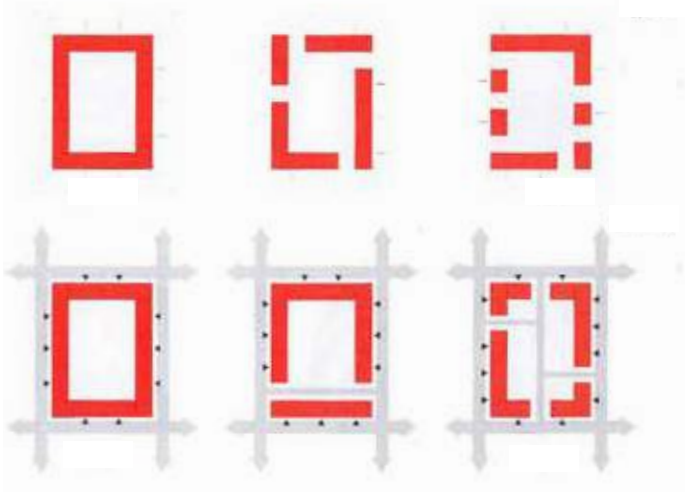
SITE PLAN

4.10 Orientation and Access Typologies

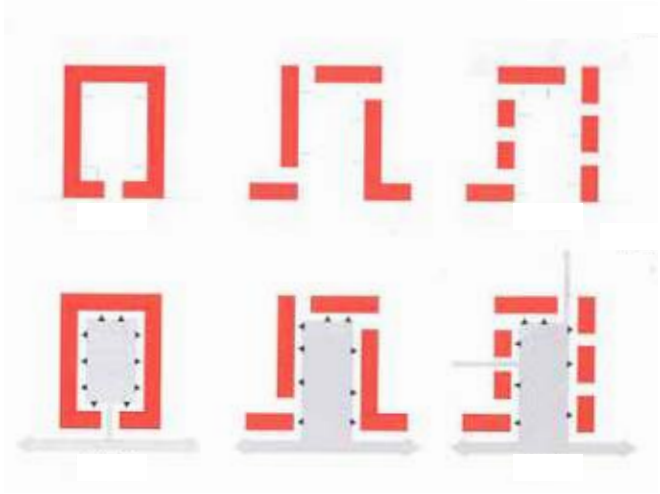
The Lakes concept plan envisions three different building typologies. At the urban neighbourhood node in the south, **Perimeter Blocks** framed by a secondary street network are proposed as the most suitable typology for the intended mixed use character. The buildings are oriented towards and accessed from the surrounding streets. The spatial continuity of the perimeter block is particularly conducive to creating the envisioned urban atmosphere of the node. The block also allows for the accentuation of its corners and creates a clear separation between the public realm along the public streets and sheltered private space within the block. Ground floor commercial spaces can be easily accessed from the surrounding streets.

North of the new Quarry Lake, the character will transition to a less dense development to reflect the primarily residential nature of the area. A succession of **Courtyards** will create distinct communal public spaces on the inside of the building blocks. Buildings will be accessed from within the courtyard. This will, in most instances, eliminate the need for a secondary road system on this fairly narrow and spatially constrained site.

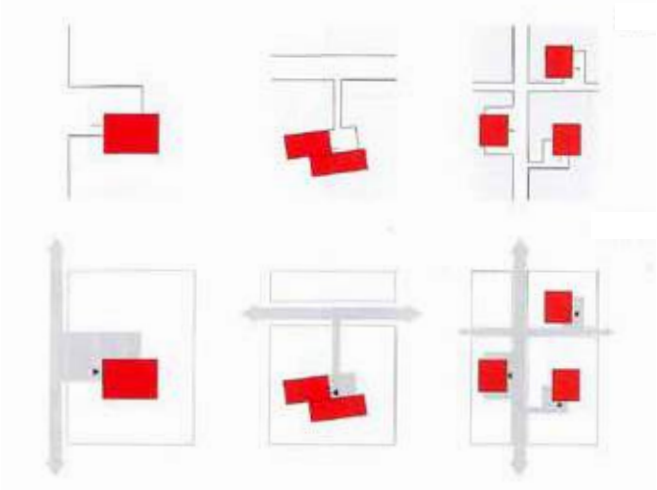
A few areas on the edge of The Lakes and on exposed elevations are slated for point towers. These **Solitary Building** structures are particularly suitable for areas where dense urban form transitions undeveloped land. Strategically placed, these point towers can also provide interesting visual cues and add to the identity of The Lakes.



Perimeter Block



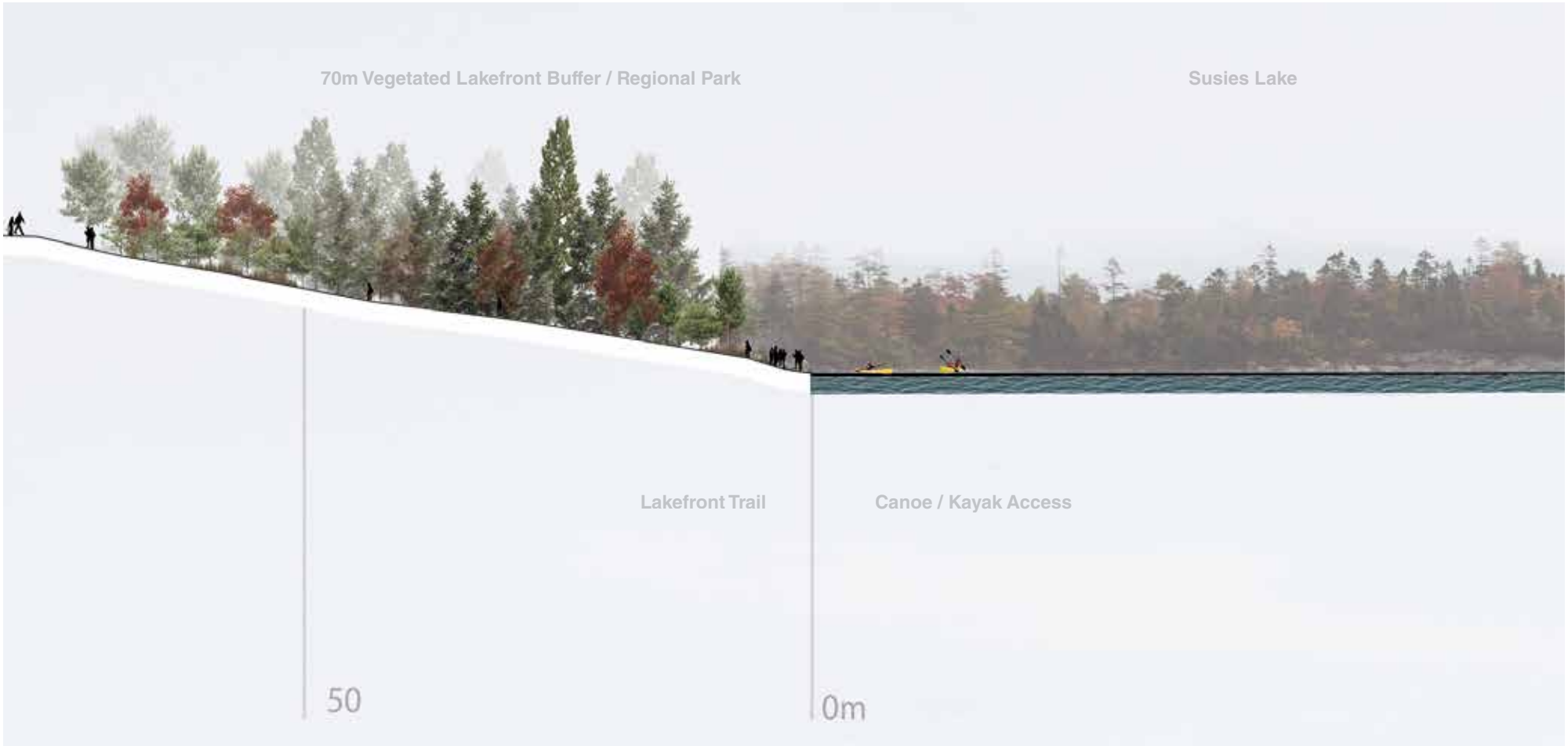
Courtyard



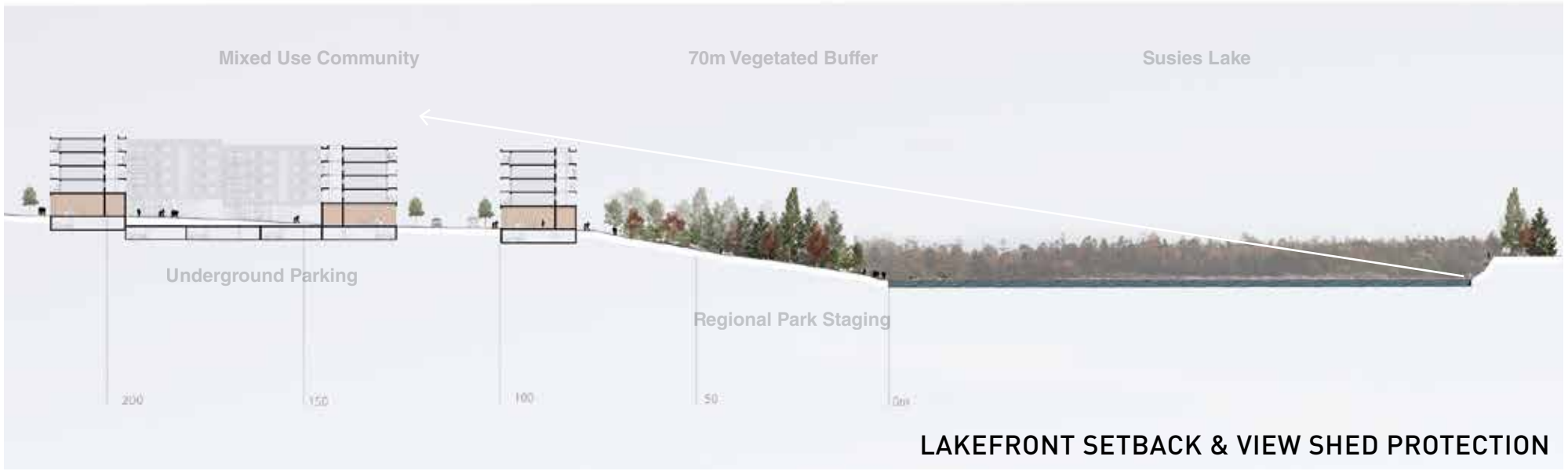
Solitary

4.11 Regional Park Interface

The lands allocated for the Regional Park will become the new front door to the park for both residents and people from across the region. In unison with the private open space network and the park land offer by the property owner, the new Regional Park will have a continuous and interlinked access corridor for walks, hiking and canoe / kayak staging.







LAKEFRONT SETBACK & VIEW SHED PROTECTION

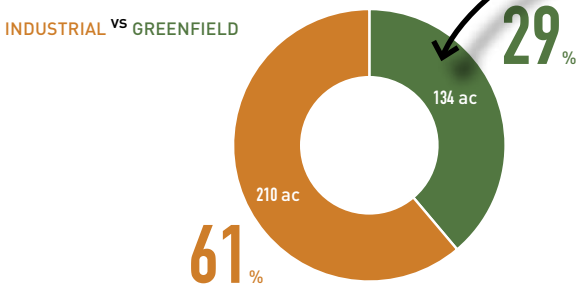
4.12 Regional Park Access



Access to the Regional Park and a potential staging area will be provided for visitors from the region in close proximity to the highway interchange. The new park will also be at the front door for residents of the new community, who will be able to enter the park through a lake front trail system connected to the neighbourhood's active transportation network.

Only ease of access will allow the Regional Park to function as a **"human-use park in which the natural environment is preserved for human use"** as was envisioned by the Blue Mountain/Birch Cove Assessment Study.

~65 acres set aside for potential Regional Park



Regional Park - set aside (dedication + aspiration)
Private Open Space
Quarry Lake



REGIONAL PARK ACCESS

4.13 Development Key Features



OVERALL DEVELOPMENT SCHEME

Demand

- Regional Plan goal of 25% residential growth in Regional Centre has been exceeded by 15%
- Faster residential land uptake as population growth in HRM has been twice as high as the Regional Plan projections
- Shortage of available land for development

Fiscal Impact

- $12 million annual tax revenue from phase 1 alone
- No capital cost to the municipality
- Minimal incremental operating cost
- Transit-Oriented Design with minimal long term servicing costs to HRM that are exceeded by tax revenue
- Compact urban form that is cheaper to service and has property tax revenues higher than for conventional suburban forms
- Full range of integrated commercial and service uses to provide employment and services for residents and employees

Infrastructure

- Concept allows for appropriate utilization of existing treatment plants and reduces overall servicing costs
- Proposed development will enable looping of water supply between Kearney Lake Road and Chain Lake Drive

Transportation

- Net improvement to local road network issues (Lacewood/ Chainlake intersection)
- Full build-out provides alternative transportation routes
- High density transit oriented development nodes
- Walkable community with integrated active transportation network
- Building typologies that enable live-work opportunities which decrease travel demand
- Predominantly underground parking

Environment

- Long term protection of water quality in Susies Lake
- New stormwater management system that intercepts storm water entering the site and addresses problems caused by existing large scale development in the watershed (Bayers Lake Business Park and Clayton Park)
- Dirty surface water will be diverted through bioswale and the man-made lake before discharge to the natural system
- 10 percent of the site (34 acres), the existing quarry, will become a lake that serves to filter stormwater from the larger developed watershed before discharge into Washmill Lake
- 70-100m undisturbed lakefront buffer

Park Vision

- Stevens Group has worked closely with HRM Parks & Recreation staff to determine what portions of the 355 acre site are desirable to form part of the park
- 18 percent of the site (62 acres) is to be set aside for potential acquisition for the Blue Mountain/ Birch Cove Lakes Regional Park
- System of linked open spaces connects urban areas with the new Regional Park for human purpose
- Provision of trail head lands and road access to the eastern gateway to the park
- 70-100m undisturbed lakefront buffer for trails, canoe/kayak launches and viewshed protection
- Meets and exceeds HRM's objectives for new Regional Park (Map 11)
- Realizes HRM's Regional Park vision as a "human-use park in which the natural environment is preserved for human use"
- Enables access to park using a variety of transportation modes
- While the entire project is anticipated to have a 7 to 10 year build-out, it is anticipated that lands for the park can be definitive once a Plan is approved

Community Design

- Distinctly urban and complete community
- Predominant character of the new development is multi-unit, compact urban housing; no single unit dwellings
- Walkable, transit oriented eighbourhood nodes with ground floor retail, commercial and office space
- Takes advantage of and is well connected to key municipal infrastructure
- Preserves significant environmental features
- Multi-unit housing configurations create many informal public and semi-public open spaces in between buildings
- Land use mix and building typologies enable live-work opportunities
- Supply of new development land as important component of an affordable HRM market
- Mix of units sizes that will allow residents to start and grow families, live as singles or down-size as empty nesters
- Growth option that supplants other suburban development
- A more cost effective suburban growth outcome to HRM
- A more desirable market option for suburban dwellers

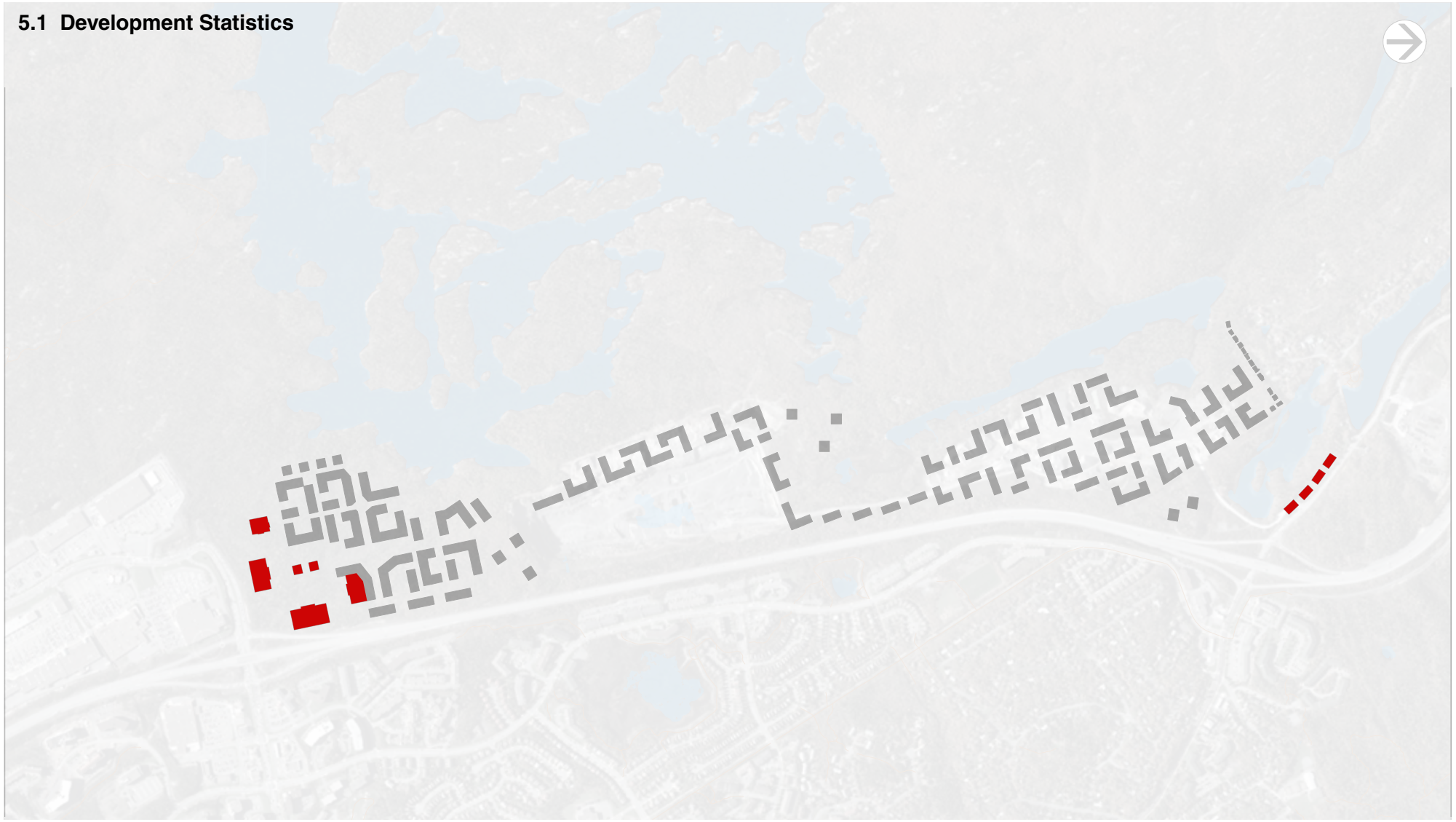


PUBLIC LAKEFRONT ACCESS FROM MIXED USE COMMUNITY



5 DEVELOPMENT FRAMEWORK

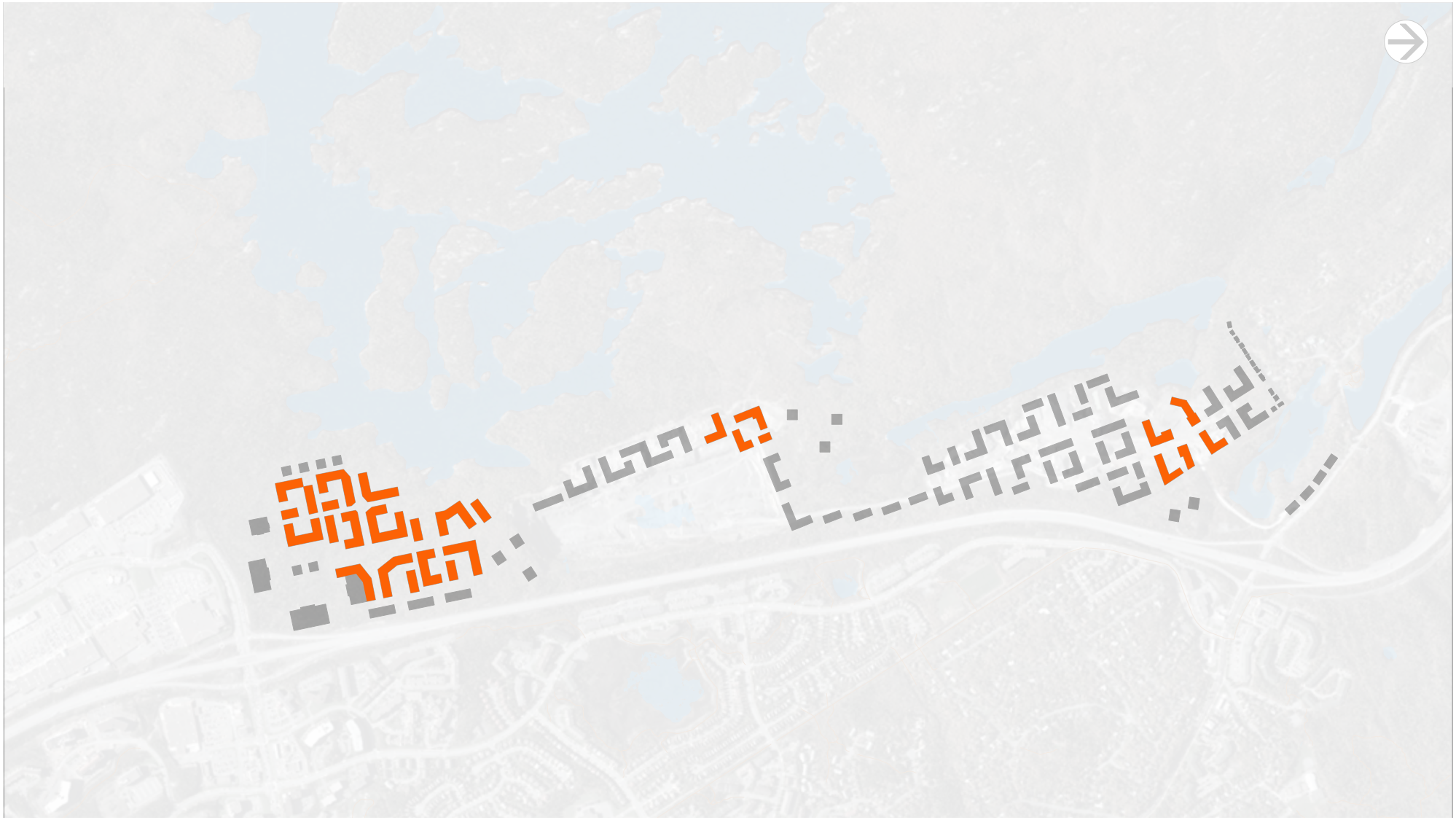
5.1 Development Statistics



COMMERCIAL RETAIL

SINGLE USE COMMERCIAL GFA:

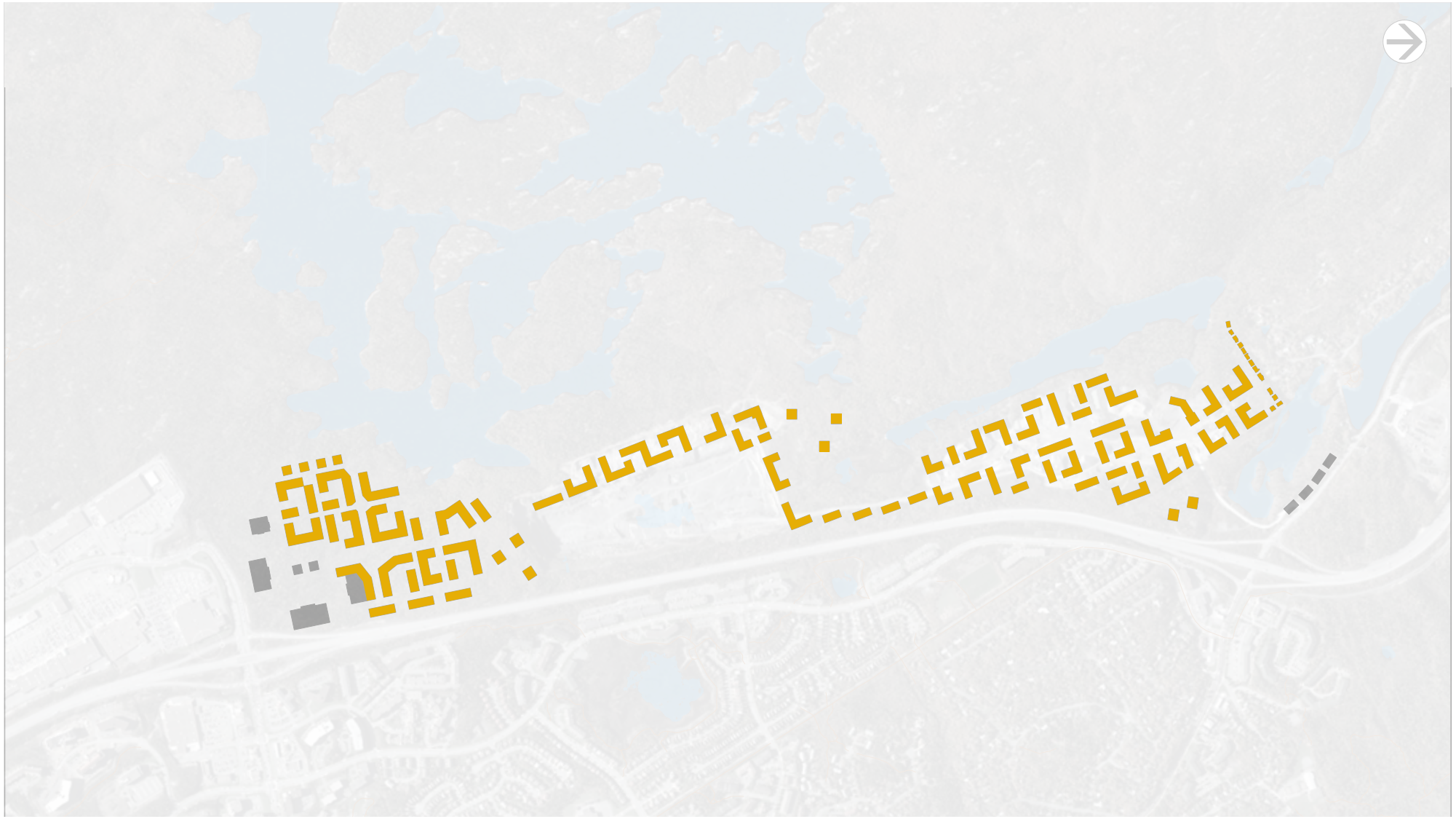
22,199 sm



MIXED USE COMMERCIAL

GROUND FLOOR COMMERCIAL GFA:

84,357 sm



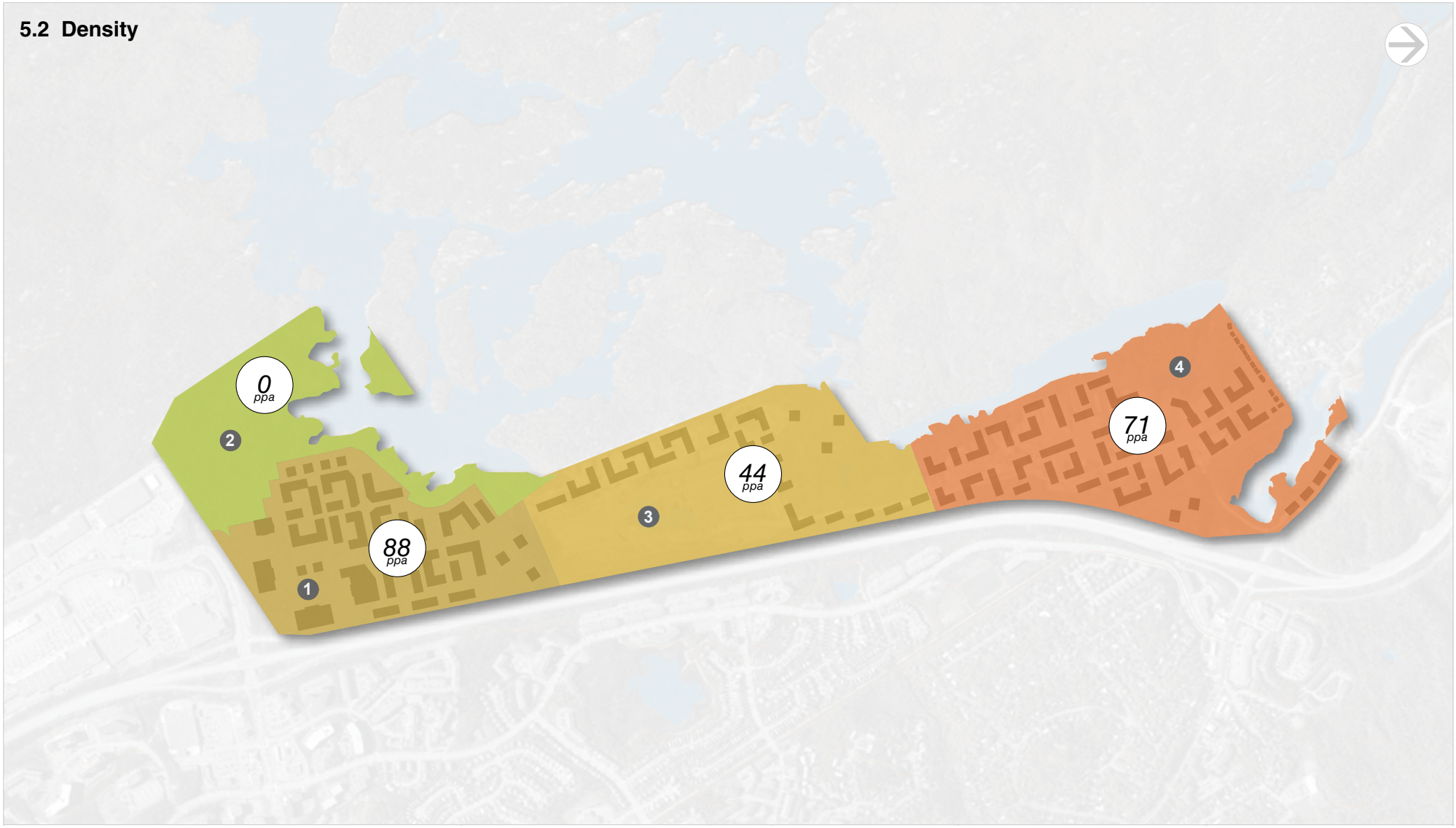
RESIDENTIAL

TOTAL RESIDENTIAL GFA:
931,929 sm

TOTAL RESIDENTS:
20,095

TOTAL RESIDENTIAL UNITS:
8,737

5.2 Density



DENSITIES

TOTAL GROSS DENSITY:

56 ppa

5.3 Development Yields by Parcel

PARCEL 1

Building Uses				
	Commercial		Residential	
Building Footprint (sm)	Floors	GFA (sm)	Floors	GFA (sm)
82,598	1	18,758	0	0
63,840	1	63,840	4	255,360
8,507	0	0	5	42,535
2,895	0	0	15	43,425
157,840		**82,598**		**341,320**

Units				
Total Residential GFA (sm)	Average Unit Size (sm)	Total Units	Typical Persons per Residential Unit*	Persons/ Residents
341,320	**80**	**3,200**	**2.3**	**7360**

PARCEL 2

Building Uses				
	Commercial		Residential	
Building Footprint (sm)	Floors	GFA (sm)	Floors	GFA (sm)
0	0	0	0	0
0		**0**		**0**

Units				
Total Residential GFA (sm)	Average Unit Size (sm)	Total Units	Typical Persons per Residential Unit*	Persons/ Residents
-	**80**	**-**	**2.3**	**-**

PARCEL 3

Building Uses				
	Commercial		Residential	
Building Footprint (sm)	Floors	GFA (sm)	Floors	GFA (sm)
27,368	0	0	5	136,840
2,700	0	0	15	40,500
8,012	1	8,012	4	32,048
38,080		**8,012**		**209,388**

Units				
Total Residential GFA (sm)	Average Unit Size (sm)	Total Units	Typical Persons per Residential Unit*	Persons/ Residents
209,388	**80**	**1,963**	**2.3**	**4,515**

PARCEL 4

Building Uses				
	Commercial		Residential	
Building Footprint (sm)	Floors	GFA (sm)	Floors	GFA (sm)
59,066	0	0	5	295,330
1,930	0	0	15	28,950
12,505	1	12,505	4	50,020
3,441	1	3,441	0	0
2,307	0	0	3	6,921
79,249		**15,946**		**381,221**

Units				
Total Residential GFA (sm)	Average Unit Size (sm)	Total Units	Typical Persons per Residential Unit*	Persons/ Residents
381,221	**80**	**3,574**	**2.3**	**8,220**

GROSS DENSITY BY PARCEL

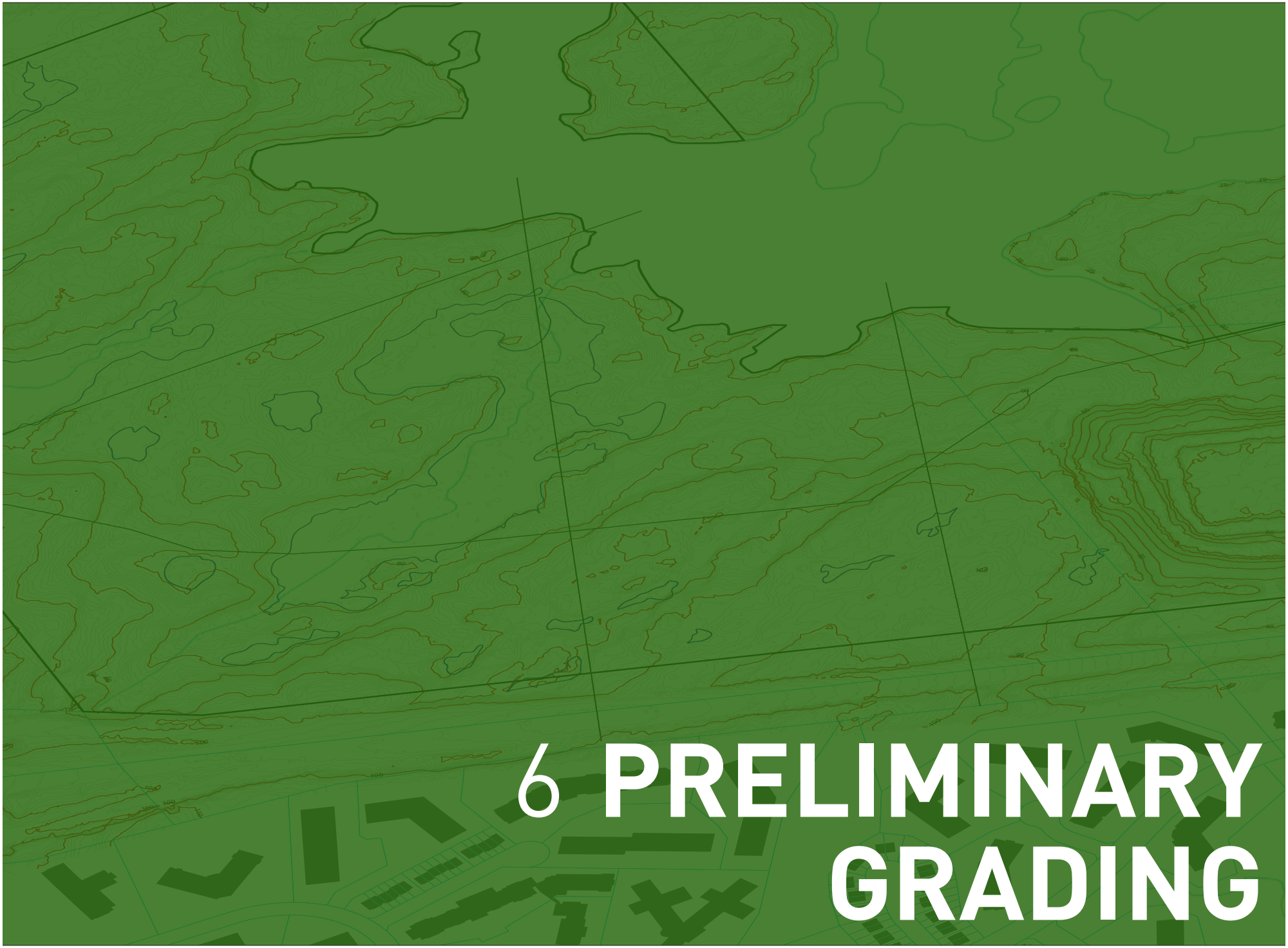
Gross Density			
Parcel No.	Parcel Area (acres)	Persons	Density (ppa)
1	84	7360	88
2	59	0	0
3	102	4515	44
4	114	8220	72
Totals	**359.00**	**20,095**	**56**

YIELDS TOTAL

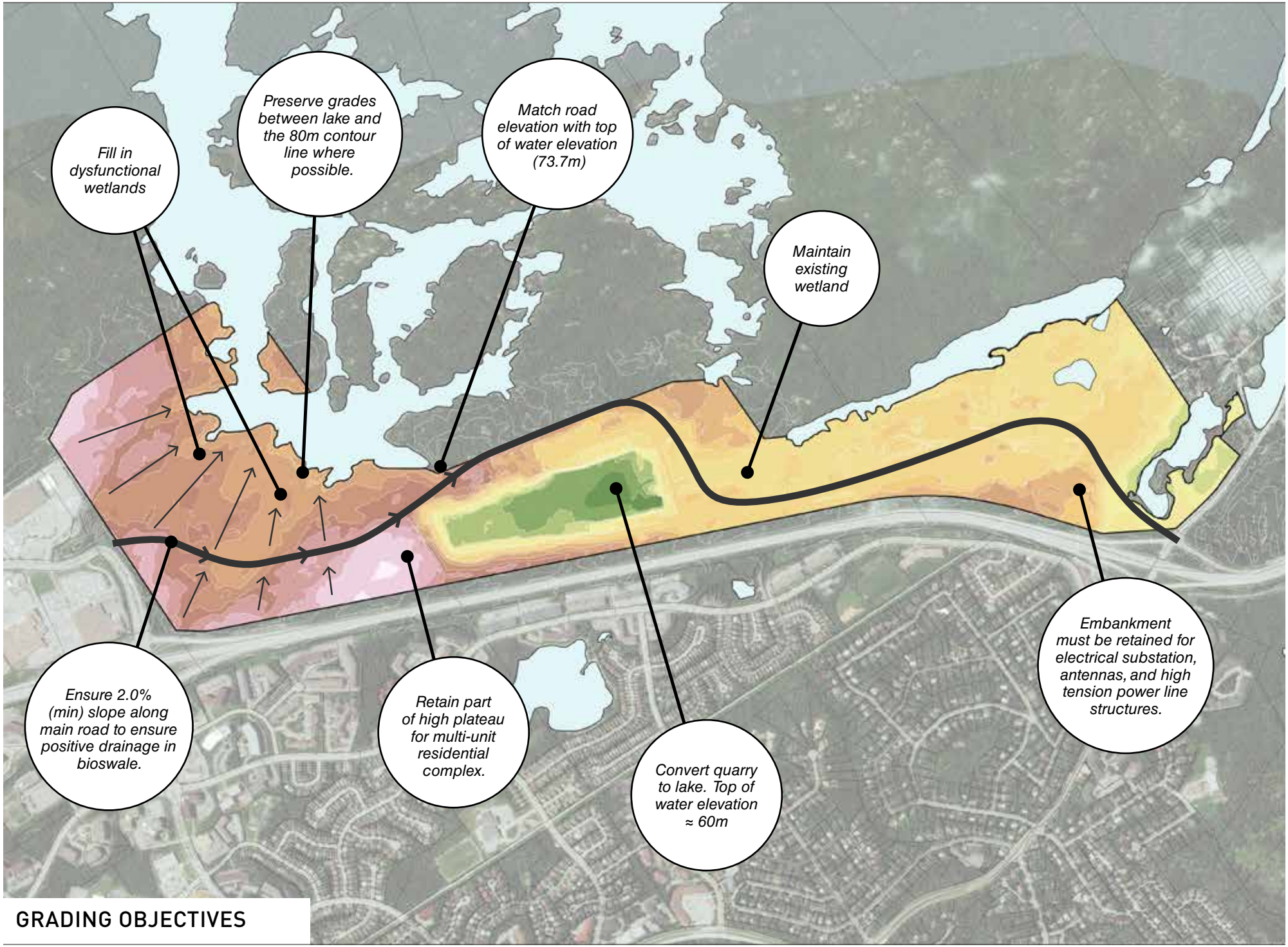
Gross Density				
Parcel No.	Commercial GFA (sm)	Residential GFA (sm)	Residential Units	Persons
1	82,598	341,320	3,200	7,360
2	-	-	-	-
3	8,012	209,388	1,963	4,515
4	15,946	381,221	3,574	8,220

5.4 Phasing

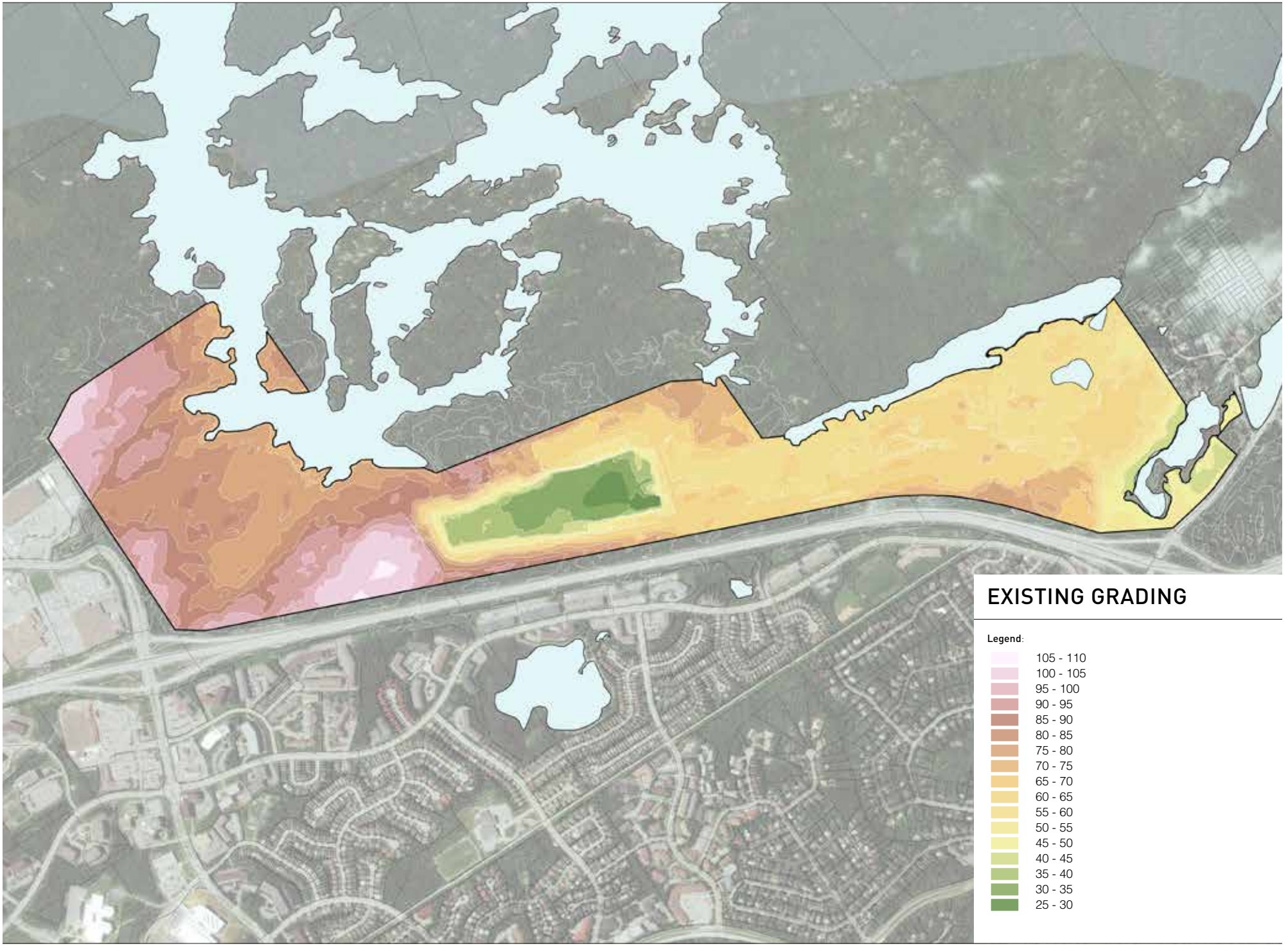
The multi-year phasing for the Lakes development will be influenced by a variety of internal and external factors. Development will likely start from the southern end, with readying Parcel 1 and possibly 2 (depending on Council appetite for parkland acquisition) accessed from the proposed Chain Lake Drive/Lacewood roundabout. The further sequence would involve development starting from the Kearney Lake roundabout (proposed as part of Bedford West Area 11 Development) and proceeding South through Parcel 4 and 3 to ultimately link to Parcel 1.



6 PRELIMINARY GRADING

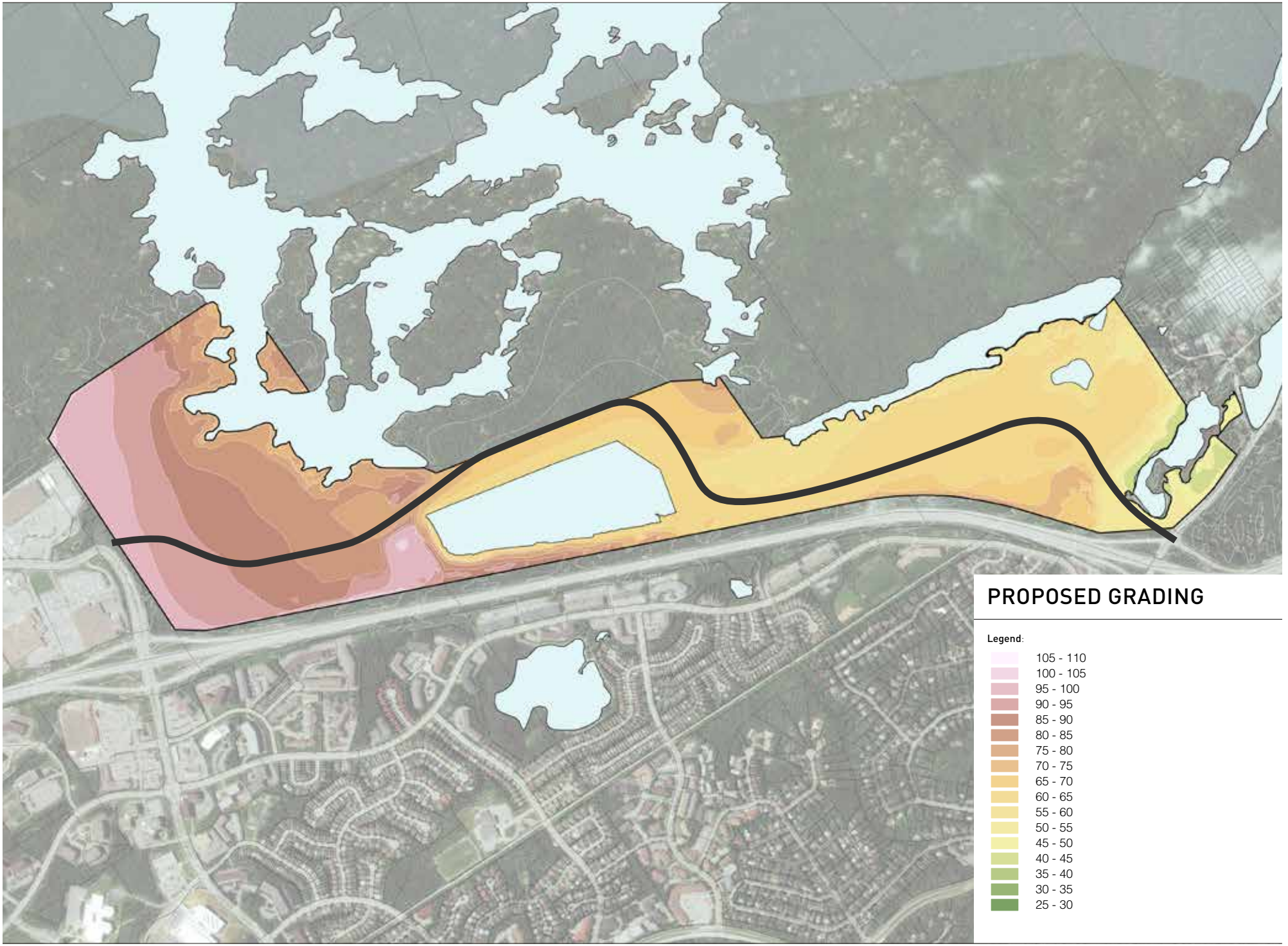


GRADING OBJECTIVES


EXISTING GRADING
Legend:
105 - 110
100 - 105
95 - 100
90 - 95
85 - 90
80 - 85
75 - 80
70 - 75
65 - 70
60 - 65
55 - 60
50 - 55
45 - 50
40 - 45
35 - 40
30 - 35
25 - 30

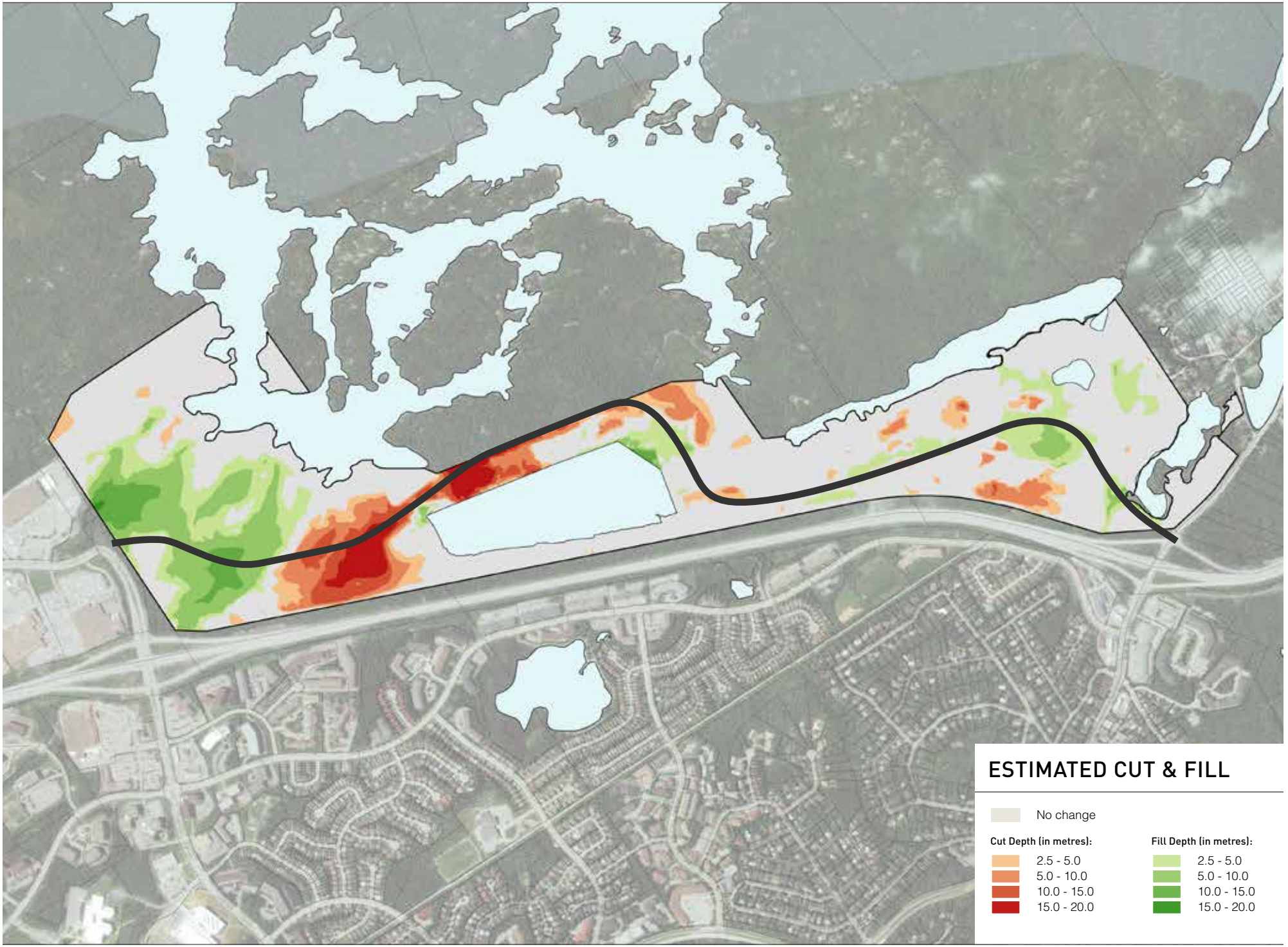


EXISTING HILLSHADE


PROPOSED GRADING
Legend:
105 - 110
100 - 105
95 - 100
90 - 95
85 - 90
80 - 85
75 - 80
70 - 75
65 - 70
60 - 65
55 - 60
50 - 55
45 - 50
40 - 45
35 - 40
30 - 35
25 - 30



PROPOSED HILLSHADE


ESTIMATED CUT & FILL
No change
Cut Depth (in metres):
2.5 - 5.0
5.0 - 10.0
10.0 - 15.0
15.0 - 20.0
Fill Depth (in metres):
2.5 - 5.0
5.0 - 10.0
10.0 - 15.0
15.0 - 20.0

7 Reports & Studies

7.1 Studies Completed Specific to Stevens' Lands

Consulting Report for the Stevens Group: Estimate of Potential Property Tax Revenues, Bayers Lake Lands
Turner Drake & Partners Ltd.
March 2019

- Snapshot of anticipated annual tax revenue from mixed use development on Phase 1 portion of Site. Estimated at $12,000,000.

Market Analysis of Suburban Development Supply
Turner Drake & Partners Ltd.
February 2019

- 'Advantages of Highway 102 West Corridor Lands:

  - Close proximity to existing urbanized area and major transportation infrastructure
  - Existing servicing study and eligibility for Capital Cost Contribution policies to minimise growth related infrastructure costs to the municipality
  - Distinct urban, high-density development concept that should have significantly better servicing efficiency relative to traditional suburban development patterns in perpetuity.
  - Located on lands identified as having low-to-no overlapping value in the Halifax Green Network Plan.'

- 'Given the location, uncommon development concept, and nature of competing local suburban supply, the Highway 102 West Corridor growth centre represents a growth option that could supplant other suburban development in the area as a more desirable market option for households, and a more cost effective suburban growth outcome to the municipality.'

Traffic Impact Analysis
Susie Lake Developments, Halifax, NS
WSP
April 2019

- Traffic impact Analysis that considers the operation of the proposed Lacewood Drive/Chain Lake Drive/Site Access Intersection.
- 'Conclusion – With the construction of the Lacewood Drive/Chain Lake Drive intersection as a multi-lane roundabout, it is expected that the intersection will operate well (LOS B or better) with the addition of site generated trips for the proposed multi-use development during the typical weekday AM and PM periods.'

Municipal Services Concept Design Report, The Lakes, Halifax, NS
KVM Consultants Limited
March 2019

- 'There is adequate capacity in the existing infrastructure systems to service the proposed development. No upgrades will be required to downstream infrastructure'

Wetland and Watercourse Assessment PIDs 40806200, 40806218, 40806226, 41269853, and 00323154
Strum Consulting
April 2014

- All wetlands and/or watercourses identified, quantified, qualified and mapped and their presence and significance taken into account in the preparation of design concepts.

Water Quality Summary
Susie's Lake Water Course Monitoring
Strum Consulting
June 2019

- Follow-up to Wetland and Watercourse Assessment Report to monitor water quality over 5 years 2014-2019 in visibly stressed wetlands to assess the long-term effects of stormwater runoff from upstream developed areas (Bayers Lake Business Park and Clayton Park) on the SLD wetlands and the downstream Lake System (Susie's Lake, Quarry Lake, …)
- Findings:

  - Upstream development is resulting in water with CCME Guideline exceedances for Dissolved Chloride, Total Cadmium, Total Copper, and Total Zinc being discharged into Susie's Lake which may represent a risk to freshwater aquatic life and may be in contravention of the Federal Fisheries Act.
  - Natural wetland treatment capacity for several parameters has diminished over time in WC1 and WC2.
  - Concentrations in several water quality parameters have increased over time
  - The colonization of exotic species along WC1 (headwater) and WC2 (headwater and outflow) represent a negative impact on the site's wetlands and are likely from upstream development.
  - Stressed vegetation in WC1 and WC2 is apparent from aerial and satellite imagery with an increase along WC1 corresponding to increased upstream development of Clayton Park.
  - Strum has observed negative impacts at the site which are the result of the upstream development. In particular, the observations include trash in the watercourse, sediment in the water, and stressed vegetation.

- ' Recommendations – Based on the findings of this field program, it is recommended that impacted stormwater from upstream developed areas not be discharged onto the site in a manner which results in a negative impact on the site's wetlands or which causes water with CCME guideline exceedances to be discharged into Susie's Lake.'

Comprehensive Site Analysis
The Lakes
UPLAND Planning + Design
November 2014

- Comprehensive summary of site context, socioeconomic trends, terrain, hydrology, ecology, infrastructure, transportation systems, land use, and policies and by-laws

7.2 Related Public/HRM Studies & Reports

Quantifying the Costs and Benefits to HRM, Residents and the Environment of Alternate Growth Scenarios

Stantec
April 2013

- The Highway 102 scores positively in virtually every metric used in the Stantec study:
  - Immediate to high capacity transportation services (highway 102, lacewood transit terminal).
  - Close proximity to existing commercial, and social services.
  - Immediate to large scale employment centres, Bayers Lake, Ragged Lake, Lakeside.
  - Mixed use creates internal employment, and services centre for site and Clayton Park.
  - Existing fully built Water and Wastewater Services immediate to site.
  - Existing fully built Private Utilities Networks immediate to site.
  - Close proximity (in many cases within walking distance) to Social Services (Keshen Goodman Public Library, Schools, Canada Games Centre, new Provincial Health Centre, Fire, Police).
  - Immediate to Blue Mountain Birch Cove Regional Park, i.e. positive effect on Parkland supply.
  - Close to Urban Core. In fact, closest of all other significant suburban developable lands.
  - The combination of above factors in essence creates urbanization of the surrounding suburban area along with the associated cost reductions and positive benefits.

Halifax Green Network Plan

Halifax Regional Municipality &
O2 Planning + Design
June 2018

- The negotiated set aside lands:
  -‘maintain ecologically and culturally important land and aquatic systems’,
  -‘promote the sustainable use of natural resources and economically important open spaces’,
  -‘identify, define and plan land suited for parks and corridors’.

Blue Mountain Birch Cove Lakes Assessment Study EDM Environmental Design and Management 2006	Birch Cove Lakes Watershed Study AECOM 2013	Regional Municipal Planning Strategy 2014
• Boundary meets or exceeds 'Principals for Demarcating the Park Boundary' • Proposed/negotiated park boundary virtually mirrors Figure 21 Generalized Concept Plan upon which RMP Map 11 is based. • Proposed mixed use community development 'is designed in a manner to implement CPTED principals; …' provides 'at least one significant regional access locations; and linkages to all of the surrounding communities including active transportation'	• Opportunity exists in this development for Halifax Water to implement the noted need for 'Rigorous stormwater management measures' to mitigate the existing uncontrolled and problematic stormwater runoff from Clayton Park and Bayers Lake Business Park areas.	• The proposed mixed use 'complete' community adjacent to the Regional Park (existing and aspirational) epitomizes virtually every one of the Community Design objectives as stated in Section 3.1.4 of the RMPS

April 25, 2017 Staff Report – Update regarding the Proposed Blue Mountain/ Birch Cove Regional Park Item No 14.1.13	Current Bayers Lake Business Park Active Transportation Plan 2020
• 'advances discussions regarding the acquisition of lands for public access.' • Achieves 'public access to the wilderness area with a focus on both primary and secondary access points.'	• Provides active transportation links to/from Bayers Lake alternative to Lacewood Ave/Chain lake Dr. intersection. • Enables the BMBCL Regional Park to be meaningfully added to the study/discussion list of 'How proposed AT facilities can improve connectivity between Bayers Lake Business Park and surrounding areas, including …'

UPLAND

C009

Hi Leah,

Take a look at PID 41471780. Original PID 40074007 was retired. The issue is the land use mapping shows that area as serviced with water only (shows up as blue shaded area). You will see on the approval stamps of the attached plans that we have confirmed these properties are serviced with water and sewer. I'm not sure the extent of the area that is serviced with sewer but we wanted the Urban Service Area accurately reflected so we can answer development inquiries accurately. Hope this helps. Let me know if you have any questions.

Regards,
Janice

JANICE MACEWEN
PRINCIPAL PLANNER/DEVELOPMENT OFFICER
LAND DEVELOPMENT & SUBDIVISION
CURRENT PLANNING

HALIFAX
T. 902.717.6911

macewej@halifax.ca

From: Perrin, Leah <perrinl@halifax.ca>
Sent: Wednesday, January 20, 2021 3:37 PM
To: MacEwen, Janice <macewej@halifax.ca>
Subject: RE: Urban Service Area Boundary

Hi Janice,

As part of the Regional Plan Review, I'm in the process of pulling together a list of requests to adjust the Urban Service Area. I found this request from 2019, but the PID and address don't seem to exist any longer and I looked up the subdivision application # in Hansen and I'm still not sure which property this is. Maybe the issue was sorted, but if not, are you able to shed any light on what property it's referencing?

Thanks!
Leah

LEAH PERRIN
T. 902.476.3792

From: MacEwen, Janice
Sent: Friday, May 3, 2019 10:59 AM
To: Pyle, Kurt <pylek@halifax.ca>
Cc: Greene, Katherine <greenek@halifax.ca>; MacIntyre, Erin <macInte@halifax.ca>
Subject: Urban Service Area Boundary

Hi Kurt,

The Urban Service Area boundary outlined on the attached map does not accurately reflect all of the properties that are serviced with water and sewer. A final subdivision application (#22252) was submitted for PID #40074007 (155 Atholea Drive, Cole Harbour). This address is within the area on the map that is shaded blue. The map indicates the property is serviced with water only, and outside the Urban Service Area. The applicant advised us the existing dwelling on the lot is serviced with water and sewer, and has been for years. We contacted HRWC and confirmed same.

Based on your conversation with Meaghan Maund, I understand this area may have originally been serviced with a private sewer system, but at some point that system was taken over by HRWC. I also understand that you are aware the Urban Service boundary outlined on the property mapping does not include all of the properties that are actually serviced with water and sewer, but that the property mapping cannot be corrected until Council has approved an amendment to the Urban Service boundary. We are requesting that the necessary steps be taken to correct to the boundary.

The development potential (minimum required lot areas, eligibility for exemptions in the RSBL and/or proposed new infrastructure) of land is based on the Urban Service Boundary.

Please let me know if you have any questions.

Regards,
Janice

JANICE MACEWEN
PRINCIPAL PLANNER/DEVELOPMENT OFFICER
LAND DEVELOPMENT & SUBDIVISION
CURRENT PLANNING

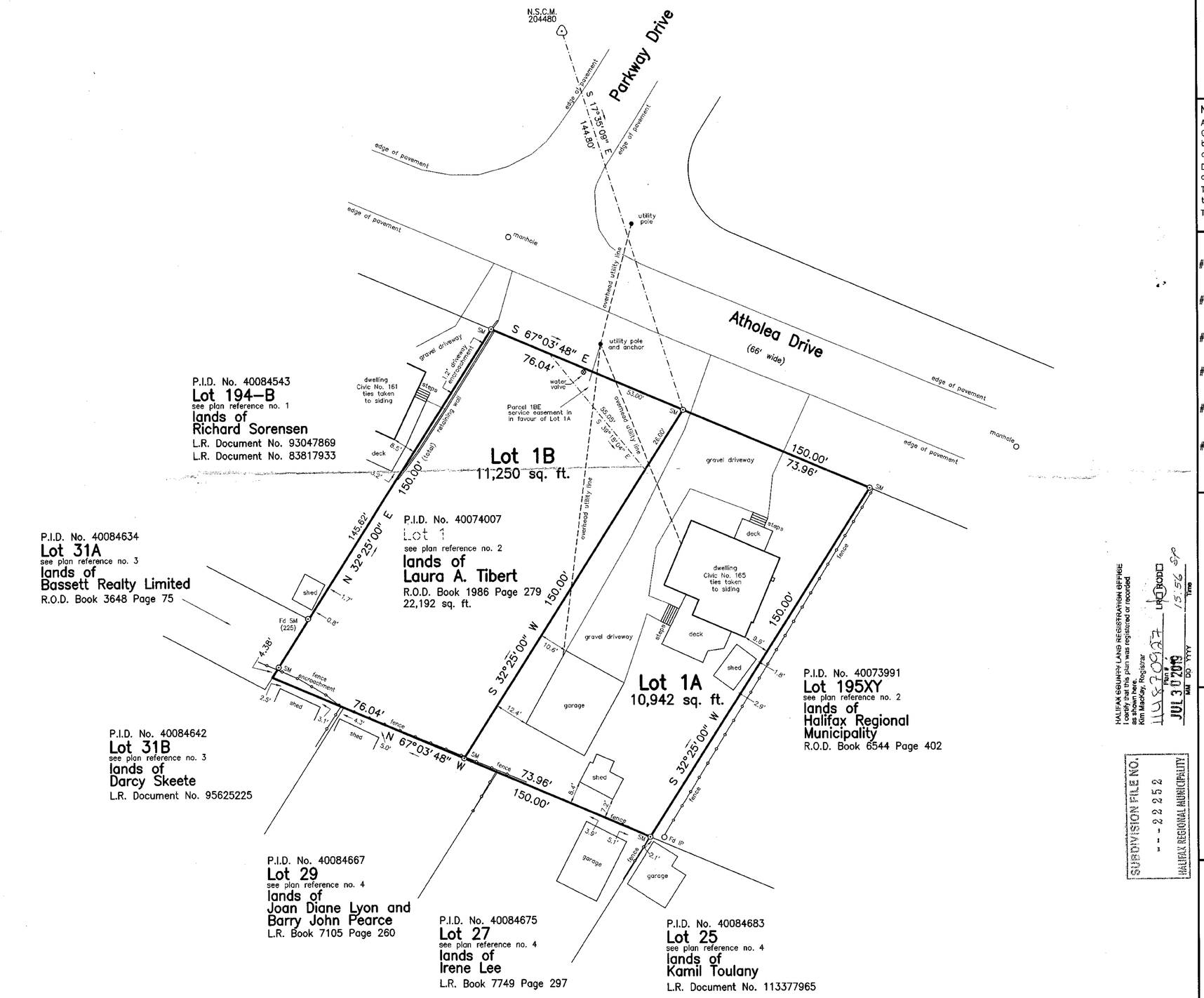
HΛLIFΛX
T. 902.490.3993
C. 902.717.6911

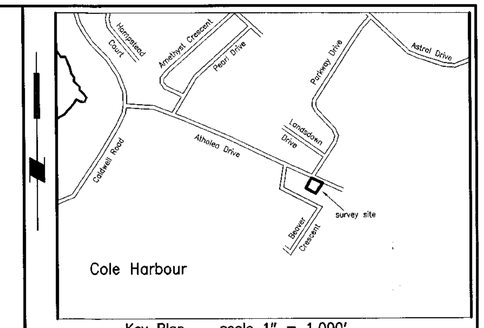
halifax.ca

Table of Coordinate Values

NAD83 (CSRS) 2010.0

N.S.C.M.	Northing (ft)	Easting (ft)
204480	16,224,541.64	83,929,144.18
204479	16,224,683.68	83,928,536.32





Key Plan scale 1" = 1,000'

Notes:

All bearings are referenced to the Three Degree Modified Transverse Mercator Grid North, Zone 5, Central Meridian 64° 30' West Longitude, and have been derived from Nova Scotia Coordinate Monuments numbers 204480 and 204479.

Distances shown on this plan are ground distances using a combination of total station measurements and derived GNSS ground distances.

This survey was carried out during the period of time from March 5, 2019, to March 15, 2019.

The designation of the subject lands as Lot 1 originates with this plan.

Plan References:

#1 Plan of survey of Lots 194-A & 194-B, a subdivision of Lot 194, lands of Spryfield Mobile Home Park Limited, dated July 3, 1985, by K. W. Robb, N.S.L.S.; R.O.D. Plan No. 22070, Drawer 252

#2 Plan of survey of Lot 195XY, DeSaid Lake Subdivision, dated December 1, 1969, and last revised May 22, 1975, by K. W. Robb, N.S.L.S.; R.O.D. Plan No. 14488, Drawer 200

#3 Plan of survey of Lots 31A & 31B, a subdivision of Lot 31, Ettinger and Beaver Subdivision, dated May 11, 1967, by R. J. Donovan, P.L.S.; R.O.D. Plan No. 8598, Drawer 129

#4 Plan of survey of Lots 1 to 32, Ettinger and Beaver Subdivision, dated August 29, 1961, and revised November 7, 1961, by John F. Ross, P.L.S.; R.O.D. Plan Nos. 6312, 6313 and 6314, Drawer 99

#5 Plan of survey of Lots 1C-A & 1C-B, a subdivision of Lot 1C, Ettinger and Beaver Subdivision, dated November 21, 1984, by K. W. Robb, N.S.L.S.; R.O.D. Plan No. 21542, Drawer 244

#6 Plan of survey of lands of Edward DeYoung, dated July 8, 1982, by Walter Jackson, N.S.L.S.; R.O.D. Plan Book 3608, Page 666

Symbol Legend

Fd .....found
⊙ SM .....survey marker
△ N.S.C.M. .....Nova Scotia Coordinate Monument
P.I.D. No. .....Property Identification Number
▬▬ .....perimeter of subject lands
O.H.W.M. .....ordinary high water mark
O IB .....iron bar
O IP .....iron pipe
PC .....point of curvature
A.....arc
R.....radius
(000).....N.S.L.S. Registration No.
L.R. .....Land Registration
R.O.D. .....Registry of Deeds

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS
№ 55537

Surveyor's Certificate:

I, G. R. Myra, 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 there under.

dated this 15th day of March, 2019

[redacted]
G. R. Myra, N.S.L.S. No. 584

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS FOUNDED 1951 584 MEMBER

To ensure the originality of this document, all copies must be signed in red ink.

HALIFAX COUNTY LAND REGISTRATION OFFICE
I certify that this plan was registered or recorded as shown here.
Keith MacKay, Registrar
Plan # 114870627
JUL 30 2019
MM DD YYYY
LAND ROD
15:56
Time

SUBDIVISION FILE NO. - - - 22252
HALIFAX REGIONAL MUNICIPALITY

HALIFAX REGIONAL MUNICIPALITY
THIS FINAL PLAN OF SUBDIVISION IS APPROVED FOR

LOT(S) 1A and 1B

DATE: JUL 26 2019

[redacted]
Endorsed by Development Officer
Rosemary MacNeil

WATERCOURSE ALTERATION & PROVINCIAL PERMITS

In the interest of water quality preservation, it is advised that there is a legal requirement under the NS Environment Act and the Activities Designation Regulations to obtain approval from the Dept. of Environment and Labour prior to commencing any work in or around the immediate vicinity of any watercourse, including the bed and shore of every river, stream, lake, creek, pond, spring, lagoon, swamp, marsh, wetland, ravine, gulch or other natural body of water, whether it contains water or not.

HRM WATERCOURSE BUFFERS & DEVELOPMENT

HRM by-laws contain requirements for watercourse buffers relative to adjacent development. Buffers vary in width from a minimum of 20 metres increasing to a maximum of 80 metres, depending on slopes. Activity within buffers is limited and may affect the development of the lots shown on this plan. For specific information concerning watercourse buffer requirements, please contact HRM before applying for construction permits.

CENTRAL SERVICES

LOT(S) 1A and 1B ARE CAPABLE OF BEING SERVICED WITH MUNICIPAL WATER AND SEWER. SERVICE LATERALS FROM THE MAINS TO THE BUILDING SHALL BE THE RESPONSIBILITY OF THE OWNER.

PUBLIC STREETS

THE FOLLOWING STREETS ARE OWNED AND MAINTAINED BY HALIFAX REGIONAL MUNICIPALITY:

[redacted]

NOTE: ACCESS CANNOT BE LOCATED WITHIN 25 FEET (8M) OF THE INTERSECTION WITH A LOCAL STREET

Plan of survey of
Lots 1A and 1B

a subdivision of Lot 1,
DeSaid Lake Subdivision
lands of
Laura A. Tibert
Atholea Drive
Cole Harbour, Halifax County, Nova Scotia
date : March 15, 2019 scale : 1 inch = 20 feet

Bar Scale 20 15 10 5 0 20 40

G. R. Myra, N.S.L.S. 584 **File No. 11888**

Form 28

Purpose: to record a non-enabling document in a parcel register

For Office Use

Registration District: HALIFAX COUNTY

Submitter's User Number: 2766

Submitter's Name: HFX REGIONAL MUN - HALIFAX

Take notice that the attached plan/document relates to the following parcels registered under the Land Registration Act

PID: 40074007	PID: 41471780	PID: 41471798

Municipal file number or land registration file number (insert file number used when PIDs were originally assigned during pre approval): MF22252

In the matter of the recording of the following non-enabling instrument (select one) :

- [x] plan
- [ ] boundary line agreement
- [ ] instrument of subdivision
- [ ] statutory declaration regarding de facto consolidation
- [ ] condominium declaration
- [ ] initial condominium bylaws
- [ ] condominium plan
- [ ] repeal of subdivision
- [ ] termination of condominium
- [ ] other (specify)

And in the matter of registered owner (insert name): **LAURA A TIBERT**

Note: An amending Parcel Description Certification Application may be required.

Dated at **HALIFAX,** in the County of **HALIFAX** , Province of N[redacted]

S[redacted]t

Name: HFX REGIONAL MUN - HALIFAX

Address: PO BOX 1749 HALIFAX NS CA B3J 3A5

Phone: 902.490.4650

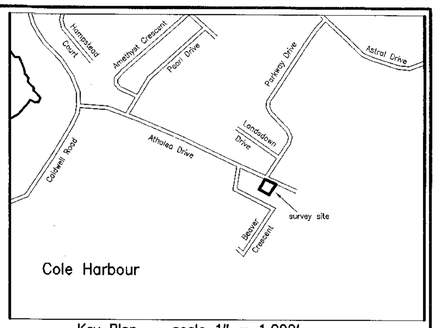
Email: WESTREG@HALIFAX.CA

Fax: 902.490.4645

Table of Coordinate Values

NAD83 (CSRS) 2010.0

N.S.C.M.	Northing (ft)	Easting (ft)
204480	16,224,541.64	83,929,144.18
204479	16,224,683.68	83,928,536.32



Key Plan scale 1" = 1,000'

Notes:

All bearings are referenced to the Three Degree Modified Transverse Mercator Grid North, Zone 5, Central Meridian 64° 30' West Longitude, and have been derived from Nova Scotia Coordinate Monuments numbers 204480 and 204479.

Distances shown on this plan are ground distances using a combination of total station measurements and derived GNSS ground distances.

This survey was carried out during the period of time from November 5, 2019, to January 20, 2020.

Plan References:

#1 Plan of survey of Lots 194–A & 194–B, a subdivision of Lot 194, lands of Spryfield Mobile Home Park Limited, dated July 3, 1985, by K. W. Robb, N.S.L.S.; R.O.D. Plan No. 22070, Drawer 252

#2 Plan of survey of Lot 195XY, DeSaid Lake Subdivision, dated December 1, 1969, and last revised May 22, 1975, by K. W. Robb, N.S.L.S.; R.O.D. Plan No. 14488, Drawer 200

#3 Plan of survey of Lots 31A & 31B, a subdivision of Lot 31, Ettinger and Beaver Subdivision, dated May 11, 1967, by R. J. Donovan, P.L.S.; R.O.D. Plan No. 8598, Drawer 129

#4 Plan of survey of Lots 1 to 32, Ettinger and Beaver Subdivision, dated August 29, 1961, and revised November 7, 1961, by John F. Ross, P.L.S.; R.O.D. Plan Nos. 6312, 6313 and 6314, Drawer 99

#5 Plan of survey of Lots 1C–A & 1C–B, a subdivision of Lot 1C, Ettinger and Beaver Subdivision, dated November 21, 1984, by K. W. Robb, N.S.L.S.; R.O.D. Plan No. 21542, Drawer 244

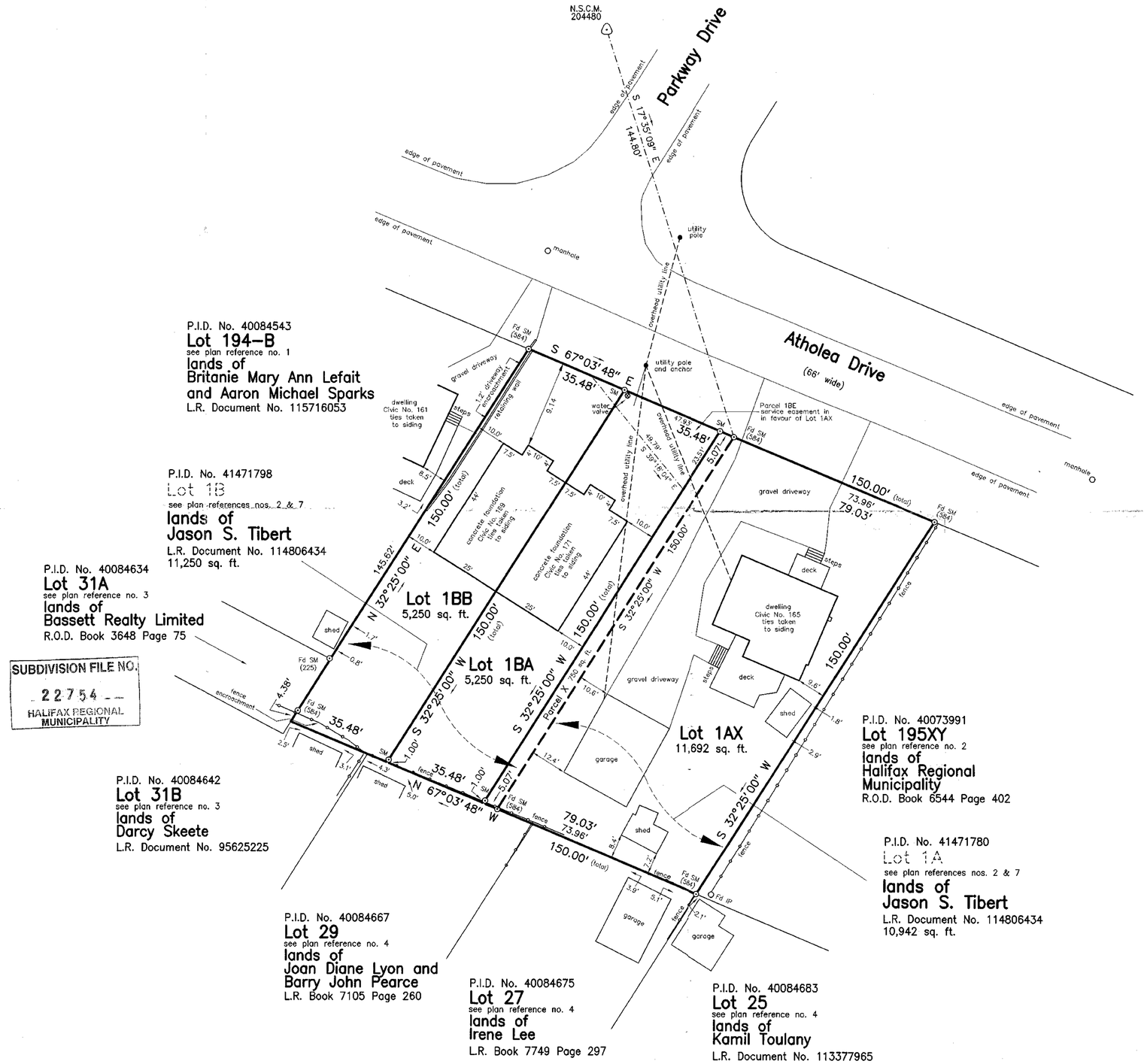
#6 Plan of survey of lands of Edward DeYoung, dated July 8, 1982, by Walter Jackson, N.S.L.S.; R.O.D. Plan Book 3608, Page 666

#7 Plan of survey of Lots 1A & 1B, a subdivision of Lot 1, lands of Laura A. Tibert, dated March 15, 2019, by G. R. Myra, N.S.L.S.; H.C.L.R.O. Plan No. 114870927

Symbol Legend

Fd .....found
⊙ SM .....survey marker
△ N.S.C.M. .....Nova Scotia Coordinate Monument
P.I.D. No. .....Property Identification Number
——— .....perimeter of subject lands
O.H.W.M. .....ordinary high water mark
O IB .....iron bar
O IP .....iron pipe
PC .....point of curvature
A.....arc
R.....radius
(000).....N.S.L.S. Registration No.
L.R. .....Land Registration
R.O.D. .....Registry of Deeds

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS № 55554



HALIFAX REGIONAL MUNICIPALITY
THIS FINAL PLAN OF SUBDIVISION
IS APPROVED FOR

LOT(S) 1AX, 1BA and 1BB.

DATE: MAR 02 2020

[redacted]
Janice MacEwen

SUBDIVISION FILE NO.
22754
HALIFAX REGIONAL MUNICIPALITY

WATERCOURSE ALTERATION & PROVINCIAL PERMITS

In the interest of water quality preservation, it is advised that there is a legal requirement under the NS Environment Act and the Activities Designation Regulations to obtain approval from the Dept. of Environment and Labour prior to commencing any work in or around the immediate vicinity of any watercourse, including the bed and shore of every river, stream, lake, creek, pond, spring, lagoon, swamp, marsh, wetland, ravine, gulch or other natural body of water, whether it contains water or not.

HRM WATERCOURSE BUFFERS & DEVELOPMENT

HRM by-laws contain requirements for watercourse buffers relative to adjacent development. Buffers vary in width from a minimum of 20 metres increasing to a maximum of 60 metres, depending on slopes. Activity within buffers is limited and may affect the development of the lots shown on this plan. For specific information concerning watercourse buffer requirements, please contact HRM before applying for construction permits.

CENTRAL SERVICES

LOT(S) 1AX, 1BA and 1BB ARE CAPABLE OF BEING SERVICED WITH MUNICIPAL WATER AND SEWER.

SERVICE LATERALS FROM THE MAINS TO THE BUILDING SHALL BE THE RESPONSIBILITY OF THE OWNER

PUBLIC STREETS

THE FOLLOWING STREETS ARE OWNED AND MAINTAINED BY HALIFAX REGIONAL MUNICIPALITY

[redacted]

No ... within 25ft (8m) of the intersection with a local street.

HALIFAX COUNTY LAND REGISTRATION OFFICE
I certify that this plan was registered or received as shown here.
Kim MacKay, Registrar
115998339 Plan # MAR 04 2020 MM DD YYYY Time 15:53:47
LR/D ROD

Surveyor's Certificate:

I, G. R. Myra, 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 there under.

dated this 20th day of January, 2020

[redacted]
G. R. Myra, N.S.L.S. No. 584

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS FOUNDED 1951 [redacted] 584 MEMBER

To ensure the originality of this document, all copies must be signed in red ink.

Plan of survey of

Lots 1AX, 1BA and 1BB

a subdivision of Lots 1A & 1B,
DeSaid Lake Subdivision
lands of

Jason S. Tibert

Atholea Drive

Cole Harbour, Halifax County, Nova Scotia

date : January 20, 2020 scale : 1 inch = 20 feet

Bar Scale 20 15 10 5 0 20 40

G. R. Myra, N.S.L.S. 584 File No. 12072

Form 28

Purpose: to record a non-enabling document in a parcel register

For Office Use

Registration District: HALIFAX COUNTY

Submitter's User Number: 2757

Submitter's Name: HFX REGIONAL MUN - DARTMOUTH

Take notice that the attached plan/document relates to the following parcels registered under the Land Registration Act

PID: 41471780	PID: 41471798	PID: 41485483	PID: 41485491

Municipal file number or land registration file number (insert file number used when PIDs were originally assigned during pre approval): MF22754

In the matter of the recording of the following non-enabling instrument (select one) :

- X plan
- ☐ boundary line agreement
- ☐ instrument of subdivision
- ☐ statutory declaration regarding de facto consolidation
- ☐ condominium declaration
- ☐ initial condominium bylaws
- ☐ condominium plan
- ☐ repeal of subdivision
- ☐ termination of condominium
- ☐ other (specify)

And In the matter of registered owner (insert name): **JASON S. TIBERT**

Note: An amending Parcel Description Certification Application may be required.

Dated at **HALIFAX,** in the County of **HALIFAX** , Province of Nova Scotia, **Mar 02, 2020**

[redacted]

Signature of applicant/municipal official/owner/agent

Name: HFX REGIONAL MUN - DARTMOUTH

Address: 40 ALDERNEY DR PO BOX 1749 HALIFAX NS CA B3J 3A5

Phone: 902-490-3993

Email: EASTREG@HALIFAX.CA

Fax: 902-490-4645

C017

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

February 28, 2020

Kate Greene, MCIP, LPP
Regional Policy Program Manager
Planning & Development
HRM

Dear Kate:

Re: Regional Plan Review: Sandy Lake Urban District Growth Centre

As per our recent telephone discussions, I represent United Gulf Developments Limited and am writing this letter on their behalf regarding their lands in the Sandy Lake area. The subject lands are located as shown on the attached maps which are excerpts of the Regional Plan Generalized Future Land Use Map 2 and Settlement and Transportation Map 1.

Representatives from United Gulf had spoken with HRM in the past about having these lands designated for future development. At that time, the development focus was on Jack's Lake and Bedford West areas and there was not a growth area identified for the Sandy Lake area. Since then, Jack's Lake has been removed from future development and is identified as parkland. The majority of Bedford West has been developed with work proceeding on the remainder. Lands near Sandy Lake have been designated as Urban Settlement and identified as an Urban District Growth Centre in the 2006 and 2014 Regional Plans.

We have reviewed the 2004 Greenfield Areas Servicing Analysis, other servicing reports, as well as the December 2011 staff report for "Wastewater Oversizing for Future Development of Sandy Lake Lands". We are requesting that HRM please consider adding the United Gulf lands to the Sandy Lake Urban District Growth Center as part of your current review of the Regional Plan. We offer the following supporting rationale and are open to further discussion with staff on these matters as the Regional Plan review proceeds:

1. The United Gulf lands are immediately adjacent to the Urban Settlement designation and the Sandy Lake Urban District Growth Centre. The lands are an in-fill site that is situated between the large lot un-serviced development of Kingwood North, the Lower Sackville Urban Settlement designation, and the Sandy Lake Urban District Growth Centre. From a land use planning point of view, it would be most efficient and environmentally sensitive to develop these lands under the Sandy Lake secondary planning regime rather than have them develop as an extension of suburban large lot development.

2. The United Gulf Lands could bridge the gap between the Sandy Lake Growth Center and Kingswood North, thus improving traffic flow and transportation options.

tel: [redacted]

email: [redacted]

3. The United Gulf lands can be serviced with municipal sewer either through upsizing the sewers through Bedford West with appropriate cost sharing, or through storage during peak flow times as the addition will only represent a small fraction of the total flow form the Bedford West/Sandy Lake system that runs into Halifax, which was identified as the preferred option for the Sandy Lake Growth area. Alternatively, a new sewage treatment system could be constructed for this side of the Sandy Lake lands that could discharge into Marsh Lake or the Sackville River as per the very stringent Department of Environment regulations.

4. The United Gulf lands are capable of being serviced with municipal water via the large Pockwock watermain.

5. Population growth in HRM has been higher that what had been projected in the 2014 Regional plan. This will mean that future Urban Growth Centres may be coming on line sooner than originally anticipated. All of the lands near Sandy Lake should be reviewed as part of the current Regional Plan review so that vacant in-fill parcels are identified for efficient development.

6. HRM have stated that it is best when Growth Centres contain multiple land owners. Currently, the Sandy Lake Urban District Growth Centre is made up primarily of Clayton owned lands. By including the United Gulf lands, and perhaps some of the smaller land owners, the Sandy Lake area would satisfy this HRM goal.

7. Any review of the Sandy Lake Urban District Growth Centre should include the oversizing of streets and services to accommodate the United Gulf lands and other in-fill properties in this area because this area surrounded by urban and suburban development on all sides.

8. These lands are more economical to develop than other areas of HRM because the Sandy Lake area does not consist of bedrock and pyritic slate, that is so common elsewhere in HRM.

9. When taking into account the acreage of Bedford West (1800 acres) and Sandy Lake Urban District Growth Centre (900 acres), the United Gulf lands would be adding approximately 14% more land area (390 acres).

We look forward to working with you and Planning staff on the current review of the Regional Plan and the Sandy Lake Urban District Growth Centre.

Sincerely:

[redacted]

Jenifer Tsang, MCIP

tel: [redacted]

email: [redacted]

Upper Sackville
Middle Sackville
Fall River
Hwy 101
SUNSET RIDGE
Windsor Junction
Lower Sackville
Hwy 102
Lucasville
Lucasville Road
Hwy 101
Sackville
Glen Arbor
Lucasville
United Gulf Developments Lands
Bedford Common
Upper Hammonds Plains
Hammonds Plains Road
Sandy Lake
Hammonds Plains Rd
Bedford
Hwy 102

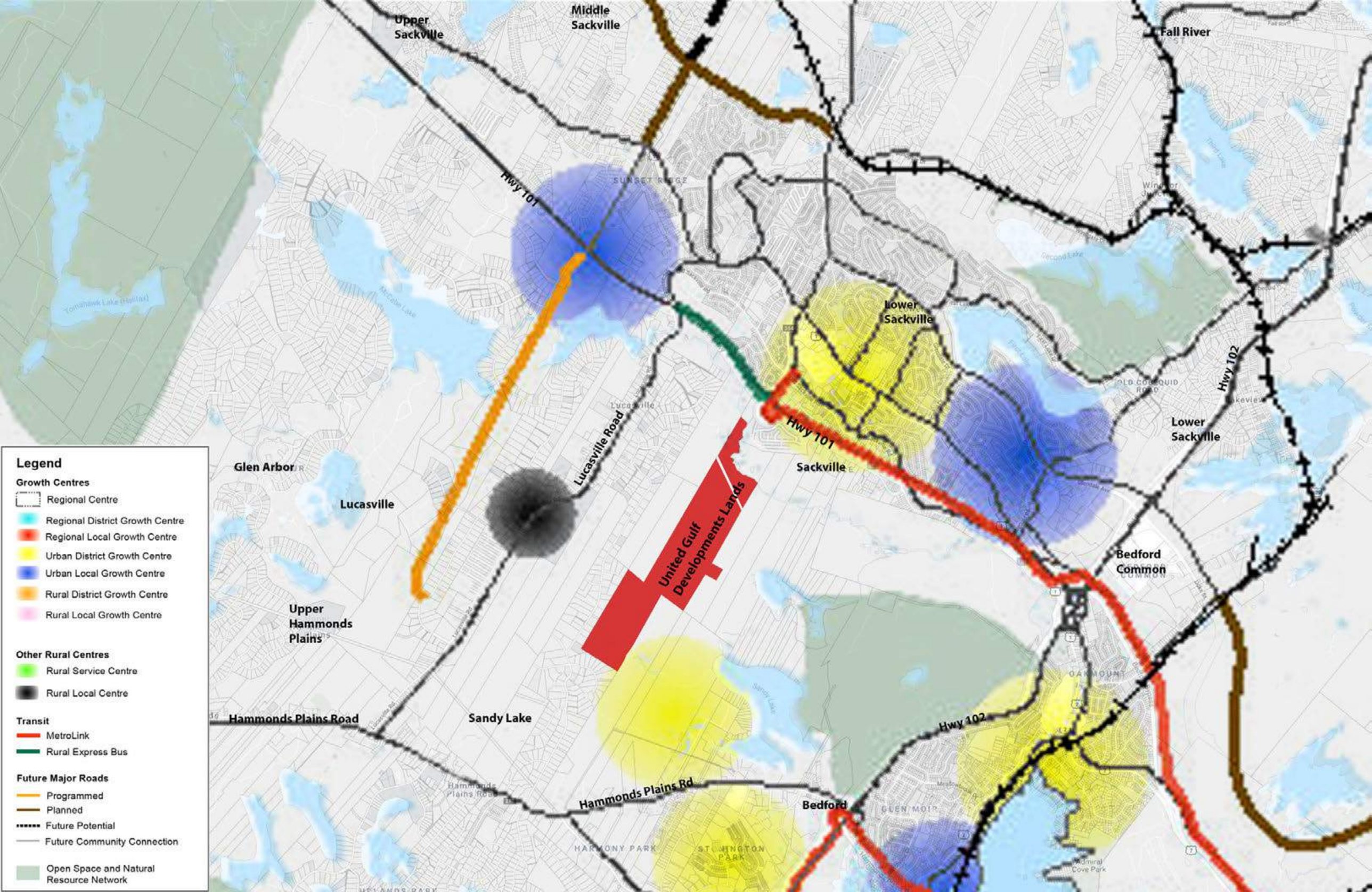
Legend

Primary Designations

- Urban Settlement
- Urban Reserve
- Harbour
- Rural Commuter
- Rural Resource
- Open Space and Natural Resources
- Agricultural

Secondary Designations

- Capital District
- Business / Industrial Park


Upper Sackville
Middle Sackville
Fall River
Hwy 101
Lower Sackville
Hwy 102
Lucasville Road
Glen Arbor
Lucasville
Sackville
United Gulf Developments Lands
Bedford Common
Upper Hammonds Plains
Hammonds Plains Road
Sandy Lake
Hammonds Plains Rd
Bedford
Legend
Growth Centres
Regional Centre
Regional District Growth Centre
Regional Local Growth Centre
Urban District Growth Centre
Urban Local Growth Centre
Rural District Growth Centre
Rural Local Growth Centre
Other Rural Centres
Rural Service Centre
Rural Local Centre
Transit
MetroLink
Rural Express Bus
Future Major Roads
Programmed
Planned
Future Potential
Future Community Connection
Open Space and Natural Resource Network

C025

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

April 9th, 2021

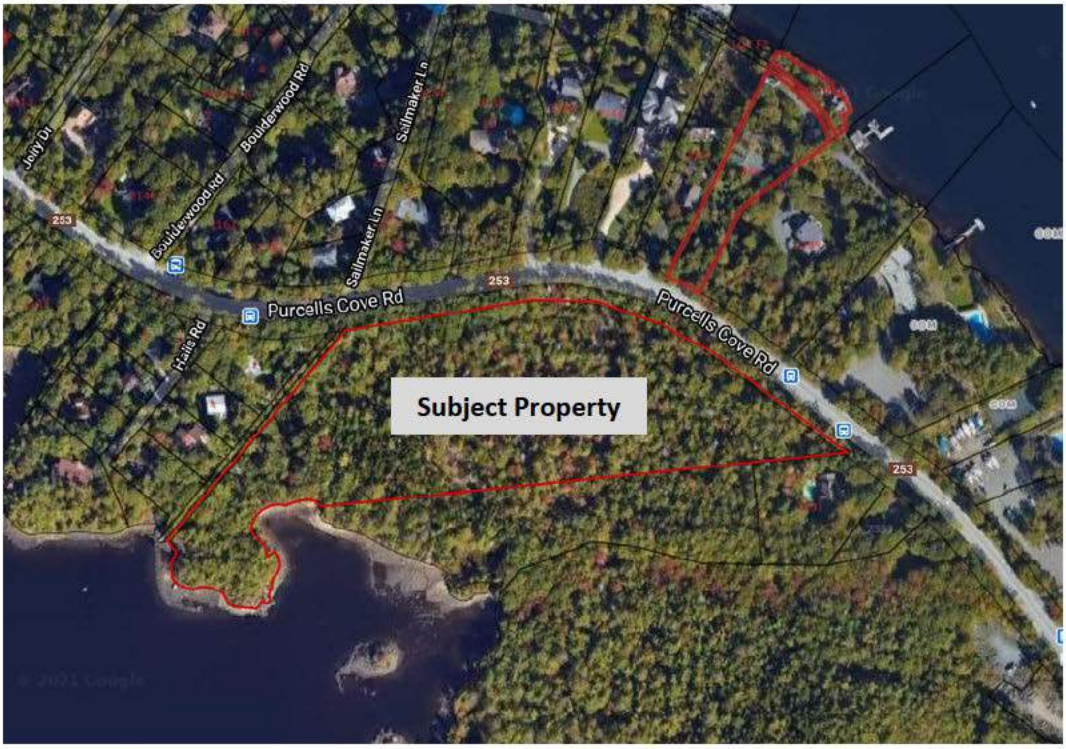
Leah Perrin
Principal Planner – Regional Planning
Halifax Regional Municipality

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 and brought within the urban service boundary.

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).



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

In 2014, the Regional Plan was updated to allow for development on the property up to 20 units subject to a development agreement. However, the as-of-right development potential of the property is limited, as the development officer cannot issue development permits for new lots created.

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).

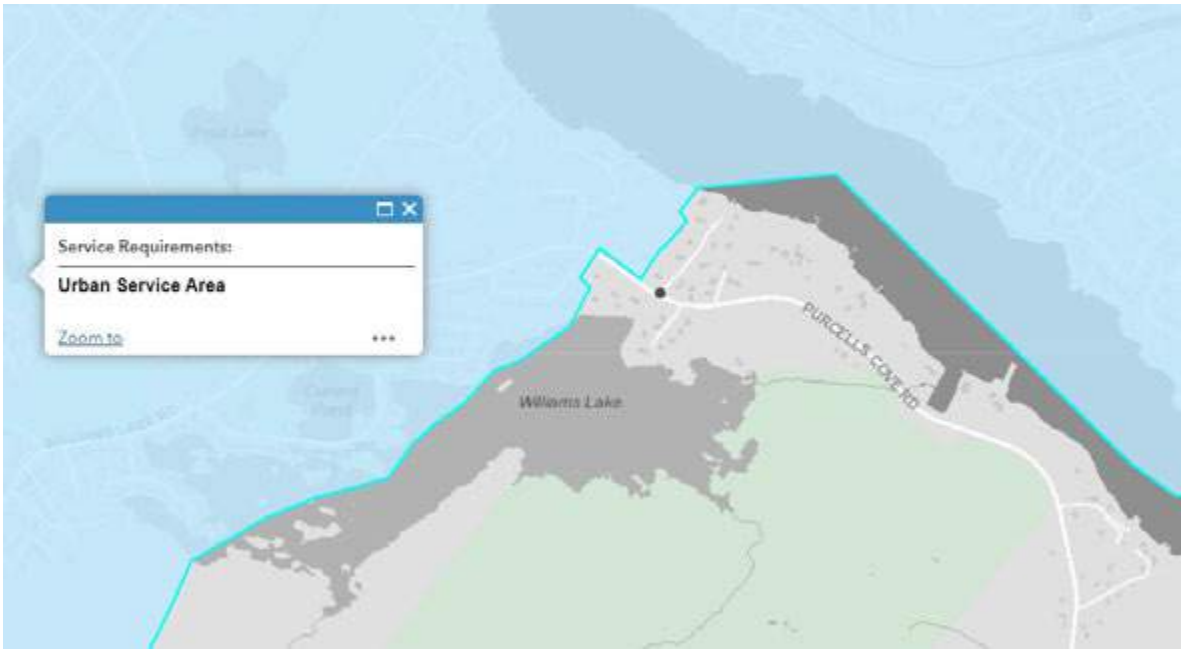


Figure 3. Current Service Area Boundary

Given these realities, our client request that you and your team consider bringing his lands into the urban service boundary and re-designate his land to Urban Settlement as part of the Regional Plan review.

Sincerely,

Chris Markides MCIP, LPP

[redacted]

Urban Planner

ZZap Consulting Inc.

C027

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

Item No. 7.1.2
Halifax Regional Council
April 2, 2020

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by
Jacques Dubé, Chief Administrative Officer

DATE: February 6, 2020

SUBJECT: **Case 22212: Amendments to the Regional Plan and the Municipal Planning Strategy for Planning District 5 (Chebucto Peninsula) for 1246 Ketch Harbour Road, Ketch Harbour**

ORIGIN

Application by KWR Approvals Inc. on behalf of Tim Garrison and Patrick Henneberry

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that Halifax Regional Council refuse to initiate the process to consider amendments to the Regional Planning Strategy and the Municipal Planning Strategy for Planning District 5 (Chebucto Peninsula) to enable a 60-unit residential development and an adaptive reuse of the existing building for commercial and residential uses at 1246 Ketch Harbour Road, Ketch Harbour.

The following motion is provided for Council's consideration to carry out the recommendation above:

Motion: That Regional Council direct the CAO to maintain the current Regional Municipal Planning Strategy and MPS for Planning District 5 (Chebucto Peninsula).

BACKGROUND

KWR Approvals Inc. on behalf of Tim Garrison and Patrick Henneberry is applying to amend the Regional Municipal Planning Strategy (RMPS), the Planning District 5 Municipal Planning Strategy (MPS) and Land Use Bylaw (LUB) to enable a 60-unit residential development including the adaptive reuse of an existing building at 1246 Ketch Harbour Road, Ketch Harbour (Attachment A). This proposal cannot be considered under existing MPS policies and, therefore, the applicant is seeking amendments to the RMPS, MPS and LUB to enable the proposal.

Subject Site	1246 Ketch Harbour Road, Ketch Harbour (PID 00391169)
Location	South west of the Ketch Harbour village centre
Regional Plan Designation	Rural Commuter
Community Plan Designation (Map 1)	Rural "A" (RA) under the Planning District 5 (Chebucto Peninsula) Municipal Planning Strategy (MPS)
Zoning (Map 2)	P-5 (Special Facility) under the Planning District 5 (Chebucto Peninsula) Land Use Bylaw (LUB)
Size of Site	9.29 hectares (22.96 acres)
Street Frontage	304.8 metres (1,000 feet)
Current Land Use(s)	Vacant
Surrounding Use(s)	Immediately abutting the property are vacant lands. Across the street and further to the north and south-west of the property are low density residential uses. Further south of the subject property is a research facility.

Proposal Details

The applicant proposes to amend the RMPS and Planning District 5 (Chebucto Peninsula) MPS and LUB to enable a 60-unit residential development with a market focus on retirees and the 55+ age group and 1,500 square feet of commercial space at 1246 Ketch Harbour Road, Ketch Harbour (Attachment B). The applicant has indicated that they are exploring different layouts and mixes of residential units, but the major aspects of the concept are as follows:

- Enable a residential density on the site of 6.5 units per hectare (2.6 units per acre);
- Enable the adaptive reuse of the former 9,000 sq. ft. telecommunications building for 4 residential units, 1,200-1,500 square feet of common amenity space, and 1,500 square feet of office or retail commercial space; and
- Enable a residential subdivision comprising 5 new lots fronting Ketch Harbour Road, each with a duplex dwelling, and a condominium development on the remaining lands comprised of a mix of 10 bungalows, 8 duplexes and 20 townhouse units all with a market focus on retirees and 55+ age groups.

Applicant Rationale

The applicant has provided the following rationale in support of the proposed amendment(s):

- The property is relatively large and the applicant's engineering consultants indicate the well, sewage disposal and traffic capacity on the lands can support the proposed 60-unit development;
- P-5 zoning reflects a use that no longer exists and is therefore no longer appropriate for the site;
- Policies within the MPS recognise the housing demands at the time the plan was adopted, which was predominantly single unit dwellings to accommodate families. The demand in Ketch Harbour and the surrounding community for transitional residential development is growing;
- The site is unique to the community in terms of its size, direct road frontage along Ketch Harbour Road and the existing 9,000 square foot building;
- The reuse of the site for an enabled 16-unit residential development is not the most suitable use of the lands given its size and location along a transportation corridor; and

- Reuse of the site for 16 residential units will not meet the demand for alternative transitional housing in the community.

Attachment A contains the applicant's application letter.

Property History and Compliance Case
In 1959, the Federal Department of Transport expropriated the subject lands to develop a remote receiver site. The building on the subject site was originally constructed for a federal telecommunications facility. The C-5 zoning was applied to the subject property as well as four other properties in the plan area to reflect its existing use at the time bylaw was approved.

Staff conducted a site visit on August 30, 2019 and became aware that the building is occupied. Compliance officers confirmed that there are residents living in the building illegally and an order to comply has been issued to the property owners.

Policy and LUB Context
Development on the subject property is enabled by policies and regulations under the Regional Municipal Planning Strategy (RMPS), Regional Subdivision Bylaw (RSBL), Planning District 5 (Chebucto Peninsula) Municipal Planning Strategy (MPS), and Planning District 5 Land Use Bylaw (LUB).

Regional Plan Context
The subject property is located within the Rural Commuter Regional Plan Designation and is not within a Rural Growth Centre. The Rural Commuter Designation and Growth Centre policies manage growth by focusing higher densities within the centres and controlling development outside the centres. In addition, the RMPS policies intend to maintain rural character and mitigate concerns relative to increased sprawl, impacts on groundwater and soils for on-site services, increasing infrastructure costs and a loss of open space. Current policies provide as-of-right options to subdivide the subject site under the RSBL given the size of the property and its frontage along Ketch Harbour Road. Larger scale residential subdivisions are enabled on the subject property through the Conservation Design policies, which require clustering development and maintaining most of the property as open space in order to maximize the amount of naturalized land and retain the desired rural character of development.

Community Plan Context
When the MPS and LUB were adopted in 1995, the subject property was zoned P-5 (Special Facility) to reflect the existing use of the building as a telecommunications facility. The P-5 Zone permits research and telecommunications facilities, existing dwellings, conservation uses and limited institutional uses. While the P-5 Zone is enabled through the Conservation Designation of the MPS, the subject property is designated Rural A, which intends to continue to support residential development and enable consideration of general business uses.

Although there is policy support to consider the reuse of the former telecommunications facility and subdivision for residential uses, amendments to the RMPS and MPS are required to enable the density and unit mix proposed by the applicant.

DISCUSSION

The RMPS and MPS are strategic policy documents that set out the goals, objectives and direction for long term growth and development in the Municipality. While the RMPS and MPS provide broad direction, Regional Council may consider RMPS and MPS amendments to enable proposed development that is inconsistent with its policies. Amendments to the RMPS and MPS are significant undertakings and Council is under no obligation to consider such requests. Amendments should only be considered within the broader planning context and when there is reason to believe that there has been a change to the circumstances since the RMPS and MPS were adopted, or last reviewed. Staff provide advice on these matters based on

its best professional opinion and Council has full discretion to determining the outcome of any application for amendments.

Review
Staff have reviewed the submitted rationale in the context of site circumstances and surrounding land uses. and advise that the proposed density contradicts the Regional Plan. The plan was last updated in 2014 and another review of the Regional Plan is forthcoming. However, based on the recommendations of recent priorities plans endorsed by Council (i.e. the Integrated Mobility Plan and Green Network Plan), the Regional Plan review is unlikely to recommend increasing development opportunities for higher residential densities outside the Rural Growth Centres. While it is acknowledged that the existing zoning is not reflective of the use currently contained on the property, the designation applied to the site by the Municipal Planning Strategy is consistent with extensive portions of the surrounding community.

It is staff's opinion that there have been no material changes since adoption of the RMPS and MPS that would warrant amendments to the existing policies to enable the scale and intensity of the proposed development. Staff support consideration of the development of the site and the adaptive reuse of the former telecommunications facility through the existing enabling policies.

Enabled Development Options
In other cases where Council has initiated site-specific plan amendments for the adaptive reuse of existing buildings, there were very few policy and regulatory options available to consider the appropriate reuse of the buildings. However, while no policy or regulations exist to allow the residential density and subdivision proposed by the applicant, existing RMPS and MPS policies do provide for redevelopment of the site and reuse of the building in a less intense form. Existing policy options are as follows:

<u>Reuse of the Existing Building</u>
Policy RA-4 of the MPS allows for consideration of commercial uses to a maximum of 5,000 square feet through an amendment to the LUB and rezoning to the C-2 (General Business) Zone. The C-2 Zone permits conversion of existing commercial structures to a multi-unit residential dwelling of up to 4 units. Therefore, the proposed conversion of the former telecommunications facility to a mixed-use building with 4 residential units and 1,500 square feet of general commercial space may be considered under Policy RA-4. No RMPS or MPS amendment is required to allow this component of the current application.

<u>Residential Subdivision</u>
Policy RA-2 of the MPS establishes the R-6 (Rural Residential) Zone. Therefore, low density residential, limited commercial and home business uses may be considered at the subject property through rezoning the lands to the R-6 Zone. Two-unit dwellings or duplexes are permitted under the R-6 Zone. The subject property is large enough and has sufficient frontage for an as-of-right subdivision. Based on a preliminary review of the LUB and Regional Subdivision Bylaw (RSBL), the subject property may be eligible for up to 7 lots with a total of approximately 16 units, if a portion of the property containing the existing building were rezoned to C-2 and the remainder rezoned to R-6. The lot yield and maximum number of residential units can be confirmed upon a detailed review of a subdivision plan and a planning application to rezone the lands.

<u>Conservation Design Development</u>
The Regional Plan enables consideration of a Conservation Design Development on the lands pursuant to policies S-15, S-16 and S-17. As the property is located outside a Rural Growth Centre, a maximum density of 1 unit per hectare of net developable area may be considered for a Low Density Classic or Hybrid Conservation Design Development. The proposed residential development is at a density of approximately 6.5 units per hectare of gross area, which is significantly more than what the RMPS supports.

Appropriate Density and Housing Form
Infill development along Ketch Harbour Road and adjacent to the subject site has occurred within the last 15 years with single unit dwellings constructed on many of the lots. Staff advise that the proposed density of 6.5 units per hectare and housing mix with townhouses is not consistent with the rural village character

of the existing low-density rural neighbourhood. The proposed density, housing type, and number of dwellings on the property introduces a suburban form of development to the community. Staff also advise that the scope of the proposed development exceeds what is provided for in the RMPS and local MPS for rural unserviced areas and areas outside the Rural Growth Centres.

It is acknowledged there is a need for alternative housing forms in the community. However, staff advise that the density (up to 16 units) and housing forms (4-unit apartment, single unit and two-unit dwellings) enabled under existing policies are more consistent with surrounding development patterns. Multiple unit dwellings are not generally supported within the plan area, except for the internal conversion of existing commercial buildings to a limited number of units. Townhouses are also not supported because, when the plan was adopted, residents expressed preference for single unit and two-unit housing forms to maintain the rural village character of the community.

Staff acknowledge the developer's good faith intent to design and market the residential development to retirees and the 55+ age group. However, HRM does not have the authority to limit potential owners and tenants by age group or employment status. Accordingly, the staff assessment of this application is based on its potential occupancy as open-market housing without limitation by age or employment status.

Protection of Open Space
Conservation Design policies enable larger scale residential development but limit density to protect open space and environmental features. The proposed concept plan shows infill development along Ketch Harbour Road and development behind the existing building that occupies the majority of the subject lands. While the applicant has noted in their application that they are exploring different layouts and mixes of residential units, staff advise that any unit mix at the proposed density, including the concept shown in Attachment A, would not adequately preserve open space on the lands.

Conclusion
Staff have reviewed the submitted rationale and proposed amendments in the context of current planning policy and site circumstances. It is recommended that Council refuse to initiate the request for the following reasons:

- The proposed density and unit mix are in contravention of the Regional Plan and Planning District 5 MPS direction for rural un-serviced areas;
- Policies already exist that enable consideration of the appropriate adaptive reuse of the former telecommunications facility and a residential subdivision along Ketch Harbour Road;
- The subject property is located outside a Rural Growth Centre, where higher residential densities are not encouraged;
- The proposal does not enable adequate protection of open space;
- The proposed density and unit mix would introduce a suburban housing form and deter from the rural character of the existing low-density rural community; and,
- The site is also eligible for a Conservation Design Development which would better protect open space and environmental features on the property.

Amendments to the RMPS and MPS should only be considered within the broader planning context and when there has been a change to the circumstances since the plans were adopted or last reviewed. When Council adopted the Regional Plan in 2006 and its review in 2014, planning policies established where and how growth should occur in the municipality in the interest of public safety, environmental protection and minimising infrastructure costs. The request contradicts the RMPS as a density greater than what the policy permits is being proposed. Furthermore, the intent of the Rural A Designation is to enable the reuse of existing commercial buildings while maintaining the low-density village character of the area. Staff advise that there has not been a change that merits the proposed RMPS and MPS amendments and the intent to strategically direct growth inside Rural Growth Centres should be maintained.

COMMUNITY ENGAGEMENT

Should Regional Council choose to initiate the MPS amendment process, the HRM Charter requires that Regional Council approve a public participation program. In February of 1997, Regional Council approved a public participation policy which outlines the process to be undertaken for proposed MPS amendments which are considered to be local in nature. This requires a public meeting to be held, at a minimum, and any other measures deemed necessary to obtain public opinion.

No engagement is being proposed, as staff are not recommending initiation of the proposed plan amendment. If Council chooses to initiate amendments, staff would recommend that Council follow the 1997 PP policy adopted by Council.

Amendments to the RMPS and Planning District 5 (Chebucto Peninsula) MPS will potentially impact the following stakeholders: developer and surrounding land owners.

FINANCIAL IMPLICATIONS

Should Regional Council deny the request to amend the Regional Planning Strategy and the Municipal Planning Strategy for Planning District 5 (Chebucto Peninsula), as per the recommendation, there will be no cost to HRM. Should council choose to proceed with the amendments, the costs associated with processing this planning application can be accommodated within the approved 2019-2020 operating budget for C310 Urban and Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application involves proposed MPS amendments. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed amendments are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

Existing policies intend to protect open space and mitigate impacts to environmental features. The proposed density is beyond what our policy allows as the policies aim to maintain most of the property as open space and maintain the rural village character of the community.

ALTERNATIVES

1. Regional Council may choose to direct the Chief Administrative Officer to initiate the RMP and MPS amendment process and follow the public participation program for municipal planning strategy amendments as approved by Regional Council on February 27, 1997. A decision of Council to initiate a process to consider amending the Regional Municipal Planning Strategy and Planning District 5 (Chebucto Peninsula) Municipal Planning Strategy is not appealable to the NS Utility and Review Board as per Section 262 of the *HRM Charter*.

2. Regional Council may choose to initiate the consideration of potential policy that would differ from those outlined in this report. This may require a supplementary report from staff.

ATTACHMENTS

Map 1: Generalized Future Land Use
Map 2: Zoning

Attachment A: Application Letter
Attachment B: Preliminary Concept Plan

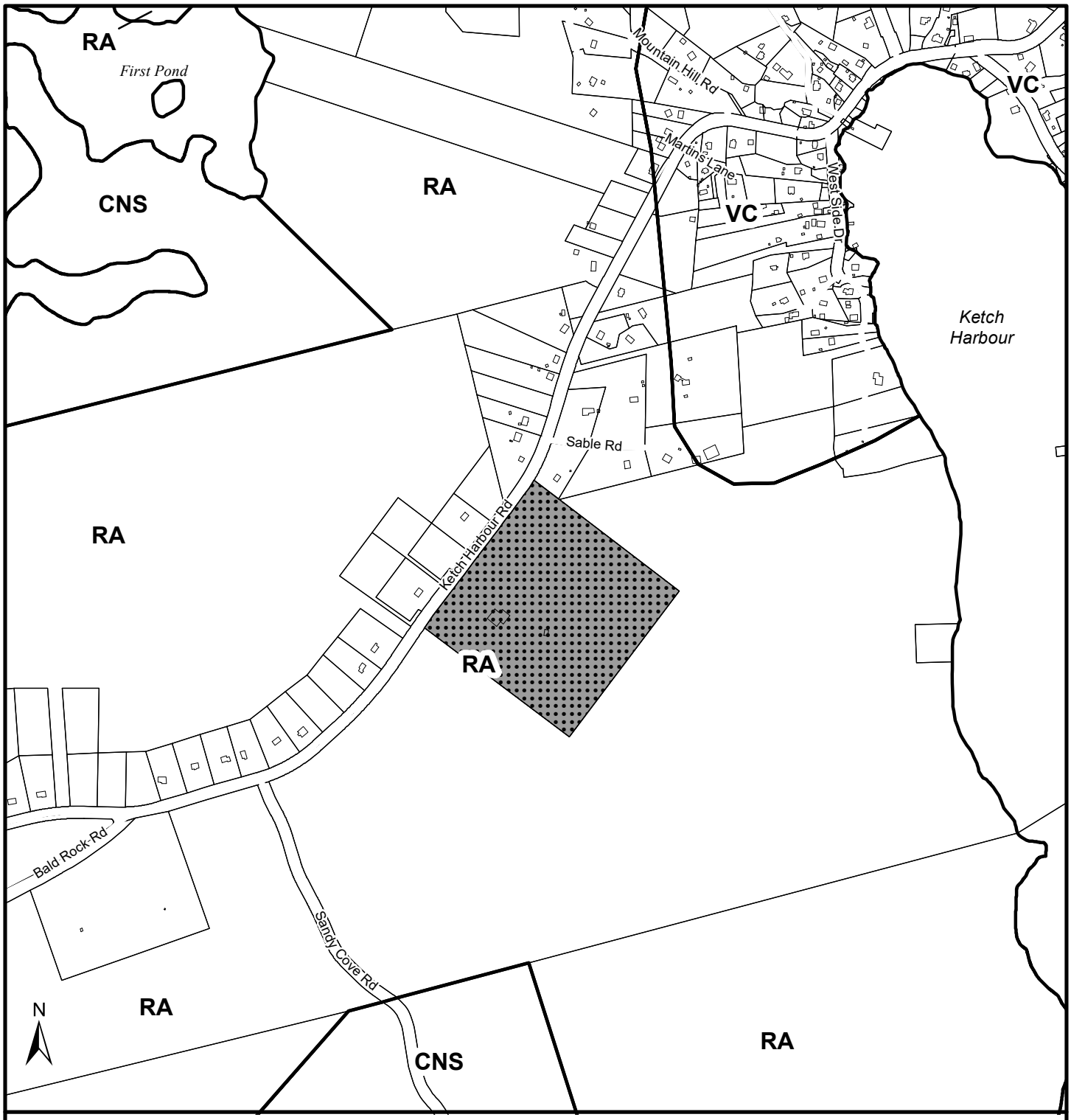
A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Stephanie Salloum, Planner III, Rural Policy and Applications, 902.490.4223

Report Approved by: Steve Higgins, Manager of Current Planning, 902.490.4382

Financial Approval by: Jane Fraser, Director of Finance, Asset Management & ICT, 902.490.6308

Report Approved by: Kelly Denty, Director of Planning and Development, 902.490.4800



Map 1 - Generalized Future Land Use

1246 Ketch Harbour Rd,
Ketch Harbour

HALIFAX

0 100 200 300 m

Subject Property

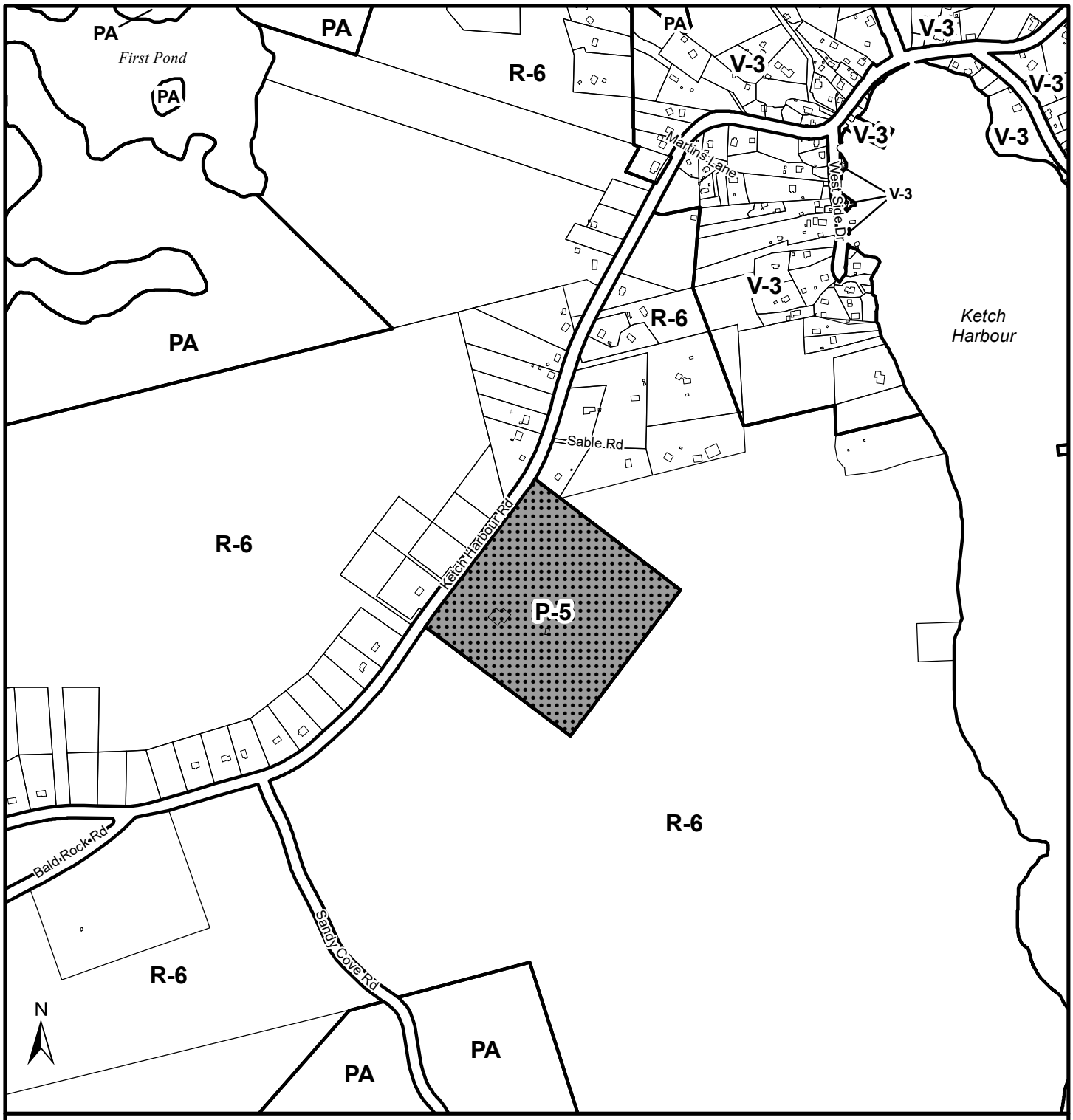
Designation

VC Village Centre
RA Rural A
CNS Conservation

Planning District 5
(Chebucto Peninsula) Plan Area

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.



Map 2 - Zoning and Location

1246 Ketch Harbour Rd,
Ketch Harbour

HALIFAX

0 100 200 300 m

Subject Property

Zone

R-6	Rural Residential
V-3	Ketch Harbour Village Centre
P-5	Conservation
PA	Protected Area

Planning District 5
(Chebucto Peninsula) Plan Area

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.



Attachment A

Forever Green Estates Inc.
A Transitional 55+ Residential Community
Ketch Harbour, HRM

MPS Amendment Application to HRM

Tim Garrison & Patrick Henneberry
Developers

KWR Approvals Inc.
Applicant & Planning Application Manager

August 18, 2019

DELIVERED VIA EMAIL:

Ms. Stephanie Salloum
Planner III | Rural Policy & Applications
Current Planning I Planning & Development
Halifax Regional Municipality
PO Box 1749
Halifax, NS B3J 3A5

Dear Stephanie:

Re: CASE NO. 22212 - Review of Site Specific Planning Amendment (SSPA) to MPS & LUB for 22.96 acre property at 1246 Ketch Harbour, HRM (PID No. 00391169) for re-development of 55+ Transitional Living Community known as '***Forever Green Estates' – Planning Rationale Letter.***

To follow up recent discussions please find further information for the re-development project known as **Forever Green Estates** and specifically the Planning Rationale behind the SSPA.

KWR Approvals Inc. (KWRA), as you are aware, has been retained by our clients Timothy (Tim) Garrison and Patrick (Pat) Henneberry to review development options and approaches to achieve a higher/better use for this 22.96 acre property with an existing 9,000 sq. foot building on-site (former telecommunication centre).

Thank you for your March 26, 2019 letter and recent correspondence outlining additional information required regarding this SSPA application and responding to KWRA's February 1st, 2019 formal submission. Our February 1st, 2019 SSPA submission was the outcome of the original September 6, 2017 Letter of Planning Opinion (LOP). Our clients and their Professional Development Team (PDT) have been working on the re-development of this property for approximately two years.

As indicated in the original February 1st, 2019 SSPA submission our client and Professional Development Team (PDT) has completed various technical studies for a 60 units residential redevelopment of this land parcel including traffic, groundwater assessment and on-site servicing. The analysis proved positive and therefore whether traffic, on-site servicing and groundwater, we now are confident the land can support **Forever Green.** Given the size of the property at 1,000,138 square feet and significant road frontage with no stop sighting concerns, these findings are not surprising.

We appreciate the intent and spirit around the Regional Plan and its goals/objectives as they relate to residential development in un-serviced areas. The overall regulatory and policy framework of the Regional Plan and their local accompanying MPS make sense in regards to residential development in underserviced areas often characterized as rural. To amend the Regional Plan and the local MPS for that matter we respect must be done with caution, for good reasons and with sound planning principles. The overriding principles behind the 'Forever Green' submission is our clients Tim Garrison/Pat Henneberry own a very large property at 22.96 acres that was zoned many years ago Special Facility (P-5) zone to reflect the Federal Government's use of the site and the 9,000 square foot building on it for telecommunications.

The Federal Government is no longer is utilizing the property nor the 9,000 square foot building on-site.

Our clients who grew up and have deep roots very close to Ketch Harbour strongly believe there is a current and growing demand for transitional 55+ residential development in Ketch Harbour and surrounding community. ***'Forever Green Estates'*** will meet an existing and growing need in the community for other forms of non-single-family residential development such as duplexes, semi-detached, bungalows and townhouses. KWR Approvals Inc. currently has planning applications for similar type transitional 55+ residential developments in other rural to semi-rural communities of HRM such as Hammonds Plains, Lake Fletcher (Fall River) and a pending one for Soldier Lake of Perrin Drive (Fall River).

In many instances the MPS for these communities were created in the 1990's when the predominant housing stock was single family homes to accommodate families/parents growing up in the community in their 30's and 40's. Fast forward 25+/- years from the 1980's/1990's and many of these families and households in Ketch Harbour and similar communities, no longer have children living in the household, the parents are near retirement, in retirement or wishing to downsize from a residence that was designed for family of 3-5. The downsizing to a more modest home as people become older is not a new trend, but Nova Scotia/HRM with one of the oldest populations in Canada/North America is seeing this accelerated. The apartment boom in the Larry Uteck/Clayton Park West area although catering to many demographics has a strong market for retirees and 55+ age group who have sold their home and wish to rent an apartment versus buy another residence and be closer to the city. There are however other retirees and 55+ that grew up in the Hammonds Plains, Fall River, Lake Fletcher, Ketch Harbour/Sambro communities who want to move back to their childhood home or downsize from an existing larger house now that they are empty nesters. Forever Green would be rental units.

Currently in the Chebucto Head, Sambro and Ketch Harbour area there is no development such as Forever Green that provides this type of housing opportunity whether smaller bungalows, townhouses or duplex for 55+ transitional living residents. In reviewing Table 4 (page 10) of the Municipal Planning Strategy (MPS) for Planning District 5 (Chebucto Peninsula), 85% of the housing stock is traditional single unit and 5.2% is two or multiple unit. This trend has continued over the past quarter century with no developments or housing stock to accommodate the transitional 55+ residential market.

The Municipal Planning Strategy (MPS) for Planning District 5 (Chebucto Peninsula) as a core document incorporated in February 1995 nearly a quarter of a century ago (24.5 years), could not have envisioned this current housing need for the community, changing demographics/housing requirements of residents or that such a large existing property with a 9,000 sq. ft telecommunication use would cease to exist. The Chebucto Peninsula MPS for a rural community would not in 1995 have created provisions for an adaptive reuse of this 9,000 square foot telecommunication building within the subject 22.96 acre property if it ceased to operate.

It is fair to say that often change is more rapid in more dense urban areas of cities or a 9,000 square foot building in the urban core ceasing operational would not stand out the same as a rural or semi-rural property. This 9,000 square foot building and 22.96 acre property is one of the largest buildings in the community and an adaptive re-use to find the highest/best use for this former telecommunication facility for this P5 (Special Facility) zone property makes sense. Adaptive re-use of such properties and buildings is the nature of neighbourhoods, communities, villages and towns particularly over a generational period (25-30 years). The MPS Policy RES-9A outlines the intention of Council to consider the adaptive reuse for the former Telegloble Canada satellite receiving station in Harrietsfield. The question is whether Forever Green Estates a 60 unit residential development is a reasonable and appropriate adaptive reuse in 2019 as part of the Ketch Harbour community.

The MPS page 50 highlights the intent behind the Residential & Village Centre Designations including the Rural "A" Designation that applies to Ketch Harbour. These sections of the MPS are highlighted as follows in green.

Chebucto Peninsula MPS (Land Use Intent), Page 50

The Residential Designation has been applied to the developing residential corridors along the Old Sambro Road, Ketch Harbour and Herring Cove Road, and Purcell's Cove Road, and includes lands within the communities of south Harrietsfield, Williamswood, Herring Cove, Fergusons Cove, Halibut Bay, Bear Cove, Portuguese Cove, and Sambro Head. The intention in the Residential Designation is to encourage and protect a low density residential environment in developed areas, as well as to promote such an environment in undeveloped areas included within the Designation.

The Village Centre Designation has been applied to the village centres of Harrietsfield, Sambro, Ketch Harbour and Herring Cove. The intention of the Village Centre Designation is to promote a community focus. Within the Designation, individual village centre zones have been established for each village, reflecting community differences between the distinct villages of the Plan Area. A wider range of uses is permitted within this Designation then in the surrounding Residential Designation. In Sambro, the fishing industry and traditional rights to most land uses are supported. The Herring Cove Designation focuses on the special character and heritage of the village, including its fishing tradition and architecture. In the Harrietsfield Village Centre, the development of a community and commercial service centre is supported. In Ketch Harbour, community and local commercial uses are supported.

The Rural "A" Designation has been applied to the outlying areas of Ketch Harbour, Long Cove and Sambro Creek, as well as in the area of Duncans Cove. While residential development is the primary form of land use, the Rural "A" Designation provides support for home occupations, small-scale resource uses and recreation uses. In addition, there are provisions within the designation to accommodate general business uses.

The site itself is unique to the community when considering a combination of its size, significant direct road frontage on the main highway in the community (Highway No. 349/Ketch Harbour Road) and a large 9,000 sq. foot building that is no longer being used. Appreciating the 1995 Chebucto MPS and the 2006 Regional Plan, there are however circumstances and potential developments which as a result of circumstances, community desire and or need warrant consideration of amendments and other discretionary planning applications.

There are similarities between Forever Green (PID No. 0039166 at 1246 Ketch Harbour Road) and 90 Club Road. Both are zoned P-5, fall within the same Regional Plan designation and local MPS and have a large existing building on site that was used for another use. The MPS does not provide an enabling policy to adaptively reuse a former special facility building.

One main difference is with the larger 9,000 square foot existing building on 1246 Ketch Harbour Road there is simply not the market demand for the entire building to be utilized completely for commercial, office or institutional. The 1995 Chebucto MPS would not have 24 years ago envision that the former land use would have ceased and that a 22.96 acre property with a 9,000 square foot redundant building would become available for consideration for other uses. After two decades they sort of issues arise in most communities and MPS are not static documents that need to evolve with no only changing circumstances on land within the communities but societal, demographic and socio-economic shifts in the community and market place.

After over two years of reviewing the re-development of this property, we have come to the conclusion that an adaptive reuse of the 9,000 square foot of the former telecommunication building and 22.96 acres of land for 15+/- units is simply not the highest and best use of such a large developable parcel on the main transportation route in Ketch Harbour. Most importantly it would not provide the critical scale necessary to meet a growing demand in the community for alternative, affordable transitional living accommodations for residents search for non-single family ownership options as they retire and/or wish to downsize.

A 60 unit residential development on 22.96 acres is only 2.6 units per acre and detailed investigation by our engineering team ABLE Engineering clearly highlights on-site septic approaches can handle this density.

- 9,000 sq. ft. building. Our clients in their market research believe there is a demand for a small satellite pharmaceutical/drugstore/medical clinic in the area in 1,000 – 1,500 sq. ft. There is also a serious lack of rental options in the community and this building renovated would be ideal for accommodating seven (7+) apartment units. It is an intelligent adaptive reuse of a former telecommunications building and meets community needs. Unlike 90 Club Road there is simply not the demand for extensive commercial uses in this community/location that are not already being met.

- Acknowledging Policy S-17(e) allows a maximum of 20 dwellings units on a private driveway and the current maximum density would be nine units, we would like to discuss this further in regards to layout, a public street, a public street extension to the 9,000 sq. ft. building and or condominium option.

The SSPA application in creating a 60-unit residential development focused on transitional living for those 55+ meets a current and growing need in the Ketch Harbour and surrounding community for non-single family home housing stock such as bungalows, semi-detached, duplexes, apartment units and town homes. ***'Forever Green Estates'*** proposes to offer this diverse mixture of housing types within its property.

In preparing this Planning Rationale, significant focus was given to the 2014 HALIFAX Regional Municipal Planning Strategy and the 1995 Chebucto MPS/LUB.

THE PARTICULARS OF THE AMENDMENT BEING REQUESTED

Attached is the full SSPA submission and application for application ***'Forever Green Estates'*** along with various technical studies.

Forever Green Estates (Forever Green) is the name of the proposed mixed-use development of bungalows, townhouses and semis designed as rentals for retirees and 55+ wishing to transition into more modest smaller sized housing alternatives within an overall neighbourhood and community. As highlighted in Appendix C, ABLE Engineering Services Inc. has provided a couple of initial subdivision design approaches with two and three cul-de-sacs. The property owners' preference is to create a two-cul-de-sac transitional living community for residents to interact not only in the neighbourhood, but also the overall community by being in close proximity to the Ketch Harbour Village Centre. Some particulars are as follows:

- ✓ 60 maintenance-free residential living units housed in approximately 31 units. The initial design includes the following, but clients are open to different approaches in consultation with HRM:
    - 4 (two-unit) duplexes with direct access onto Ketch Harbour Road,
    - 1 (two-unit) duplex with access internally on entrance to the P-Loop,
    - 8 (two-unit) duplexes on P-Loop,
    - 4 (three-unit townhouses) on P-Loop,
    - 2 (four-unit townhouses) on P-Loop,
    - 10 bungalows on the P-Loop,
    - 4 (1,500 square foot apartments) in the existing 9,000sq. ft. building,
    - 1,500 square feet of office/commercial space in the existing 9,000 sq. ft. building.

- ✓ The existing 9,000 sq. ft. building on site would be converted to have a 1,200 – 1,500 sq. ft. community common room for birthdays, anniversaries, crafts, etc. for residents of Forever Green and residents of Ketch Harbour and the general community. This building was originally used for telecommunications by the Federal Government.

- ✓ The community building would also provide the opportunity for a satellite pharmacy/medical clinic, offices, retail seafood outlet and other businesses currently not found in the community or Village Centre.

- ✓ 60 bungalows, semis, townhouses at one to two stories would be similar in look, height and scale to the existing residential housing stock in the community to ensure a rural community feel.

- ✓ The density of 60 residential units on 22.96 acres of land ranges from 2.6 units per acre, which is a very modest density.

HOW THE REQUESTED AMENDMENT ALIGNS WITH THE REGIONAL MUNICIPAL PLANNING STRATEGY

The HRM Regional Municipal Planning Strategy (Regional Plan) designates Ketch Harbour area as a Rural Commuter Centre.

- Section 1.3 Objectives Settlement and Housing (page 11) of the Regional MPS sections 4 (a) to (f) outlines six goals for the designing of communities. This includes attractive healthy places to live, protect neighbourhood stability & revitalization, preserve environmental/cultural features and (f) provide housing opportunities for a range of social and economic needs and promote aging in place. ***Forever Green Estates*** would meet a current and growing societal/community need in the Ketch Harbour and surrounding communities by providing diverse, accessible and supporting affordable housing options (Clause 7.) to empty nesters, retirees and for the most part older members of the community who no longer wish to live and take care of larger single family dwellings which is the overwhelming housing stock in this area. With 90%+ of the housing stock in Ketch Harbour and nearby communities single family housing, there is a **significant shortage** of alternative housing options that ***Forever Green Estates*** can address while respecting and maintaining the integrity of the rural community (Clause 4.) The development's only proposed four apartment units which is also a community need would be located within the well-known and established 9,000 square foot building on-site. The remaining residential units are in one or two storey high buildings comprised of duplexes, townhouses and bungalows. The rural style, modest size and design of these non-single family homes **would be in keeping with the rural character or Ketch Harbour**. Taller and larger executive style townhouses and duplexes found in other more urban communities were purposely not envisioned for ***Forever Green Estates.*** A modest 2.6 units per acre by any standard is considered low density and considering the property is 22.96 acres 60 dwelling units is modest.

- The Regional Plan outlines in Section 1.4.3. development trends relating to of having dispersed settlement pattern in many areas, leading to higher infrastructure and delivery costs to these areas. We respect the reasons for the Regional Plan in essence trying to manage and mitigate 'urban sprawl' and the costs that come with it. In the case of ***Forever Green Estates*** there is no municipal sewer/water infrastructure costs associated with the development and its accesses the main transportation corridor known as Highway No. 349. Sixty (60) dwellings with residences accessing this major transportation link does not in any way cause capacity issues and it is a prudent use of infrastructure.

- As outlined in Chapter 2 of the Regional Plan: Environment, Energy and Climate Change, this project does not negatively wetlands, floodplains, riparian buffers, coastal inundation as ***Forever Green Estates*** is not located within any of these features.

- The subject property is a very unique property in the Ketch Harbour community is that it is the former home of an institutional use and 9,000 square foot building. It has over decades within the community both during its operation and when the use ceased never been perceived as simply a large open space site. ***Forever Green Estates*** in our opinion would not harm or negatively impact the rural character of the community as outlined in Section 3.2.3.1 Rural Commuter Designation and specifically Policy S-5. There are circumstances that arise in rural communities that the Regional Plan and local MPS could not have envisioned at the time of their creation, approval and implementation. In some instances a manufacturing plant or business closes, or in this case a unique property with a 9,000 square foot building ceases to exist. This combined with the need for alternative housing other than single family homes is the convergence of several factors that ***Forever Green Estates*** arose from.

- Appreciating this specific property is located outside the Rural Local Centre it once again is a unique property in a unique circumstance. The proposed development is consistent with the Management of Residential Development standards/approaches with Rural Designations as per Section 3.4 of the Regional Plan.

A DETAILED ANALYSIS OF THE CHANGES IN CIRCUMSTANCES DEMONSTRATING WHY THE EXISTING SECONDARY MUNICIPAL PLANNING STRATEGY POLICY NO LONGER APPROPRIATE, SUCH AS SOCIETAL CHANGES, CHANGING DEVELOPMENT PATTERNS AND BROADER REGION; AND

The Chebucto Peninsula (Planning District 5) Municipal Planning Strategy first and foremost is to maintain the rural village atmosphere and rural character of the area. ***Forever Green Estates*** architectural design, height, materials used and layout was purposeful in ensuring a rural village 'feel' and atmosphere.

These are examples of market, demographic and growing community changes regarding the need for alternative housing in the community other than single family homes.

As CMHC, CBRE and Re/MAX annual housing reports indicate, this RLSPS planned area, similar to many bedroom communities in HRM, is getting older and as children move out, parents wishing to downsize but remain in the community are looking for alternative smaller alternative housing to purchase or rent. With over 90% of the housing type in the area single family dwellings, there is a lack of alternative housing stock such as townhouses to meet the evolving needs or residents in the community. Whether empty nesters, young professional couples with fewer children or former residents wishing to retire back in this community they grew up in, townhouse development such as ***Forever Green Estates*** offers an attractive, smaller and simpler form of housing type to meet their evolving and changing needs.

It is well documented Ketch Harbour and surrounding communities have one of the highest percentage of single family to other residential housing types in the HRM Municipality. As the demographics in the community change, people get older they begin to wish to often downsize and look to other housing types such as townhouses, duplexes, semi-detached and bungalows. This application in design, use, scale and density worked within the established policy framework of MPS and the architectural style/massing/siting/façade design was all in keeping with a rural village theme.

ASSESSMENT OF THE IMPACT OF THE REQUESTED AMENDMENT ON THE LOCAL COMMUNITY AND BROADER REGION; AND

It is clear from the Regional Plan and the Chebucto Peninsula (Planning District 5) Municipal Planning Strategy that the overall goal is to create rural style development that enhances the rural atmosphere. ***Forever Green Estates*** does this as a high quality, well designed rural themed townhouse development. The proposed development was designed to respect the architectural and other siting policies of the MPS.

We see ***Forever Green Estates*** having no negative impact on the local community and broader region. All on-site servicing, transportation, groundwater studies had positive conclusions.

THE URGENCY OF THE REQUEST AND WHY ITS CONSIDERATION CANNOT WAIT THE NEXT HRM INTIATED COMPREHENSIVE PLANNING REVIEW FOR THE AREA.

We respect the Chebucto Peninsula (Planning District 5) Municipal Planning Strategy and the Regional Plans' objectives regarding this community. In some cases the application for an SSPA is a complete departure from the spirit of the policy intent or it exposes a legitimate issue deserving of being vetted by HRM and the Community. We simply contend that this unique property with an existing 9,000 square foot building is ideal for an adaptive re-use to meet the social-economic/housing changes that have occurred since the MPS was first implemented in 1994 or 25 years ago.

On behalf of Forever Green Estates Inc., its owners Timothy Garrison and Patrick Henneberry and other members of the Project Development Team (PDT), KWR Approvals Inc. (KWRA) is pleased to submit a Supplemental Application for a SSPA Amendment for the proposed ***Forever Green Estates***, located in community of Ketch Harbour, Chebucto Peninsula, HRM.

After long consultation with the property owners/clients Tim Garrison & Patrick Henneberry we believe the highest, best and most appropriate use for this large parcel of land is a predominately residential development with some local commercial/community space. We greatly appreciate the advice and feedback from HRM Planning & Development Staff to date.

We look forward to your response and if you have any questions, please do not hesitate to contact me. KWRA and our client thank-you in advance for your review into this matter.

Warmest Regards,

ORIGINAL SIGNED

Kevin W. Riles
President and CEO

cc: Client & PDT

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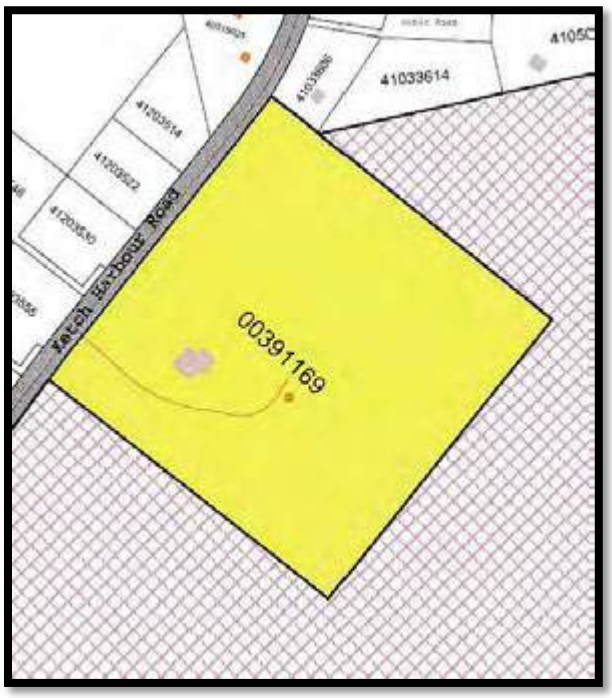
Appendices

A. Application Form – (***Forever Green Estates Inc.)***
B. LIMS Map and Parcel Historic Listing Report – **PIDs 00391169**
C. **Proposed Site Concept Options (ABLE Engineering)**
D. Traffic Impact Statement
E. Level 1 Ground Water Assessment
F. Feasibility Letter for On-site Services

1. Executive Summary

'Forever Green' is a proposed 60-unit residential development on a 22.96-acre site in the community of Ketch Harbour on the Chebucto Peninsula in HRM (Appendix C). The subject property, located at 1246 Ketch Harbour Road (PID No. 00391169), has direct access to Highway No. 349, or Ketch Harbour Road as it is most commonly known.

There is an existing 9,000 square foot building near the front entrance to the highway. Ideally, Forever Green would be a two cul-de-sac design comprised of townhouses, semis and bungalows tailored to the seniors housing market. Research carried out by the property owners/clients have highlighted this area of the Chebucto Peninsula, from Portuguese Cove to Ketch Harbour to Sambro to outlying communities, as not having sufficient housing to accommodate seniors housing for residents who have grown up, lived/worked/played in the area and want to retire in and around Ketch Harbour. Forever Green would provide mainly residents 55+ in age transitional living options who want to downsize from their existing residential dwellings, but are not yet ready for assisted living or retirement homes.



The property is heavily vegetated and the grade increases as you move to the rear portion (western) of the property. Given the large size of the property, direct access to Ketch Harbour Road, significant road frontage and an existing 9,000 square foot building on-site, this parcel is ideal for a residential development with some potential accessory local commercial uses and community space.

2. Community Background in Context with MPS and Plan Area

The property owners (Appendix B) are long-time residents of Sambro and grew up in the general community. Ketch Harbour has historically been a rural fishing and residential community on the shore of the Atlantic Ocean and approximately 17 kilometers from Halifax, with Highway No. 349 being the major transportation corridor. The estimated population is 1,902 people with 739 dwellings and additional catchment area, including communities such as Duncan's Cove, Sambro Head, Sandy Cove, Bald Rock, Portuguese Cove, Sambro, Bear Cove, Sambro Creek, East Pennant and West Pennant. Ketch Harbour has been a source of major Coast Guard transmitting and receiving facilities as well as The National Research Council of Canada Aquaculture Research Station.

It is appreciated that this Plan area and the HRM Municipal Planning Strategy (MPS for Planning District 5 – Chebucto Peninsula) that governs it has been in approved and in existence since February 1995 with some amendments over the years. The MPS indicates that the area's relative isolation has meant that any communities have been able to offer a quality of life that both long-established families and newer

residents wish to see preserved. The tranquillity, sense of history, open space and village-like atmospheres in these communities are attractive qualities for both old and new residents alike. The major land use within the developed portion of the designation consists of single-unit dwellings.
It is further acknowledged that the MPS has applied a Residential Designation to the developing residential corridors to various communities in the Plan area including Ketch Harbour. The intention of this Residential Designation is to encourage and protect a low-density residential environment in undeveloped areas included in the Designation. The Residential Destination has been applied to the majority of privately-owned lands adjacent to major collector roads such as Ketch Harbour Road and this subject property.

A Village Centre Designation has been applied to village centres in several communities in the Plan area including Ketch Harbour. The intention of these Village Centres is to promote a community focus. In Ketch Harbour, this Village Centre designation allows that community and local commercial uses are supported. The village serves as the service centre for the south-east section of the Plan Area. The Rural "A" Designation has been applied to the outlying areas of Ketch Harbour. Residential development, as noted in the MPS, is the primary focus of land use. The Rural "A" Designation provides support for home occupations, small-scale resource uses and recreation uses. Further, there are provisions within the designation to accommodate general business use.

As noted in the Residential Designation of the MPS (page 52), the Plan in areas outside of the Village Centre is seeking to maintain a low-density environment that enhances the community's character. To achieve this, any development requiring new or extended streets must proceed through the development agreement process subject to various criteria. Exceptions are appropriate for infill development utilizing existing public street frontage, or for backlots created with reduced street frontage.

The Rural "A" Designation appreciates, as noted in the MPS, that residents in these areas generally maintain stronger views with respect to the traditional use and rights to the use of land.

3. Market and Housing Need in the Community (Forever Green)

The property owners, as residents who grew up and live in Ketch Harbour, appreciate the MPS intention to maintain the character of the community. Over the past two decades since the MPS for the Ketch Harbour Community has been approved as part of the large Chebucto Peninsula Plan Area, the population in the area, similar to many rural areas of HRM, has become older with more retirees and empty nesters. More residents in Ketch Harbour, as their children have grown, gone off to school and have entered retirement age, are looking for independent and transitional seniors housing options.



This common trend in HRM is a result of residents 55+, due to age, no longer having children at home, retirement and/or health, no longer desiring or having the ability to take care and own larger single-family

homes. They will be and are looking for smaller residential units/properties with less maintenance and often rental options.

In more rural/semi-rural areas of HRM that have historically been heavily low-density residential, such as Fall River, Beaverbank and Eastern Passage, there is increasing demand for 55+ age housing. Often residents who grew up and/or resided in these communities for years are still looking for a more traditional form of single-family residences to retire or live in such as bungalows, townhouses and semis. This transitions them into housing with smaller single-family homes where they can still be independent yet not have the upkeep of a larger residence and property. In some cases, rental homes and/or bare land condominium developments are becoming increasingly popular to meet this market demand. One thing is common for many seniors or retirees in rural, semi-rural and or urban areas – they often wish to find independent and transitional housing in the community where they have spent most of their adult life or grew up in.

As one gets closer to the urban cores of HRM, downtowns of major urban centres (i.e. Halifax and Dartmouth) and/or the Peninsula land economics and a desire for a more urban life, has resulted in a boom of larger residential apartments (i.e. rentals for seniors or 55+) who are looking to significantly downsize, have no property or single-family residence maintenance but be close to amenities.

4. Project Background and Scope

Forever Green Estates Inc. (Forever Green) is the name of the proposed mixed-use development of bungalows, townhouses and semis designed as rentals for retirees and 55+ wishing to transition into more modest housing alternatives within an overall neighbourhood and community. As highlighted in Appendix C, ABLE Engineering Services Inc. has provided a couple of initial subdivision design approaches with two and three cul-de-sacs. The property owner's preference is to create a two cul-de-sac transitional living community for residents to interact not only in the neighbourhood, but also the overall community by being in close proximity to the Ketch Harbour Village Centre. Some major highlights of Forever Green are as follows:

- ✓ 60 maintenance-free residential living units housed in approximately 31 units. The initial design includes the following but clients are open to different approaches in consultation with HRM.
    - 4 (two unit) duplexes with direct access onto Ketch Harbour Road,
    - 1 (two unit) duplex with access internally on entrance to the P-Loop
    - 8 (two unit) duplexes on P-Loop
    - 4 (three unit townhouses) on P-Loop
    - 2 (four unit townhouses) on P-Loop
    - 10 bungalows on the P-Loop
    - 4 (1,500 square foot apartments) in the existing 9,000sq. ft. building.
    - 1,500 square feet of office/commercial space in the existing 9,000 sq. ft. building
- ✓ The existing 9,000 sq. ft. building on site would be converted to have a 1,200 – 1,500 sq. ft. community common room for birthdays, anniversaries, crafts, etc. for residents of Forever Green and residents of Ketch Harbour and the general community. This building was originally used for telecommunications by the Federal Government.
- ✓ The community building would also provide the opportunity for a satellite pharmacy/medical clinic, offices, retail seafood outlet and other businesses currently not found in the community or Village Centre.

- ✓ 60 bungalows, semis, townhouses at one to two stories would be similar in look, height and scale to the existing residential housing stock in the community to ensure a rural community feel.
- ✓ The density of 60 residential units on 22.96 acres of land ranges from 2.6 units per acre, which is a very modest density.
- ✓ Forever Green and its residents would bring additional commerce to the community of Ketch Harbour.
- ✓ Possibility that the 9,000 square foot building could be used as a nursing care facility for the elderly in the future.
- ✓ The property has already had Environmental Phase 1 ESA as well as soils test and no concerns.
- ✓ A TIS can be forwarded upon request.
- ✓ Building sizes are anticipated to range from 900 – 1,750.00 sq. ft.

5. Applicant and Project Development Team (PDT)

Arnaout has assembled an experienced PDT to prepare and execute the vision of the property owner. The PDT consists of:

Project Team Member	Project Responsibility	Principle Contact	Contact Information
Tim Garrison & Pat Henneberry	Developer (Property Owner)	Tim Garrison	[redacted]
KWR Approvals Inc.	Urban Planning and Management of Planning Application & Approvals	Kevin W. Riles, President & CEO **(Lead Application Contact)**	(w) 902.431.1700 (c) 902.403.7847 kevin@kwrapprovals.com P.O. Box 44153 Bedford, Nova Scotia B4A 3Z8
JRL Consulting Inc.	Traffic Impact Statement and Analysis	Jeff LeBlanc, P. Eng., Transportation and Traffic Consultant	(w) 902.405.5584 jeff.leblanc@jrlconsulting.ca 45 Thorndale Terrace Bedford, Nova Scotia B4A 0B7
ABLE Engineering Services.	Civil Engineering and Servicing	Jeffrey Pinhey MacLean, P. Eng., Project Engineer	(w) 5209 St. Margaret's Bay Road Tantallon, NS, B3Z 1E3 1.833.756.8433 gmaclean@sdmm.ca
W. G. Shaw & Associates Ltd.	Groundwater Assessment	William G. Shaw, P. Geo President	(w) 902.863.1903 wgshaw@eastlink.ca

6. Technical Studies Overview

ABLE Engineering has reviewed the property and determined that, given its size, it can accommodate a 60 unit residential development. Our past experience is, with MPS amendments and or Site Specific Planning Amendments (SSPA) that an initiation report by HRM Planning & Development be first presented to Regional Council for consideration and decision on whether to proceed. Although this is appreciated, our clients and the Professional Development Team did not want to proceed if there was a concern that traffic, onsite servicing and or groundwater could not accommodate a 60 unit residential development on the subject parcel. As outlined in the various studies contained in the appendices section of this report, there are no technical aspects to Forever Green which cannot be accommodated.

6(a) Concept Plans (Two Approaches)

Attached as Appendix C are two concept approaches as prepared by ABLE Engineering.

There are many development patterns that could be evolved and created within the 22.96 -acre property, including a two cul-de-sac design. The Cul-de-sac approach, in general, is preferred since it is a desired road approach in the market place and offers a level of privacy within the neighbourhood while still incorporating it within the community.

Diversity of housing options are key, from single-family dwellings, to bungalows, semi-detached and townhouses. The size, height and architectural design of this mix of single-family dwellings would be respectful of the rural character of the Ketch Harbour community, yet provide options for existing residents in the community and those who wish to move back and retire.

7. MPS Amendment Rationale

A site specific MPS Planning amendment can be considered and or KWRA proposes a simpler approach with a LUB Zoning text amendment similar to what was done in a recent application in Hammonds Plains.

The RMPS density limit is too arbitrary and inflexible and doesn't provide for a unique property and evolving community housing need such as Forever Green.

MPS Amendment

Better utilization of existing infrastructure and need for alternate housing forms in Ketch Harbour/Sambro/Pennant are two good reasons justifying the SPPA. Although there is clear intent in local MPS to provide for seniors housing, the base zones in the MPS only allow for single and two unit dwellings, which now 30 years later does not reflect community demographics or the need to provide for transition housing and let people age within their own community. A site specific amendment due to its uniqueness and changing circumstances can address out of date land use and housing form policies. This 22.96 acre property with significant frontage/access onto Ketch Harbour Road with a former Federal Government vacant 9,000 square foot building on-site is unlike no other in the community and offers the size, location and opportunity to address a significant transitional living housing demand.

Another approach is to work within the existing MPS regulations and avoid a SSPA application. Please consider.

Use of Existing MPS Rules

Forever Green would have a number of design and operational characteristics that makes this project seniors-oriented housing, thus allowing existing local MPS rules to enable it. The MPS enables rezonings to the P-2 Community Facility zone (which allows seniors housing) within the Rural A Designation where the property is located:

RA-5 Within the Rural "A" Designation, it shall be the intention of Council to apply the Community Facility Zone (Policy RES-7) to existing community facility uses and to consider new community facility uses by amendment to the schedules of the Land Use By-law to a Community Facility Zone, with regard to the provisions of Policy RES-7.

Community Facility Development
As residential areas and communities develop over time, the need for community facilities including schools, day care centres, fire halls and senior citizen housing increases. While being supportive of such uses, the plan recognizes that a review mechanism is required for the future location of community uses in order to ensure compatibility with adjacent land uses. Thus, community and institutional land uses are supported within the Residential Designation by amendment to the land use by-law.
RES-7 Notwithstanding Policy RES-1, Council shall establish a community facility zone in the land use by-law which permits a range of community facility uses such as public and private institutional uses, service oriented commercial uses and open space uses, provided that controls are established on parking areas. This zone shall be applied to existing community facility uses. In considering amendments to the schedules of the land use by-law to a community facility zone within the Residential Designation, Council shall have regard to the following:

(a) the compatibility of the community facility with adjacent and surrounding residential areas;
(b) the adequacy of the parking area, its separation, landscaping or buffering as related to the protection of adjacent residential properties;
(c) the effect on local traffic patterns, including ingress and egress, and impact of traffic on a residential area;
(d) the adequacy of water and sewerage services; and
(e) the provisions of Policy IM-10.

The Land Use Bylaw sets no limits in the P-2 zone on seniors housing, but presents somewhat of an obstacle in that senior citizen housing is defined as follows, although the MPS is silent on a definition:

2.63 SENIOR CITIZEN HOUSING means apartment housing designed for occupation by senior citizens and operated and maintained by a Public Housing Authority or fraternal organization.
Once the site is rezoned to P-2, the use becomes as of right. A rezoning to P-2 with an LUB text amendment that would revise the definition for seniors housing could also accomplish the task. A couple of year ago in Hammonds Plains the local councillor requested a staff report on changing the definition of seniors housing in each LUB to enable a broader scope of the use. A precedent exists in Hammonds Plains LUB where seniors housing is defined as:

2.69 SENIOR CITIZENS HOUSING means housing designed for occupation by senior citizens.

This very broad definition has enabled development of seniors housing ranging from owned by NS Housing, to residential care facilities, to semi-independent living in converted homes, to an outright large scale conventional apartment building with a few design tweaks to make it more seniors oriented. Therefore, if this definition could be used in Ketch Harbour area LUB then the proposal could receive a development permit as the P-2 zone has negligible limitations. Forever Green is intended for seniors with some accessible units, mainly single level living, community hall and maybe some recreational facilities and special design considerations such as small office for health care or personal service workers to drop by. This approach by rezoning the site to P-2 under existing local MPS policy removes the RMPS applicability. No RMPS amendment should be needed if it is seniors oriented. We feel the best route is to work within the existing local MPS rules and change the seniors definition and get a straight rezoning, or as Plan B to do a new site specific MPS policy in local MPS on basis of obsolete site and need to provide for changing community that would enable either as of right or DA process for the proposal.

8. Conclusion

The intent of the Municipal Planning Strategy to protect the rural and village style way of life of Ketch Harbour is clearly appreciated, understood and respected by our clients who grew up in the community. The 1995 Plan/MPS has done an admirable job in ensuring this rural feel has been protected and reserved.

Respectfully, with this being said, a Plan/Municipal Planning Strategy is a community plan created in a moment of time through considerable public participation, analysis by municipal staff and ultimate decision of the Council of the day. It should be respected and changes to it should be considered carefully. However, an MPS/Plan must also keep pace with changes and needs of the community it represents, reflects and serves. An MPS has to evolve with the needs, requirements and community. Ideally, in all cases, Secondary Planning exercises would come in every 5-10 years to fully review all Municipal Planning Strategies in HRM, but that is simply not logically possible and has not occurred. Amendments to the MPS over the years have occurred.

Over the past two decades since the 1995 Plan for Ketch Harbour and other areas of the Chebucto Peninsula has been in place, the demographics within the Ketch Harbour Community and Nova Scotia have changed. Residents, and the population in general, have gotten older and more people are retiring and looking for alternative housing options between the traditional single-family dwelling they grew up in and retirement homes. This market need of residents of HRM has resulted in a boom of independent living and transitional 55+ accommodations, whether large unit apartment buildings for seniors/retirees/55+ in Larry Uteck to planned townhouse/bungalow developments in Fall River, Beaverbank, Sackville and other areas. KWR Approvals Inc. currently has five transitional/independent living for 55+ projects currently being managed in HRM besides Forever Green.

The subject property has great access to the main transportation corridor (Highway No. 349) in Ketch Harbour with the main entrance in a very straight stretch of road. The property has one of the largest buildings in Ketch Harbour at 9,000 square feet, which presents an opportunity for community space and other commercial/office needs of the community not being serviced in the Village Centre. The size and perfectly square configuration of the 22.96-acre property offers the ability to place a modest 60 residential units as part of a master planned neighbourhood yet still maintain significant natural and existing vegetative cover to maintain the rural lifestyle ‘feel’’.

We believe all of these factors of this particular site, along with an identified need for 55+ housing in Ketch Harbour, warrants creating 1246 Ketch Harbour Road as an HRM opportunity site, CDD, site specific planning amendment and/or our preference is to rezone the property to P2 and change the definition of Seniors Housing. Forever Green can be developed in a manner to meet today’s and tomorrow’s needs of the community while respecting its historic roots.

Attachment B - Preliminary Concept Plan





Keyplan

LEGEND

EXISTING		PROPOSED
⊕	GATE/BUTTERFLY VALVE	⊕
⚑	STREET SIGN	⚑
O/O—●	POWER POLE/LIGHT POLE	O/O—●
■	CATCHBASIN	● / ■
☽	CULVERT	☽
158.5	ELEVATION	▭
◇—	HYDRANT	◇—
— — —	PROPERTY BOUNDARY	— — —
— - - - —	DITCH	— - - - —
—SA—□—SA—	SANITARY MANHOLE & PIPE	—SA—■—SA—
—ST—○—ST—	STORM MANHOLE & PIPE	—ST—●—ST—
—WM—WM—	WATERMAIN	—WM—WM—
—WM—WM—	WATER SERVICE	—WM—WM—
—FM—FM—	FORCEMAIN	—FM—FM—
—C—C—	UNDERGROUND CONDUIT	—C—C—
◁	CONCRETE THRUST BLOCK	◁
	CURB AND DRIVEWAY CUT	
	SIDEWALK	
	STREET LINE	
	DRAINAGE DIRECTION	
	SWALE FLOW	
346	CONTOUR LINES	346
—GAS—GAS—	GAS LINE	—GAS—GAS—
⊙	TREE	⊙
	BOTTOM OF SLOPE	
	TOP OF SLOPE	
	GUARD RAIL	
	SILT FENCE	—SF—SF—

NOTES:
1. PLAN IS IN METRIC UNITS OF METERS.

No.	Date	Revision Description	Appr'd
10			
9			
8			
7			
6			
5			
4			
3			
2			
1	15/01/21	FOR CLIENT REVIEW	

Seal

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SCALE : 1:1000

0m 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m

1246 KETCH HARBOUR ROAD

KETCH HARBOUR, NOVA SCOTIA

SITE PLAN OPTION 1

Date JANUARY 15, 2015	Drawn D.RENDELL	Project No.	150109-02
Scale 1:1000	Engineer P. KUNDZINS	Plan No.	C101

C030

July 20, 2020

Ms. Kate Greene
Manager, Regional Policy Program
Halifax Regional Municipality
P.O. Box 1749, Halifax NS

Dear Kate:

Applications in Support of Future Development, Bedford West and Sandy Lake Plan Areas

Further to our June meeting, West Bedford Holdings Limited and its associated company, Sandy Lake Holdings Limited wish to initiate three separate but inter-related planning applications, specifically:

1. Application to amend the Bedford West Secondary Planning Strategy for the purposes of a) Proceeding with a Comprehensive Development District for Sub-area 12, and b) amending Policy BW-22 to permit a density transfer and revised approach to the development of remaining lands within Sub-area 1.

2. In conjunction with Application #1, proceed with an application for development agreement to permit development of Sub-area 1 and a portion of Sub-area 12 as described below.

3. Amend the Regional Plan for the purpose of annexing a portion of lands contained within the Sandy Lake Secondary Planning Area to form Sub-area 13 of the Bedford West Secondary Planning Strategy. Alternatively, initiate secondary planning for the Sandy Lake master plan area, but restrict the entitlement process to only those lands identified as Sub-area 13. For either process, we request approval of a Comprehensive Development District for the lands in question.

WBHL has entered partnership or agency agreements with certain property owners within Sub-areas 1 and 12 (confirmation provided under separate cover). Other property owners within the Sub-area 12 – specifically, Armco, Irving, Pender family, and United Gulf, have been approached by us or others in the past, but have yet to demonstrate a strong interest in the development of their landholdings. Please refer to Figure #1 for land holdings of the various owners. For reasons that will become apparent in the course of this submission, their respective landholdings are not central to the systematic development of land and infrastructure within the sub-area as a whole. However, we do believe it is worthwhile for HRM to seek their input as the CDD process unfolds. We will also approach with the view to making them an active participant in the process.

In a similar vein, Sandy Lake Holdings Limited has been in contact with other property owners within the Sandy Lake plan area. We expect that they will become active participants as the process unfolds.

Application # 1: CDD – Sub-areas 1 and 12

Generalized Future Land Use/Municipal Services

Figure #2 illustrates the proposed Generalized Future Land Use Plan for Sub-area 1 and 12. The pattern of development follows closely our successful approach to mixed-use development at both Bedford West and Bedford South. The sub-area is divided into three neighbourhoods (A, B, C) which are intended to facilitate applications for development agreement upon request by property owners. The GFLUM is designed to rationalize land use, density, and infrastructure requirements for the sub-areas as a whole.

Proposed density for Sub-area 1 and 12 are in keeping with guiding parameters of the BWSPS. However, we are requesting that certain unused density from our landholdings elsewhere in the plan area be transferred to Sub-area 1 as detailed below.

Several years ago (2009), Regional Council directed that sanitary sewer effluent be transmitted to the Bedford Highway trunk sewer via an over-sized trunk sewer through other sub-areas of the Bedford West plan area. Considerable monies have been spent to date by HRM and West Bedford Holdings Limited to properly over-size the trunk sewer(s) to facilitate developments within Sub-area 12 and the Sandy Lake plan area.

West Bedford holdings Limited is fast approaching the completion of the Parks of West Bedford – a 1200 acre master plan community that was the central focus of Council's 2003 directive to initiate a comprehensive development plan for large portions of the Bedford West plan area. At present, we have extended municipal services to Bluewater Road in support of developments within Sub-areas 4 and 6. The next logical extension of services is to Sub-areas 1 and 12, in accordance with Policy BW-41.

Figure #3 illustrates the proposed routing of the trunk sanitary services through the two sub-areas. It was originally contemplated that portions of the sub-areas would be directed to the Mill Cove sewage treatment plant. This approach was amended in 2009 as outlined above. The revised approach is also intended to re-direct effluent from the Uplands Park sewage treatment plant to Halifax via Bedford West. We have included capacity in our overall servicing strategy to accommodate this objective.

Your will note that portions of Sub-area 12 are located below the workable elevation of the proposed gravity sewer. This requires effluent from the impacted lands to be directed to the pumping station near the Agropur dairy centre. In keeping with Council's directive, all effluent must be redirected to Halifax via Bedford West. This is of major importance relative to Application #3.

The GFLUM plan illustrates the primary transportation corridor through the two sub-areas. We are in the process of completing a comprehensive transportation management plan that will support two key design considerations. First, for reasons of environmental protection and overall performance, a primary entrance will be established on Larry Uteck Blvd. opposite Blue Mountain Drive. Our consultants are preparing functional designs to be validated in association with the Capital Cost Contribution.

A second means of access is proposed along Hammonds Plains Road. We do not anticipate this point of access to be signalized – rather a broader look at transportation needs involving Sandy Lake suggests a more comprehensive approach to traffic/transit management and infrastructure upgrades. A secondary point of access is proposed for the Thistle Grove (Peerless) subdivision on lands that have been designated as a road reserve.
It is not anticipated that the lands of Armco, Pender, Irving, or United Gulf will require construction of public streets. The parcels are simply too small and will likely be developed via independent or shared driveways. Traffic counts have been assumed for these properties in conjunction with our comprehensive traffic management plan. Density allocations are consistent with the CCC.

Density Transfer – Sub-area 1

West Bedford Holdings Limited has surplus (unused) density associated with its landholdings elsewhere in the Bedford West plan area. This is well documented with HRM staff through our collective record-keeping and payment of Capital Cost Charges. Figure #4 demonstrates the existing residual population.

Sub-area 1 was originally envisioned for low-density, 60ft wide single-family dwelling lots (Policy BW-22). This has proved unsuccessful as evidenced by the poor consumer response to the development of the Thistle Grove Subdivision. In our opinion, the proximity to the Atlantic Acres Business Park is not conducive to large single-family dwellings. This being the case, we wish to reposition the remainder of the Sub-area in a manner that better relates to surrounding land uses and the future development of Sub-area 12.

Is there precedent for density such transfers? We believe so – i.e. density transfer from Sub-area 9 to lands across Highway 102 at Bedford South and transfer of density from Bedford West landholdings to certain lands within Sub-area 10. There is also a clear example of such a transfer at Bedford South involving the development of the French high school along Larry Uteck Blvd. In this case, Halifax Water determined the true population of the school which was considerably lower than the mixed use/commercial designation. This permitted the unused density (and resulting CCC) to be assigned to other lands within the Plan area. To be clear, this is not an application to create additional density within the Plan area. Rather, the application simply seeks to deploy unused density without disruption to the CCC.

Application #2: Development Agreement – Sub-area 1 and Neighbourhood A, Sub-area 12

In conjunction with Application #1, we wish to make application for development agreement of Neighbourhood A. Figure #5 and #6 show the detailed concept plan, and the constraints of developing this area, respectively. The specifics of the proposed development form and density transfer for Neighbourhood “A” are provided in Figure #7.

Once we have received some initial stakeholder input on the proposed CDD application, we are prepared to file the following studies in support of our DA application:

- Comprehensive Stormwater Management Plan.
- Comprehensive Traffic Management Plan.
- Detailed servicing strategy for municipal water and wastewater services.
- Payment projections for Capital Cost Charges.

We have spent a considerable amount of time on these studies to date and are prepared to discuss the details with staff and community stakeholders. However, it would seem premature to submit such plans given the significant relationship between Sub-area 12 and the Sandy Lake Plan area as highlighted in Application #3.

Application #3: Annexation of a Portion of Sandy Lake Plan Area to the Bedford West Secondary Plan

During our June meeting, we highlighted the functional relationship between Sub-area 12 and the Sandy Lake Plan area. This relationship was identified in part through the Bedford West Secondary Planning Strategy as well as the 2009 CBCL Cost of Servicing Study. Of particular importance:

- As illustrated by Map BW-2 of the BWSPS, Sub-areas 1 and 12 fall within the Sandy Lake watershed. Proper planning suggests that a comprehensive approach to stormwater management be adopted to protect Sandy Lake and ensure appropriate sizing of detention/treatment facilities. Such an approach requires the rationalizing stormwater flows associated with certain lands at Sandy Lake – also resolution periodic flooding of Hammonds Plains Road at Bluewater Road.

- A second means of access for Sub-areas 1 and 12 is proposed for Hammonds Plains Road. This arterial road has seen considerable growth in traffic over the past 20 years. However, other than the outdated 2009 Cost of Servicing Study, no concrete plan has been developed in support of future upgrades to the road including flood mitigation at the intersection with Bluewater Road. In our opinion, a fresh approach to transit and transportation planning dictates that such studies include traffic inputs from Sandy Lake, including innovative ways to reduce expensive widening of Hammonds Plains Road.

- As noted in Application #2, sewage effluent from roughly one-half of Sub-area 12 flows to the sewage lift station near the Agropur dairy complex. In keeping with Council's 2009 directive, such effluent must be directed to Halifax via the trunk sewers through Bedford West. This requires that upgrades to the pumping station (possible a new facility) and new forcemains be designed to accommodate future development at Sandy Lake. From a technical perspective, such infrastructure must be located under new streets at Sandy Lake.

- It is becoming widely apparent that the Capital Cost Charge program for Bedford West is inherently linked to shared infrastructure involving Sandy Lake. This has been known for several years. Now that development is poised to take place within Sub-area 12, the time has come to rationalize the CCC as it relates to both plan areas and to do so in a manner that ensures a comprehensive and predictable approach to infrastructure investments (both public and private).

The time has come in the evolution of Bedford West to recognize and address the inherent relationships between the two Plan areas. To ignore or defer such recognition will undermine key infrastructure considerations not to mention negative impact to the Capital Cost Charges.

Our preference is to initiate secondary planning for Sandy Lake but to confine the entitlement process to those lands impacted by the development of Sub-areas 1 and 12. However, if this is not supportable by the City, we believe that a compelling argument exists to annex a portion of the Sandy Lake plan area with the Bedford West secondary Plan area. To this end, we are requesting that the Regional Plan be amended to include the lands identified in Figure #8 as Sub-area 13 of the BWSPS.

Our growth projections coupled with verifiable data regarding land consumption at Bedford West and Bedford South suggests that a portion of Sandy Lake be authorized for development at this time. Figure #9 illustrates the Generalized Future Land Use for the lands in question. Of the approximately 800 acres that make up the Sandy Lake plan area, we are requesting secondary planning or annexation of 269 acres. Figure #10 outlines the proposed land use and density for the area as well as a target density for the remainder of Sandy Lake.

Is this the thin edge of the wedge relative to future development requests involving Sandy Lake? Respectfully, in making this relatively modest request we are attempting to move forward in the spirit of the Regional Plan – specifically, Policy S-2 and the timelines established for lands designated "Urban Settlement".

It has been suggested that there are plenty of existing lots elsewhere in HRM to address market demands for the foreseeable future. We beg to differ:

- The rate of land consumption at West Bedford and Bedford South clearly demonstrates strong market demands for our mixed-use approach to development. By including a wide variety of land uses and housing alternatives, we have successfully shown our ability to address housing requirements for large segments of the purchasing, rental, seniors, and institutional markets. This momentum should not be stunted due to arbitrary observations relating to supply and demand.

- We are aware of population projections as contained in Regional Plan. We are also aware that such projections differ greatly from the growth projections/targets contained within the City's Economic Plan. Although prepared by the Greater Halifax Partnership, the Economic Plan has been adopted by Regional Council meaning the growth targets should have significant importance re: future consideration for development as outlined in Policy S-2 of the Regional Plan.

- To the best of our knowledge, this "abundance of Lots" has never been formally documented and verified by an independent source. However, two independent studies have cast serious doubt on HRM's projections – the first dating back to the Berkshire report for the Highway 102 corridor lands and secondly, our own report as prepared by Turner Drake that points to a stronger and sustained demand for residential development well beyond the time horizon of the Regional Plan.

- Finally, Policy S-2 of the Regional Plan requires consideration of HRM's fiscal ability to support future development. In 2018, West Bedford Holdings Limited commissioned an independent review of the public costs to service a master plan community (i.e. recently completed Bedford South) versus the monies generated on a yearly basis via property taxes. The report was prepared by Deloitte with guidance from HRM staff. The conclusion: mixed-use master plan communities at densities equal to or greater than 18 people per acre generate more in tax revenues than the cost to provide municipal services. We are of the view that monolithic, low-density suburban developments (including unserviced lots) are incapable of generating sufficient tax revenues to cover all related servicing costs. There is a place for such developments. However, prudent public policy should encourage and accommodate development proposals that are cost neutral for HRM ratepayers. Simply proclaiming a sufficient lot inventory is not a sustainable approach to Smart Growth.

Moving forward, we are of the view that incorporating some 269 acres of land at Sandy Lake into the Bedford West plan area is a technically prudent and financial responsible thing to do. We are not asking for planning approvals for the whole of Sandy Lake –only those lands required to adequately address functional relationships with Sub-area 1 and 12 and long range CCC matters. We further believe that this is a minor adjustment to the Regional Plan and will do little to alter its overall intent.

In summary, this application will:

- Provide a seamless and comprehensive approach to land use development in keeping with the time horizons of the Regional Plan.
- Lay the ground work for future consideration of development for the remainder of Sandy Lake at a time of Regional Council's choosing.
- Allow key infrastructure items such as municipal water and wastewater services to be properly rationalized including the means by which to pay for same via private sector investment and Capital Cost Charges.
- Provide a comprehensive approach to stormwater management including the elimination of flooding at the intersection of Hammonds Plains and Bluewater Roads.
- Ensure the best approach to long-term traffic improvements along sections of Hammonds Plains Road – something that is clearly lacking from the 2009 COS study.

Open Space Contribution

You will note on the GFLUM, an area of land adjacent to Sandy Lake referred to as "Conservation" Lands. We are aware of a growing interest by community stakeholders to see most if not all of the lands within the Sandy Lake watershed preserved as conservation lands. We have inquired of the City as to its interest in acquiring our landholdings at Sandy Lake for park and open space purposes. We have also informally advanced land trades if the Municipality is so inclined. As of this writing, we are not aware of the Municipality's desire to purchase and/or trade for our landholdings.

With the greatest respect to all stakeholders, we are not prepared to accept any diminution of the value of our sizeable landholdings in response to calls for a cessation to future development. These lands were purchased with development per the timelines of the Regional Plan and that is our primary intent.

Notwithstanding, we believe there is a balance to be struck that would provide a significant buffer zone for Sandy Lake as well as a major separation of land uses in the vicinity of the Agropur dairy operation. Assuming Council's approval of our planning and development requests for Sandy Lake, we are prepared to immediately convey to HRM approximately 84 acres of land identified on the GFLUM. These lands will form part of our overall parkland conveyance for the whole of our Sandy Lake landholdings. Given that we are not anticipating an application for development approval of the remaining lands until after the 2031 time horizon, there remains plenty of time to discuss alternative approaches to acquiring all or some of these lands for regional park purposes if that is Council's desire.

Conclusion

This threefold application is neither complex nor over-reaching relative to the Regional Plan. To the contrary, as we have demonstrated throughout this submission, there is a compelling rationale to proceed in the manner presented herein and to do so at a pace that ensures an effective recovery of the Capital Cost Charge.

Our reputation has been built on a history of developing master plan communities that are sustainable in terms of land use, infrastructure, and fiscal responsibility. By combining Sub-area 1 and 12 without regard to property boundaries results in a productive and affordable land use and infrastructure plan. Equally important, inclusion of a modest portion of Sandy Lake at this time ensures a technically prudent and financially sound approach to future infrastructure spending.

We are anxious to proceed with stakeholder discussions and staff reviews. To this end, we would appreciate acknowledgement of this application and some early indication as to staff's intended approach to public review.

Yours truly,

[redacted]

J. Michael Hanusiak / Kevin Neatt
West Bedford and Sandy Lake Holdings

FIGURE 1 - OWNERSHIP MAP

Parcel(s) #	PID	Neighbourhood	Land Owned by Others	Acres
1	00416909	A	3098637 NSL (Micco)	14.7
2	00645374	A	Micco	9.7
3	00645309	A	Micco	0.35
4	00645317	A	Micco	0.44
5	00645325	A	3098637 NSL (Micco)	0.55
6	00645358	A	Micco	0.35
7	00645341	A	D. & M. Ryder	0.76
8	40301368	A	Micco	0.83
9	00645366	A	S. Ollerhead	0.28
10	00645945	A	S. Hussain	26.3
11	00645911	A	TYH (Cresco)	17.4
12	00645960	A	TYH (Cresco)	34.8
13	41313842	A	Cresco	3.8
14	00645853	A	Islamic Community Centre	20.3
15	00645770	A	M. K. Manna	0.5
16	00645846	B	Pender	9.29
17	41326364	B	St. John's Anglican Church	4
18	41398363	B	Orthodox Church	3
19	00645226	B	Irving Oil	13.7
20	41140963	B	Armco	5.8
21	41140971	B	Armco	6
22	41140997	C	Markabi	8
23	41141003	C	Philae	7.7
24	41141011	C	Nanco	7.7
25	41141029	C	Sadek	5.8
26	40648362	C	United Gulf	5.5

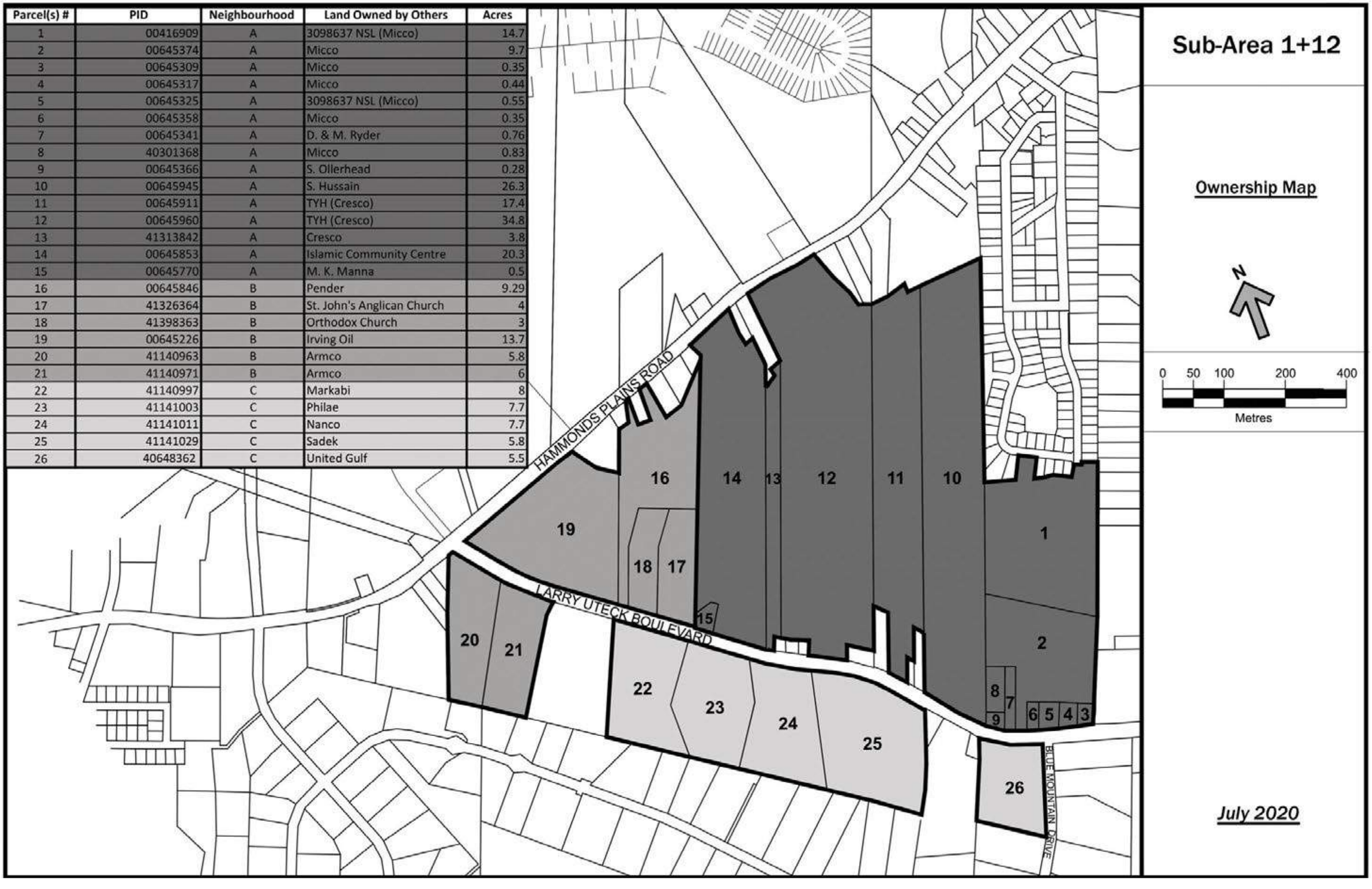


FIGURE 2 - GENERALIZED FUTURE LAND USE PLAN FOR SUB AREAS 1 AND 12

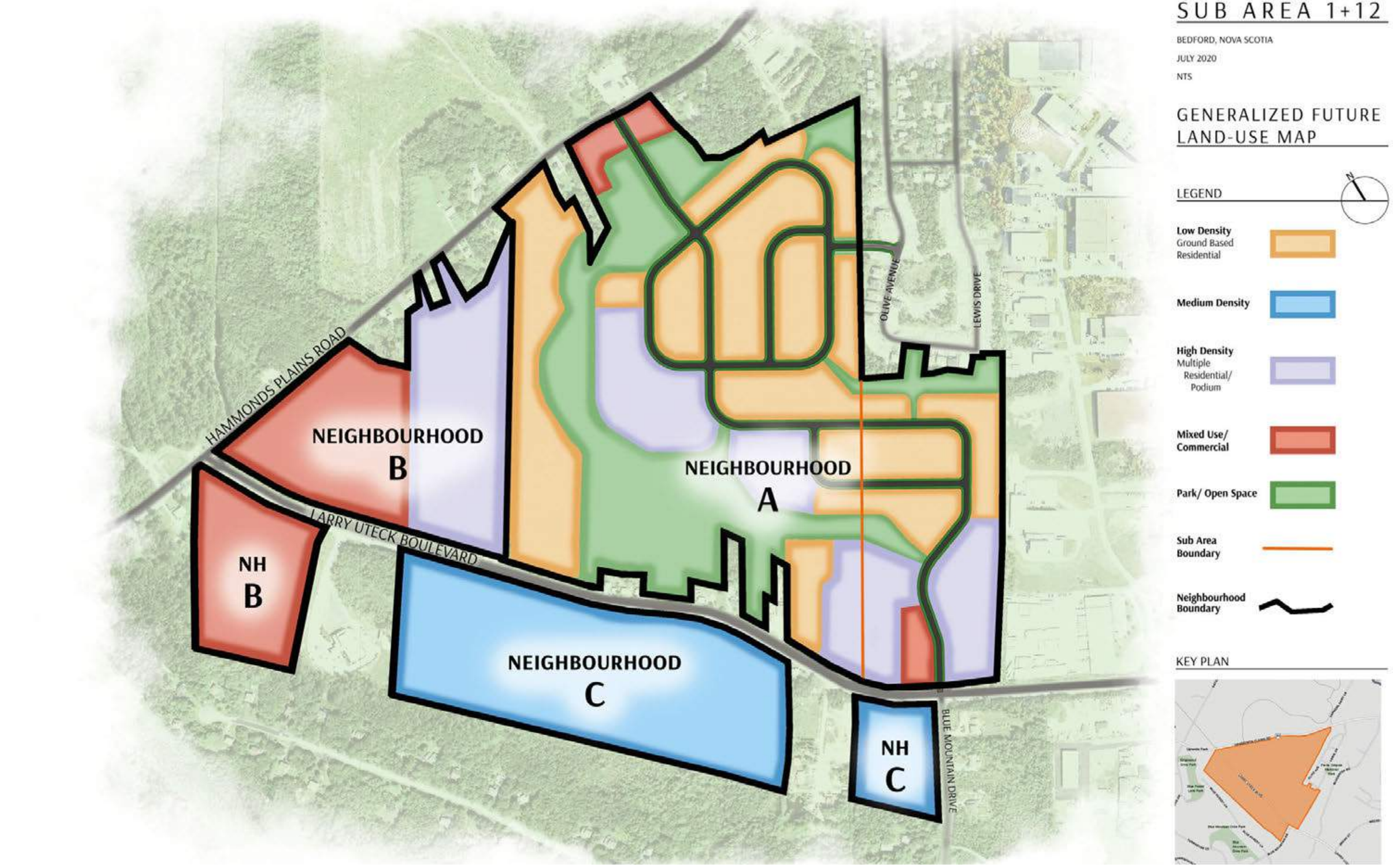


FIGURE 3 - SANITARY SERVICE ROUTING

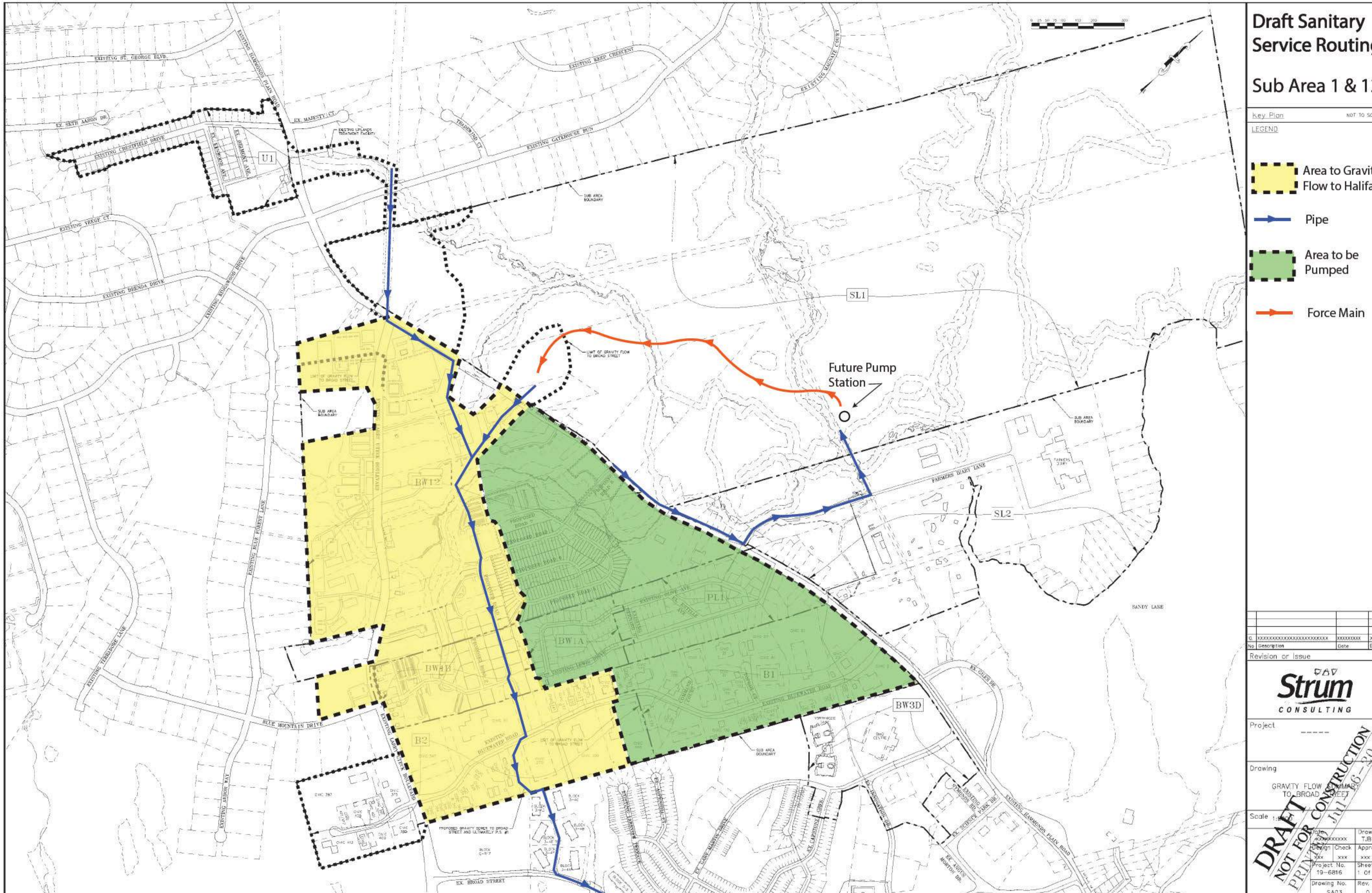


FIGURE 4 - EXISTING RESIDUAL POPULATION AND TRANSFERS

Sub-areas	DA / Waste Water CCC Population	Transfers In	Transfer Out	Adjusted Population	Utilized DA Population	Residual Population
Sub area 2	4645	508.5	0	5153.5	4471.5	682
Sub-area 3-4	5000	562.5	0	5562.5	4696	866.5
Sub-area 5	2302	202.5	0	2504.5	2070	434.5
Sub-area 6	2029.5	0	0	2029.5	1331	698.5
Sub-area 7	4341	0	-535.5	3805.5	3325.2	480.3
Sub-area 8	4601	0	-738	3863	3594.2	268.8
		1273.5	-1273.5			
					Residual Population	**3430.6**

Transfer Notes:

Sub-area 2: The transfer "in" is due to preserving Highway 113 density at 226 units x 2.25 = 508.5 people (Policy BW-23)

Sub-area 3-4: Transferred 1 unit per acre into the sub-area, 250 units x 2.25 = 562.5 people

Sub-area 5: Transferred 90 units into the sub-area, 90 units x 2.25 = 202.5 people

Sub-area 6: Utilized population includes 1131.4 people on Sobeys, and 200 people on the School Site.

Sub-area 7: Transfer Out - 125 units to SA3-4, 113 units to SA2 for Highway 113 = 238 x 2.25 = 535.5 people

Sub-area 8: Transfer Out - SA 5 = 90 Units, SA3-4 = 125 Units, SA2 113 Units = 328 x 2.25 = 738 people

Total Transfer People "IN" (1273.5) is equal to Total Transfer People "OUT" (1273.5)

FIGURE 5 - DETAILED CONCEPT PLAN FOR NEIGHBOURHOOD A

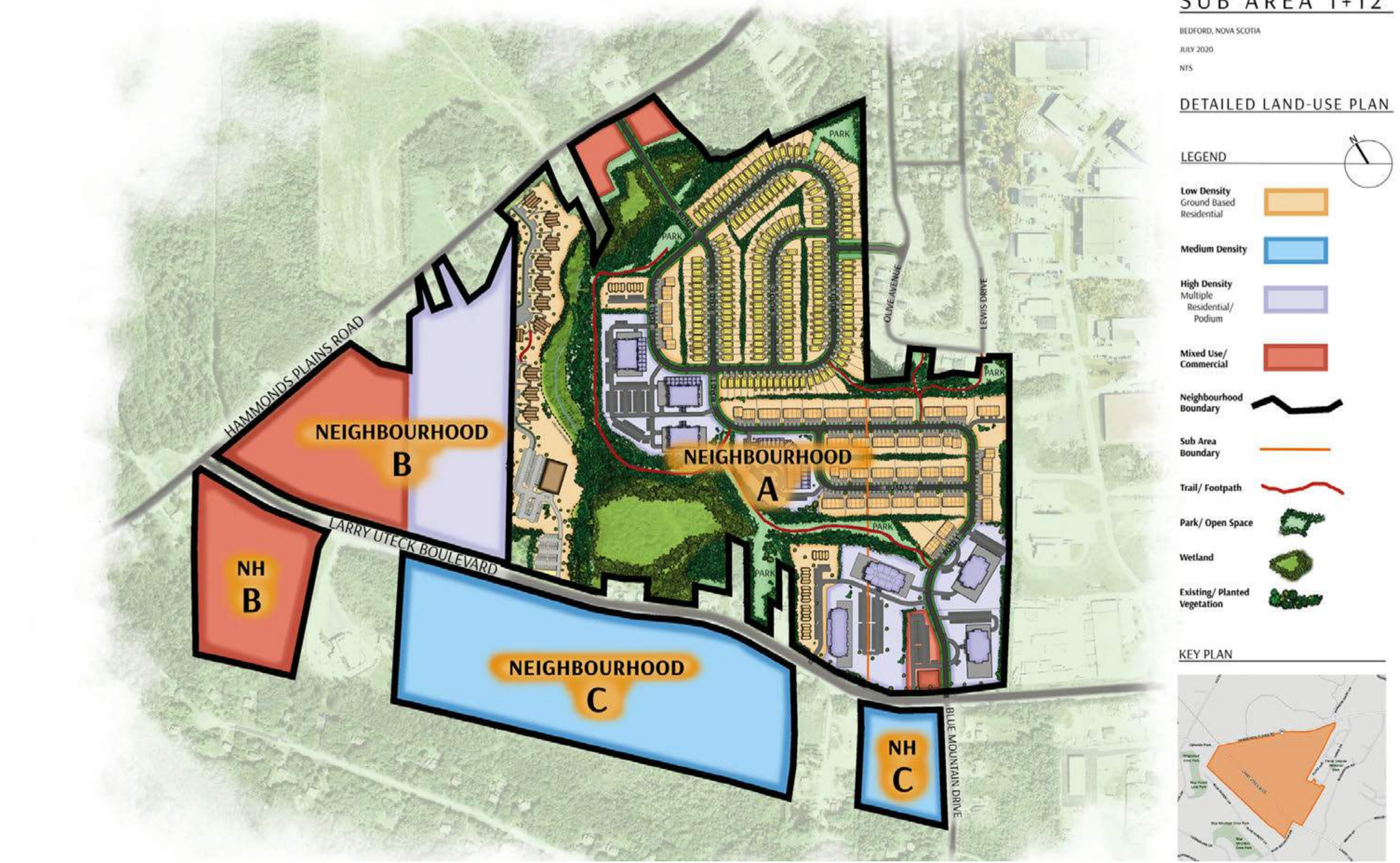


FIGURE 6 - CONSTRAINTS MAP



SUB AREAS 1+12

BEDFORD, NOVA SCOTIA

JULY 2020

NTS

CONSTRAINTS MAP

LEGEND

N

Watercourse Buffer

Watercourse

Wetlands

KEY PLAN



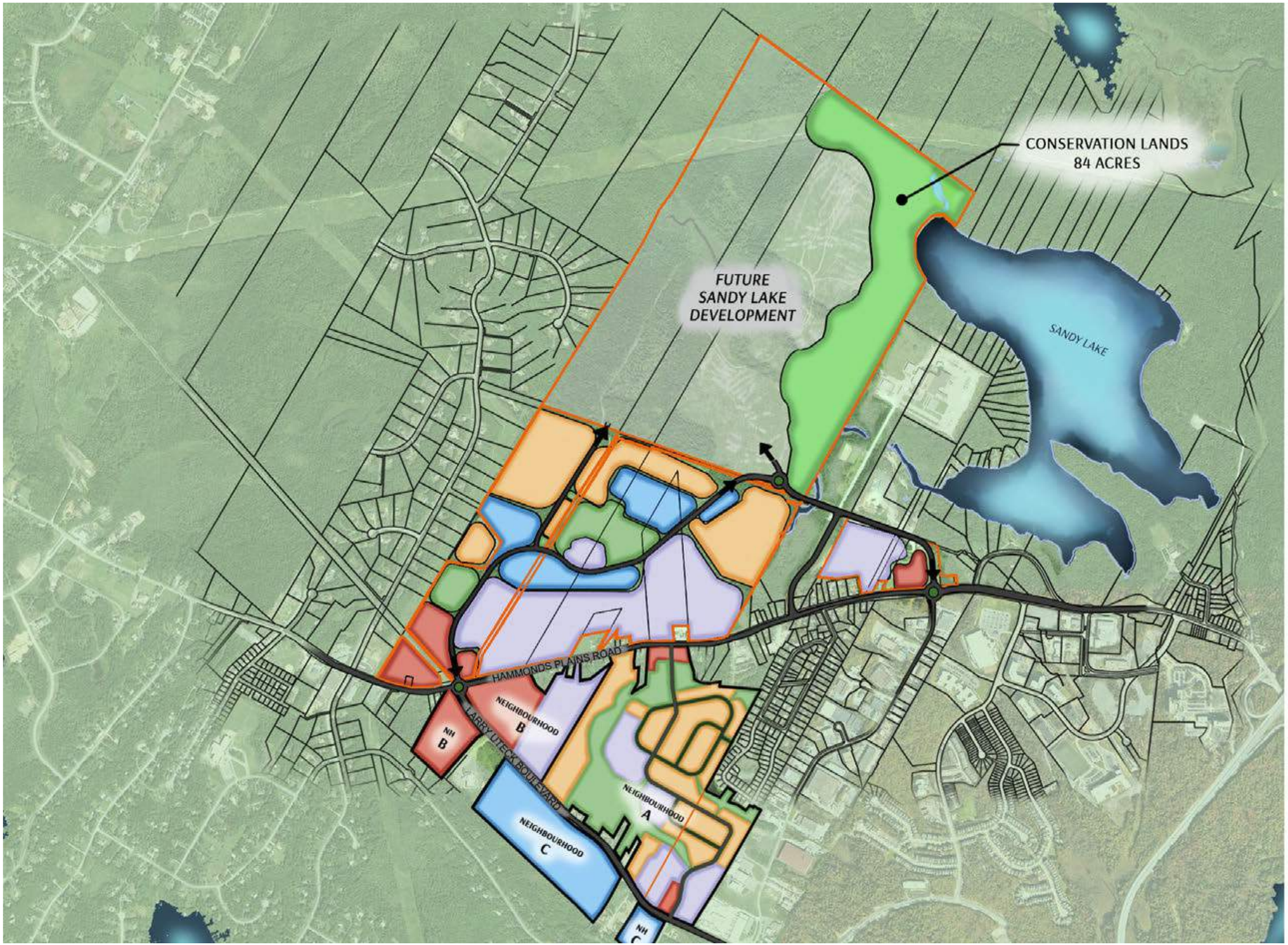
FIGURE 7 - NEIGHBOURHOOD A DENSITY TRANSFERS

Sub Area	PID	Acres	CCC Population	Singles	Townhouses	Multiple Residential	Garden Homes	Commercial (Acres)	Total Units	Total Population	Transferred People	PPA	UPA
1	00645374; 00416909	27.8	556.9	0	106	454	0	0	560	1376.6	820	49	20
12	00645945	26.5	742.6	75	41	139	25	0	280	785.1	43	30	11
12	00645911; 00645960; 41313842	55.7	1560.5	103	26	454	10	2.55	593	1563.65	3	28	11
12	00645853	20.3	568.8	0	0	0	42	0	42	140.7	0	7	2
TOTAL		130.4	3428.7	178	173	1047	77	2.55	1433	3866.05	865	30	11

FIGURE 8 - BEDFORD WEST SUB AREA PLAN



FIGURE 9 - SANDY LAKE GENERALIZED FUTURE LAND USE PLAN



SUB AREAS 1+12+13

BEDFORD, NOVA SCOTIA

JULY 2020

NTS

CONSERVATION LANDS

LEGEND

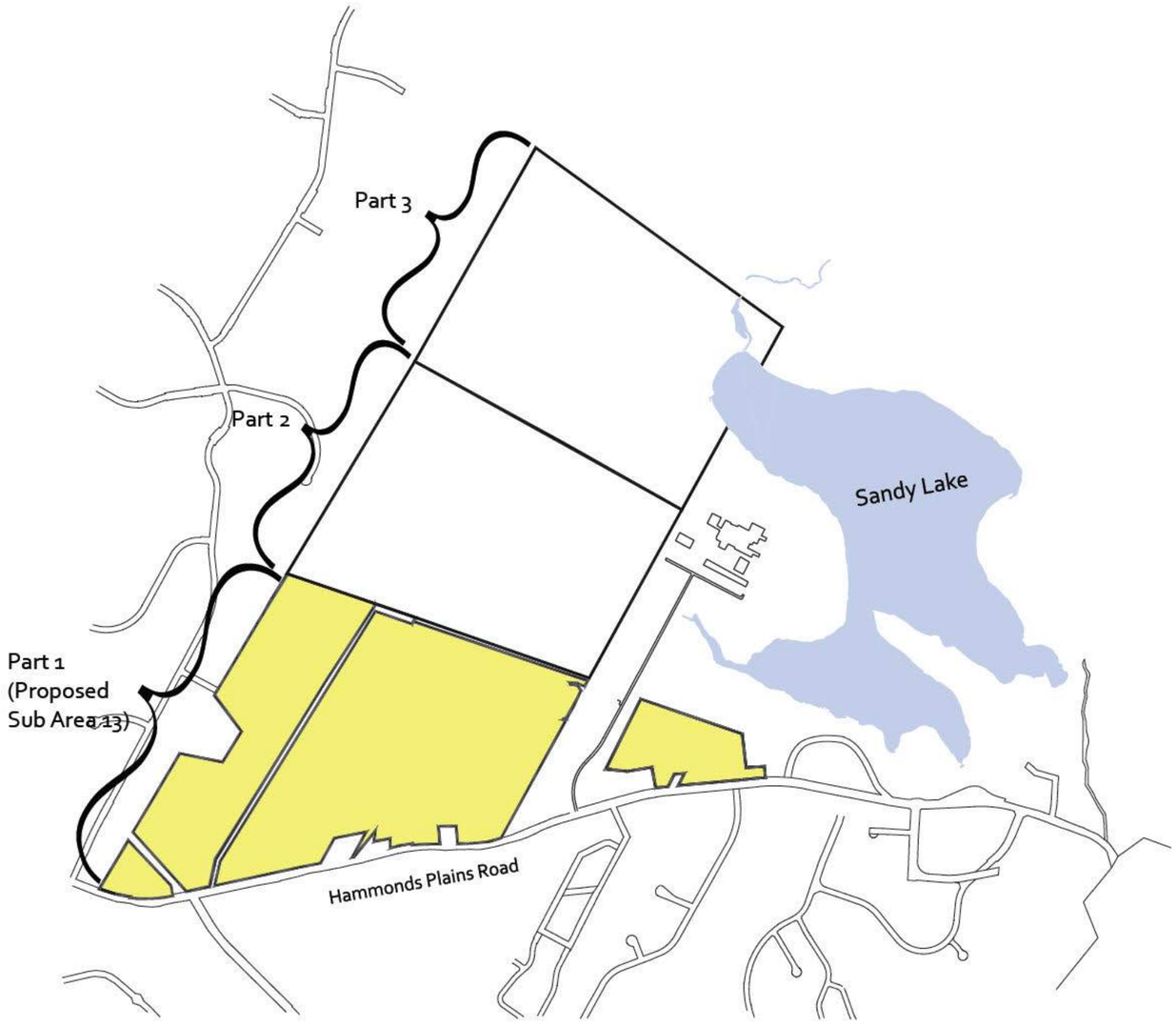
N

- **Low Density** Ground Based Residential
- **Medium Density**
- **High Density** Multiple Residential/ Podium
- **Mixed Use/ Commercial**
- **Park/ Open Space**
- **Neighbourhood Boundary**
- **Sub Area Boundary**

KEY PLAN



FIGURE 10 - SANDY LAKE DENSITY CHARTS



Part 1 - Proposed Sub Are 13				
Acres (Gross)			TOTAL UNITS	TOTAL PEOPLE
269.32			2343	7061
			UPA	PPA
Parkland	21.6	8.0%	8.7	26
RESIDENTIAL				
Ground Based			Units	People
		30%	696	2332
Multiple			Units	People
			1647	3705.75
		70%		
COMMERCIAL				
	Acres	PPA		People
General Commercial	20.48	50		1024

OVERALL SANDY LAKE DENSITY	Area (Acres)	PPA	Population	UPA
Part 1 (Proposed Sub Area 13)	269.3	26.2	7061	9
Part 2	197.6	27	5335	9
Part 3	200.4	27	5411	9
Total	667.34		17807.54	

C034

1018 Main Street
Dartmouth, NS B2W 4X9
902-434-0674 (o) 902-434-6544 (f)
www.akoma.ca

July 9th, 2020 *sent by email*

Mayor Mike Savage
P.O. Box 1749, Halifax, NS
B3J 3A5

Dear Mayor Savage:

Re: Akoma Holdings Inc. Development Application, Case #21875

Akoma Holdings Inc. is writing to you to express our opposition to a proposed deferral of our development application (Case #21875) to HRM's Regional Plan review.

Akoma Holdings Inc. is a non-profit organization with stewardship responsibilities for approximately 315 acres of land initially belonging to the Nova Scotia Home for Colored Children (NSHCC) in Westphal. To the best of our knowledge, our property is the largest owned by any Black organization in Canada.

In recognition of the legacy of the NSHCC and amid allegations of abuse, the Akoma Board made a decision to restore the Old Home building so it could be used by all ages as opposed to tearing it down. Akoma has refurbished the exterior of the building and now finds itself in a lengthy plan amendment process so that a beauty salon and café can be included in the re-purposed building and so that much needed housing and other community needs can be addressed in the future.

We object to the listing of our development application in Appendix D of the Regional Plan Review Initiation Report (January 20, 2020):

1. Appendix D includes a list of "Individual Requests for Consideration through the Regional Plan Review Process" – Akoma has made no such request.
2. Our Plan Amendment application was deemed complete on July 18, 2018 and Council then initiated a plan amendment process on October 2, 2018 at which time no direction was provided concerning the deferral of our application to the Regional Plan review.
3. Council's motion is specific to amending the Cole Harbour/Westphal Municipal Planning Strategy. If the Regional Plan needs to be aligned in order to support that amendment, then that's what should happen, not deferring our application to a different process that holds potential for significant delays.

4. We have concerns about human rights issues associated with the Regional Plan; in particular, the highly restrictive regional service boundary and zoning that has been placed on our property.

Our Planning and Development Approach

The 100th anniversary of the NS Home for Colored Children opening will be in June 2021. To help expedite the planning process, we are proposing a Heritage Zone that will allow us to complete renovations in time for this anniversary and protect the heritage value of the NS Home into the future.

We are also proposing a Seniors Housing Zone for much needed seniors housing. We are in a position to start facility planning work for our seniors housing project, which is proposed to be located adjacent to the Akoma Community Garden, near the NS Home, and across the street from the Nova Scotia Black Cultural Centre. We will be following NS Human Rights Commission requirements relating to the tenancy of older adults.

The Cole Harbour/Westphal MPS includes an option for a Comprehensive Development District (CDD) and we believe this best meets our future development needs. Planning staff have recommended a site plan approval approach, but given the range of buildings involved, we believe the CDD provides the best planning structure for the future.

We are asking that HRM confirm the two zones and CDD by the end of this year.

Our site plan (attached) has been developed in response to a 2019 Housing Needs Study and also includes professional planning, design and engineering inputs:

1. The Heritage Zone is to preserve the NS Home for Colored Children site. A survey of the site is underway and a subdivision is planned.
2. The Seniors Housing Zone responds to one of our top housing needs. Funding, to start detailed facility planning work, has been approved.
3. In Phases 1-4, our development plan includes 358 housing units that respond to our housing needs. Our planned housing projects include innovations in job creation and community economic development.
4. More that 60% of the Akoma property is planned for open space.
5. The Cole Harbour Basin Open Space Study has instructed our planning and development approach.

Our Issues with the Regional Plan

From a human rights perspective, the Regional Plan is suspect in our view, given the systemic racism and decades of neglect our community has experienced, concerning housing and other matters addressed by the Restorative Inquiry.

The Regional Service Boundary (see attached) is punitive because it limits development to a narrow strip of land (about 250 ft. wide) along Main Street. Within the service boundary, we are only allowed to develop a line of single-family homes. Central water is available but is governed by a water district that encircles our property (see attached). In other words, it supports development opportunities on adjacent properties more so than on the Akoma property.

Starting with the seniors housing project, we will use advanced private treatment systems and will build westward in the event that the central sewage line (about 1,400 meters away) is ever extended.

Extension of HRM's central sewer service is the only aspect of our development proposal that we support being considered as part of the Regional Plan review.

Council's direction to amend the MPS, along with our proposed Heritage zone, seniors housing project and Comprehensive Development District, do not need to be deferred to the Regional Plan review.

Thank you for considering our concerns and please contact me at [redacted] with any questions.

Kind regards,

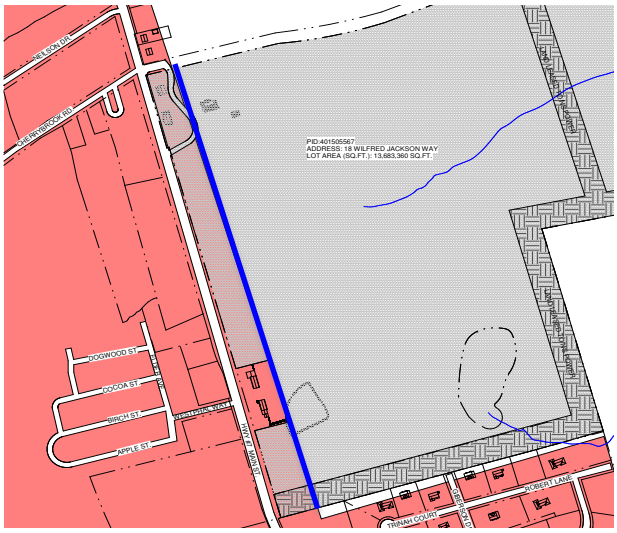
[redacted]

Veronica Marsman, Executive Director

cc. Kelly Denty, HRM Planning Department
Stephanie Salloum – HRM Planner
Kate Green, Regional Policy Program Manager
Councillor Lorelei Nicoll, District 4
Honourable Tony Ince, Minister of African Nova Scotia Affairs
David Harrision, Planner Consultant to Akoma
Tracey Jones Grant -
Akoma Board of Directors

HRM Regional Service Boundary

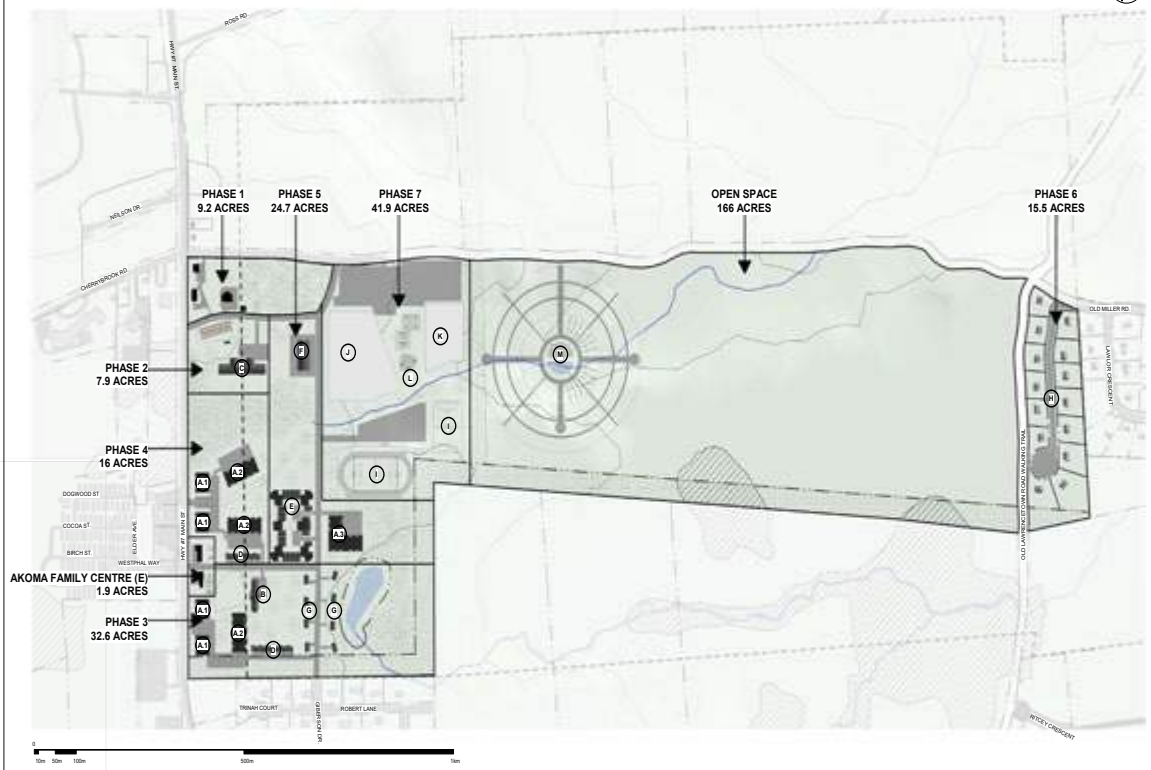
The Regional Plan only permits a single line of R1 housing along a narrow strip of land.



Developable Lands Encircle the Akoma Property via HRM's Water District



Akoma's Development Plan: 358 Housing Units (Phases 1-4)



1 Site Plan - New
1" = 300'-0"

PROGRAM - PROPOSED COMPREHENSIVE DEVELOPMENT DISTRICT (CDD) PHASING:

PHASE 1:
OLD HOME - NEW ZONE

PHASE 2:
C. SENIOR'S HOUSING COMPLEX - 2-3 STOREY

PHASE 3:
A.1 (2) MIX-USE RESIDENTIAL & COMMERCIAL - 3-4 STOREY
A.2 (1) MULTI-UNIT RESIDENTIAL - 3-4 STOREY
B. NEW AKOMA CHILDREN'S CENTRE - 1 STOREY
D. TOWNHOUSE / ROWHOUSING UNITS - 2 STOREY
G. (8) SINGLE FAMILY RESIDENTIAL - 2 STOREY

PHASE 4:
A.1 (2) MIX-USE RESIDENTIAL & COMMERCIAL - 3-4 STOREY
A.2 (2) MULTI-UNIT RESIDENTIAL - 3-4 STOREY
D. TOWNHOUSE / ROWHOUSING UNITS - 2 STOREY

PHASE 5:
A.3. MULTI-UNIT RESIDENTIAL - 3-4 STOREY
E. TOWNHOUSE / MULTI-UNIT RESIDENTIAL / COMMERCIAL - 2-4 STOREY
F. HOTEL, DORMITORY, OR MULTI-UNIT RESIDENTIAL - 3 STOREY

PHASE 6:
H. SINGLE FAMILY RESIDENTIAL - 2 STOREY

PHASE 7: FUTURE RECREATION
I. OUTDOOR RECREATION FACILITY - LARGE SCALE
J. INDOOR SPORTSPLEX - 2 STOREY
K. INDOOR ACQUATIC SPORTSPLEX - 2 STOREY
L. OUTDOOR RECREATION & PLAYGROUND - SMALL SCALE

OPEN SPACE:
M. CEMETERY AND CREMETORIUM.

*NOTE: INTENTION THAT OUTDOOR TRAIL NETWORK IS CONNECTED BETWEEN PHASE AREAS.

MASTER PLAN LEGEND:

- EXISTING WETLANDS PER HRM SURVEY.
- NOVA SCOTIA POWER 150'-0" WIDE POWER CORRIDOR
- WALKING TRAIL
- VEHICULAR CIRCULATION
- OPEN / LANDSCAPED / NATURAL AREAS
- BROOM LAKE
- BUILDINGS
- CURRENT PROPERTY BOUNDARIES
- CURRENT HALIFAX WATER SERVICE BOUNDARY
- PROPOSED PHASE BOUNDARIES
- WATERCOURSE PER HRM SURVEY DATA
- CONTOURS PER HRM SURVEY DATA
- EXISTING OLD CULTURAL SURVEY DATA & FOUNDATIONS, ROCK WALL, WELL, ETC. SOUTH TO THE OLD HOME AT WILFRED JACKSON WAY. REFER TO SURVEY DRAWING FOR FURTHER DETAILED INFORMATION.

T.A. SCOTT
ARCHITECTURE + DESIGN
DRAWING INSPIRATION

Keyplan

No.	Description	Date
5.	ISSUED FOR CDD APPLICATION	2020.05.26
4.	ISSUED FOR REVIEW	2019.08.01
3.	ISSUED FOR ZONING APPLICATION	2019.03.27
2.	ISSUED FOR CLIENT REVIEW	2019.03.14
1.	ISSUED FOR ZONING APPLICATION	2019.02.04

Issue Schedule

No.	Description	Date

Revision Schedule

Akoma Holdings Inc. - Development

Project Address	18 Wilfred Jackson Way
Project PID	40150567

Site Plan - Akoma Development (N)

Project Number	18-077
Date	2020.05.26
Drawn By	JTP / LAB
Checked By	TAS
Scale	As indicated

A-100.2

AKOMA
HOLDINGS INCORPORATED

1018 Main Street
Dartmouth, NS B2W 4X9
902-434-0674 (o) 902-434-6544 (f)
www.akoma.ca

Sent via e-mail

Memo To: Stephanie Salloum, HRM Planner
Fr: Veronica Marsman, Property Manager
Re: Akoma's Additional Planning Needs
Date: May 3, 2021

I am writing to thank the Planning Department for its efforts in helping the African Nova Scotian community address its housing and development needs. Additional planning needs have been identified over the course of the Case #21875 planning process which we hope will be addressed through future planning initiatives.

1. Within the MOD Zone:
    a. 3-acre lots will result in a loss of about 65 housing units from that shown on the Master Plan. In order to 'fit' 3 acre lots around buildings shown on the Master Plan, higher surveying costs are anticipated.
    b. The building footprint rule impacts seniors housing and long-term care facilities:
        i. Based on the housing needs assessment, community surveys and population projections, seniors housing is an urgent need.
        ii. Given provincial regulations, development agreements are not typically used to govern the design of long-term care facilities.

2. CMHC and others are concerned about the lack of supply of land for housing on the Dartmouth side of the harbour. Currently, the development pattern and central water encircle Akoma's property. As part of the Regional Plan review, Akoma requests that Council extend the water district boundary to the power corridor. Deferred to the Regional Plan review are the community's cemetery, recreational uses and some of the better lands for housing as per Akoma's soil capability study.

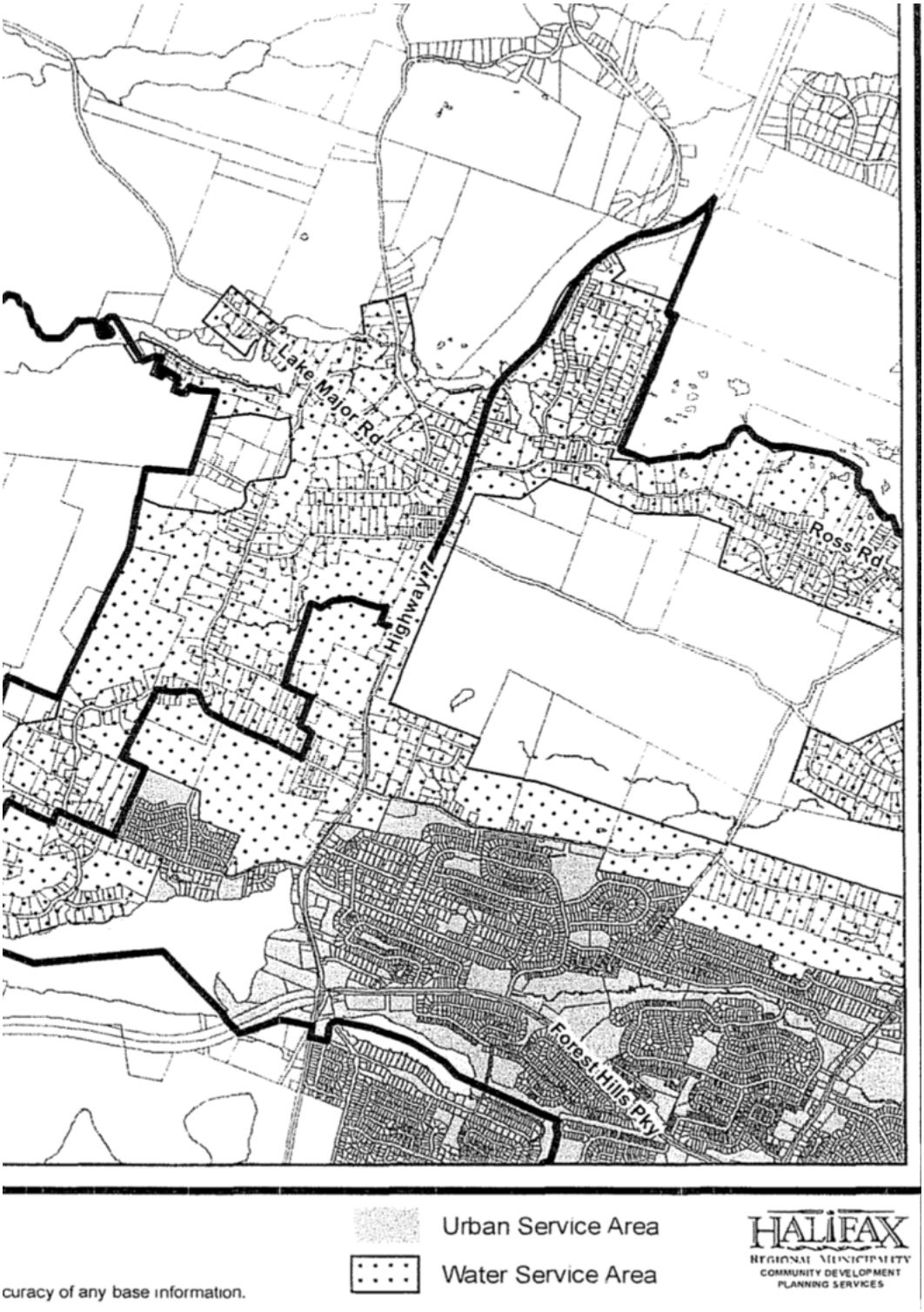
3. As part of the Regional Plan review, Akoma requests that Council extend central sewer services to the community, a distance of about 1.2 km.

4. Akoma looks forward to HRM's continued support in helping to address the community's housing and economic development needs.

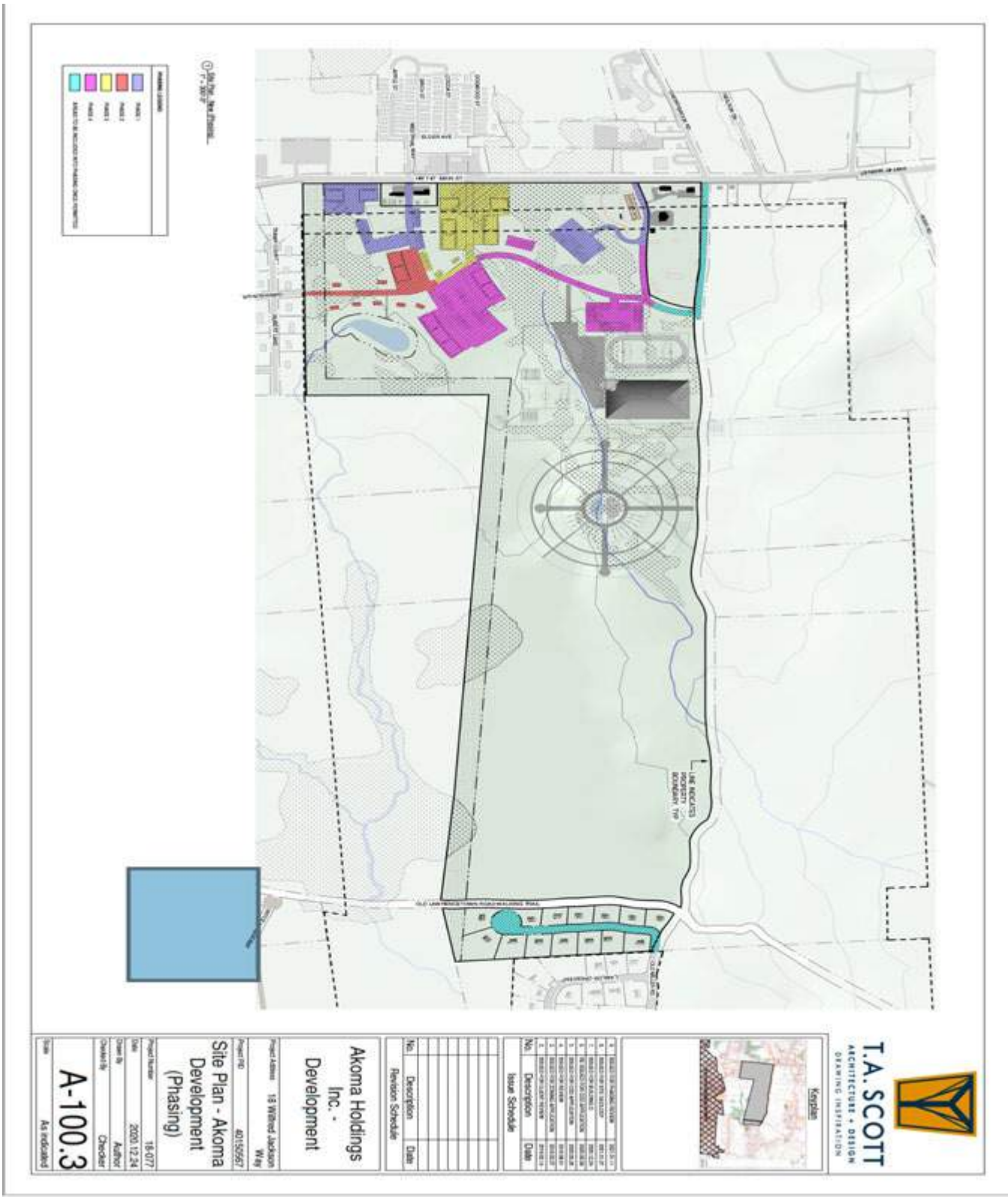
Proposed Water District Boundary, Regional Plan Review:
Akoma's Property Boundary:



Case #21875 Water District Boundary:
Proposed Water District Boundary:



Akoma's Master Plan



C047

ZZap Consulting Inc.

Zwicker Zareski Architecture + Planning

1 Canal Street, Dartmouth NS B2Y 2W1 | 902 266 5481 |connor@zzap.ca

September 9, 2020

Leah Perrin
Planner III – Policy & Strategic Initiatives
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: Lands of AJ Giles Investments Ltd. – Atholea Drive – PID 40400624 and Portion of PID 40110157

As the 10-year review of the Regional Plan is underway, ZZap Consulting Inc. on behalf of our client A.J. Giles Investments Ltd. are requesting the following be considered.

1. PID 40400624 and a portion of PID 40110157 from Atholea Drive up to the Cow Bay River be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently within a water service boundary. These properties consist of 35.4 acres and 13 acres +/- respectively (see Attachment A – concept plan)
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.
3. The properties be rezoned from R-1 to CDD within the Cole Harbour/Westphal Land Use By-law to enable comprehensive development of these lands in accordance with Policies UR-11 and UR-12 of the Cole Harbour/Westphal Municipal Planning Strategy.

Please find attached a concept plan for the proposed development of the lands. The majority of the development concept includes single unit dwellings with lot frontages ranging from 36 feet to 60 feet. The concept also includes multiple unit dwellings in context sensitive locations with unit counts ranging between 8 units and 18 units per building.

We feel that the proposed development concept provides a mix of housing types at various levels of affordability that are carefully planned to not detract from the general residential character of the community. Larger single unit dwelling lots are located around the perimeter of the proposed development, adjacent to abutting single unit dwellings of similar lot fabric, creating an appropriate transition from between existing and new development.

2019 Submission to Regional Planning:

In June 2019, A.J. Giles Investments Ltd. submitted a letter to Regional Planning requesting that a portion on their property, PID: 40400624, be included for consideration with lands located east of Shearwater Airport as an Urban Local Growth Centre as part of the RP +10 process.

Since that time, further analysis has gone into the potential future development of A.J. Giles properties noted above and shown in Figure 1. Through this analysis, some key distinctions were identified between A.J. Giles properties and the other lands located east of Shearwater Airport.

1. The majority of lands shown in Attachment A (approx. 40 acres) are currently within the water service boundary whereas the remaining lands located east of Shearwater Airport are currently outside the water service boundary.
2. Existing sanitary service surrounds these properties and sanitary infrastructure currently exists in Atholea Drive and at various locations around the properties (i.e. Carlisle Dr. & Landsdown Dr.). However, the properties subject to this request are currently unable to utilize this infrastructure because they are only located within the water service boundary and designated Rural Commuter.

As such, we believe the requests outlined in this letter should be considered independently of considerations being made to other lands east of Shearwater Airport.

Rationale for Current Requests:

We are pleased to provide the following rationale to support the inclusion of these parcels in the Urban Service Area:

1. These parcels are surrounded by existing fully serviced neighborhoods. Including the lands in the Urban Service Area would enable the completion secondary connections on Carlisle Drive along with other adjacent streets and increase efficiency of the pedestrian network and road network, particularly for emergency services.
2. These properties are capable of being serviced by municipal water as they are located within a Water Service boundary established by Halifax County in the 1970's. Existing sanitary service surrounds these properties and sanitary infrastructure currently exists in Atholea Drive and at various locations around the properties (i.e. Carlisle Dr. & Landsdown Dr.). However, the properties subject to this request yet are currently unable to utilize this infrastructure because they are only location within the water service boundary. If these lands were able to

connect to central sanitary system, it would generate tax dollars for HRM to pay for the current snow plowing, garbage collection and maintenance of Atholea Drive.

3. Based on previous discussions with Halifax Water, there is capacity in the Eastern Passage Sewage Treatment to accommodate sanitary service generated from these parcels. When the plant was upgraded in 2014 capacity was built in for future growth in the Eastern Passage / Cole Harbour area.
4. There are several Sections of the Regional Plan in Chapter 8: Municipal Water Services, Utilities and Solid Waste that is also supportive of inclusion in a Municipal sewer service boundary:

   Under Section 8.1 Objectives #2 "manage growth to make the use of existing water, wastewater and stormwater infrastructure and avoid un-necessary or premature expenditures"

   Regarding item # 2: as mentioned previous, Atholea Drive splits these land parcels (see Figure 1) and currently has water and sanitary mains installed in the street which are being under-utilized. By allowing development to connect into the sanitary infrastructure it will allow for a more compact form of serviced development that fits in with all the development patterns surrounding the properties.

   Without being placed in the municipal sewer boundary, development must take place on municipal water and on-site septic fields. On page 98, Section 8.5.1 Water Service Areas, the pre amble is quite clear that the Water Resource Management Study prepared by Dillon Consulting for HRM identifies the concern of having development with Municipal water and onsite sanitary disposal systems as there is potential concern of ground water contamination in the event of failing on site sewages systems. Both the properties included in this request are in the Cow Bay River watershed. With the ability to connect and utilize the piped Municipal Sanitary system the environmental risk of ground water contamination would be eliminated.

5. We have reviewed the current policies contained within the Regional Municipal Planning Strategy, particularly policies SU-4 and SU-5. We feel that the proposed extension of the service boundary is consistent with these policies. The proposed extension represents a minor adjustment to the area. As noted above these properties are capable of being serviced by municipal water as they are located within a Water Service boundary established by Halifax County in the 1970's. Existing sanitary service surrounds these properties and sanitary infrastructure currently exists along Atholea Drive and at various locations around the properties (i.e. Carlisle Dr. & Landsdown Dr.). There is capacity in the Eastern Passage Sewage Treatment to accommodate sanitary service generated from these parcels.

   There are currently policies in place within the Cole Harbour/Westphal Municipal Planning Strategy (UR 11 & UR 12) to enable consideration of a comprehensive development on the lands. The properties are currently within the Urban

Residential designation of the MPS and meet the minimum lot area requirements, however a rezoning from R-1 to CDD would be required and is being requested to enable comprehensive development of the lands.

6. A traffic impact statement has been prepared for the proposed development pattern on these parcels (see Attachment B) and is attached for reference. Based on the trip generation and conclusions in the report you will see that there is no impact on the existing road networks in the area.

Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and how to move this forward.

Sincerely,

Connor Wallace, MCIP, LPP

Principal
ZZap Consulting Inc.

TO SHEARWATER

CALDWELL RD.

TO COLE HARBOUR

SHERWOOD ST.

ATHOLEA DR.

AMETHYST CR.

PEARL DR.

OPAL CT.

CARLISLE DR.

Lands of
OKNAH REALTY LTD.
PID 40710576

PID 40400624
35.4 ac. ±

PID 40852931

PID 40529190

PID 40529208

PID 00373720

PID 41170762

PID 41170788

PID 41170770

PID 40864977

PID 40864969

PID 40864951

PID 40864944

PID 40864936

PID 40864928

PID 40864910

PID 40864902

PID 40864894

PID 40864886

PID 40864878

PID 40711228

PID 40711236

PID 40711244

ACCESS AND FRONTAGE REQUIRED

STREET A

STREET B

STREET C

STREET D

SSD TO BE CONFIRMED

PROPERTY BOUNDARY

16 UNIT BUILDING

12 UNIT BUILDING

16 UNIT BUILDING

12 UNIT BUILDINGS

8 UNIT BUILDINGS

12 UNIT BUILDING

PID 41352303

PROPERTY BOUNDARY

PORTION OF
PID 40110157
13.0 ac. ±

COW BAY RIVER

PID 41194671

PID 00404533

PID 41164153

PID 41168089

PID 41113671

PID 40060097

PID 40060105

PID 40060113

PID 40060121

PARKWAY DR.

LANDSDOWN DR.

BEAVER CR.

PID 40059867

Lands of
CLAYTON DEVELOPMENTS LTD.
PID 41356353

LOT SIZE	UNITS
60'	11
50'	73
40'	68
36'	57
MULTI	96
TOTAL	305

STREET	LENGTH (m) ±
STREET A	392
STREET B	379
STREET C	149
STREET D	298
CARLISLE DR. EXT.	207
LANDSDOWN DR. EXT.	40
TOTAL	1463

LEGEND

	WETLAND
	WATERCOURSE
	WATERCOURSE BUFFER (20m)
WATER	WATER PIPE
SAN	SANITARY PIPE
STM	STORM PIPE
FME	FORCEMAIN
	WATER LATERAL
	SANITARY LATERAL
	STORM LATERAL
	CATCHBASIN
	SANITARY CONNECTION POINTS

1. LOT LAYOUT SUBJECT TO DETAILED DESIGN AND LEGAL SURVEY.
2. SERVICE BOUNDARY EXTENSION AND DEVELOPMENT AGREEMENT APPROVAL REQUIRED.
3. WETLAND WITHIN PROPERTY BOUNDARY DELINEATED BY OTHERS.
4. PARKLAND DEDICATION NOT SHOWN ON PLAN. PARK REQUIREMENTS TO BE REVIEWED AND CONFIRMED WITH HRM PARKS.
5. SINGLE UNIT TO MULTI UNIT DWELLING RATIO IS 70:30.

DRAFT

Metres
40 0 40 80
1:1250

ISSUE	DATE	DESCRIPTION
4	SEPT. 4, 2020	REVISED AS PER CLIENT COMMENTS
3	SEPT. 3, 2020	REVISED AS PER CLIENT COMMENTS
2	APR. 15, 2020	REVISED LOT LAYOUT
1	JAN. 7, 2015	ISSUED FOR PRELIMINARY REVIEW ONLY

CONSULTANT

DESIGN POINT
ENGINEERING & SURVEYING

CLIENT

A.J. GILES INVESTMENTS LIMITED

PROJECT DESCRIPTION

LANDS OF A.J. GILES INVESTMENTS LIMITED

COLE HARBOUR, NOVA SCOTIA

SHEET DESCRIPTION

CONCEPT PLAN

PID 40400624 AND A PORTION OF PID 40110157

Drawn: A. SKETCHLEY	Engineer: A. FORSYTHE	Project No.: 14-008	Drawing No.
Date of 1st Issue: JAN. 7, 2015	Scale: 1:1250 H	Filename: 14-008_B.dwg	

James J. Copeland, P.Eng.
GRIFFIN transportation group inc.
30 Bonny View Drive
Fall River, NS B2T 1R2

May 8, 2020

A.J. Giles Investments Ltd.
799 West Lawrencetown Road
Dartmouth, NS B2Z 1S7

RE: A Traffic Impact Statement for a proposed residential development on Atholea Drive

Dear Mr. Giles:

1.0 INTRODUCTION

At the request of *A.J. Giles Investment Ltd. (Giles)*, the GRIFFIN transportation group inc. has completed a qualitative Stage 1 - Traffic Impact Assessment in support of an urban service boundary extension request being submitted to the Halifax Regional Municipality's Planning and Development Department as part of the RP+10 plan review process. This request is associated with a proposed residential development located along Atholea Drive, in the community of Cole Harbour, Halifax Regional Municipality (HRM).

The development is proposed to occur on two properties that include PID #40400624 (north of Atholea Drive), and PID #40110157 (south of Atholea Drive). The entire lands have an area of about 81 acres; however, the majority of the 46-acre parcel south of Atholea Drive is not developable due to a large wetland area. As such, only a small portion of developable land fronting on the south side of Atholea Drive is included in the proposed development.

The subject lands are located in the Cole Harbour / Westphal Land Use By-Law area and currently have an R-1 (Single Unit Dwelling) zone designation. They also appear to be within Halifax Water's "water service area" (no sewer) and it is understood that a water service line currently exists along the south side of Atholea Drive, running through the proposed development lands. The location of the subject lands is generally illustrated in *Figure 1.*

Figure 1: Study Area and Site Context



Source: Google

It is understood that the proposed residential development will be comprised of 305 residential units, including 209 low-density detached homes and 96 apartment units contained within 8 low-rise buildings. It appears that the low-density homes will be built on a mix of lot widths that range from 36' wide lots to 60' wide lots. In addition, new public streets will be constructed to service this new development. The new internal street system will connect to existing streets in the following locations:

- *South Connection*: To Atholea Drive, about 130m east of Pearl Drive.
- *North Connection*: To Carlisle Drive, at its existing terminus.
- *East Connection*: To Landsdown Drive, to complete a cul-de-sac bulb at its west terminus.

Based on the proposed new public street layout, there will only be one new intersection created – which will occur on Atholea Drive. The remaining access points will connect to existing dead-end streets that include Carlisle Drive and Landsdown Drive.

2.0 STUDY AREA AND SITE CONEXT

Atholea Drive is expected to serve as the main vehicle access point in and out of the proposed development. It is generally aligned in an east-west direction with a two-lane, two-way rural cross-section (one travel lane in each direction), narrow gravel shoulders and open ditches. The asphalt travel-way has a width of about 7m, the north gravel shoulder has a width ranging between 1.5-1.8m and the south gravel shoulder has a width ranging between 1.8-2.0m. The roadway is under the jurisdiction of HRM and appears to function as a minor collector street that connects this small neighbourhood to the Caldwell Road corridor.

Atholea Drive has a relatively straight horizontal alignment with some vertical alignment variation through the study area. A new public street intersection is being proposed about 130m (centreline distance) east of Pearl Drive. The available driver visibility at this location is discussed in more detail later in this letter.

The existing and proposed street layout, as well as the locations of the proposed detached homes and low-rise apartment buildings are all contained in *Figure 2.*

Figure 2: Proposed Site Layout



Source: A.J. Giles Investments Ltd.

3.0 EXISTING TRAFFIC CONDITIONS

3.1 Traffic Volume Data

A site visit was carried out on Friday April 17th, 2020 to observe traffic volumes, driver behaviour, existing vehicle access operations, pedestrian activity and so forth. Since a provincial state of emergency was in place at this time, existing vehicle demand on the study area streets was not representative of typical conditions. As such, historical traffic data was obtained from HRM including vehicle demand along Atholea Drive and at the adjacent intersection of Caldwell Road / Atholea Drive. Upon reviewing the historical HRM data, it was determined that the highest weekday hourly volumes on the study area streets generally occurs between 7-8:00 in the morning and 17-18:00 in the afternoon. A summary of the historical traffic data is provided in *Table 1*.

Table 1: Atholea Drive Peak Hour Traffic Volumes

	AM Peak Hour (vph)			PM Peak Hour (vph)		
	Eastbound (outbound)	**Westbound (inbound)**	**Two-way**	**Eastbound (outbound)**	**Westbound (inbound)**	**Two-way**
Atholea Drive East ATR Count - October 2015[A]	9	39	48	41	31	72
Atholea Drive West TMC – August 2016[B]	17	67	84	83	42	125

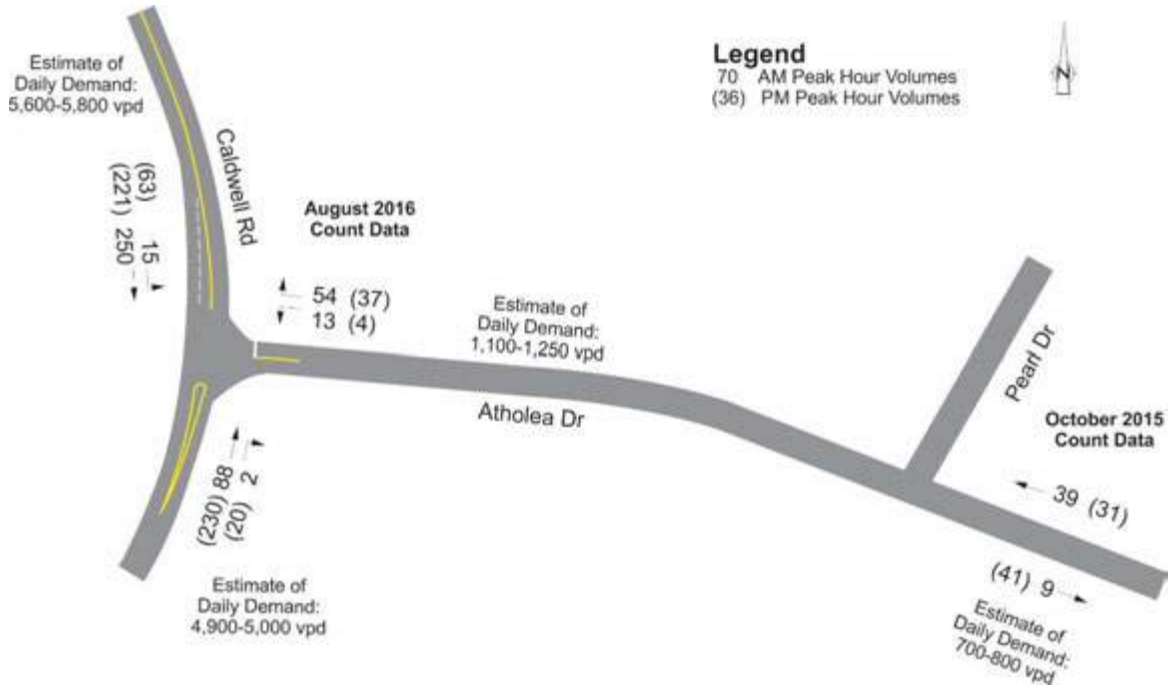
A – HRM ATR count on Atholea, east of Pearl Drive.
B – HRM intersection turning movement count at Caldwell Road / Atholea Drive.
vph – vehicles per hour.

The historical peak hour volumes contained in *Table 1* are also shown graphically in *Figure 3,* along with estimates of daily traffic volumes.

Based on the available information, the current two-way afternoon peak hour volumes on Atholea Drive, immediately east of Caldwell Road, is about 125 vph. The practical two-way capacity of this street is likely in the range of about 600 vph. Therefore, current levels of vehicle demand are considered to be well below the capacity of a typical minor collector street and it was concluded that there is a considerable amount of residual capacity in the Atholea Drive corridor to accommodate future traffic growth.

This space intentionally left blank

Figure 3: Peak Hour Traffic Volumes



Relative to Atholea Drive, the existing demand in the Caldwell Road corridor is notably higher. Immediately north of the Atholea Drive intersection the two-way afternoon peak hour volume is about 550-560 vph. Considering the functionality of Caldwell Road relative to Atholea Drive, the practical two-way capacity is expected to be higher – likely in the range of about 800 vph. Thus, it can be concluded there is some residual capacity in the Caldwell Road corridor to accommodate future traffic growth, in the vicinity of the Atholea Drive intersection.

3.2 Vehicle Speed Data

GRIFFIN gathered vehicle operating speed data along Atholea Drive east of the Pearl Drive intersection on April 17th, 2020. These data only included free-flow vehicle speeds not influenced by slowing/turning vehicles at adjacent intersections or driveways. All of the speed recordings were assembled and an 85th percentile vehicle speed was calculated. This value has been identified as a reasonable "design" speed that is used by many road agencies across North America to set regulatory speed limits on roadways. In the case of this assessment, the 85th percentile vehicle operating speed was used for the stopping sight distance review.

The calculated 85th percentile vehicle operating speed on Atholea Drive was determined to be 56 km/h and included vehicles traveling in both directions. In order to remain conservative, a 60 km/h was chosen as the design speed for the sight distance assessment discussed below. The posted regulatory speed limit is 50 km/h.

4.0 DRIVER STOPPING SIGHT DISTANCE REVIEW

Since a new intersection is proposed to connect to Atholea Drive – about 130m east of Pearl Drive – GRIFFIN completed a driver stopping sight distance review to ensure minimum visibility requirements exist for turning drivers at this future intersection. The assessment was based on the guidelines contained in the latest Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads document (2017). At this early stage of the planning process only the minimum requirement for vehicles approaching the new access was assessed. This is referred to as stopping sight distance (SSD). The provision of adequate SSD for vehicles traveling on the main roadway – in this case Atholea Drive – ensures that drivers have sufficient forward visibility to identify a hazard in the roadway, and if needed, bring their vehicle to a stop.

The field measurements were carried out by GRIFFIN and followed procedures established by the Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR) as well as the previously identified TAC guidelines. The measurement parameters included a driver eye height of 1.05 m and an object/hazard height of 0.60 m. The 0.60 m object was placed at the approximate centre of the proposed new public street connection, on the edge of the westbound travel lane.

A summary of the field measured sight distances relative to the minimum requirements for a 60 km/h operating speed is provided in *Table 2*.

Table 2: Summary of Stopping Sight Distance Measurements (60 km/h)

Measurement Location	Travel Direction	Available SSD	TAC Required SSD		**Does Available Exceed Required?**
			Base[A]	Slope Adjusted	
130m east of Pearl Drive *(centreline distance)*	Westbound	175 m	85 m (60 km/h)	86.5 m (-3%)[B]	Yes
	Eastbound	148 m		89.5 m (-5%)[B]	Yes

A – TAC Chapter 2, Table 2.5.2

B – An estimate of the actual slope along Atholea Drive on the approaches to the new intersection.

Based on the site conditions, the available stopping sight distances along Atholea Drive – at the location of the proposed new intersection – exceed TAC minimum requirements for a 60 km/h vehicle operating speed. It can be concluded that in this location there is expected to be good visibility for drivers in both directions along Atholea Drive.

Following the planning approval process associated with the proposed development, geometric designers will need to confirm the final location of this new intersection, and that minimum driver sight distances, intersection corner clearances and sight triangles are provided.

5.0 SITE TRIP GENERATION

In order to assess the change in traffic volumes on the study area streets under future conditions, there was a need to determine the number of new vehicles that would be entering and exiting the proposed residential development. This is referred to as the trip generation calculation process. Typically, traffic engineers use trip generation rates published by the Institute of Transportation Engineers (ITE), in the most recent *Trip Generation, 10th Edition* document. Based on information provided by *Giles*, the detached low-density homes will include 209 units and the low-rise, multi-unit buildings will contain a total of 96 apartment units. Therefore, the most applicable ITE land use codes for these types of residential units included:

- *Single Family Detached Housing* (Land Use Code 210), and
- *Multifamily Housing (Low-Rise)* (Land Use Code 220).

A review was carried out of the ITE survey data graphs in order to select the most appropriate trip rate for these two land use types. Upon reviewing the graphs for Land Use Codes 210 and 220, it was determined that the regression formula method yielded a slightly more accurate estimate of new trips compared to using the average rate method. As such, the formula method was applied to this review. The trip generation calculations using the two above-noted land use codes are summarized in *Table 3*.

Table 3: Site Trip Generation for the Proposed Residential Development

	Size	Trip Rate	New Vehicle Trips / Hour		
			In	Out	Total
AM Peak Hour					
Single Family Detached Housing (Code 210)	209 units	0.73/unit[A]	38 (25%)	115 (75%)	153
Multifamily Housing (Low-Rise) (Code 220)	96 units	0.48/unit[A]	11 (23%)	35 (77%)	46
AM Peak Total Trips[B]			**49**	**150**	**199**
PM Peak Hour					
Single Family Detached Housing (Code 210)	209 units	0.96/unit[A]	127 (63%)	74 (37%)	201
Multifamily Housing (Low-Rise) (Code 220)	96 units	0.59/unit[A]	36 (63%)	21 (37%)	57
PM Peak Total Trips[B]			**163**	**95**	**258**

A – ITE's formula rate used.

B – New trips equal total site trips, no discounts for pass-by traffic applied.

Based on the results contained in *Table 3*, the proposed 305-unit residential development is expected to generate up to 199 trips/hour (49 inbound and 150 outbound) during the weekday morning peak period and 258 trips/hour (163 inbound and 95 outbound) during the weekday afternoon peak period.

6.0 TRAFFIC IMPACTS ON SURROUNDING STREETS

Based on the trip generation forecast results contained in *Table 3*, there is a notable increase in new traffic moving to/from the proposed development. Based on existing traffic movements and patterns it is anticipated that approximately 80% of these new trips will move to/from the north along Caldwell Road. The remainder of the new trips are expected to move to/from the south along Caldwell Road. Therefore, these distribution assumptions will likely result in peak hour traffic volume increases in the Caldwell Road corridor by as much as 160-207 vph. As noted earlier in this letter, such an increase in two-way volumes can be accommodated within the existing capacity of Caldwell Road in the vicinity of the Atholea Drive intersection and equates to an average increase of three to four vehicle trips per minute – assuming all of the new peak hour trips occur within the same hour.

The assignment of the new site-generated volumes to the existing neighbourhood streets – particularly for those drivers moving to/from the north along Caldwell Road – are expected to be split amongst the two main access points serving the new development. It is anticipated that as much as 70% of new trips will utilize the Atholea Drive corridor to move in and out of the proposed development, while the remaining 30% are expected to use the Carlisle Drive-Sherwood Drive route to gain access to Caldwell Road. This is expected to have less of an impact on the Caldwell Road / Atholea Drive intersection and would ultimately dissipate the new travel demand among several streets and intersections. As such, it appears that the existing infrastructure and traffic control at the Caldwell Road / Atholea Drive intersection appears to provide sufficient capacity to accommodate the expected increase in peak hour traffic associated with the proposed development.

7.0 FINDINGS & CONCLUSIONS

The following conclusions were gleaned from the qualitative traffic impact assessment of the proposed residential development:

- The proposed residential development will be comprised of 305 residential units, including 209 low-density detached homes and 96 apartments units contained within 8 low-rise buildings. This is estimated to generate 199 trips/hour (49 inbound and 150 outbound) during the weekday morning peak period and 258 trips/hour (163 inbound and 95 outbound) during the weekday afternoon peak period.
- Vehicle access to the proposed development will be provided via the following connection points:
    - *South Connection*: To Atholea Drive about 130m east of Pearl Drive.
    - *North Connection*: To the existing terminus of Carlisle Drive.

- *East Connection*: To Landsdown Drive where a cul-de-sac turnaround bulb will be constructed at its existing terminus.

It is assumed that all of the new site-generated traffic will use either the south (Atholea Drive) or north (Carlisle Drive) accesses to move in/out of the study area. Therefore, the splitting of new trips amongst these two routes is expected to have a diminished impact on the Caldwell Road / Atholea Drive intersection.

- It is assumed that all of the new site-generated traffic added to the study area streets will be destined to the Caldwell Road corridor to move in/out of the neighbourhood. Existing travel patterns suggest that about 80% of traffic travels to/from the north along Caldwell, while the remaining 20% travels to/from the south. As such, the volume of new traffic added to Caldwell Road north is expected to be about 160-207 vph.
- GRIFFIN carried out a review of the available driver sight distance along Atholea Drive, at the proposed new south intersection connection. It was determined that the available visibility exceeds TAC minimum SSD requirements for a 60 km/h vehicle operating speed. The vehicle speed survey carried out by GRIFFIN determined the two-way 85th percentile operating speed to be 56 km/h and the regulatory speed limit is 50 km/h.
- The qualitative traffic operational assessment suggests the streets and intersections in the immediate vicinity of the development have sufficient residual capacity to accommodate the expected new peak hour site-generated trips.

Based on the findings of this qualitative review the following steps are recommended:

1. That the geometric design process for any new and/or changes to the roadway infrastructure follow the most recent HRM and Transportation Association of Canada (TAC) design guidelines. In addition, minimum required driver sight distances, corner sight triangles and corner clearances at intersections and major driveways should be confirmed and maintained throughout the design and construction phases of the project.
2. That the proposed new public street connection to Atholea Drive occur in the vicinity of the location shown in *Figure 2*, about 130m east of Pearl Drive (centreline distance). Should the proposed location change and/or shift by a notable distance at some point later in the planning or design process, it is recommended that the available driver visibility at the new location be verified and confirmed.
3. That all new signage and pavement markings associated with any necessary roadway changes/upgrades/new construction be installed in accordance with the latest version of the Transportation Association of Canada's (TAC) *Manual of Uniform Traffic Control Devices of Canada* (MUTCDC).

8.0 CLOSING

The findings flowing from this qualitative traffic impact statement suggest the new trips generated by the proposed 305-unit residential development are expected to have an impact on the study area streets and intersections. However, it appears the expected increase in peak hour traffic volumes can be accommodated within the existing capacity of the Atholea Drive and Caldwell Road corridor – in the immediate vicinity of the development.

I would be happy to provide you with additional information or clarification regarding these matters and can be reached anytime by phone at (902) 266-9436 or by email at jcopeland@griffininc.ca.

Sincerely,

Original Signed



James J. Copeland, P.Eng.
Managing Principal – Traffic & Road Safety Engineer
GRIFFIN transportation group inc.

C061-A

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

August 9, 2021

Leah Perrin, MCIP, LPP
Regional Planning Team
Halifax, Nova Scotia

Dear Leah:

RE: Regional Plan Review - former Chinatown Restaurant/Birch Cove properties

As per our previous discussions and on behalf of my Client, United Gulf Developments Limited, this letter is to request that the above noted lands be part of the current Regional Plan review by creating specific Regional Plan policy that would enable mixed-use development on this site.

The former Chinatown restaurant site is a beautiful and unique location within the serviceable boundary along the Halifax waterfront. The area includes two water lots which are eligible for infill. The vision for this site is a mixed-use development with a hotel, commercial uses, multiple residential, and marina uses so that both visitors and residents can enjoy this beautiful area of Halifax. Improved public access to the Bedford basin via a walkway that aligns with the Halifax waterfront development public access plan is part of the overall design. The existing boat dock and shoreline has been a popular destination to boaters and fishers for many years, which would benefit from the proposed upgrades including a beautiful marina, a seawall, and extended piers.

Discussions with CN Rails have been completed that include a tunnel improvement project that will widen the current access that runs under the rail line. The extensive length of water frontage with the improved marina will provide a secondary access via the water. A review of climate change impacts and discussions with the Halifax Port Authority and Fisheries and Oceans Canada are ongoing.

This site has been on hold since 2012 when Regional Council undertook a series of regional studies. Now that these studies are complete, it is reasonable that the new Regional Plan create appropriate development policies for this site.

We look forward to working with the Regional Planning team in more detail regarding this very special site.

Sincerely:

[redacted]

Jennifer Tsang, MCIP

tel: [redacted]

email: [redacted]

C061-B

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

August 9, 2021

Leah Perrin, MCIP, LPP
Halifax Regional Planning Team

Dear Leah:

RE: Regional Plan Review - Paper Mill Lake lands

As a follow up to my letter dated August 10, 2020 and our subsequent planning discussions, please consider this letter a formal request seeking Regional Plan policy that would enable a "new urbanism/smart growth" development on the Paper Mill Lake lands.

The lands surrounding Paper Mill Lake in Bedford are owned by my Client, United Gulf Developments Limited. A portion of these lands are designated and zoned CCDD (Commercial Comprehensive Development District) and a portion are designated and zoned RCDD (Residential Comprehensive Development District).

The CCDD portion of the lands underwent an extensive MPS/LUB amendment process that begin in 2009 that supported the "new urbanism/smart growth" vision. In 2012, the amendments were put on hold by Regional Council until several regional studies could be undertaken. Now, ten years later, the regional studies are complete and the Paper Mill Lake lands ideally suited to be planned from a regional planning perspective.

The RCDD portion has a development agreement from 1995 that allows development over the entire 220 acres. The RCDD has the natural physical feature of Kearney Run that divides the land. The land north of Kearney run is adjacent to the CCDD and could be master planned with the CCDD. The land south of Kearney run is currently going through an amendment process seeking to allow a portion of the original development agreement design to proceed.

The vision for the CCDD, and potentially for the northern portion of the RCDD, is to create a pedestrian oriented live/work "new urbanism/smart growth" sustainably planned community. It would be the first its kind in HRM and ideal for this unique location being near the new proposed ferry terminal and having the special characteristic of extensive urban lake frontage.

We look forward to working with you and the Regional Plan review team.

Sincerely:

[redacted]

Jenifer Tsang, MCIP

tel: [redacted]

email: [redacted]

C061-C

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

August 9, 2021

Leah Perrin, MCIP, LPP
Regional Planning Team
Halifax, Nova Scotia

Dear Leah:

Re: Regional Plan Review - Esquire Motel property - 771 to 819 Bedford Highway

As per our previous discussions, this letter is to formerly request that the current Regional Plan review include specific policy that would enable the re-development of the property known as the Esquire Motel property, owned by my Client, United Gulf Developments Limited.

This property is currently designated and zoned CCDD (Commercial Comprehensive Development District) in the Bedford MPS/LUB. The property has an existing development agreement that allows a range of commercial uses within the existing motel structures.

The full re-development of the site has been put on hold since 2012 while a series of regional studies were undertaken; which are now complete. It is appropriate that new plan policy be created for this site from a regional planning perspective.

The property has a unique configuration of extensive frontage along both the Bedford Highway and the Bedford basin and it could have a connection to the Bedford Waterfront development area. Development of this site fits within the regional planning goals for transit-oriented communities. The potential new ferry service and the range of nearby commercial uses make this site ideal for a residential community that does not rely on individual vehicle ownership.

We look forward to discussing details about this site as the work of the Regional Planning team progresses.

Sincerely:

[redacted]

Jenifer Tsang, MCIP

tel: [redacted]

email: [redacted]

C070 - ABCDE

19 February 2021

Kathleen Fralic
Planner III, Policy & Strategic Initiatives
Engagement Lead, Planning and Development
regionalplan@halifax.ca

By Email

Dear Ms. Fralic:

RE: Regional Plan Review Comments

Armco is pleased to see the Regional Plan review process underway and is supportive of seeing the Plan updated to address the current needs of the Municipality. We would like to take this opportunity to highlight some areas that we believe need to be discussed and reviewed:

1. Updating the RMPS to reflect the principles of the IMP and permit development in high-traffic areas such as Morris Lake.
2. Expand the service boundary to include PIDs 40695504, 40123788, and 41315946. This minor amendment to the service boundary, adjacent to a Growth Centre, could provide much needed housing in the area.
3. Extension of the service boundary to include PID 41437229, bringing the property in line with the adjacent serviced subdivision.
4. A reevaluation and update of the Conservation Design policies to ensure HRM is meeting its goals for rural development.
5. Service boundary extension on PIDs 00325985, 00330803, 00330811, and 00319871.
6. Extension of the service boundary on PIDs 40151185, 41215419, 41215427, 40140501, and 41284449. Extending the service boundary to the CN Rail line would allow the entire area to be comprehensively planned and developed.

Please see the attached policy table for further details. We would be happy to meet with you to discuss any of these issues.

Sincerely,

ARMCO CAPITAL INC.

Laura Masching,

Planner

C070

RMPS Policy Changes:

Item	Project	Policy	Request
1	Morris Lake	Section 3.2.1, Regional Plan: "The Morris-Russell Lake Secondary Plan area has not been able to develop as expected due to the Shearwater air base being re-acquired by the Canadian Armed Forces. Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible."	The IMP prioritizes investments in transit and active transportation to deal with growth, rather than adding additional road capacity. Therefore the Municipality should not oppose development in areas where there are congested roads, if it could be demonstrated that higher transit and/or active transportation could be expected. This philosophy should be reflected in the RMPS, allowing Council to permit developments to increase traffic congestion as a necessary side-effect to continued growth in the Municipality. (Policy G-15) These policy changes would then flow down to the MPS.
2	Lindforest	SU-6 HRM shall, through the Sackville Land Use By-law, establish a CDD (Comprehensive Development District) Zone over a portion of PID No. 41071069 and the whole of PID No's. 40281479, 40875346, 41093733, 40695504, 41089012 and 41089004 located in Middle Sackville. HRM shall consider the extension of municipal wastewater and water distribution services to these properties to allow for a residential subdivision by development agreement subject to the following criteria: (a) the types of land uses to be included in the development and that, where the development provides for a mix of housing types, it does not detract from the general residential character of the community;	The Lindforest lands (PID 40695504) are within the CDD zone, outlined in the RMPS. This parcel is a relatively small vacant parcel, tucked in between residentially developed lands and Hwy 101. The service boundary should be extended to these properties, and adjacent undeveloped parcels (40123788, 41315946) as they are

		3(b) that adequate and useable lands for community facilities are provided; (c) any specific land use elements which characterize the development; (d) the general phasing of the development relative to the distribution of specific housing types or other uses; (e) that the development is capable of utilizing existing municipal trunk sewer and water services without exceeding capacity of these systems; (f) for any lands outside the Urban Settlement Designation, as shown on Map 2 of this Plan, or outside the Urban Service Area of the Regional Subdivision By-law, the requirements of Policies S-1 and SU-4; (g) that, if required by Halifax Water, a sewage flow monitoring program is established for the development and that provisions are made for its phasing in relation to achieving sewage flow targets; (h) that the sewage flow monitoring program proposed by the developer for implementation under clause (g) addresses, in a form acceptable to Halifax Water, target sewage flows to be achieved in relation to development phasing and the method, duration, frequency and location of monitoring needed to verify that target sewage flows have been achieved; (i) provisions for the proper handling of stormwater and general drainage within and from the development; and (j) any applicable matter as set out in Policy G-14 of this Plan. S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered: … (b) the lands are within or adjacent to a growth centre. SU-4 When considering any expansion of the Urban Service Area, HRM shall have regard to the following:	adjacent to a Growth Centre, and can provide needed housing in the area. This could be considered a minor amendment to the service boundary, and should not require a secondary plan. The CDD zone and the requirement for a Development Agreement will ensure the Municipality is able to appropriately control development.

		(a) that a Secondary Planning Strategy for the lands to be included within the Urban Service Area has been adopted by HRM except that this requirement may be waived where, in the opinion of HRM, the proposed extension represents a minor adjustment to the Area;	
3	Berry Hills 6	Service boundary extension	Request to extend the service boundary to encompass all of PID 41437229. The extension would bring this property in line with the serviced subdivision it is a part of, and allow the property to be lotted on the existing serviced street.
4	Cheviot, Black Forest, Kellswater	Conservation Design policies	No new Conservation Design subdivisions have been completed since the rules were changed in 2014. HRM should reevaluate their current policies, and goals for rural development.
5	Clifton Heights	Service Boundary extension	Extend the service boundary on PIDs 00325985, 00330803, 00330811, and 00319871.
6	Little Lake and Gough Lands	Service Boundary extension	Extend the service boundary on PIDs 40151185, 41215419, 41215427, 40140501, 41284449. The owner of the parcels is preparing to apply to subdivide these lands, within the service boundary. Extending the service boundary to the CN Rail line would allow the entire area to be comprehensively planned and developed and access planned to the future collector road.

C070-B
C319
C320

27 October 2021

Kathleen Fralic
Planner III, Policy & Strategic Initiatives
Engagement Lead, Planning and Development
regionalplan@halifax.ca

By Email

Dear Ms. Fralic:

RE: Regional Plan Review Comments

In addition to our previous letters and conversations we would like to highlight some additional lands that we believe would be appropriate for serviced development:

1. LIndforest

The Lindforest properties in Middle Sackville consist of three PIDs:

PID	Area	Servicing	Zone
40695504	27.94 acres	Adjacent to fully serviced lands	CDD
40123788	10.67 acres	Partly within water service boundary	R-6
41315946	0.43 acres	Within water service boundary	R-6

We would like all of these properties to be rezoned to CDD (SU-6 of the RMPS). The same zoning across all of the land would allow for the comprehensive development of the site allowing us to concentrate density away from natural features and less dense neighbouring properties, and optimize the road layout.

2. Hwy 101 Interchange lands

Regional Council has initiated a master planning process for these lands (Case 21639):

- HRM ownership: 41293036 (parkland), 41287137 (future Park and Ride and Cultural Centre)
- Armco ownership: 40281479, 40123598, 41287129, and 40123606

This planning process will include the extension of the water service boundary and result in the creation of planning policies and regulations permitting mixed residential, commercial, institutional and recreational uses. We believe this would be an appropriate location to extend sewer services to as well. The existing master plan process could run concurrently with the Regional Plan review.

3. Berry Hills remaining lands

PID 41496621 is a currently vacant property adjacent to the fully serviced Berry Hills 8 subdivision. Extending the service boundary through this area would allow for the extension of the Berry Hills lot fabric to create similar residential lots in the area.

Sincerely,

ARMCO CAPITAL INC.

Laura Masching,

Planner

C071

February 1st, 2021

Miles Agar, MCIP, LPP
Principal Planner
Planning & Development I Regional Planning I Urban Plan Amendments
PLANNING & DEVELOPMENT
HALIFAX MUNICIPALITY
40 Alderney Drive, (2nd Floor, Alderney Gate)
Dartmouth, HRM, Nova Scotia
P.O. Box 1749
Halifax, N.S., B3J 3A5
agarm@halifax.ca

Maggie Holm, LPP, MCIP
Principal Planner
Urban Enabled Applications
PLANNING & DEVELOPMENT
holmm@halifax.ca

Re: Re-Development of ***North American Real Estate Limited*** (NAREL) 1,019.74 Acre Land Assembly (Spryfield, Sambro), HALIFAX Municipality.

Hello Miles and Maggie:

KWR Approvals Inc. (KWRA) was retained by North American Real Estate Limited (NAREL) to review their four parcel 1,109.74 acres land parcel **(subject property)** near the intersection of Leiblin Drive and Old Sambro Road **(Appendix A)** to determine what planning approaches are available and possible best path to re-develop. The four parcels are identified as PID No. 00283283 (837 acres) which has a combination of the Holding (H), Single Family (R1) and Urban Reserve (UR) zone designations and the remaining three parcels known as PID No. 40872053 (23.16 acres), 00315283 (21 acres) and 00315291 (137.89 acres) are all zoned Industrial Commercial (C5).

Only the R1 zoned lands as part of the large PID No. 00283283 (837 acres) is within the Serviceable Boundary where municipal sewer and water are available. It is our understanding the R1 and C5 lands can be zoned as of right, however the R1 lots are too large for current residential dwelling construction trends and therefore we would like these considered for RCDD/CDD re-designation. Our focus in on the Urban Reserve (UR), (R1) and Holding (H) zone potions of PID No. 00283283.

Please consider:

- **Appendix F** highlights the HRM Regional Plan Serviceable Boundary map in the area of the Subject Property.
- **Appendix D** highlights Map 1 of the HALIFAX Mainland South Municipal Planning Strategy (MPS) and the area of the subject property in an around Kidston Lake & Leiblin Drive that are deemed '**Development not permitted.'** MPS Policy 2.1.4 & 2.1.5 and 3.6 regarding this 'development not permitted' is outlined in **Appendix F.**
- Transportation (future road) access to the subject property depending on how a Master Plan community is laid out and what phases would come off Old Sambro Road, Leiblin Park, Beachstone Drive, Kenwood Avenue and Fieldstone Street.
- The subject property given its sheer size, is part of two planned areas, four zones and numerous designations in the Generalized Future Land Use Map (GFLUM).

- **REGIONAL Plan Growth Areas**
  MPS Policy 3.2.2. The Urban Reserve (UR) designation which applies to the majority of the Subject Property is intended to ensure that a supply of land is available over a longer term horizon. There were seven areas identified as Urban Reserve (UR) in the 2006/2014 Regional Plan and one being North American Real Estate Limited **No. 5 Kidston Lake lands (Spryfield/Herring Cove)** subject parcel. Further Policy S-3 states *"The Urban Reserve Designation shall be established on the Generalized Future Land Use Map (Map 2) to identify those lands situated outside the Urban Settlment Designation where serviced development may be provided after the life of this Plan."*

- As highlighted in **Appendix B** with the zoning maps the NAREAL subject property is adjacent to dense residential subdivisions to the Northeast (north of Kidston Lake) and has Holding (H) zone lands adjacent to dense subdivision development to the west on Leiblin Drive. Also, the Village Centre **(Appendix C)** designation is established on the GFLUM future land use map just below NAREL C5 zoned three parcel land assembly and the main Urban Reserve parcel.

- The GFLUM **(Appendix C)** has designated the Urban Reserve (UR) lands within the NAREL land assembly (majority of PID No. 00283283 (837 acres) on the GFLUM as Comprehensive Development District (CDD). This makes complete sense from planning and to eventually consider/implement via a development agreement.

Given the record development in HRM, historically low apartment vacancy rate and significant shortage of available PAD ready lots, we are looking to discuss with HRM Planning & Development collaboratively the possibility and path to consider an CDD development agreement for the Urban Reserve/Holding zoned lands within NAREL land assembly. Also looking to see the possibility of having the NAREL Sambro lands analyzed as part of the current Regional Plan review or a District 5 (Chebucto Peninsula review)

Would appreciate your thoughts and a discussion with Staff upon review. Much appreciated.

Thank You & Warmest Regards,

[redacted]

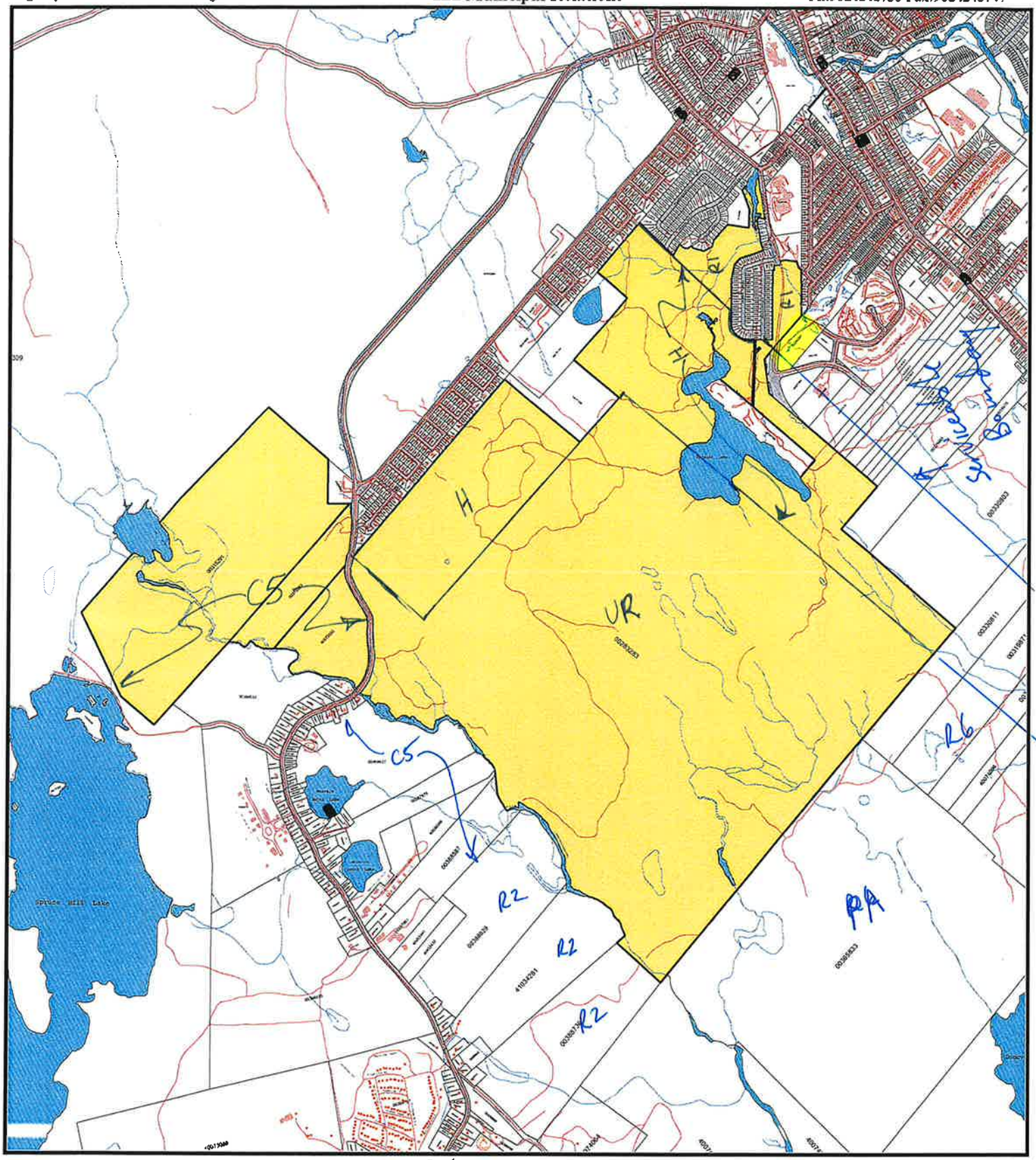
Kevin W. Riles, President
KWR Approvals Inc.

Appendix A

LAND REGISTRATION OFFICE (LRO) - CENTRAL REC
Registry and Information Management Services Division

Service Nova Scotia
and Municipal Relations

780 WINDMILL RD DARTMOUTH
Ph:9024242735 Fax:9024245747



Scale 1 : 20000

0 400 800 1200 meters

0 1000 2000 3000 4000 feet

Printed for:
Date Printed: Wednesday, July 25, 2018
Time Printed: 1:12:10 PM

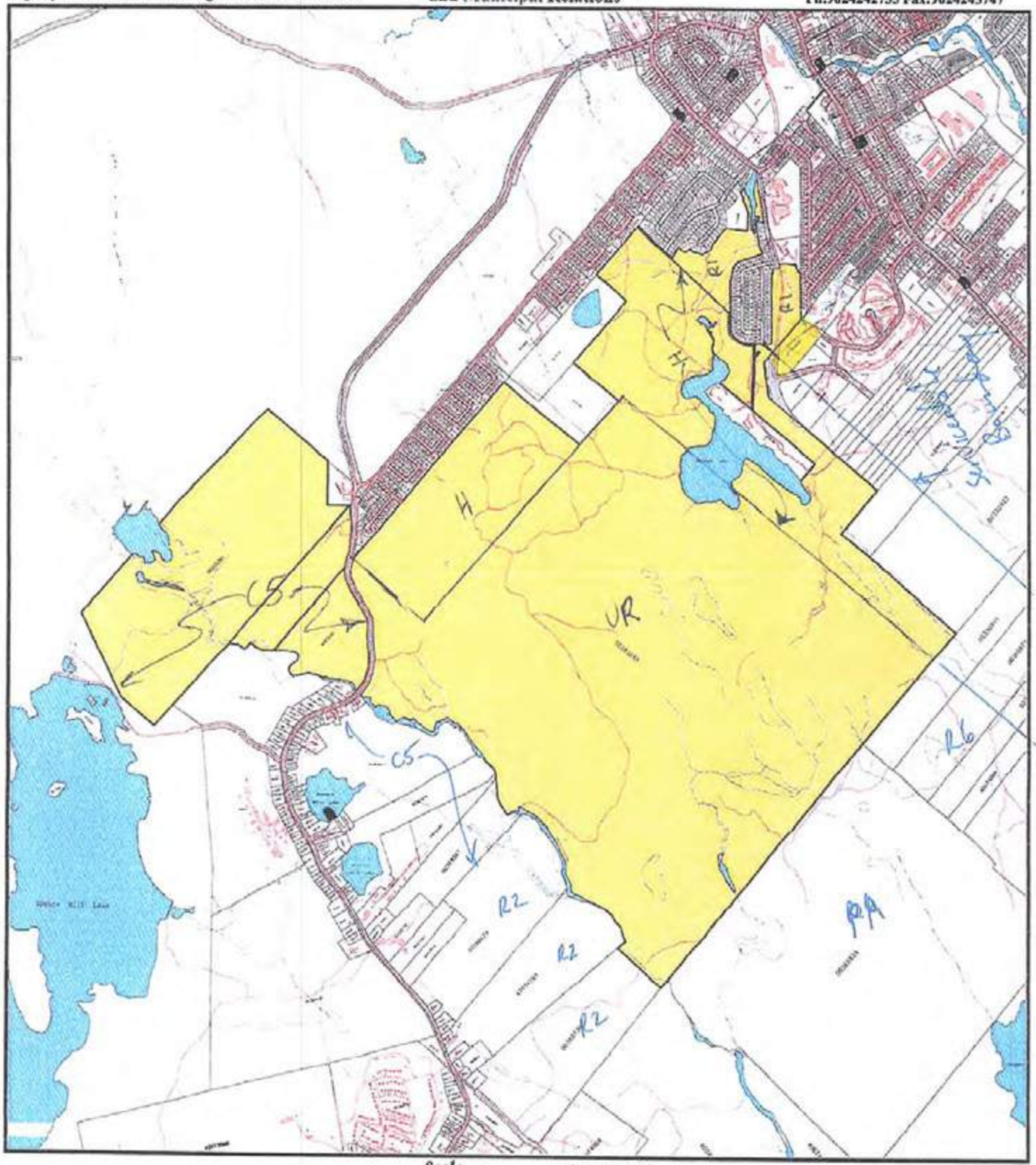
This map is a graphical representation of property boundaries which approximate the size, configuration and location of properties. Care has been taken to ensure the best possible quality, however, this map is not a land survey and is not intended to be used for legal descriptions or to calculate exact dimensions or area.

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Ph:9024242735 Fax:9024245747



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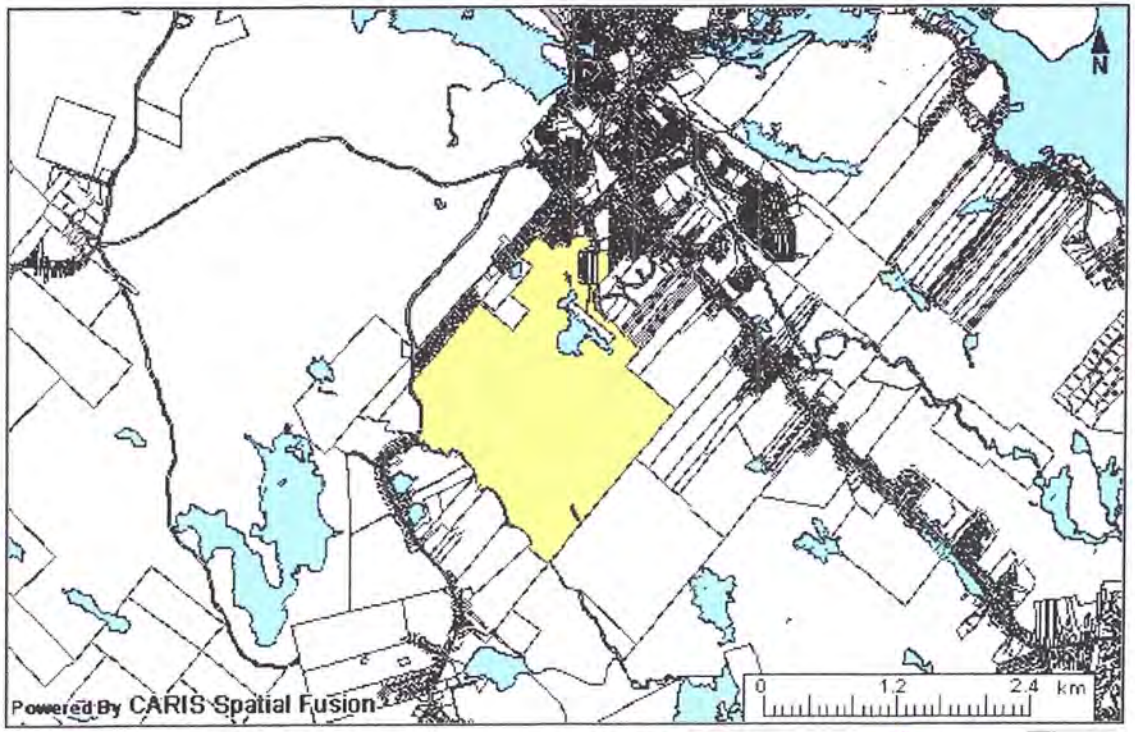
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Lat: Long: Scale: 63574 Zoom: 2

Location: Search

1 Property found

PID: **00283283** Details
AAN: **03454444**
Value: $680,800 (2020 RESIDENTIAL TAXABLE)
Address: ROCKINGSTONE ROAD HALIFAX

County: HALIFAX COUNTY
Owner: NORTH AMERICAN REAL ESTATE LIMITED

LR: LAND REGISTRATION

1

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1 Property found 1

PID	Owner	Property Address	Assessment Info	Options
PID: **00283283** Type: STANDARD PARCEL Status: ACTIVE LR Status: LAND REGISTRATION	Owner: NORTH AMERICAN REAL ESTATE LIMITED Mailing Address: 30 HILLWOOD CRE HALIFAX NS CA B3M 1J4	Civic Address: ROCKINGSTONE ROAD HALIFAX County: HALIFAX COUNTY Area: 339.0 HECTARE(S)	AAN: **03454444** Value: $680,800 (2020 RESIDENTIAL TAXABLE)	Details Map

PID	Owner	Property Address	Assessment Info	Options

1 Property found 1

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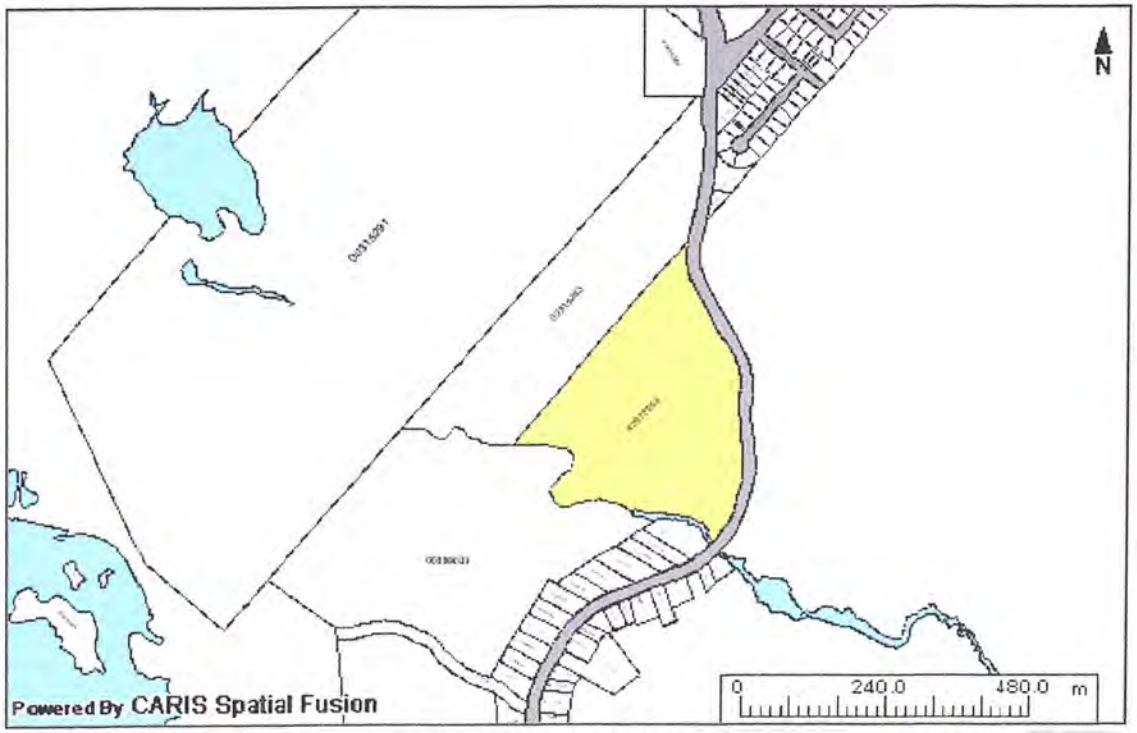
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PID: **40872053** Details
AAN: **09235140**
Value: $73,400 (2020 RESIDENTIAL TAXABLE)
Address: OLD SAMBRO ROAD HALIFAX

County: HALIFAX COUNTY
Owner: STANLEY HAVILL HAZEL HAVILL

LR: LAND REGISTRATION

1

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PID	Owner	Property Address	Assessment Info	Optic
PID: 40872053	Owner: STANLEY HAVILL HAZEL HAVILL	Civic Address: OLD SAMBRO ROAD HALIFAX	AAN: 09235140	D M
Type: STANDARD PARCEL			Value: $73,400 (2020 RESIDENTIAL TAXABLE)	
Status: ACTIVE	Mailing Address: 89 WATERFRONT DRIVE SUITE 901 BEDFORD NS CA B4A 4K4			
LR Status: LAND REGISTRATION		County: HALIFAX COUNTY		
		Area: 23.16 ACRE(S)		

PID	Owner	Property Address	Assessment Info	Optic

1 Property found

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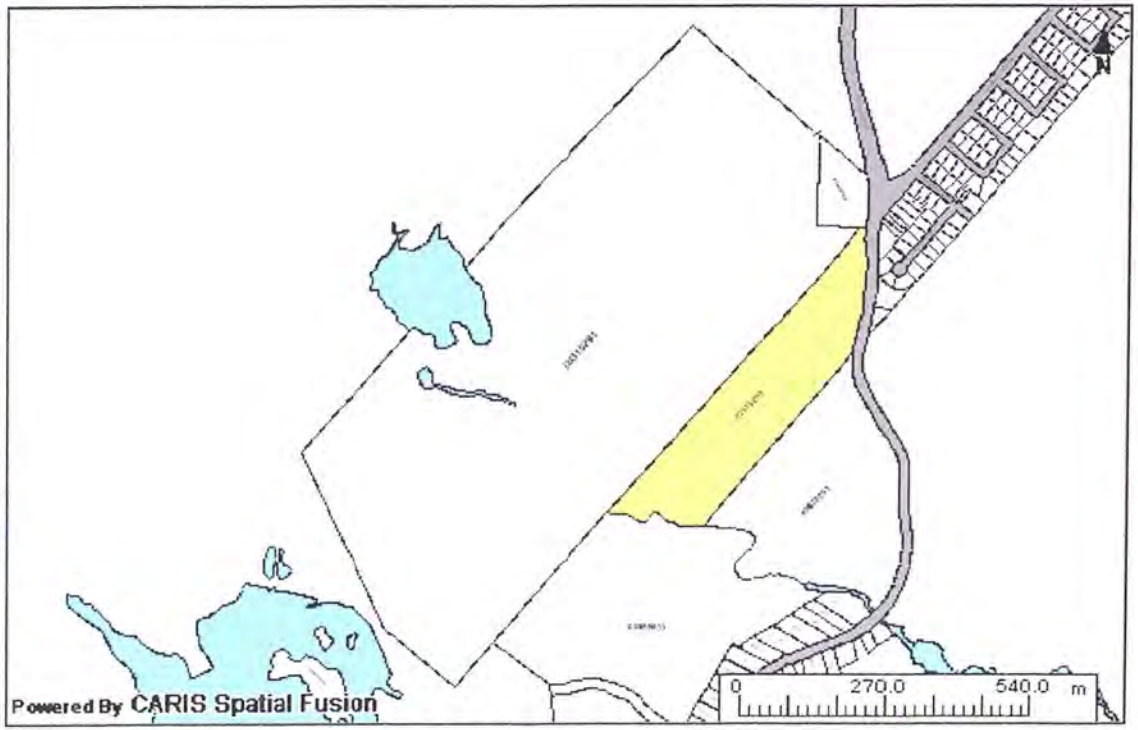
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Map Controls

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Location: Search

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PID: **00315283** Details
AAN: **09784705**
Value: $63,500 (2020 RESOURCE TAXABLE)
Address: OLD SAMBRO ROAD HARRIETSFIELD

County: HALIFAX COUNTY
Owner: NORTH AMERICAN REAL ESTATE LIMITED

LR: LAND REGISTRATION 1

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PID	Owner	Property Address	Assessment Info	Options

1 Property found 1

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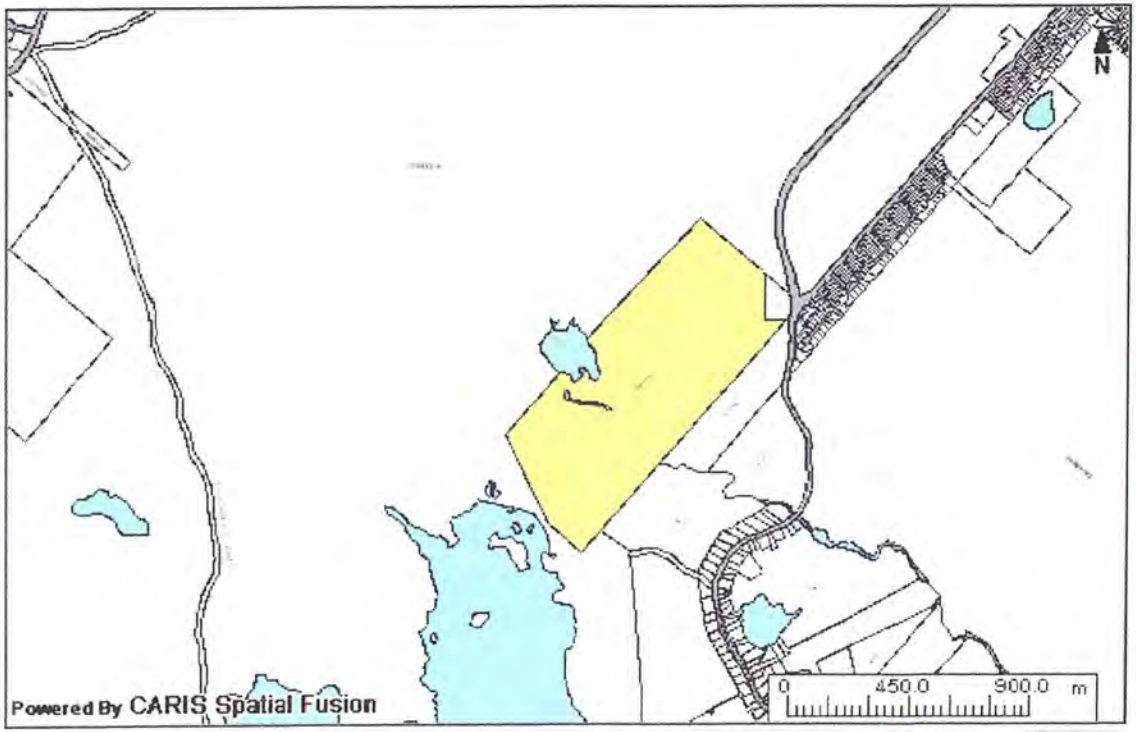
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PID: **00315291** Details
AAN: **01943952**
Value: $172,900 (2020 RESOURCE TAXABLE)
Address: OLD SAMBRO ROAD HARRIETSFIELD

County: HALIFAX COUNTY
Owner: NORTH AMERICAN REAL ESTATE LIMITED

LR: LAND REGISTRATION

1

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PID	Owner	Property Address	Assessment Info	Options
PID: **00315291** Type: STANDARD PARCEL Status: ACTIVE LR Status: LAND REGISTRATION	Owner: NORTH AMERICAN REAL ESTATE LIMITED Mailing Address: 30 HILLWOOD CRE HALIFAX NS CA B3M 1J4	Civic Address: OLD SAMBRO ROAD HARRIETSFIELD County: HALIFAX COUNTY Area: 137.89 ACRE(S)	AAN: **01943952** Value: $172,900 (2020 RESOURCE TAXABLE)	Details Map

PID	Owner	Property Address	Assessment Info	Options

1 Property found 1

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Appendix B

HALIFAX

LAND USE BY-LAW

HALIFAX MAINLAND

H ZONE: HOLDING ZONE

61(1) The following uses shall be permitted in any H Zone:

(a) a detached one-family dwelling, provided that on-site sewage disposal and water services are provided on the lot on which the dwelling is proposed to be located;
(b) a public park or playground;
(c) a public recreational centre, provided that sewer and water service connections for the centre are made to the existing city services;
(d) the office of a professional person located in the dwelling house used by such professional person as his private residence;
(e) any use, other than a privy, accessory to any of the uses in (a), (b), (c) and (d).

61(2) No person shall in any H Zone carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection (1).

61(3) No person shall in any H Zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection (1).

REQUIREMENTS FOR SFD IN HOLDING ZONE

61(4) Buildings erected, altered or used as single family residences in a Holding Zone shall comply with the "Single Family Dwelling Zone" requirements as contained in Section 21(a) and (c) through (h) inclusive of this by-law.

348 PURCELL'S ~~COVE~~ ROAD ~~(RC-Aug 2/16;E-Sep 3/16)~~

61(5) Notwithstanding the definitions of "accessory building" and "accessory use" in sections 2, sections 14A, 14C, and 14U, clauses 21 (a), (b), (ba), (e), (f) and (g)) and subsections 61(1), 61(2), 61(3), 61(4), for those properties known as Lots G1, G2 and a portion of a water lot located at 348 Purcell's Cove Road, Halifax (PID #00270975, 41158452 and 00633511) and shown on Map ZM-27, the following shall apply:

(a) An existing single family dwelling and an accessory building shall be permitted on Lot G2 (PID #41158452) and a portion of a water lot (PID #00633511) as shown on Map ZM-27. No additions to the single family dwelling building or the accessory building which would increase the floor area on Lot G2 shall be permitted. No new buildings on Lot G2 shall be permitted. However, nothing in this clause shall prevent repairs and renovations to or the replacement of buildings that existed on the effective date of this provision on Lot G2;

(b) (i) An accessory building existing on the effective date of this provision and located in the northern corner of Lot G1 (PID #00270975) shall be permitted:

(A) to be accessory to the dwelling located on Lot G2,

(B) at a height of a maximum of three storeys and a maximum of thirty (30) feet and

(C) to have a minimum setback of zero (0) feet from a side or rear property line, as shown on Map ZM-27.

(ii) The accessory building in the northern corner of Lot G1 shall not be occupied at any time as a dwelling.

(iii) No additions to the accessory building in the northern corner of Lot G1 which would increase the floor area of this building or increase the existing height of this building shall be permitted.

(iv) However, nothing in this clause shall prevent repairs and renovations to or the replacement of the accessory building in the northern corner of Lot G1;

(c) An existing accessory building located on the eastern side of Lot G1 (PID #00270975) shall be permitted to have a minimum setback of zero (0) feet from a side or rear property line, as shown on Map ZM-27. Additions to this building shall comply with clause 21(f) and shall have a maximum height of fourteen (14) feet;

(d) The southernmost accessory building on Lot G1 shall be permitted to expand, subject to compliance with clause 21(f) and subject to a maximum height of fourteen (14) feet;

(e) New accessory buildings on Lot G1 which are accessory to the dwelling located on Lot G2 shall comply with the requirements of Section 21 and shall have a maximum height of fourteen (14) feet; and

(f) The provisions of clauses 61(5) (a), (b), (c), (d), (e) and subsection 62EE (7) shall not exempt the existing buildings from any associated approvals from any agency or government which may be necessary in order to obtain municipal permits for the existing buildings.

RDD ZONE: RESIDENTIAL DEVELOPMENT DISTRICT ZONE

62A(1) The following uses shall be permitted in any RDD Zone:

(a) R-1 and R-2 uses as hereinbefore set out;
(b) Uses accessory to the foregoing

R-1 AND R-2 USES IN RDD ZONE

62A(2) Buildings erected, altered or used for R-1 and R-2 uses in an RDD zone shall comply with the requirements of the R-1 and R-2 zones respectively.

62A(3) No person shall in any RDD zone carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection(1).

62A(4) No person shall in any RDD zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection (1).

62B(1) Notwithstanding any other provision of this by-law, Council may, by resolution, approve any specific development application pursuant to Policy 1.5.1 of Part II, Section X (Schedule I) of the Municipal Planning Strategy.

62B(2) Application for development agreements in any Residential Development District (RDD) shall include the following information:

(i) a legal description of the total site proposed for development, to include present and proposed ownership;
(ii) a development schedule to indicate the stages or phases of development from beginning to completion;
(iii) total number and type of dwelling units, lot size, proposed lot coverages, approximate gross and net population densities, total amount of open space and usable open space, total amount of commercial and, where applicable, institutional facilities;
(iv) site plan and supporting maps to describe existing topographic conditions including contours at 5 foot intervals, water courses or bodies, flood plains, wetlands, significant natural features and forest cover including the general location of trees 6 inches in diameter or greater, proposed lot lines, location and size of all existing and proposed buildings and structures including maximum heights, types of dwelling units, density per type, and non-residential structures;
(v) the location and size of all areas to be dedicated or reserved as common open spaces, public parks, recreation areas, and other public uses; existing and proposed street circulation systems including parking and serviced areas, and major points of ingress and egress to the development; existing and proposed pedestrian circulation system, including its interrelationship with the vehicular circulation system; existing and proposed public utility system, and, where applicable, provide sanitary and water systems on and adjacent to the development site; and general schematic landscape plan indicating the treatment

of private and public open spaces, information on areas adjacent to the proposed development to indicate the relationship to these areas, to include land uses, zoning classifications, densities, circulation systems, public facilities and significant natural features and sensitive landscape.

(vi) any other information which may be required to evaluate the impact of the proposed development.

HALIFAX

LAND USE BY-LAW

PLANNING DISTRICT 5 (CHEBUCTO PENINSULA)

PART 25: UR (URBAN RESERVE) ZONE (RC-Jun 25/14;E-Oct 18/14)

25.1 UR USES PERMITTED

No development permit shall be issued in any UR (Urban Reserve) Zone except for the following:

Single unit dwellings, on existing lots provided that a private on-site sewage disposal system and well are provided on the lot
Passive recreation uses
Uses accessory to the foregoing uses

25.2 UR ZONE REQUIREMENTS

In any UR Zone, no development permit shall be issued except in conformity with the following:

Minimum Front or Flankage Yard:	**9.1m**
Minimum Side Yard:	**2.5m**
Minimum Rear Yard:	**2.5m**
Maximum Lot Coverage:	**35%**
Maximum Height of Main Building:	**11m**

PART 18: C-5 (INDUSTRIAL COMMERCIAL MIX) ZONE

18.1 C-5 USES PERMITTED

No development permit shall be issued in any C-5 (Industrial Commercial Mix) Zone except for the following:

All uses permitted in the C-2 Zone, except single and two unit dwellings.
Any industrial, assembly, manufacturing operation or **cannabis production facility (RC-Sep18/18;E-Nov 3/18)** which is conducted and wholly contained within a building and which does not involve process water treatment;
Service industries;
General contracting storage yards and services;
Machinery sales and service outlets;
Service stations;
Trucking, landscaping and excavating services;
Automotive repair outlets and auto body shops;
Warehouses;
Hotels and motels;
Restaurants including drive-in and take out restaurants;
Outdoor display courts;
All uses permitted in the P-2 (Community Facility) Zone;
Mobile dwellings and single unit dwellings which are accessory to any permitted use.
Composting operations (see section 4.29) (MC-Feb 26/96;E-Mar 28/96)

18.2 C-5 ZONE REQUIREMENTS

In any C-5 Zone, no development permit shall be issued except in conformity with the following:

Minimum Lot Area	20,000 square feet (1858 m^2)
Minimum Frontage	100 feet (32.84 m)
Minimum Front or Flankage Yard	30 feet (4.1 m)
Minimum Rear or Side Yard	15 feet (4.5 m)
Minimum Separation Distance Between Accessory Buildings	15 feet (4.5 m)
Maximum Height of Main Building	35 feet (10.7 m)

18.3 OTHER REQUIREMENTS: SINGLE AND TWO UNIT DWELLINGS

Notwithstanding Section 18.1, no person shall erect any single or two unit dwelling unless such a dwelling is located on a lot in existence on the effective date of this By-law, except where a single or two unit dwelling is accessory to any permitted use.

18.4 OTHER REQUIREMENTS: SEPARATION DISTANCES

(a) Where any C-5 Zone abuts any park or conservation zone, no building or structure shall be permitted within fifty (50) feet (16.4 m) of the abutting zone.
(b) Where any commercial or industrial use in any C-5 Zone abuts any residential or

community facility use, no building or structure shall be permitted within fifty (50) feet (16.4 m) of the abutting use.

(c) Where any C-5 Zone abuts any other zone, no bulk fuel storage tanks shall be permitted within one hundred (100) feet (32.84 m) of the abutting zone, and in no case shall any bulk fuel storage tanks be located within one hundred (100) feet of a residential use.

18.5 OTHER REQUIREMENTS: OPEN STORAGE, OUTDOOR DISPLAY, PARKING AND LOADING AREAS

(a) No open storage shall be permitted in any required front or side yard.

(b) No outdoor display shall be permitted within ten (10) feet (3 m) of any lot line.

(c) No open storage or outdoor display shall be permitted in any yard which abuts any residential or community facility use except where a visual barrier is provided.

(d) No parking or loading area shall be permitted in any required side or rear yard where the required yard abuts any residential or community facility use except where a visual barrier is provided.

(e) Notwithstanding the provisions of Section 4.27, the parking area shall be paved or otherwise maintained with a stable surface which is treated in a manner so as to prevent the raising of dust and loose particles.

18.6 OTHER REQUIREMENTS: ENVIRONMENTAL

No building, structure, open storage or parking area shall be located within twenty-five (25) feet of Fish Brook or within twenty-five (25) feet of Spruce Hill Lake.

18.7 OTHER REQUIREMENTS: SERVICE STATIONS

Where a service station is erected in any C-5 Zone, the following shall apply:

(a) Minimum Lot Area: 30,000 square feet (2787 m^2);

(b) Minimum Lot Frontage: 150 feet (45.7 m);

(c) No portion of any pump island shall be located closer than twenty (20) feet (6.1 m) from any street line;

(d) The minimum distance between ramps or driveways shall be thirty (30) feet (9.1 m);

(e) The minimum distance from a ramp or driveway to a road intersection shall be fifty (50) feet (16.4 m);

(f) The minimum angle of intersection of a ramp to a road line shall be forty-five (45) degrees;

(g) The width of a ramp shall be a minimum of twenty (20) feet (6.1 m) and a maximum of twenty-six (26) feet (7.9 m);

(h) Any materials or automobiles being stored as part of the service station operation shall be enclosed by a fence, vegetation or other means which provide a visual and physical barrier.

18.8 OTHER REQUIREMENTS: AUTO BODY SHOPS

(a) Any materials associated with an auto body shop operation shall be contained within a building or otherwise enclosed by a fence, vegetation or other means which provide a visual and physical barrier.

(b) No open storage of vehicles or equipment shall be permitted within any required yard.

18.9 OTHER REQUIREMENTS: ONE MAIN BUILDING ON A LOT

No person shall erect more than one (1) main industrial or commercial building on a lot within any C-5 (Industrial Commercial Mix) Zone. Developments which involve more than one main commercial or industrial building on a lot may be considered by development agreement subject to Policy P-81 of the Municipal Planning Strategy and Section 3.6 of this By-law.

18.10 OTHER REQUIREMENTS: USES WITHIN 250 FEET

Notwithstanding Section 18.2, no development permit shall be issued for any commercial or industrial use located within 250 feet of the Old Sambro Road north of Fish Brook, or within 250 feet of Long Lake Provincial Park, except pursuant to Section 3.6(j) of this By-law.

18.11 OTHER REQUIREMENTS: CANNABIS PRODUCTION FACILITY (RC-Sep18/18; E-Nov 3/18)

(a) Where a lot containing a cannabis production facility abuts a lot

(i) zoned or used for residential purposes, or

(ii) that is used for a daycare, community centre, school, religious institution, public park or playground,

such facility, including any building or outdoor area used as a Cannabis production facility, shall be set back a minimum 230 feet (70 metres) from the abutting lot line.





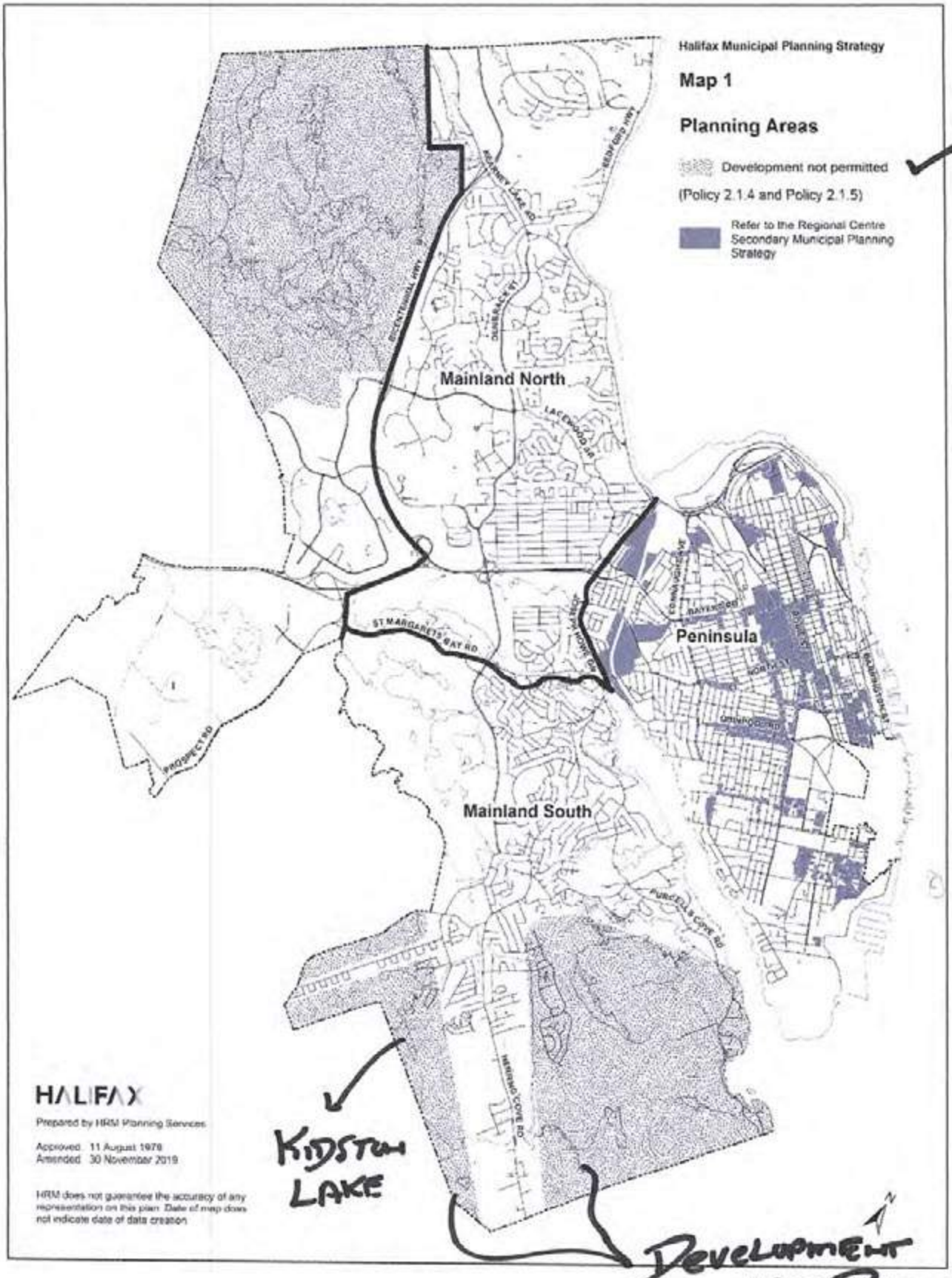
Appendix C

HALIFAX

MUNICIPAL PLANNING STRATEGY

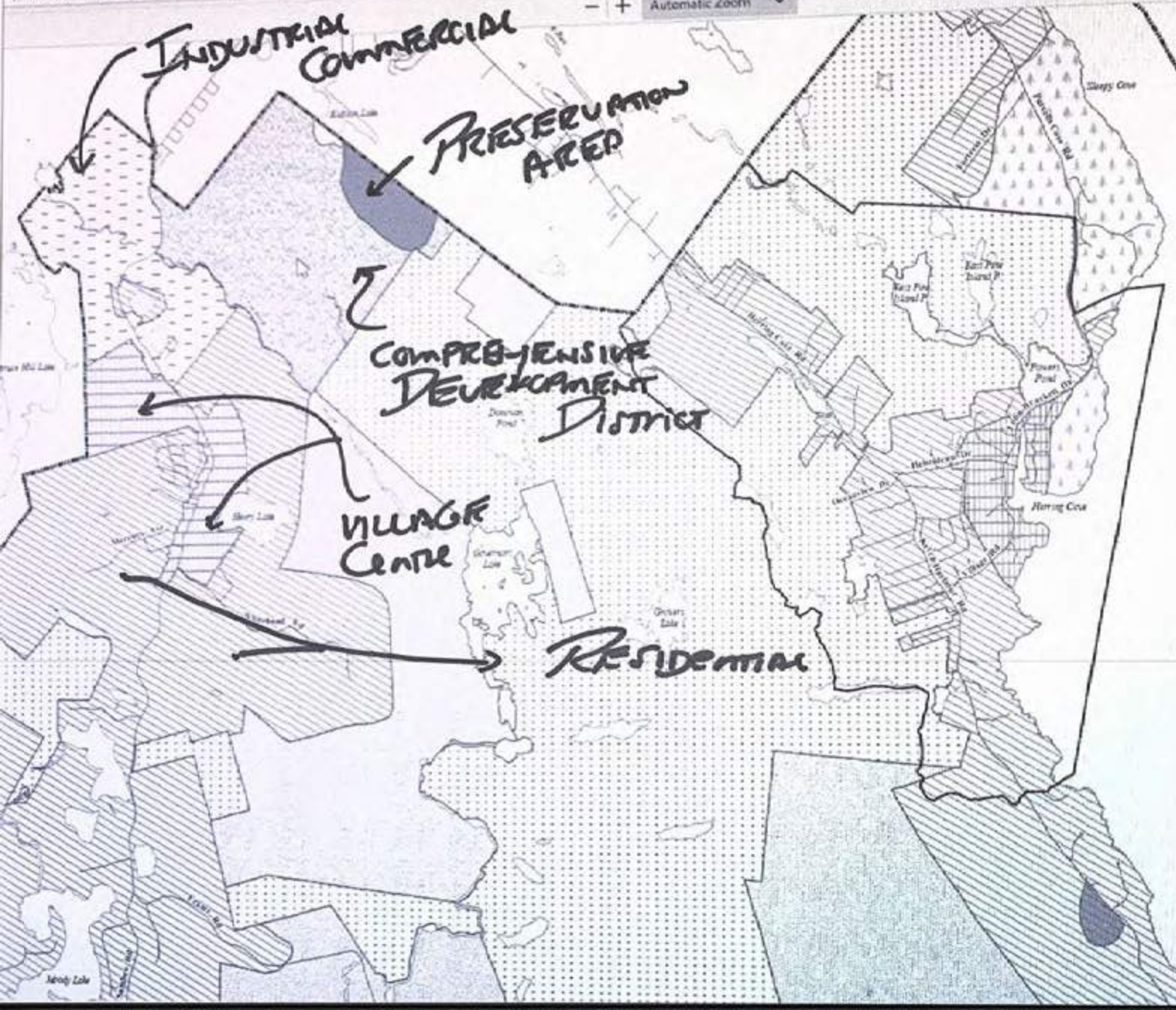
HALIFAX

Map 1: Planning Areas (RC-Sep 18/19;E-Nov 30/19)



https://www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/PlanningDistrict5_MPS_Map1GFLUM26March2016.pdf

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Municipal Planning Strat

Map 1

Generalized Future La

Designation

- Park
- Residential
- Village Centre
- Rural "A"
- Rural "B"
- Conservation
- Industrial Commercia
- Preservation
- Comprehensive Devel District

- Plan Area Boundary
- Herring Cove Village

16. GENERALIZED FUTURE LAND USE MAP

16.1 Map 9 shall be considered as the expression of intent of the City of Halifax for a future land use pattern based on the policies outlined heretofore.

16.2 The areas of future land use shown on Map 9 shall be determined primarily by the objectives and policies which correspond to the primary use shown. All other objectives and policies shall apply as appropriate, but shall be subordinate to the primary objectives and policies.

16.2.1 Pursuant to Policy 15.2, for those areas where a detailed area plan forms a part of this Plan, and where the areas of future land use are shown on a Generalized Future Land Use Map for such area, as indicated on Map 9, the City shall determine the areas of future land use in accordance with the policies of the detailed area plan. In addition to the requirements of Policy 15.2 above, where the matter under consideration is not addressed by the policies of the detailed area plan, the policies of Part II, Section II of this Plan shall apply as appropriate.

~~**SECTION III - CENTRAL BUSINESS DISTRICT**~~
Deleted (RC-Jun 16/09; E-Oct 24/09)

~~**SECTION IV - HALIFAX WATERFRONT DEVELOPMENT AREA**~~
Deleted (RC-Jun 16/09; E-Oct 24/09)

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.

2.1 Residential development to accommodate future growth in the City should occur both on the Peninsula and on the Mainland, and should be related to the adequacy of existing or presently budgeted services.

2.1.1 On the Peninsula, residential development should be encouraged through retention, rehabilitation and infill compatible with existing neighbourhoods; and the City shall develop the means to do this through the detailed area planning process.

2.1.2 On the Mainland, residential development should be encouraged to create sound neighbourhoods through the application of a planned unit development process and this shall be accomplished by Implementation Policy 3.3. It is the intention of the City to prepare and adopt a planned unit development zone subsequent to the adoption of this Plan.

2.1.3 Repealed.

POLICY 5.6

✓ 2.1.4 In accordance with Policy 2.1.3, the City shall permit only limited development with on-site services in that portion of the Mainland South area indicated on Map 1 and this shall be accomplished by Implementation Policy 3.6.

✓ 2.1.5 Development in the area shown on Map 1 to the west of the Bicentennial Drive shall be limited due to environmental sensitivity and a lack of municipal services. Only detached single unit residential dwellings and community facilities with on-site services shall be permitted.

✓ 2.1.6 Development with on-site services shall be permitted on lots which abut the existing public street network for the area surrounding Kearney Lake Road and currently designated "Residential Environments" on Map 9.

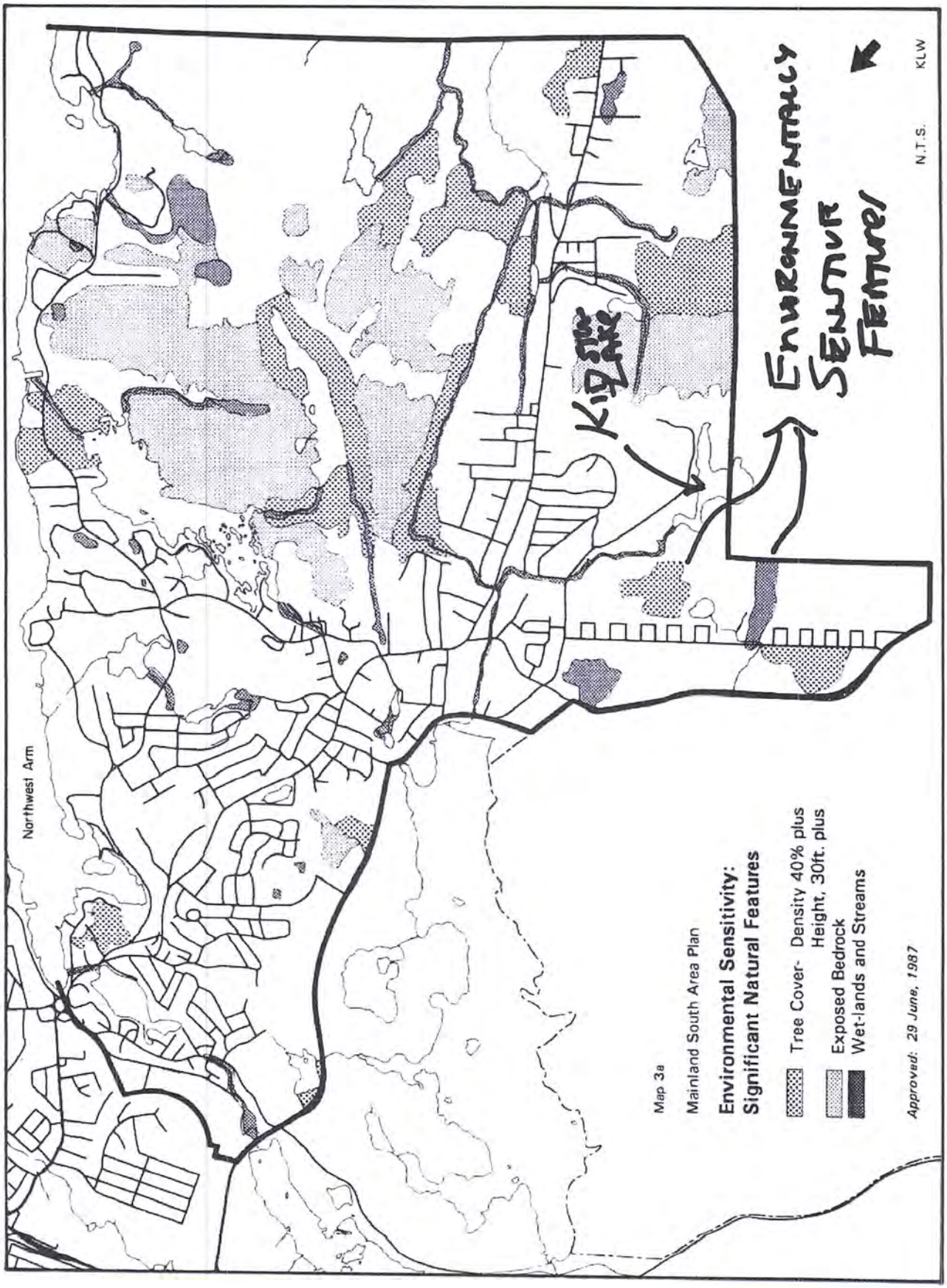
2.2 The integrity of existing residential neighbourhoods shall be maintained by requiring that any new development which would differ in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.

2.3 The City shall investigate alternative means for encouraging well-planned, integrated development.

2.3.1 The City should restrict ribbon development which does not conform to the policies of this document and should seek ways to remove any such development which may become obsolete.

2.3.2 Ribbon development along principal streets should be prohibited in order to minimize access points required by local traffic.

Map 3a: Environmental Sensitivity – Significant Natural Features



3.3.1 Further to Policy 3.3 above, these areas shall be identified on the zoning map and within such areas no development permit shall be issued unless the proposed development has been approved by a resolution of Council, and further, except under an agreement with Council pursuant to Section 34(1) of the Planning Act.

3.3.2 Further to Policy 3.3.1 above, the purpose for which land within these areas is to be developed shall be primarily residential, and an emphasis shall be placed on a mix of housing types, shall include provision for local commercial uses that are intended to serve the residents of the immediate area, and shall include provision for automobile, transit and pedestrian circulation and an emphasis on conservation of natural environment features including lakes and waterways, mature trees and natural topographic features. In addition to the above, City Council may consider provision for minor commercial uses in accordance with Policy 3.1.2 in Section II, provided that such uses are consistent with the policies of this Plan, are compatible in design form and function with comprehensively planned development and with development adjacent to a comprehensively planned development, and that such uses are located in such manner as to be in accord with Policy 2.4.1 of Section II, as the principles of said policy may apply to areas of vacant land.

3.3.3 The City shall prepare and adopt plans for major public facilities including the location of collector roadways, schools and major community open space in the residentially designated undeveloped areas of the City.

3.3.4 In entering into agreements pursuant to Policy 3.3.1 above, Council shall be guided by the policies contained in Section II of this Plan, and shall not enter into agreements which are inconsistent with the policies of this Plan.

3.3.5 Prior to entering into any agreements pursuant to Policy 3.3.1, Council shall advertise its intention to do so and shall hold a public hearing at which time any objections shall be heard.

3.4 Repealed 6 June 1990.

3.5 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.1 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.2 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.3 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.4 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.5 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.6 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.6 In accordance with Section II, Policy 2.1.4 the City shall establish a holding zone to be in effect at least until such time as the detailed area plan for Mainland South is adopted and approved as an amendment to this Plan.

N

Old Sambro Rd

Elmdale Cres

Kidston Lake

Glastonbury St

Westview St

Auburn Ave

Monbeh St

https://www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/PlanningDistrict5_MPS_Map1GFLUM26March2016.pdf

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Municipal Planning Strategy

Map 1

Generalized Future Land U

Designation

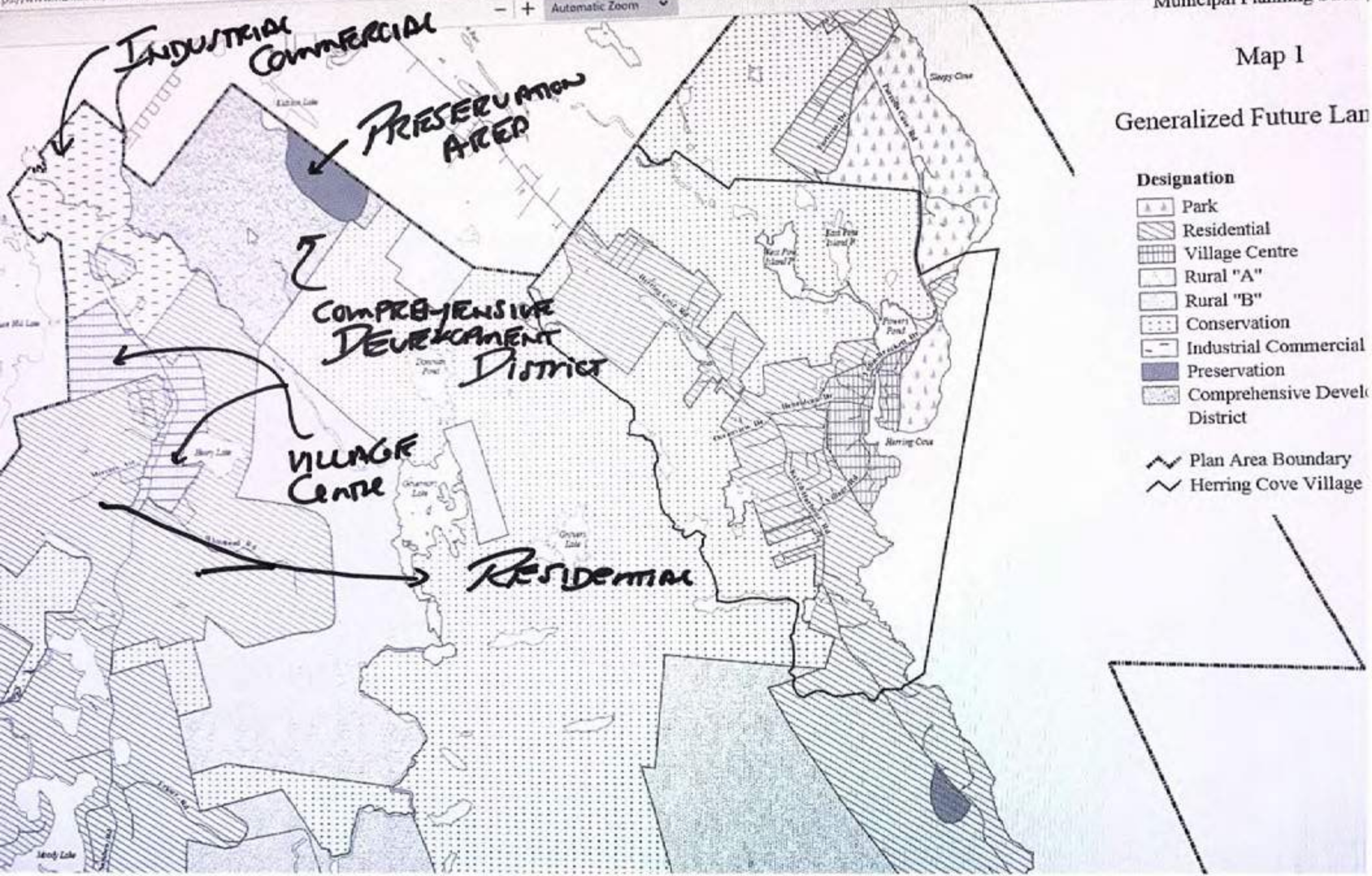
- Park
- Residential
- Village Centre
- Rural "A"
- Rural "B"
- Conservation
- Industrial Commercial
- Preservation
- Comprehensive Developmen District

- Plan Area Boundary
- Herring Cove Village Boun

Kidston Lake
Spruce Hill Lake
Henry Lake
Mercury Ave
Whitehead Rd
Donovan Pond
Governors Lake
Grovers Lake
Fraser Rd
Moody Lake
Old Sambro Rd
Sleepy Cove
Portuguese Cove Rd
Fortress Dr
West Pine Island P
East Pine Island P
Herring Cove Rd
Powers Pond
John Brackett Dr
Hebrideau Dr
Oceanview Dr
Herring Cove
Beach Harbour Rd
Village Rd

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Municipal Planning Strate

Map 1

Generalized Future Lan

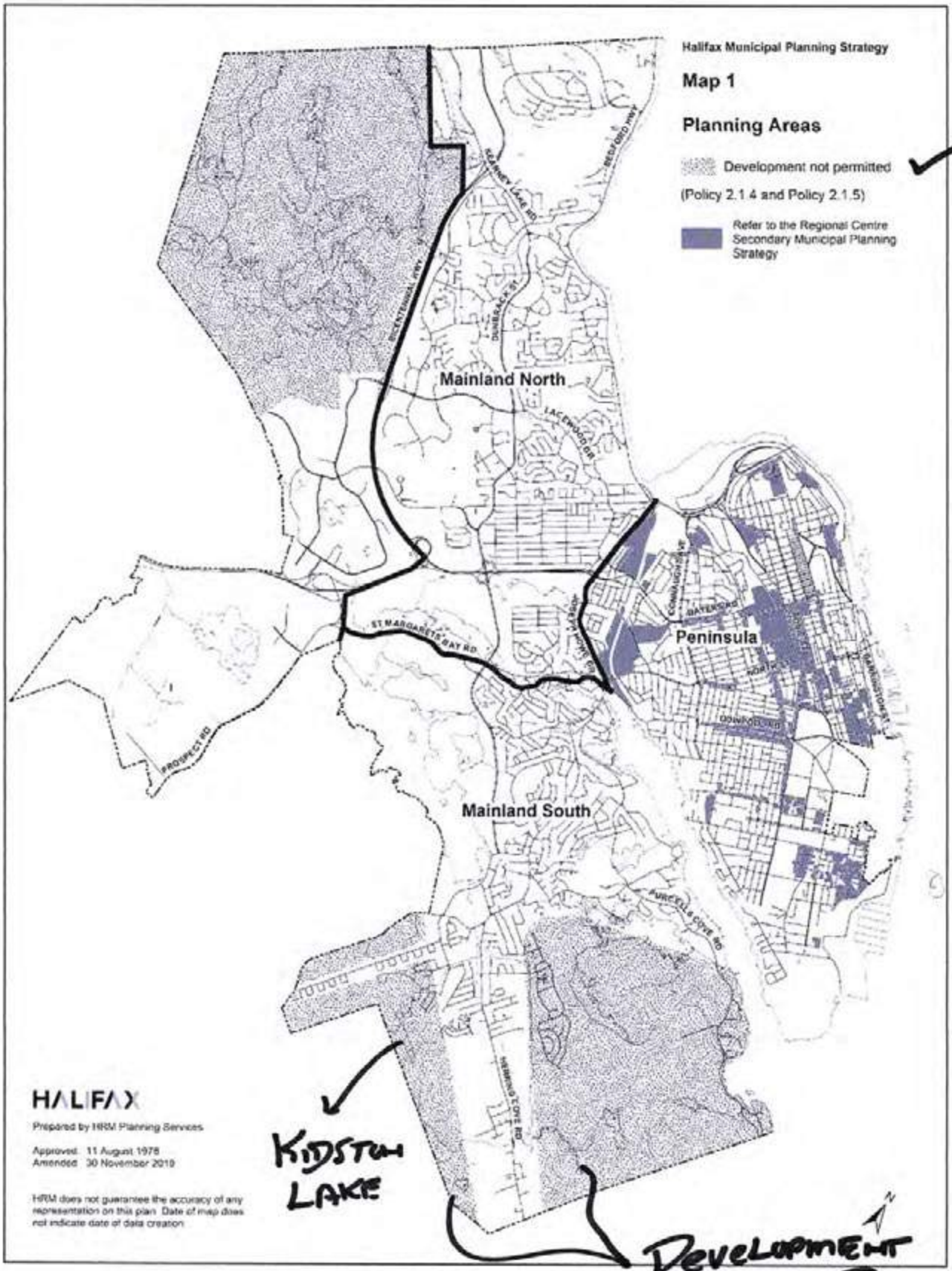
Designation

- Park
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- Village Centre
- Rural "A"
- Rural "B"
- Conservation
- Industrial Commercial
- Preservation
- Comprehensive Devel District

- Plan Area Boundary
- Herring Cove Village

Appendix D

Map 1: Planning Areas (RC-Sep 18/19;E-Nov 30/19)



Appendix E

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.

2.1 Residential development to accommodate future growth in the City should occur both on the Peninsula and on the Mainland, and should be related to the adequacy of existing or presently budgeted services.

2.1.1 On the Peninsula, residential development should be encouraged through retention, rehabilitation and infill compatible with existing neighbourhoods; and the City shall develop the means to do this through the detailed area planning process.

2.1.2 On the Mainland, residential development should be encouraged to create sound neighbourhoods through the application of a planned unit development process and this shall be accomplished by Implementation Policy 3.3. It is the intention of the City to prepare and adopt a planned unit development zone subsequent to the adoption of this Plan.

2.1.3 Repealed.

2.1.4 In accordance with Policy 2.1.3, the City shall permit only limited development with on-site services in that portion of the Mainland South area indicated on Map 1 and this shall be accomplished by Implementation Policy 3.6.

2.1.5 Development in the area shown on Map 1 to the west of the Bicentennial Drive shall be limited due to environmental sensitivity and a lack of municipal services. Only detached single unit residential dwellings and community facilities with on-site services shall be permitted.

2.1.6 Development with on-site services shall be permitted on lots which abut the existing public street network for the area surrounding Kearney Lake Road and currently designated "Residential Environments" on Map 9.

2.2 The integrity of existing residential neighbourhoods shall be maintained by requiring that any new development which would differ in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.

2.3 The City shall investigate alternative means for encouraging well-planned, integrated development.

2.3.1 The City should restrict ribbon development which does not conform to the policies of this document and should seek ways to remove any such development which may become obsolete.

2.3.2 Ribbon development along principal streets should be prohibited in order to minimize access points required by local traffic.

Appendix F

HALIFAX

Regional Municipal Planning Strategy

OCTOBER 2014

3.2.2 Urban Reserve Designation

The Urban Reserve Designation is intended to ensure that a supply of land is available for serviced development over a longer term horizon. The following seven areas are designated as Urban Reserve:

1. interior lands bounded by Highway 7, Ross Road, Highway 207 and Broom Road (Cole Harbour/Westphal);
2. land surrounding Anderson Lake area (Dartmouth/Bedford);
3. Governor Lake North (Timberlea);
4. Ragged Lake (Halifax);
5. Kidston Lake lands (Spryfield/Herring Cove);
6. Purcell's Cove area back lands; and
7. private lands in the Blue Mountain - Birch Cove Lakes Regional Park area.

S-3 The Urban Reserve Designation shall be established on the Generalized Future Land Use Map (Map 2) to identify those lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of this Plan.

S-4 HRM shall, through the applicable land use by-law, establish an Urban Reserve Zone to regulate development of lands within the Urban Reserve Designation. This Zone shall permit open space uses and limit residential development to existing lots and to one lot subdivided from an existing lot under lot frontage exemption provisions of the Subdivision By-law on a property identified by PID No. 00270934.

3.2.3 Rural Settlement Designations

Under this plan, Rural Settlement Designations encompass all lands outside the Urban Settlement and Urban Reserve Designations. The following three land use designations are established:

3.2.3.1 Rural Commuter Designation

S-5 The Rural Commuter Designation shall be established on the Generalized Future Land Use Map (Map 2) to encompass those areas within commuting distance of the Regional Centre that are heavily influenced by low-density residential development. The intent for this designation is to:

- to protect the character of rural communities and conserve open space and natural resources by focussing growth within a series of centres, as shown on Settlement and Transportation Map (Map 1);
- support the delivery of convenience services to the surrounding settlement area;
- control the amount and form of development between centres; and
- protect the natural resource base and preserve the natural features that foster the traditional rural community character.

HRM intends to recognize the established Water Service Districts and allow for consideration of further extensions in accordance with the following policies:

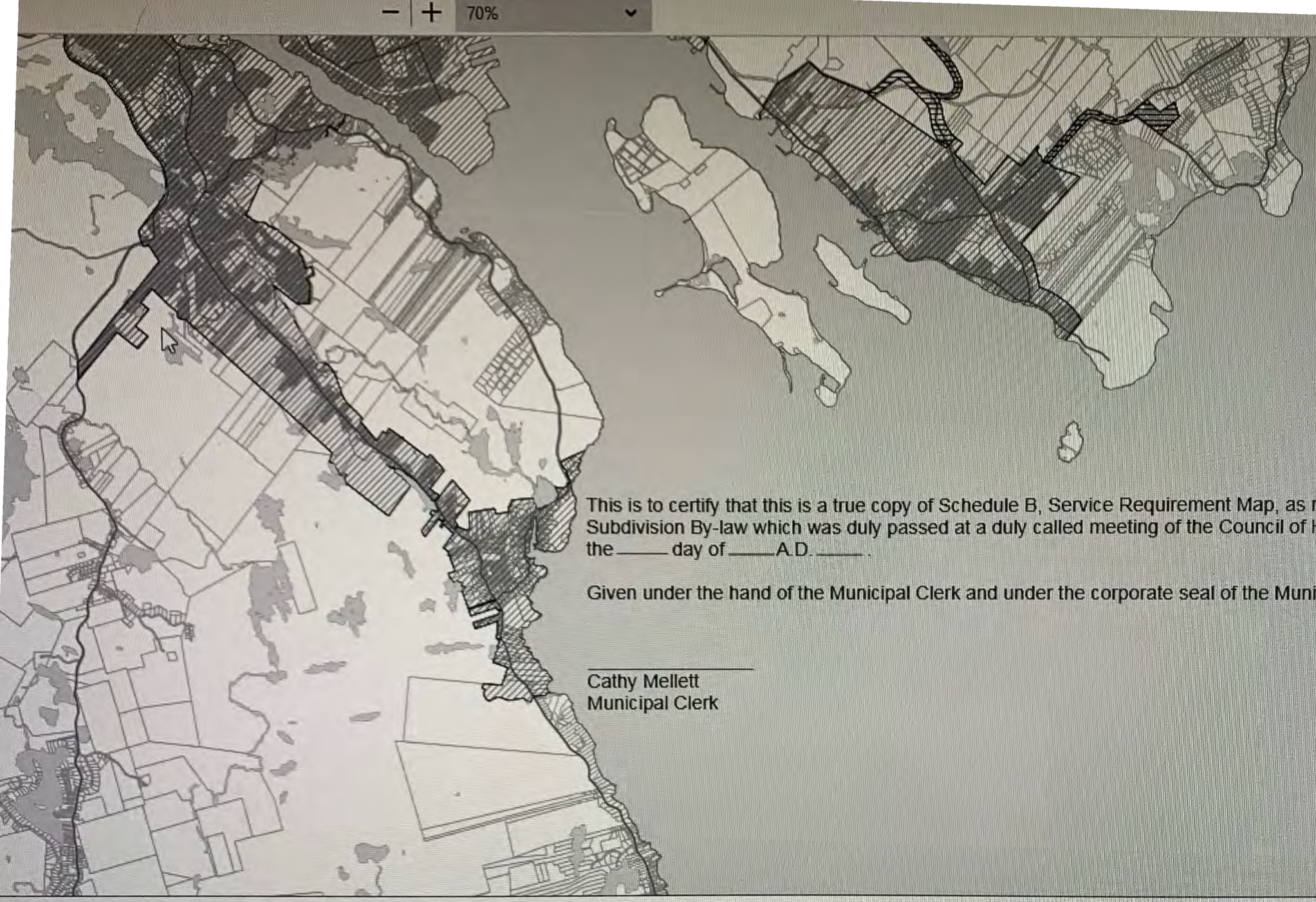
SU-13 In recognition of the Water Service Districts established under the former Halifax County Municipality Subdivision By-law, HRM shall, through the Regional Subdivision By-law, establish Water Service Areas where development shall be permitted which is serviced by a public water distribution system but without a municipal wastewater system. Within these areas, a water distribution system shall be required to service all new developments located adjacent to an existing water distribution system where a new or extended public street or highway is proposed. Further, no water distribution system shall be permitted to extend outside of a Water Service Area.

SU-14 HRM may consider establishing new Water Service Areas, subject to the financial ability of HRM to absorb any related costs, provided a wastewater management plan is also considered in accordance with Policy SU-20, if:

(a) (i) the area is within a Rural Commuter, Rural Resource or Agricultural centre and it has been determined through a secondary planning process that new growth is to be encouraged in this area; or
(ii) the lands are adjacent to an existing Water Service Area and a Classic Conservation Design development is proposed; or
(iii) the lands are adjacent to an existing Water Service Area and a Classic Conservation Design development is proposed within an Urban Reserve designation, subject to the provisions of clause (d) of policy G-16; and
(b) the new service area and a charge needed to pay for growth related improvements to the water or stormwater services has, where required, been approved by the Review Board.

SU-15 HRM may consider expanding existing Water Service Areas to existing communities, subject to the financial ability of HRM to absorb any costs related to the expansion, if:

(a) the lands are in proximity to a water transmission main planned or constructed by Halifax Water to improve the performance of the water distribution system;
(b) a study has been prepared by a qualified person verifying that there is a water quality or quantity problem that cannot reasonably be rectified by an alternative means;
(c) there are environmental concerns related to the long-term integrity of on-site sewage disposal systems and a wastewater management plan is also considered in accordance with Policy SU-19; and
(d) an area charge needed to pay for growth related improvements to the water, or stormwater services has been approved by the Review Board or Halifax Water has advised that an area charge is not required.



This is to certify that this is a true copy of Schedule B, Service Requirement Map, as referred to in the Regional Subdivision By-law which was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the _____ day of _____A.D. _____ .

Given under the hand of the Municipal Clerk and under the corporate seal of the Municipality this_____day of_____ , A.D.____

Cathy Mellett
Municipal Clerk

x Regional Municipality

Subdivision By-law
Service Requirement Map
Schedule "B"

1.25 2.5 5 7.5
Kilometers

Legend

Urban Service Area	Street construction, storm drainage system, sanitary sewage system, water distribution system and other primary and secondary services in accordance with the Design Guidelines for Urban Streets.
Water Service Area	Same as Rural Service Requirements and a water distribution system where adjacent to existing water services.
Serviced (Sewer Only)	Infill lots required to connect to sewer system.
Rural Service Area	Street construction, storm drainage system and other primary and secondary services in accordance with the Design Guidelines for Rural Streets.

	Reg Plan Designation	Plan Area	Community Plan Designation	Zone	
PID 00283283 (see Map 1 below) 837 acres					
	Urban Settlement	Halifax – Mainland South	Residential Development District	H	These are designated for the development of residential and commercial uses under Schedule I of the Halifax MPS. To be eligible for development there has to be a minimum of 3 acres allocated to the proposed development and sewer and water services have to be available to service the proposed development. These subject lands are within the Urban Settlement Designation but are outside of the Service Boundary under the Regional Subdivision By-law. An amendment to the RSUB would be required to bring these lands into the Service Boundary.
	Urban Reserve	PD 5	CDD	UR	The CDD policy was deleted from plan when area was designated UR under RP in 2006 but the GFLUM was not amended to carry this out. The lands were rezoned from CDD to the UR Zone pursuant to Policy S-4 of the Regional Plan in 2006. Policy S-4 created this zone as a Holding Zone to hold the lands for future urban development after the life of the Regional Plan. The UR Zone was designed to act in the same manner as the H Zone that was applied to the

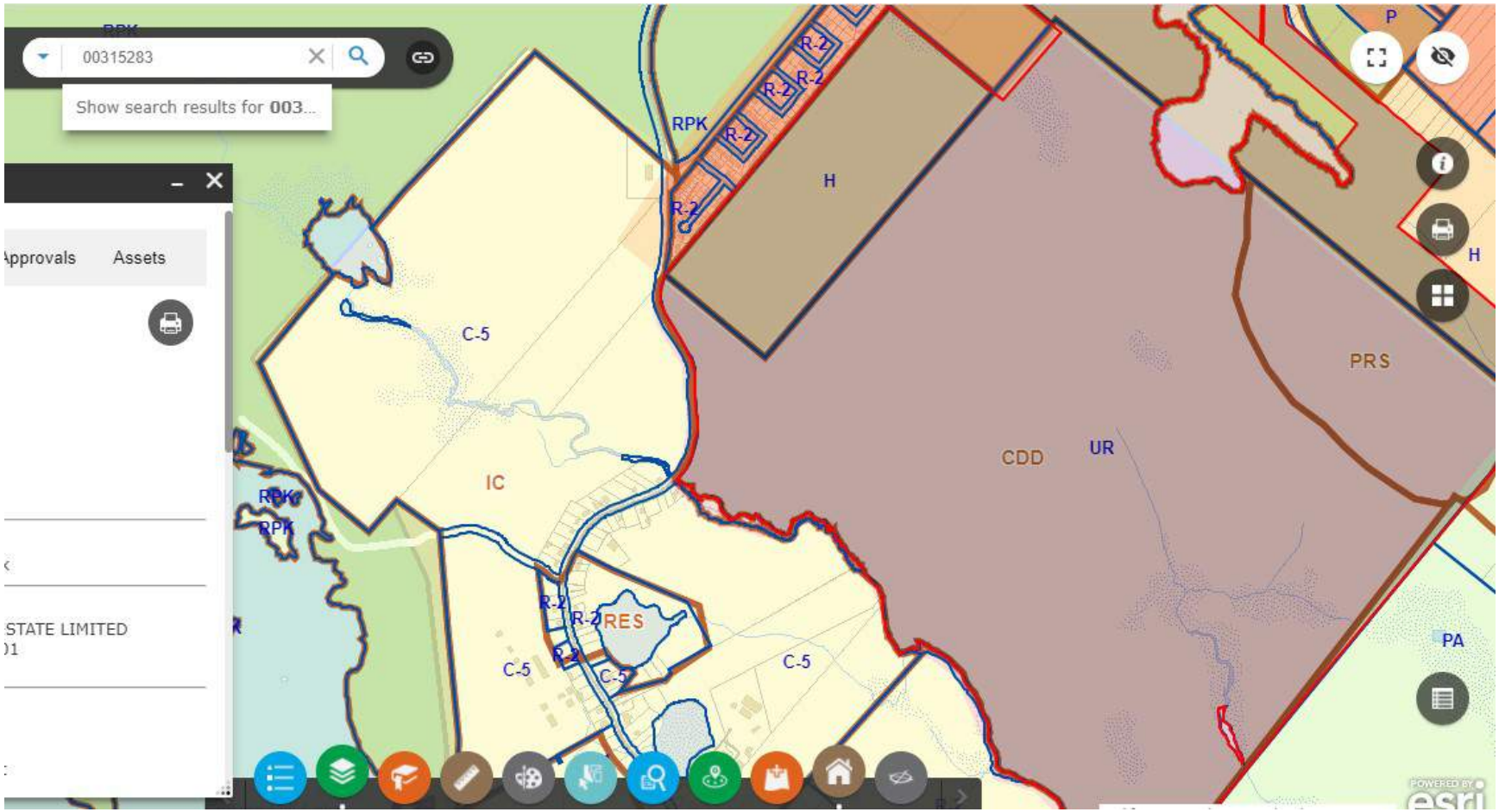
	Reg Plan Designation	Plan Area	Community Plan Designation	Zone	
					portion of the Kidston Lake Land Assembly that was under the Halifax Mainland South LUB.
	Urban Reserve	PD 5	Preservation	UR	This portion of the Kidston Lake Land Assembly is an IPB Site. It was rezoned from CDD to a UR Zone pursuant to Policy S-4 of the Regional Plan in 2006. Policy PRS-2 of the PD 5 MPS specified the intention to apply the base zone (CDD Zone) for the Kidston Lake Land Assembly, in order to reflect the private property rights. PRS-3 states an intention to request the Department of Natural Resources to designate this IBP site as a protected site under the Special Places Protection Act.
Additional Notes Concerning this site.					This site also contains the Rocking Stone which is a site of significant cultural heritage in Kidston Lake and a place that is of great importance for Place Making. Any plan for the development of this site should consider and preserve the important aspects of this site as part of this cultural landscape.

	Reg Plan Designation	Plan Area	Community Plan Designation	Zone	
					Assuming a plan of this size and this magnitude will undergo a secondary plan or CDD process, Regional Plan Policy CH-8 should be addressed.
PID 40872053 (see Map 2 below) 23.16 ac					
	Rural Commuter	PD 5	Industrial - Commercial	C-5	Under the District 5 MPS the Industrial-Commercial Designation was established over the North Harrietsfield area in recognitions of the industrial and commercial operations that were concentrating in this area off the Old Sambro Road. The plan recognizes the potential for conflict between the industrial – commercial operations and the adjacent Long Lake Provincial park on the north and western side of the designation and the Kidston Lake Land Assembly on the eastern side of the designation. This designation is a reflection of the types of land uses that had developed incrementally in this area on the boundaries of the former City of Halifax. This area is part of a larger area designated for this form of development. The plan aims to reduce conflict with the provincial park and Kidston Lake Housing development through performance

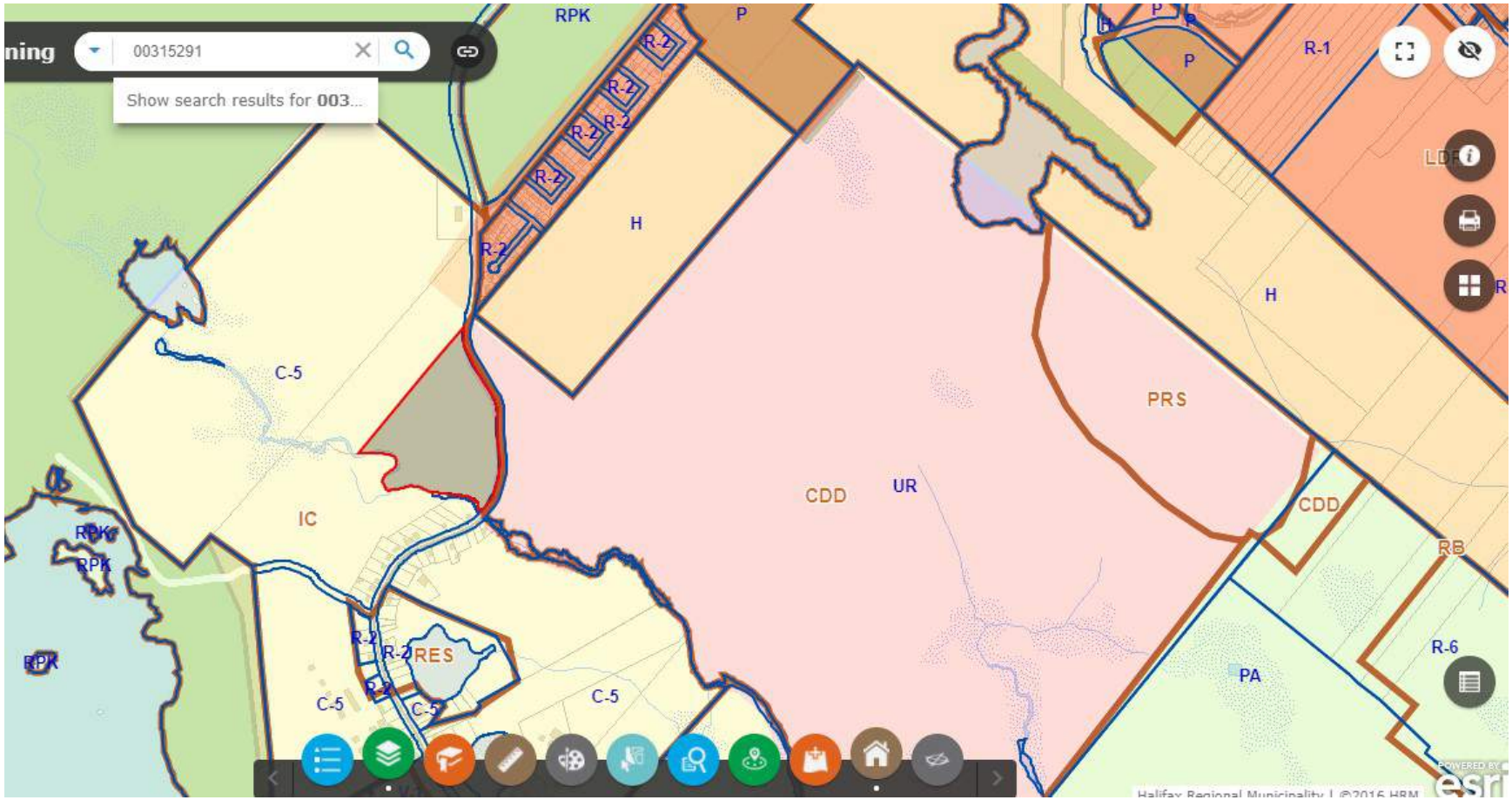
	Reg Plan Designation	Plan Area	Community Plan Designation	Zone	
					controls and setbacks. Industrial or commercial development is permitted within 250 feet of the Park or the Old Sambro Road through the provisions of a DA. This approach is aimed at managing conflict only. No housing development is permitted in the Industrial Commercial Designation. Redesignation would be required to permit a housing development in this area.
PID 00315283 (see Map 3 below) 21 ac					
	Rural Commuter	PD 5	Industrial - Commercial	C-5	See note above
PID 00315291 (ee Map 4 below) 137.89					
	Rural Commuter	PD 5	Industrial - Commercial	C-5	See note above

North American Real Estate Land Assembly Inquiry

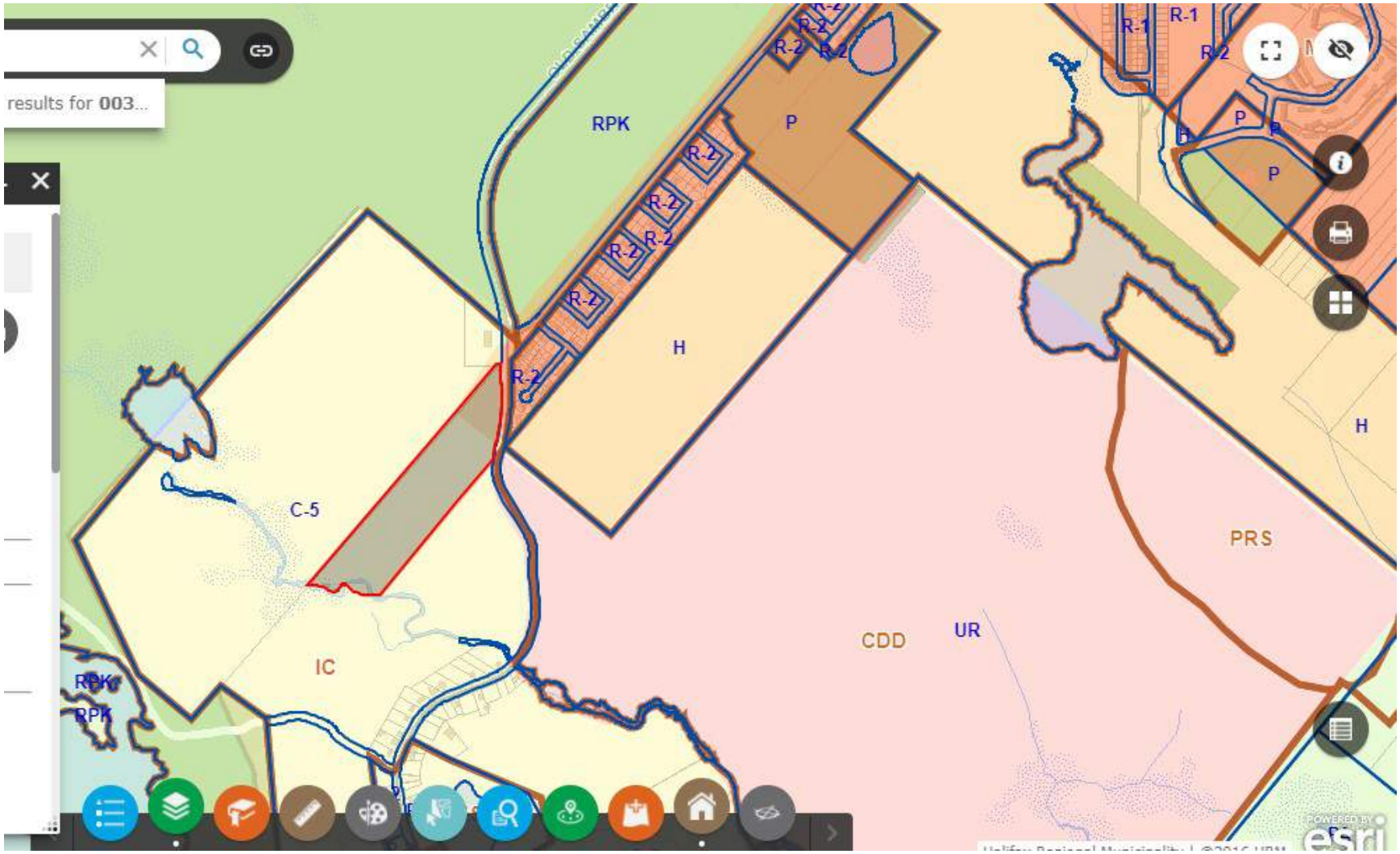
Map 1 – PID 00283283



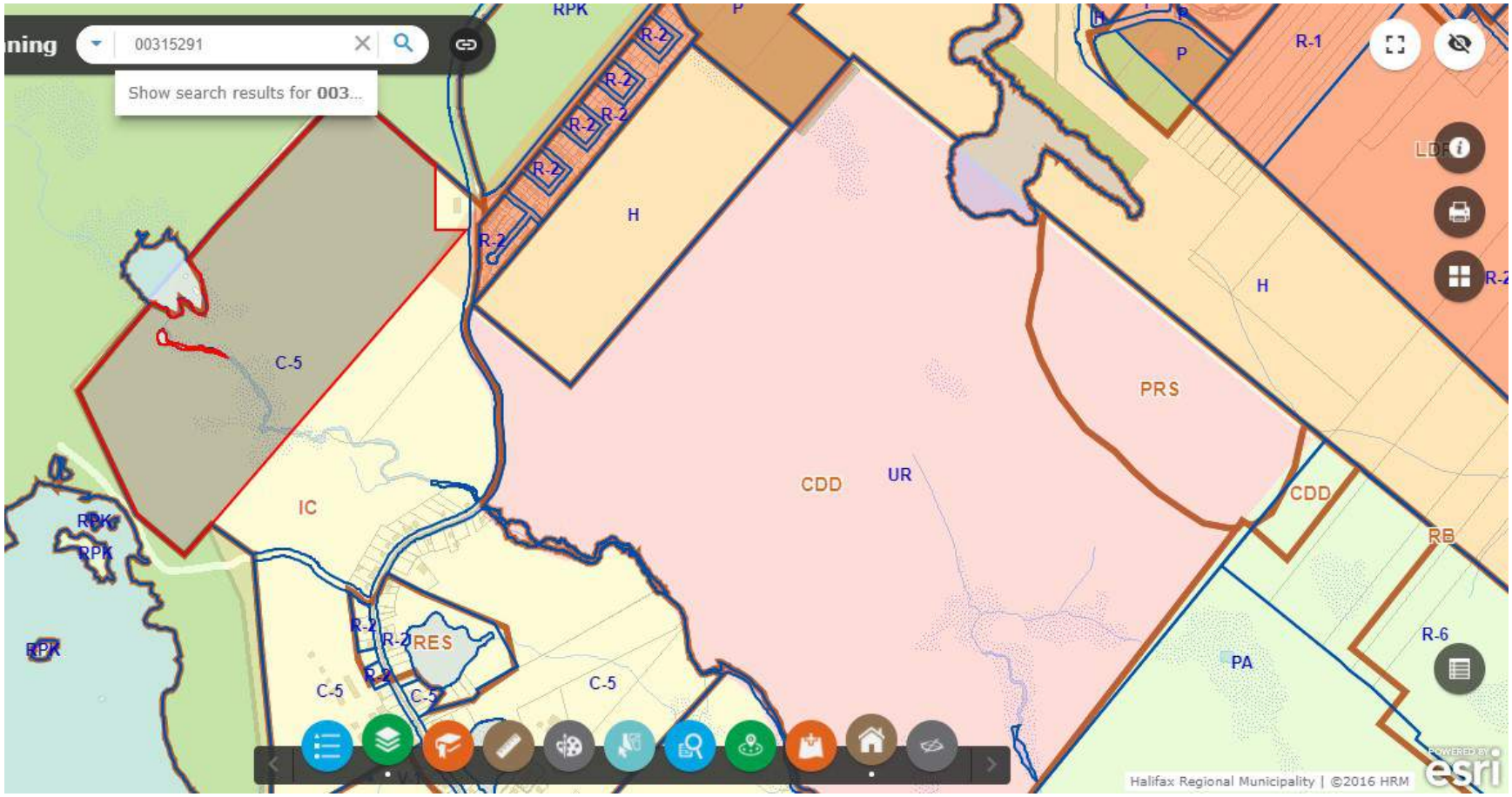
Map 2 – PID 40872053



Map 3 – PID 00315283



Map 4 – PID 00315291



Nova Scotia

Department of Education

Nova Scotia Museum Complex

Curatorial Report Number 49

Important Ecological Sites in Nova Scotia

By Robert Ogilvie
October 1984

Nova Scotia Museum
1747 Summer Street
Halifax, Nova Scotia, Canada
B3H 3A6



Nova Scotia

Department of Education

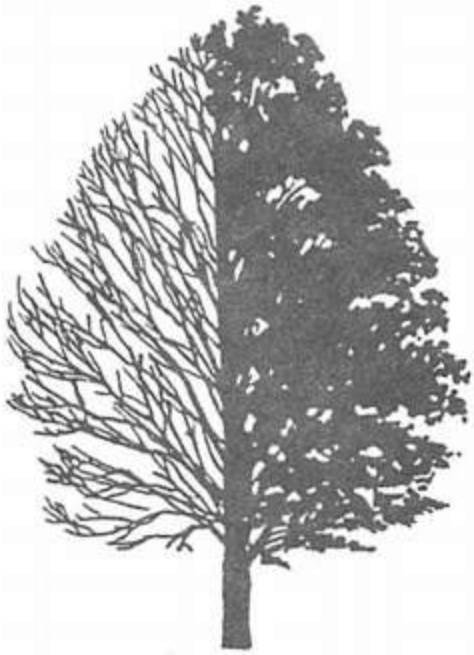
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Curatorial Reports

The Curatorial Reports of the Nova Scotia Museum contain information on the collections and the preliminary results of research projects carried out under the program of the museum. The reports may be cited in publications, but their manuscript status should be clearly indicated.

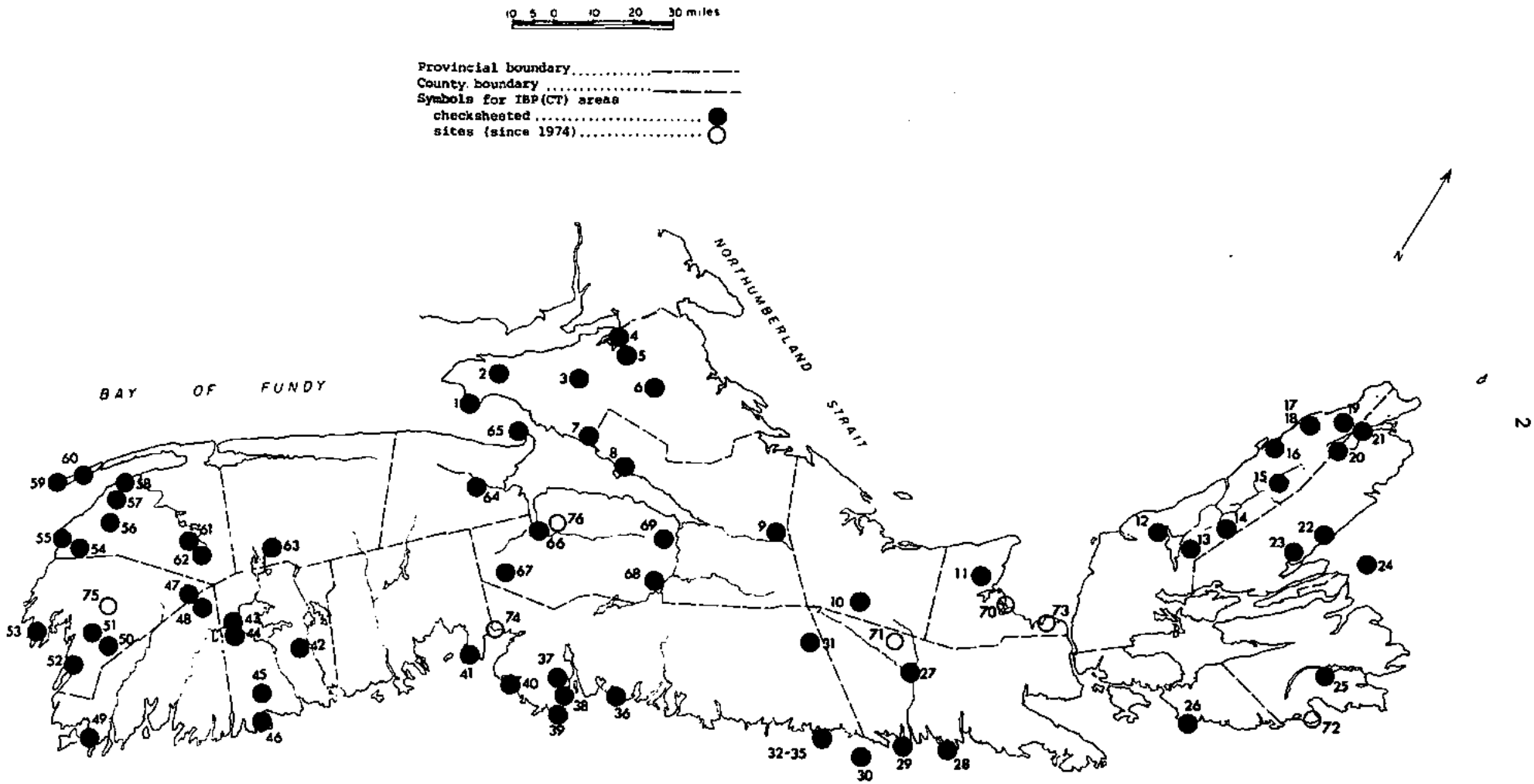
INTRODUCTION

The purpose of this report is two-fold. On the one hand, it contains the information gathered on ecological sites in the province, while on the other it establishes a guide for preliminary research into new sites. Funding was made available to enable the author to compile this information, which will be utilized and expanded upon by the Curator of Special Places. All of this was made possible by the enactment of the Special Places Protection Act of 1980, which acknowledges our responsibility to preserve important ecological, archeological and paleontological sites.

This report is a summary of the effort to date. Research into the status of seventy-six ecological sites was conducted and was entered in abbreviated form in a computer index. The contents of the index compose the body of this report, and are printed in the full standard format. Other formatting options available with our Apple III computer allow generation of a variety of reports and therefore offer a valuable information retrieval tool. As new sites are identified they will be researched and added to the index. Due to time limitations paleontological sites were not investigated.

The listed ecological reserves were chiefly those identified by the IBP-CT program of the early 1970's. The other seven sites were identified after the publication of the IBP final report and the decision was made to continue the site numbering system used therein. It should be noted that none of these sites have been proclaimed. Protection that does exist is incidental on their inclusion within the boundaries of various parks, refuges and management areas, along with the good graces of the owners. One site, the Wight Nature Preserve, is administered by the Nova Scotia Museum. Preliminary investigations indicate that several sites have suffered damage and others are in danger. It is hoped that the resources now becoming available will be enough to ease the pressure on these and other important areas.

NOVA SCOTIA


10 5 0 10 20 30 miles
Provincial boundary
County boundary
Symbols for IBP(CT) areas
checksheeted
sites (since 1974)
BAY OF FUNDY
NORTHUMBERLAND STRAIT
N

EXPLANATION OF FIELD CONTENTS

SITE : The site number and name are adopted from the IBP-CT final report " Ecological Reserves in the Maritimes, Region 7 ". Sites identified since 1974 are being numbered sequentially.

COUNTY : County or counties in which site is located.

ECOSYSTEM : Description of the important ecosystems within the site.

ECO : Continuation of ECOSYSTEM.

SIZE : Approximate area in hectares.

MAP BK : Page and grid reference from the " Map Book of Nova Scotia, 1979 ", as used in the museum's locality index.

NTS : National Topographic System map(s).

FSA : Forestry Series 'A' map(s), indicating forest type, tree heights density and other information. Scales 1"=1 mile,1"=.5 mile,1"= .25 mile.

MAP REF : Lists other map resources on file. See Appendix A.

MR : MAP REF continued.

FILE DATE : The date that the file was established. For IBP sites, this is the date of completion of the check sheet.

AIR PHOTOS: The first letter indicates whether the coverage is complete, incomplete or non-existent. The other letters indicate whether the photos on hand are monoscopic or stereoscopic, colour or black and white. This is followed by a listing of roll numbers and shot numbers of the photos in our possession.

AP : AIR PHOTOS continued.

GEOL INFO : The code number signifies the age, group and formation of the rocks underlying the site. The system is also used on the museum's geological collections. See Appendix B.

CROWN % : Approximate percentage of the site owned by the Crown.

ACRES : Approximate crown acreage.

HECTARES : Approximate crown hectareage.

DOC : Indicates whether ownership documentation is on file and if it is complete, incomplete or unavailable.

PRIVATE % : Approximate percentage of the site owned privately.

ACRES : Approximate private acreage.

HECTARES : Approximate private hectareage.

DOC : See above.

WILD HAB : Codes listed in this field are derived from " Important Freshwater Wetlands & Coastal Wildlife Habitats of Nova Scotia, 1982 ", compiled by the Wildlife Division, Department of Lands & Forests. See Appendix C.

WH : WILD HAB continued.

THEME REG UNIT : This number is derived from the report " Natural History of Nova Scotia ", and indicates habitat considerations.

STATUS : This indicates the protection status of the site. At the present time the status of most sites is unknown, except for those found within provincial and national parks. Other sites are protected to some extent by their location within wildlife santuaries, while site 74, Wight Nature Preserve, is administered by the museum.

REF : References to studies conducted on the site are on file if listed in this field.

REF : REF continued.

SITE: 1. Cape D'Or
ECOSYSTEM: arctic-alpine habitat
ECO: -
MAP BK: 13A3,13B3 NTS: 21H/07
MAP REF: LRIS,CG,CO,SS,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 6 ACRES: 6
PRIVATE%: 94 ACRES: 90
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Cumberland
SIZE: 39
FSA: G14
FILE DATE: Jun 16 71
GEOL INFO: 4(5).1.3
HECTARES: 2.5 DOC: C
HECTARES: 36.5 DOC: C
THEME REG UNIT: 710

SITE: 2. Shulie River
ECOSYSTEM: red spruce (Picea rubens) stand
ECO: -
MAP BK: 12C5 NTS: 21H/10
MAP REF: CG,CO,SS,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 100 ACRES: 77
PRIVATE%: 0 ACRES: 0
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Cumberland
SIZE: 31
FSA: E16
FILE DATE: Jul 4 72
GEOL INFO: 7a.5.1
HECTARES: 31 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 532

SITE: 3. Chignecto
ECOSYSTEM: red pine (Pinus resinosa) stand
ECO: -
MAP BK: 12E4 NTS: 21H/09
MAP REF: CG,CO,SS,GSAM,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 100 ACRES: 77
PRIVATE%: 0 ACRES: 0
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Cumberland
SIZE: 31
FSA: D18
FILE DATE: Jun 17 71
GEOL INFO: 7a.5.1
HECTARES: 31 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 532

SITE: 4. John Lusby N.W. Area COUNTY: Cumberland
ECOSYSTEM: salt marsh
ECO: - SIZE: 653
MAP BK: 18A2 NTS: 21H/16 FSA: C18
MAP REF: LRIS,CO,SS,GSAM
MR: - FILE DATE: Aug 27 71
AIR PHOTO: -
AP: - GEOL INFO: 7a.2.
CROWN %: 92 ACRES: 1493 HECTARES: 600.7 DOC: C
PRIVATE%: 8 ACRES: 120 HECTARES: 52.3 DOC: C
WILD HAB: FW,Cu-(16E)-A-1,5944ha,98.5,A;FW,Cu-(15)-A-419,12.3ha,63.5,C
WH: MBH-H THEME REG UNIT: 523
STATUS: National Wildlife Area
REF: -
REF: -

SITE: 5. Fenwick COUNTY: Cumberland
ECOSYSTEM: deciduous forest
ECO: - SIZE: 74
MAP BK: 18A3 NTS: 21H/09 FSA: D19
MAP REF: PCL,LRIS,CO,SS,GSAM,GSC
MR: - FILE DATE: 1972
AIR PHOTO: -
AP: - GEOL INFO: 7a.5.2
CROWN %: 40 ACRES: 73 HECTARES: 30 DOC: C
PRIVATE%: 60 ACRES: 109 HECTARES: 44 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 581
STATUS: -
REF: -
REF: -

SITE: 6. Black River Road COUNTY: Cumberland
ECOSYSTEM: jack pine (Pinus banksiana) stand
ECO: - SIZE: 23
MAP BK: 18C3 NTS: 11E/12 FSA: D21
MAP REF: PCL LRIS,CO,SS,GSAM,GSC
MR: - FILE DATE: Oct 18 72
AIR PHOTO: -
AP: - GEOL INFO: 7a.2.
CROWN %: 100 ACRES: 57 HECTARES: 23 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 521
STATUS: -
REF: -
REF: -

SITE: 7. Moose River
ECOSYSTEM: red spruce (Picea rubens) forest
ECO: -
MAP BK: 19B1,19B2 NTS: 21H/08
MAP REF: LRIS,CO,SS,GSAM,FFG
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 800
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Cumberland
SIZE: 324
FSA: F19
FILE DATE: Jun 24 71
GEOL INFO: 7a.6.1
HECTARES: 0 DOC: -
HECTARES: 324 DOC: C
THEME REG UNIT: 510

SITE: 8. Economy River
ECOSYSTEM: old-growth spruce (Picea rubens) forest
ECO: -
MAP BK: 19D1 NTS: 11E/05
MAP REF: PCL,LRIS,CO,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 60 ACRES: 115
PRIVATE%: 40 ACRES: 77
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Colchester
SIZE: 78
FSA: F21,F22
FILE DATE: Jun 24 71
GEOL INFO: 7a.6.1
HECTARES: 46.5 DOC: C
HECTARES: 31.5 DOC: C
THEME REG UNIT: 572

SITE: 9. Kemptown
ECOSYSTEM: river intervale: rare plants
ECO: -
MAP BK: 23E1 NTS: 11E/06
MAP REF: LRIS,CO,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 1
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Colchester
SIZE: 0.4
FSA: F28
FILE DATE: Aug 70
GEOL INFO: 7a.2.
HECTARES: 0 DOC: -
HECTARES: 0.4 DOC: C
THEME REG UNIT: 572

SITE: 10. Glencoe
ECOSYSTEM: river intervale: rare plants
ECO: -
MAP BK: 27D2 NTS: 11E/07
MAP REF: LRIS,CO,SS,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 2
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Pictou
SIZE: 0.8
FSA: F32
FILE DATE: Jul 4 70
GEOL INFO: 7b.8.14
HECTARES: 0 DOC: -
HECTARES: 0.8 DOC: C
THEME REG UNIT: 572

SITE: 11. Clydesdale
ECOSYSTEM: deciduous forest
ECO: -
MAP BK: 29C4 NTS: 11E/09
MAP REF: PCL,LRIS,CO,SS,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 192
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Antigonish
SIZE: 78
FSA: D36
FILE DATE: Aug 14 72
GEOL INFO: 12.17.
HECTARES: 0 DOC: -
HECTARES: 78 DOC: C
THEME REG UNIT: 312

SITE: 12. Black River
ECOSYSTEM: alkaline sphagnum bog
ECO: -
MAP BK: 33D3 NTS: 11K/03
MAP REF: PCL,CO,SS,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 16 ACRES: 120
PRIVATE%: 84 ACRES: 630
WILD HAB: FW,CB-(19)-66-1,143ha,84,A;BEH
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Inverness
SIZE: 304
FSA: CB68
FILE DATE: Jul 19 71
GEOL INFO: 7b.8.
HECTARES: 49 DOC: C
HECTARES: 225 DOC: C
THEME REG UNIT: 584

SITE: 13. Piper Glen
COUNTY: Inverness
ECOSYSTEM: mixed forest
ECO: -
SIZE: 27
MAP BK: 33E3
NTS: 11K/03
FSA: CB69
MAP REF: PCL,CG,CO,SS,FFG,GSC
MR: -
FILE DATE: Aug 6 72
AIR PHOTO: -
AP: -
GEOL INFO: 7b.9.
CROWN %: 50
ACRES: 33
HECTARES: 13
DOC: C
PRIVATE%: 50
ACRES: 34
HECTARES: 14
DOC: C
WILD HAB: -
WH: -
THEME REG UNIT: 591
STATUS: -
REF: -
REF: -

SITE: 14. Lake O'Law
COUNTY: Inverness
ECOSYSTEM: old-growth deciduous and mixed forests
ECO: -
SIZE: 35
MAP BK: 38A2
NTS: 11K/07
FSA: CB88
MAP REF: PCL,CG,CO,SS,FFG,GSC
MR: -
FILE DATE: Jul 19 72
AIR PHOTO: I,MC
AP: -
GEOL INFO: 12.20.6,7b.9
CROWN %: 100
ACRES: 86
HECTARES: 35
DOC: C
PRIVATE%: 0
ACRES: 0
HECTARES: 0
DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 591
STATUS: -
REF: -
REF: -

SITE: 15. Second Fork Brook
COUNTY: Inverness
ECOSYSTEM: old-growth deciduous forest
ECO: -
SIZE: 58
MAP BK: 37B4,37B5
NTS: 11K/07
FSA: CB94
MAP REF: PCL,CO,SS,FFG,GSC
MR: -
FILE DATE: -
AIR PHOTO: -
AP: -
GEOL INFO: 12.
CROWN %: 100
ACRES: 144
HECTARES: 58
DOC: C
PRIVATE%: 0
ACRES: 0
HECTARES: 0
DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 220
STATUS: -
REF: -
REF: -

SITE: 16. Petit-Etang COUNTY: Inverness
ECOSYSTEM: eutrophic marsh
ECO: - SIZE: 93
MAP BK: 37A3 NTS: 11K/10 FSA: CB107
MAP REF: PCL,CG,CO,SS,GSAM,FFG
MR: - FILE DATE: Jun 71
AIR PHOTO: -
AP: - GEOL INFO: 7b.8.
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 230 HECTARES: 93 DOC: U
WILD HAB: FW,I-(23)-1-1,28ha,89.5,A
WH: - THEME REG UNIT: 551b
STATUS: -
REF: -
REF: -

SITE: 17. French Mountain Lake COUNTY: Inverness
ECOSYSTEM: raised and sloping bogs and dystrophic lake
ECO: - SIZE: 54
MAP BK: 37B2 NTS: 11K/10 FSA: CB108
MAP REF: CO,SS,GSAM
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 12.185.1
CROWN %: 100 ACRES: 134 HECTARES: 54 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 210
STATUS: Cape Breton Highlands N.P.
REF: -
REF: -

SITE: 18. French Mountain Bog COUNTY: Inverness
ECOSYSTEM: sphagnum bog
ECO: - SIZE: 15
MAP BK: 37B2 NTS: 11K/15,11K/10 FSA: CB107
MAP REF: CO,SS,GSAM,FFG,GSC
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 12.185.1
CROWN %: 100 ACRES: 38 HECTARES: 15 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 210
STATUS: Cape Breton Highlands N.P.
REF: -
REF: -

SITE: 19. Grand Anse River
COUNTY: Inverness
ECOSYSTEM: old growth deciduous forest
ECO: -
SIZE: 1619
MAP BK: 37C1 NTS: 11K/15
FSA: CB116
MAP REF: CG,CO,SS,GSAM
MR: -
FILE DATE: Jun 71
AIR PHOTO: -
AP: -
GEOL INFO: 12(13).205.2,7b.9,12.20.1
CROWN %: 100 ACRES: 4000
HECTARES: 1619 DOC: C
PRIVATE%: 0 ACRES: 0
HECTARES: 0 DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 220
STATUS: Cape Breton Highlands N.P.
REF: Clattenburg,R.E.,1962
REF: -

SITE: 20. Sunday Lake
COUNTY: Inverness, Victoria
ECOSYSTEM: boreal forest,dry barrens and bogs
ECO: -
SIZE: 6022
MAP BK: 37C1,37C2,37D1,37D2 NTS: 11K/10,11K/15
FSA: CB109,CB115,CB116
MAP REF: CG,CO,SS,GSAM,FFG,GSC
MR: -
FILE DATE: May 31 71
AIR PHOTO:
AP:
GEOL INFO: 12(13).205.1,12(13).205.2
CROWN %: 100 ACRES: 14880
HECTARES: 6022 DOC: C
PRIVATE%: 0 ACRES: 0
HECTARES: 0 DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 100
STATUS: Cape Breton Highlands N.P.
REF: Bell,C.E.,Comeau,P.L.,and Smith,R.T.,1971;Comeau,P.L.,1971
REF: -

SITE: 21. North Aspy River
COUNTY: Inverness, Victoria
ECOSYSTEM: old-growth deciduous forest
ECO: -
SIZE: 256
MAP BK: 37C1,37D1 NTS: 11K/15
FSA: CB116
MAP REF: CO,SS,GSAM,FFG
MR: -
FILE DATE: Aug 6 72
AIR PHOTO: -
AP: -
GEOL INFO: 12.20.1,12(13).205.1,7b.9
CROWN %: 100 ACRES: 634
HECTARES: 256 DOC: C
PRIVATE%: 0 ACRES: 0
HECTARES: 0 DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 220,592
STATUS: Cape Breton Highlands N.P.
REF: Clattenburg,R.E.,1962
REF: -

SITE: 22. French River COUNTY: Victoria
ECOSYSTEM: old-growth mixed forest
ECO: - SIZE: 89
MAP BK: 37E4 NTS: 11K/08 FSA: CB98
MAP REF: PCL,CG,CO,SS,FFG,GSC
MR: - FILE DATE: Aug 15 72
AIR PHOTO: -
AP: - GEOL INFO: 12.
CROWN %: 20 ACRES: 44 HECTARES: 18 DOC: C
PRIVATE%: 80 ACRES: 177 HECTARES: 71 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 220
STATUS: -
REF: -
REF: -

SITE: 23. Oregon COUNTY: Victoria
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) stand
ECO: SIZE: 19
MAP BK: 38C1 NTS: 11K/07 FSA: CB86
MAP REF: PCL,CG,CO,SS,GSAM,FFG,GSC
MR: - FILE DATE: Aug 15 72
AIR PHOTO: -
AP: - GEOL INFO: 12(13).205.2
CROWN %: 100 ACRES: 48 HECTARES: 19 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 220
STATUS: -
REF: -
REF: -

SITE: 24. Bird Islands COUNTY: Victoria
ECOSYSTEM: coastal islands: bird nesting site
ECO: - SIZE: 62
MAP BK: 38E1,42A5,43A1 NTS: 11K/08 FSA: CB84
MAP REF: PCL,CG,SS,FFG,GSC
MR: - FILE DATE: Aug 15 72
AIR PHOTO: -
AP: - GEOL INFO: 7a.4.2
CROWN %: 100 ACRES: 154 HECTARES: 62 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-C
WH: - THEME REG UNIT: 531
STATUS: -
REF: Smith,R.C.,and Schofield,W.B.,1958
REF: -

SITE: 25. Marion Bridge
COUNTY: Cape Breton
ECOSYSTEM: deciduous forest
ECO: -
SIZE: 54
MAP BK: 43C5
NTS: 11F/16
FSA: CB46
MAP REF: PCL,LRIS,CG,CO
MR: -
FILE DATE: Aug 14 72
AIR PHOTO: 1,SC:83308,55-56
AP: -
GEOL INFO: 12.18.1
CROWN %: 0
ACRES: 0
HECTARES: 0
DOC: -
PRIVATE%: 100
ACRES: 134
HECTARES: 54
DOC: U
WILD HAB: -
WH: -
THEME REG UNIT: 870
STATUS: -
REF: -
REF: -

SITE: 26. Point Michaud
COUNTY: Richmond
ECOSYSTEM: beach and sand dunes
ECO: -
SIZE: 159
MAP BK: 39C4,39C5,39D4,39D5
NTS: 11F/10
FSA: CB4
MAP REF: PCL,LRIS,CG,CO,SS,FFG,GSC
MR: -
FILE DATE: Jul 22 72
AIR PHOTO: C,SC:83312,45-48;83309,49-52
AP: -
GEOL INFO: 12.18.1
CROWN %: 10
ACRES: 39
HECTARES: 16
DOC: C
PRIVATE%: 90
ACRES: 354
HECTARES: 143
DOC: C
WILD HAB: SM
WH: -
THEME REG UNIT: 870
STATUS: -
REF: -
REF: -

SITE: 27. Melrose
COUNTY: Guysborough
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) stand
ECO: -
SIZE: 26
MAP BK: 30C3
NTS: 11E/08,11E/01
FSA: G36,H36
MAP REF: LRIS,CG,CO,SS
MR: -
FILE DATE: Sep 10 72
AIR PHOTO: C,SC:A80355,146-147
AP: -
GEOL INFO: 9(10),12.3
CROWN %: 0
ACRES: 0
HECTARES: 0
DOC: -
PRIVATE%: 100
ACRES: 65
HECTARES: 26
DOC: C
WILD HAB: -
WH: -
THEME REG UNIT: 413b
STATUS: -
REF: -
REF: -

SITE: 28. Bickerton Island COUNTY: Guysborough
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 12
MAP BK: 35A5 NTS: 11F/04 FSA: I39
MAP REF: PCL,LRIS,CG,CO,SS,FFG
MR: - FILE DATE: Jul 71
AIR PHOTO: C,SC:A80301,180-181
AP: - GEOL INFO: 9(10).12.3
CROWN %: 5 ACRES: 1 HECTARES: 0.4 DOC: C
PRIVATE%: 95 ACRES: 29 HECTARES: 11.6 DOC: C
WILD HAB: IS-S
WH: - THEME REG UNIT: 842
STATUS: -
REF: -
REF: -

SITE: 29. Tobacco Island COUNTY: Guysborough
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 10
MAP BK: 31D1 NTS: 11F/04 FSA: I37
MAP REF: PCL,CG,CO,SS,FFG
MR: - FILE DATE: -
AIR PHOTO: C,SC:A80301,92-93
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 25 HECTARES: 10 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-S
WH: - THEME REG UNIT: 842
STATUS: Wildlife Management Area
REF: McAloney,R.K.,1969
REF: -

SITE: 30. Little White Island COUNTY: Guysborough
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 8
MAP BK: 31C2 NTS: 11D/16 FSA: J36
MAP REF: PCL,CG,SS,GSAM,FFG
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 19 HECTARES: 8 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-S
WH: - THEME REG UNIT: 834
STATUS: Wildlife Management Area
REF: -
REF: -

SITE: 31. Abraham Lake COUNTY: Halifax
ECOSYSTEM: red spruce (Picea rubens)
ECO: - SIZE: 51
MAP BK: 27D4 NTS: 11E/02 FSA: H32
MAP REF: PCL,CG,CO,SS,GSAM
MR: C,SC:82301,148-149 FILE DATE: Aug 11 71
AIR PHOTO: C,SC:82301,148-149
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 125 HECTARES: 51 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 413
STATUS: Liscomb Game Sanctuary
REF: -
REF: -

SITE: 32. Brokenback Island COUNTY: Halifax
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 6
MAP BK: 31A2 NTS: 11D/16 FSA: J34
MAP REF: LRIS,CG,CO,SS,GSAM
MR: C,SC:82310,34-35 FILE DATE: Jul 15 71
AIR PHOTO: C,SC:82310,34-35
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 14 HECTARES: 6 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 832
STATUS: Wildlife Management Area
REF: -
REF: -

SITE: 33. Long Island COUNTY: Halifax
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 4
MAP BK: 31A2 NTS: 11D/16 FSA: J34
MAP REF: LRIS,CG,CO,SS,GSAM
MR: C,SC:82310,32-33 FILE DATE: Jul 14 71
AIR PHOTO: C,SC:82310,32-33
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 10 HECTARES: 4 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-S
WH: - THEME REG UNIT: 832
STATUS: Wildlife Management Area
REF: -
REF: -

SITE: 34. Pumpkin Island
COUNTY: Halifax
ECOSYSTEM: coastal island: bird nesting site
ECO: -
SIZE: 6
MAP BK: 28E3 NTS: 11D/16 FSA: K33
MAP REF: PCL,CG,SS,GSAM,FFG
MR: - FILE DATE: Jul 23 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 16 HECTARES: 6 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-S
WH: - THEME REG UNIT: 832
STATUS: -
REF: -
REF: -

SITE: 35. Horse Island
COUNTY: Halifax
ECOSYSTEM: coastal island
ECO: -
SIZE: 6
MAP BK: 31A3 NTS: 11D/16 FSA: K34
MAP REF: LRIS,CO,CG,SS,GSAM,FFG
MR: C,SC:82312,31-33 FILE DATE: Jul 71
AIR PHOTO: C,SC:82312,31-33
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 15 HECTARES: 6 DOC: I
WILD HAB: IS-S
WH: - THEME REG UNIT: 832
STATUS: -
REF: -
REF: -

SITE: 36. Conrad Beach
COUNTY: Halifax
ECOSYSTEM: barrier sand dunes
ECO: -
SIZE: 35
MAP BK: 24C5 NTS: 11D/11 FSA: L26
MAP REF: PCL,LRIS,CO,CG,SS,GSAM
MR: C,SC:82318,19-21,50-52 FILE DATE: May 71
AIR PHOTO: C,SC:82318,19-21,50-52
AP: - GEOL INFO: 9(10).12.1
CROWN %: 100 ACRES: 86 HECTARES: 35 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: SM;PPH
WH: - THEME REG UNIT: 833
STATUS: Provincial Park
REF: -
REF: -

SITE: 37. Kidston Lake
ECOSYSTEM: dry barrens: rare plants
ECO: -
MAP BK: 25A1 NTS: 11D/12
MAP REF: PCL,LRIS,CO,CG,SS,GSAM,FFG
MR: C,SC:81321,45-46,83-85
AIR PHOTO: C,SC:81321,45-46,83-85
AP: -
CROWN %: 100 ACRES: 134
PRIVATE%: 0 ACRES: 0
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Halifax
SIZE: 54
FSA: M24
FILE DATE: -
GEOL INFO: 7(8).
HECTARES: 54 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 451

SITE: 38. Bear Cove
ECOSYSTEM: sphagnum bog
ECO: -
MAP BK: 25A1 NTS: 11D/12
MAP REF: LRIS,CG,CO,SS,GSAM,FFG
MR: C,SC:81320,100-101
AIR PHOTO: C,SC:81320,100-101
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 19
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Halifax
SIZE: 8
FSA: M24
FILE DATE: Jun 71
GEOL INFO: 7(8).
HECTARES: 0 DOC: -
HECTARES: 8 DOC: C
THEME REG UNIT: 851

SITE: 39. Duncans Cove
ECOSYSTEM: coastal barrens
ECO: -
MAP BK: 25A2 NTS: 11D/05
MAP REF: PCL,LRIS,CG,CO,SS,GSAM,FFG
MR: -
AIR PHOTO: C,SC:81319,112-114,147-149
AP: -
CROWN %: 60 ACRES: 328
PRIVATE%: 40 ACRES: 219
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Halifax
SIZE: 221
FSA: N24
FILE DATE: Jan 24 74
GEOL INFO: 7(8).
HECTARES: 133 DOC: C
HECTARES: 88 DOC: C
THEME REG UNIT: 851

SITE: 40. West Dover
COUNTY: Halifax
ECOSYSTEM: dry heath barrens and bogs
ECO: -
SIZE: 182
MAP BK: 21C2,21D2 NTS: 11D/05 FSA: N21,N22
MAP REF: PCL,LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: May 71
AIR PHOTO: C,SC:81319,81-83
AP: - GEOL INFO: 7(8).
CROWN %: 75 ACRES: 338 HECTARES: 137 DOC: C
PRIVATE%: 25 ACRES: 112 HECTARES: 45 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 851
STATUS: Peggys Cove Conservation Area
REF: -
REF: -

SITE: 41. Hollahan Lake
COUNTY: Lunenburg
ECOSYSTEM: jack pine (Pinus banksiana) stand
ECO: -
SIZE: 4
MAP BK: 21B1 NTS: 21A/09 FSA: M20
MAP REF: PCL,SS,CO,GSAM,FFG,GSC
MR: - FILE DATE: Sep 21 72
AIR PHOTO: -
AP: - GEOL INFO: 7(8).
CROWN %: 100 ACRES: 10 HECTARES: 4.0 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: MBH-H
WH: - THEME REG UNIT: 451
STATUS: Prov. Wildlife Sanctuary (waterfowl)
REF: -
REF: -

SITE: 42. Burnaby Lake
COUNTY: Queens
ECOSYSTEM: red spruce (Picea rubens) stand
ECO: -
SIZE: 39
MAP BK: 16A1 NTS: 21A/02 FSA: P14
MAP REF: PCL,CO,CG,GSAM
MR: - FILE DATE: Sep 21 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10),12.3
CROWN %: 2 ACRES: 2 HECTARES: .8 DOC: C
PRIVATE%: 98 ACRES: 94 HECTARES: 38.2 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 412
STATUS: -
REF: -
REF: -

SITE: 43. Shelburne River COUNTY: Queens
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) stand
ECO: - SIZE: 62
MAP BK: 89C5 NTS: 21A/03 FSA: P11
MAP REF: PCL,CG,SS,CO,GSAM
MR: - FILE DATE: Sep 12 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.1
CROWN %: 12 ACRES: 18.5 HECTARES: 7.5 DOC: C
PRIVATE%: 88 ACRES: 135.5 HECTARES: 54.5 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 412
STATUS: -
REF: -
REF: -

SITE: 44. Sixth Lake COUNTY: Queens
ECOSYSTEM: hemlock (Tsuga canadensis)-red spruce (Picea rubens) forest
ECO: - SIZE: 81
MAP BK: 10C1 NTS: 21A/03 FSA: P11,Q11
MAP REF: PCL,CG,SS,GSAM
MR: - FILE DATE: Sep 14 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 200 HECTARES: 81 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 412
STATUS: -
REF: -
REF: -

SITE: 45. Broad River COUNTY: Queens
ECOSYSTEM: red spruce (Picea rubens) forest
ECO: - SIZE: 51
MAP BK: 10E2 NTS: 21A/02 FSA: Q13
MAP REF: PCL,CO,SS,CG,GSAM
MR: - FILE DATE: Sep 14 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 125 HECTARES: 51 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 412
STATUS: -
REF: -
REF: -

SITE: 46. Carter's Beach COUNTY: Queens
ECOSYSTEM: sand dunes and beach
ECO: - SIZE: 39
MAP BK: 16A3 NTS: 20P/15 FSA: R14
MAP REF: PCL,CG,CO,SS
MR: - FILE DATE: Jun 10 71
AIR PHOTO: -
AP: - GEOL INFO: 7(8).
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 96 HECTARES: 39 DOC: C
WILD HAB: PPH
WH: - THEME REG UNIT: 841
STATUS: -
REF: -
REF: -

SITE: 47. Silvery Lake COUNTY: Shelburne
ECOSYSTEM: old-growth hemlock (Tsuga canadensis)stand
ECO: - SIZE: 8
MAP BK: 10A1 NTS: 21A/03 FSA: P9
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 20 HECTARES: 8 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 412a
STATUS: -
REF: -
REF: -

SITE: 48. Shelburne Barrens COUNTY: Shelburne, Yarmouth
ECOSYSTEM: fire barrens
ECO: - SIZE: 5653
MAP BK: 05E1,05E2,10A1,10A2 NTS: 21A/03,21A/04 FSA: Q8,Q9
MAP REF: PCL,CG,CO,GSAM
MR: - FILE DATE: Jun 8 71
AIR PHOTO: -
AP: - GEOL INFO: 7(8).,9(10).12.3
CROWN %: 98 ACRES: 13688 HECTARES: 5540 DOC: C
PRIVATE%: 2 ACRES: 280 HECTARES: 113 DOC: C
WILD HAB: FW,S-(8)-20-7,4ha,71.5,B;FW,S-(8)-A-41,119ha,71.5,B;FW,S-(8)-18-2,
WH: 18ha,66.5,C THEME REG UNIT: 412a
STATUS: -
REF: Strang,R.M.(1970);Strang,(1971a.);Strang,R.M.(1971b.);Strang,R.M.(1972)
REF: -

SITE: 49. Sandhills Beach
ECOSYSTEM: sand dunes and salt marsh
ECO: -
MAP BK: 06E2 NTS: 20P/12
MAP REF: PCL,CG,SS,GSAM
MR: -
AIR PHOTO: -
AP: -
CROWN %: 100 ACRES: 50
PRIVATE%: 0 ACRES: 0
WILD HAB: SM,MBH-M
WH: -
STATUS: Provincial Park
REF: -
REF: -

COUNTY: Shelburne
SIZE: 20
FSA: U8
FILE DATE: Jun 3 71
GEOL INFO: 9(10).12.5
HECTARES: 20 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 841

SITE: 50. Quinan Lake
ECOSYSTEM: old-growth mixed forest
ECO: -
MAP BK: 05C4,05D4 NTS: 20P/13
MAP REF: PCL,CO,CG,GSAM
MR: -
AIR PHOTO: -
AP: -
CROWN %: 100 ACRES: 1325
PRIVATE%: 0 ACRES: 0
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Yarmouth
SIZE: 536
FSA: D21
FILE DATE: Jun 21 72
GEOL INFO: 9(10).12.5
HECTARES: 536 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 440

SITE: 51. Moses Lake
ECOSYSTEM: old-growth deciduous forest
ECO: -
MAP BK: 05C3 NTS: 20P/13
MAP REF: PCL,CO,CG,SS,GSAM
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 29
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Yarmouth
SIZE: 12
FSA: S6
FILE DATE: Jul 72
GEOL INFO: 9(10).12.3
HECTARES: 0 DOC: -
HECTARES: 12 DOC: C
THEME REG UNIT: 831

SITE: 52. Spinneys Heath COUNTY: Yarmouth
ECOSYSTEM: sphagnum bog
ECO: - SIZE: 280
MAP BK: 05C4,05C5 NTS: 20P/13 FSA: S6
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: Jul 15 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.1
CROWN %: 100 ACRES: 691 HECTARES: 280 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: FW,Y-(2a)-A-3,162ha,69,C;FW,Y-(2)-4-15,18ha,66,C
WH: - THEME REG UNIT: 831
STATUS: -
REF: -
REF: -

SITE: 53. Chebogue Lake COUNTY: Yarmouth
ECOSYSTEM: tidal lake
ECO: - SIZE: 116
MAP BK: 05A4 NTS: 20O/16 FSA: S4
MAP REF: CG,CO,SS,GSAM
MR: - FILE DATE: Jul 1 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 288 HECTARES: 116 DOC: C
WILD HAB: SM;MBH-H
WH: - THEME REG UNIT: 831
STATUS: Prov. Wildlife Sanctuary (waterfowl)
REF: -
REF: -

SITE: 54. Hectanooga COUNTY: Digby
ECOSYSTEM: eastern white cedar (Thuja occidentalis) stand
ECO: - SIZE: 62
MAP BK: 05A1 NTS: 21B/01 FSA: Q4
MAP REF: CG,CO,SS
MR: - FILE DATE: Jul 7 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 154 HECTARES: 62 DOC: U
WILD HAB: -
WH: - THEME REG UNIT: 411
STATUS: -
REF: -
REF: -

SITE: 55. Cape St. Mary COUNTY: Digby
ECOSYSTEM: salt marsh and sand dunes
ECO: - SIZE: 132
MAP BK: 02E1 NTS: 21B/01 FSA: 03
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: Jul 8 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).105.4
CROWN %: 50 ACRES: 162.5 HECTARES: 66 DOC: C
PRIVATE%: 50 ACRES: 162.5 HECTARES: 66 DOC: U
WILD HAB: SM;MBH-M
WH: - THEME REG UNIT: 820
STATUS: Provincial Park (dunes & beach)
REF: -
REF: -

SITE: 56. Placid Lake COUNTY: Digby
ECOSYSTEM: lake,river floodplains and old-growth hemlock(Tsuga canadensis)stand
ECO: - SIZE: 175
MAP BK: 04B4 NTS: 21A/05 FSA: 05
MAP REF: PCL,CG,CO,SS
MR: - FILE DATE: May 20 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3,9(10).12.1
CROWN %: 5 ACRES: 22 HECTARES: 8.7 DOC: C
PRIVATE%: 95 ACRES: 410 HECTARES: 166.3 DOC: U
WILD HAB: FW,Yar-(3)-2-80a,17ha,71.5,B
WH: - THEME REG UNIT: 421a
STATUS: -
REF: -
REF: -

SITE: 57. Belliveau Lake COUNTY: Digby
ECOSYSTEM: lacustrine plant communities
ECO: - SIZE: 299
MAP BK: 04A3 NTS: 21B/08 FSA: 04
MAP REF: CG,CO,SS,GSAM
MR: - FILE DATE: Jul 16 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 740 HECTARES: 299 DOC: U
WILD HAB: -
WH: - THEME REG UNIT: 411
STATUS: -
REF: -
REF: -

SITE: 58. Grosses Coques COUNTY: Digby
ECOSYSTEM: salt marsh
ECO: - SIZE: 51
MAP BK: 04A3 NTS: 21B/08 FSA: 04
MAP REF: CG,CO,SS,GSAM
MR: - FILE DATE: Jul 7 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 125 HECTARES: 51 DOC: U
WILD HAB: -
WH: - THEME REG UNIT: 820
STATUS: -
REF: -
REF: -

SITE: 59. Brier Island COUNTY: Digby
ECOSYSTEM: sedge and sphagnum bogs
ECO: - SIZE: 138
MAP BK: 01C4,01D4 NTS: 21B/01,21B/08 FSA: 02
MAP REF: PCL,CO,CG,SS,GSAM
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 4(5).1.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 340 HECTARES: 138 DOC: C
WILD HAB: FW,Digby-(18)-A-1,70ha,67.5,C;IS-S
WH: - THEME REG UNIT: 810
STATUS: -
REF: Gordon,D.P.(1972);Mills,E.L.,1970
REF: -

SITE: 60. Ventral Bog COUNTY: Digby
ECOSYSTEM: sphagnum bog
ECO: - SIZE: 97
MAP BK: 01E3 NTS: 21B/08 FSA: 02
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 4(5).1.3
CROWN %: 10 ACRES: 24 HECTARES: 10 DOC: C
PRIVATE%: 90 ACRES: 216 HECTARES: 87 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 810
STATUS: -
REF: -
REF: -

SITE: 61. Birch Lake COUNTY: Digby
ECOSYSTEM: white pine (Pinus strobus) forest
ECO: - SIZE: 162
MAP BK: 04D3,04D4 NTS: 21A/05 FSA: 07
MAP REF: PCL,CG,CO,SS
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 7(8).
CROWN %: 95 ACRES: 380 HECTARES: 154 DOC: C
PRIVATE%: 5 ACRES: 20 HECTARES: 8 DOC: I
WILD HAB: -
WH: - THEME REG UNIT: 440
STATUS: -
REF: -
REF: -

SITE: 62. Sporting Lake COUNTY: Digby
ECOSYSTEM: old-growth coniferous forest
ECO: - SIZE: 32
MAP BK: 04E4 NTS: 21A/05 FSA: 08
MAP REF: PCL,CG,CO,SS
MR: - FILE DATE: Jul 5 72
AIR PHOTO: -
AP: - GEOL INFO: 7(8).
CROWN %: 100 ACRES: 80 HECTARES: 32 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 440a
STATUS: -
REF: -
REF: -

SITE: 63. Big Dam Lake COUNTY: Annapolis
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) forest
ECO: - SIZE: 152
MAP BK: 09B2,09C2 NTS: 21A/06 FSA: N10
MAP REF: CG,CO,SS,GSC
MR: - FILE DATE: May 25 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.1,9(10).12.3
CROWN %: 100 ACRES: 375 HECTARES: 152 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 433
STATUS: Kejimkujik N.P.
REF: -
REF: -

SITE: 64. Kentville Ravine COUNTY: Kings
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) stand and river floodplain
ECO: - SIZE: 39
MAP BK: 13D5 NTS: 21H/01 FSA: I17
MAP REF: PCL,LRIS,CO,CG,SS,FFG,GSAM
MR: - FILE DATE: May 4 71
AIR PHOTO: -
AP: - GEOL INFO: 5.1.5
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 96 HECTARES: 39 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 610
STATUS: -
REF: -
REF: -

SITE: 65. Cape Split COUNTY: Kings
ECOSYSTEM: deciduous forest and arctic-alpine habitat
ECO: - SIZE: 445
MAP BK: 13D2,13D3 NTS: 21H/08 FSA: G17
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: Jul 12 71
AIR PHOTO: -
AP: - GEOL INFO: 4(5).1.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 1100 HECTARES: 445 DOC: U
WILD HAB: -
WH: - THEME REG UNIT: 720
STATUS: -
REF: -
REF: -

SITE: 66. Saint Croix River COUNTY: Hants
ECOSYSTEM: mixed forest
ECO: - SIZE: 121
MAP BK: 20B1,20B2 NTS: 21A/16 FSA: J20
MAP REF: LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: Jun 71
AIR PHOTO: C,SC:81328,74-77,156-159
AP: - GEOL INFO: 7b.8.8
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 300 HECTARES: 121 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 511a
STATUS: -
REF: -
REF: -

SITE: 67. Shady Brook COUNTY: Hants
ECOSYSTEM: red-spruce (Picea rubens)-hemlock(Tsuga canadensis)forest
ECO: - SIZE: 89
MAP BK: 20B3 NTS: 21A/16 FSA: K20
MAP REF: LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: Sep 21 72
AIR PHOTO: C,SC:81325,28-30
AP: - GEOL INFO: 8.
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 220 HECTARES: 89 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 451
STATUS: -
REF: -
REF: -

SITE: 68. Shubenacadie COUNTY: Hants
ECOSYSTEM: clear-cut in mixed woods
ECO: - SIZE: 14
MAP BK: 24B1 NTS: 11E/03 FSA: I25
MAP REF: LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: Jul 26 72
AIR PHOTO: C,SC:81326,78-80,200-201
AP: - GEOL INFO: 7b.8.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 35 HECTARES: 14 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 511a
STATUS: -
REF: -
REF: -

SITE: 69. South Maitland COUNTY: Hants
ECOSYSTEM: river intervale, gypsum cliffs, mixed cliffs and a cave
ECO: - SIZE: 148
MAP BK: 23A3,23A4 NTS: 11E/04 FSA: H24
MAP REF: PCL,LRIS,CG,CO,SS,GSAM,FFG
MR: - FILE DATE: Mar 15 73
AIR PHOTO: C,SC:81313,89-93,148-150
AP: - GEOL INFO: 7b.8,7b.9
CROWN %: 50 ACRES: 182.5 HECTARES: 74 DOC: C
PRIVATE%: 50 ACRES: 182.5 HECTARES: 74 DOC: C
WILD HAB: FW,Col-(1)-9-1,24.5ha,66.5,C
WH: - THEME REG UNIT: 511a
STATUS: -
REF: -
REF: -

SITE: 70. Pomquet
COUNTY: Antigonish
ECOSYSTEM: barrier sand dunes
ECO: -
SIZE: 233
MAP BK: 29E4 NTS: 11F/12 FSA: D38
MAP REF: PCL,LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: May 31 78
AIR PHOTO: -
AP: - GEOL INFO: 7a.6.3
CROWN %: 61 ACRES: 350 HECTARES: 142 DOC: C
PRIVATE%: 39 ACRES: 225 HECTARES: 91 DOC: C
WILD HAB: SM,MBH-H,PPH,BEH
WH: - THEME REG UNIT: 521
STATUS: Provincial Park
REF: -
REF: -

SITE: 71. Indian Man Lake
COUNTY: Guysborough
ECOSYSTEM: red oak (Quercus borealis)-white pine (Pinus strobus) forest
ECO: -
SIZE: 40
MAP BK: 30A3 NTS: 11E/08 FSA: G35
MAP REF: PCL,CG,CO,SS,FFG,GSC
MR: - FILE DATE: Jul 78
AIR PHOTO: C,SC:A80359,16-18,131-133
AP: - GEOL INFO: 7b.9.5
CROWN %: 100 ACRES: 98 HECTARES: 40 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 572
STATUS: -
REF: -
REF: -

SITE: 72. Gabarus-Belfry Gut
COUNTY: Cape Breton
ECOSYSTEM: barrier beach
ECO: -
SIZE: 890
MAP BK: 44B2,44C2 NTS: 11F/16 FSA: CB22,CB23
MAP REF: PCL,LRIS,CG,CO,SS
MR: - FILE DATE: Dec 18 81
AIR PHOTO: I,SC:83314,215-216
AP: - GEOL INFO: 12.18.1
CROWN %: 100 ACRES: 2200 HECTARES: 890 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 870
STATUS: -
REF: -
REF: -

SITE: 73. Frankville
COUNTY: Antigonish
ECOSYSTEM: mixed forest
ECO: -
SIZE: 50
MAP BK: 34B4
NTS: 11F/12
FSA: D40
MAP REF: PCL,LRIS,CG,CO,SS,GSAM
MR: -
FILE DATE: -
AIR PHOTO: -
AP: -
GEOL INFO: 7b.9.
CROWN %: 100
ACRES: 123
HECTARES: 50
DOC: C
PRIVATE%: 0
ACRES: 0
HECTARES: 0
DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 521
STATUS: -
REF: -
REF: -

SITE: 74. Wight Nature Preserve
COUNTY: Halifax
ECOSYSTEM: bog, barrens and mixed forest
ECO: -
SIZE: 16
MAP BK: 20B5
NTS: 21A/09
FSA: L20
MAP REF: PCL,LRIS,CG,CO,SS,GSAM,FFG
MR: -
FILE DATE: Jul 78
AIR PHOTO: C,SC:81327,48-49,97-98
AP: -
GEOL INFO: 7(8).
CROWN %: 100
ACRES: 38.5
HECTARES: 16
DOC: C
PRIVATE%: 0
ACRES: 0
HECTARES: 0
DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 451
STATUS: Protected under Museums Act
REF: -
REF: -

SITE: 75. Gillfillan Lake
COUNTY: Yarmouth
ECOSYSTEM: coastal plain: rare plants
ECO: -
SIZE: 188
MAP BK: 05C2,05C3
NTS: 20P/13
FSA: R6
MAP REF: PCL,CG,CO,SS,GSAM
MR: -
FILE DATE: -
AIR PHOTO: -
AP: -
GEOL INFO: 9(10).12.3
CROWN %: 60
ACRES: 279
HECTARES: 113
DOC: C
PRIVATE%: 40
ACRES: 186
HECTARES: 75
DOC: C
WILD HAB: -
WH: -
THEME REG UNIT: 411
STATUS: -
REF: Keddy,P.A.,1980;Keddy,P.A.,and Reznicek,A.A.,1982;Keddy,P.A.,1982
REF: -

SITE: 76. Meander River
COUNTY: Hants
ECOSYSTEM: river intervale: rare plants
ECO: -
SIZE: -
MAP BK: -
NTS: -
FSA: -
MAP REF: -
MR: -
FILE DATE: -
AIR PHOTO: C,SC:81332,27-32,114-119
AP: -
GEOL INFO: -
CROWN %: -
ACRES: -
HECTARES: -
DOC: I
PRIVATE%: -
ACRES: -
HECTARES: -
DOC: I
WILD HAB: -
WH: -
THEME REG UNIT: 511a
STATUS: -
REF: -
REF: -

APPENDIX A - MAP REF

PCL : Indicate ownership of land by provincial government departments. Accompanied by ownership documentation on microfiche. Available from Provincial Crown Lands Record Centre.

LRIS : Indicate land ownership. Accompanying information on file. Available from Land Registration Information Service.

CG : Crown Grant index sheets showing approximate boundaries of original land grants. Available from N.S. Dept. of Lands and Forests, Map Distribution Unit. Scales 1"=1 mile,1"=.5 mile.

FSB : Forestry Series "B", a forest inventory for areas designated as Forest Management Units. Scale 1"=.25 mile.

FSC : Forestry Series "C", original land grants, scale 1"=.25 mile.

FSD : Forestry Series "D", base map, scale 1"=.25 mile.

CO : Contoured Orthophotos showing metric contours. Available form NSDLF Map Distribution Library.

SS : Soil Survey by county. Map plus report.

NSCM : Claim maps indicating exploration claims extant. Available from N.S. Dept. of Mines and Energy.

NSAM : Aeromagnetic maps available from NSDME.

GSAM : Aeromagnetic maps available from the Geological Survey of Canada.

FFG : Original GSC geological maps done by Faribualt and Fletcher. Out of print.

GSC : Geological maps of the GSC other than those above. Some available from the GSC, others out of print.

GBN : Geo-Base Number, computer derived and used for exact locality reference for selected sites. Not yet available.

APPENDIX B - GEOL INFO

AGE	GROUP	FORMATION
1. QUATERNARY		
1a. Recent		
1b. Pleistocene		
2. TERTIARY		
2a. Pliocene		
2b. Miocene		
2c. Oligocene		
2d. Eocene		
2e. Paleocene		
3. CRETACEOUS		
4. JURASSIC	1. Fundy	1. McCoy Brook
	1.	2. Scots Bay
4(5). TRIASSIC/JURASSIC	1.	3. North Mountain
5. TRIASSIC	1.	4. Blomidon
	1.	5. Wolfville
6. PERMIAN		
7. CARBONIFEROUS		
7a. Pennsylvanian	2. Pictou	1. Scotch Village
	2.	2. Broad Cove
	2.	3. Inverness
	3. Stellarton	
	4. Morien	1. Ptychocarpus unitus
	4.	2. Linopteris obliqua
	4.	3. Lonchopteris
	5. Cumberland	1. Upper fine
	5.	2. Upper coarse
	5.	3. Lower fine
	5.	4. Lower coarse
	5.	5. New Glasgow
	6. Riversdale	1. Parrsboro
	6.	2. Boss Point
	6.	3. Port Hood
	6.	4. Claremont
	6.	5. Millsville
	6.	6. Pomquet
7b. Mississippian	7. Canso	1. Londonderry
	7.	2. West Bay
	7.	3. Middleborough
	7.	4. Lismore
	7.	5. Mabou
	7.	6. Point Edward
	7.	7. Cape Dauphin
	7.	8. St. Anns
	7.	9. Watering Brook
	8. Windsor	1. Murphy Road
	8.	2. Green Oaks
	8.	3. Churchville
	8.	4. Wentworth Station
	8.	5. Miller Creek
	8.	6. MacDonalds Road
	8.	7. Forbes Lake
	8.	8. White Quarry

APPENDIX B (continued)

AGE	GROUP	FORMATION
7b. Mississippian	8. Windsor	9. Macumber
	8.	10.Stewiacke
	8.	11.Carrolls Corner
	8.	12.Meaghers Grant
	8.	13.Gays River
	8.	14.Bridgeville
	8.	15.Holmes Brook
	85. No group	1. Grantmire
	9. Horton	1. Cheverie
	9.	2. Horton Bluff
	9.	3. Ainslie
	9.	4. Strathlorne
	9.	5. Craignish
	9.	6. Wilkie Brook
	9.	7. Upper unit
	9.	8. Middle unit
	9.	9. Lower unit
7(8). CARBONIFEROUS/DEVONIAN	95. No group	1. Undifferentiated
	95.	2. Greville River
	95.	3. Rapid Brook
	95.	4. Nuttby
	95.	5. Fisset Brook
8. DEVONIAN	95.	1. Falls
	10. Fountain Lake	1. Diamond Brook
	10.	2. Byers Brook
	10.	3. McAras Brook
	10.	4. Unnamed-sedimentary
	10.	5. Unnamed-volcanic
	105.No group	1. Murphy Brook
	105.	2. McAdam Lake
	105.	3. Torbrook
	105.	4. Portapique River
	105.	5. Knoydart
8(9). DEVONIAN/SILURIAN	105.	1. undifferentiated
9. SILURIAN	105.	1. New Canaan
	105.	2. Kentville
	105.	3. Wilson Brook
	105.	4. Earltown
	105.	5. Kerrowgare
	105.	6. Glencoe Brook
	11. Arisaig	1. Stonehouse
	11.	2. Moydart
	11.	3. McAdam Brook
	11.	4. French River
	11.	5. Ross Brook
	11.	6. Beechhill Cove
9(10). ORDOVICIAN/SILURIAN	115.No group	1. White Rock-sedimentary
	115.	2. White Rock-volcanic
	115.	3. Bear Brook
	115.	4. McGillivray Brook
	115.No group	5. Dunn Point
	115.	6. Sunnybrae

APPENDIX B (continued)

AGE	GROUP	FORMATION
10. ORDOVICIAN		
10(11). ORDOVICIAN/CAMBRIAN	12. Meguma	1. Halifax
	12.	2. Halifax-metamorphosed
	12.	3. Goldenville
	12.	4. Goldenville-metamorph.
	12.	5. Gneiss
	125.No group	1. McLeod Brook
11. CAMBRIAN	125.	2. MacNeil
	125.	3. MacMullin
	125.	4. Keppoch
	125.	5. undivided
	13. Bourinot	1. Eskasoni
	13.	2. Dugald
	13.	3. Gregwa
	14. Kelvin Glen	1. Victoria Bridge
	14.	2. Gillis Brook
	14.	3. Kelvin Lake
	145.No group	1. McLean Brook
	145.	2. Trout Brook
	145.	3. Canoe Brook
	145.	4. MacCodrum
	145.	5. Morrison River
	15. Iron Brook	1. Ferrona
	15.	2. Little Hollow
	15.	3. Black John
	16. McDonalds Brook	1. Arbuckle Brook
	16.	2. Malignant Cove
11(12). HADRYNIAN/CAMBRIAN	165.No group	1. Undifferentiated
12. HADRYNIAN	165.	1. Jeffers
	165.	2. Warwick Mountain
	17. Georgeville	1. Livingstone Cove
	17.	2. Morar Brook
	17.	3. Chisholm Brook
	18. Fourchu	1. Undifferentiated
	185.No group	1. Metavolcanics-unnamed
	185.	2. Slate,schist-unnamed
	185.	3. Metaconglomerate-unn.
	19.Bass River Complex	1. Great Village River
	19.	2. Gamble Brook
	19.	3. Folly River
	20. George River	1. Marble, calc-silicates
	20.	2. Metavolcanics
	20.	3. Metamorphic rocks
	20.	4. Quartzite
	20.	5. Metaconglomerate
	20.	6. Paragneiss & schist
12(13). HADRYNIAN/HELIKIAN	205.Undifferentiated	1. Undivided
	205.	2. Mafic gneiss,schist
	205.	3. Felsic gneiss,schist
	21. Mt.Thom Complex	
	22. Basement Complex	
13. HELIKIAN		

LD HAB

e are 6 types of habitat noted in the previously mentioned book, and tion of them is listed below.

1. Freshwater Wetlands : The code lists habitat type (FW), site code, area in hectares, rating (37-108) according to value to wildlife, and a letter grade (A=Best, B=Better, C=Good)
2. Salt Marsh : SM
3. Islands : Sensitive and critical bird habitats are indicated IS-S and IS-C
4. Migratory Bird Habitats : Moderate and high-use areas are indicated MBH-M and MBH-H.
5. Piping Plover Nesting Habitats : PPH
6. Bald Eagle Habitat : BEH

REFERENCES

- Anonymous, 1982. Important Freshwater Wetlands and Coastal Wildlife Habitats of Nova Scotia,'82. N.S. Dept. of Lands and Forests.
- Griffiths,L., Muecke, A., 1982. Special Places in Nova Scotia. History and Context. Nova Scotia Museum.
- Simmons,M., Davis,D., Griffiths,L., Muecke,A., 1984. Natural History of Nova Scotia, 2 vol. N.S. Dept.Education, N.S. Dept. Lands and Forests.
- Snow, K., 1984. Project Description for the Capability Trial of the Geo-Base Geographic Information System.
- Special Places Protection Act (Nova Scotia) 1980.
- Taschereau, P., (ed.), 1974. Ecological Reserves in the Maritimes: Final Report of the Scientific Advisory Panel Region 7. Halifax, Canada.

C072

1382 Cole Harbour Road
Phone 902-456-0671 Fax 902-462-6472
e-mail jim@morashconstruction.com

August 4th 2021

To H.R.M. Planning.

This letter is to confirm that I would like to move toward developing the parcel at the end of Kenora Drive, with the intent on subdividing the lot into five single family building lots. As per discussions from August 2020. The PID is 00460717. I have attached the proposed rough sketch of the cul de sac addition.

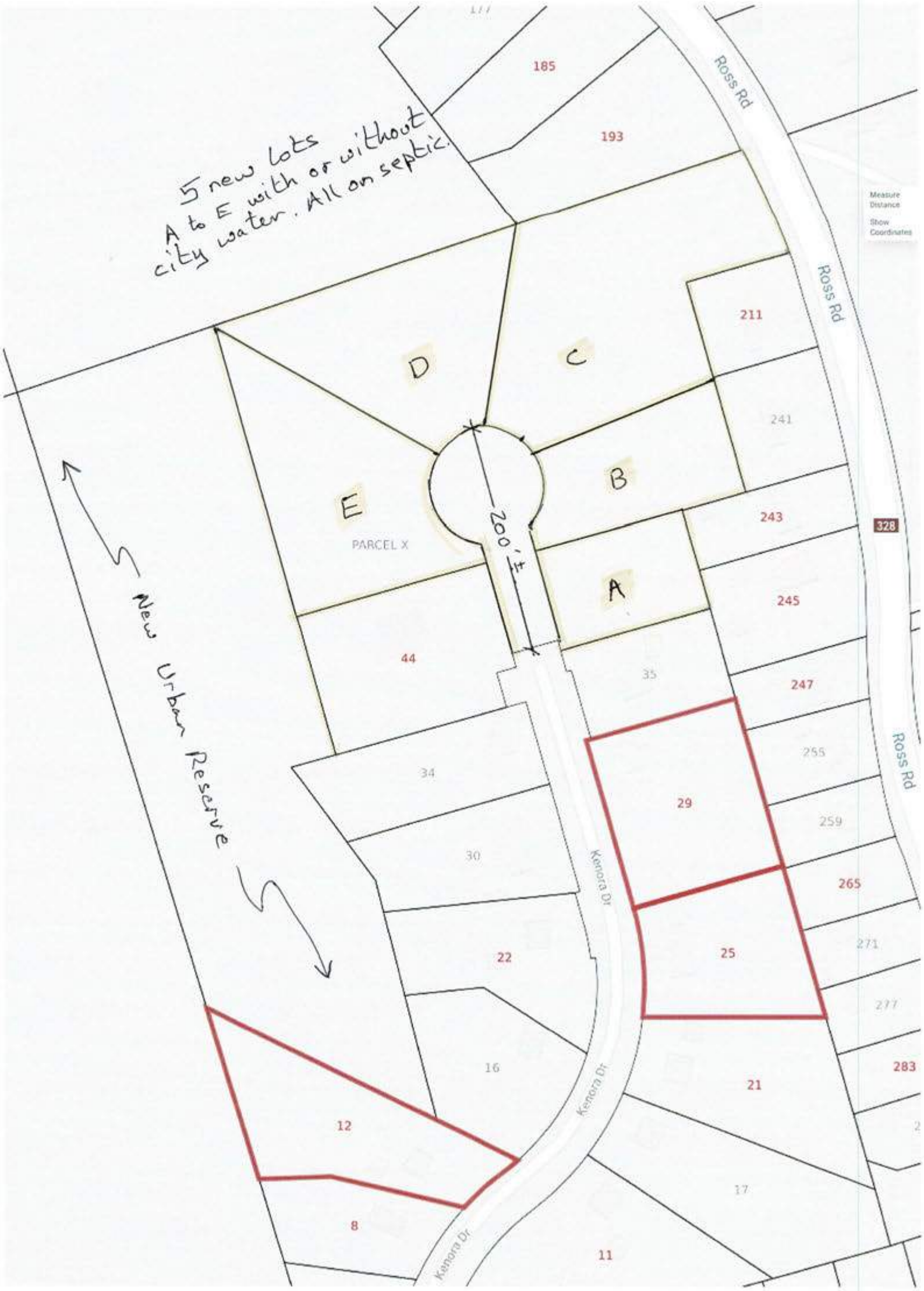
Yours Truly, Jim Morash
Jim Morash Construction Ltd.

ViewPoint

NEW TODAY (0)

List only properties in view

Nothing here! Please change your filters



C074

From: Stephen Adams
To: Perrin, Leah
Subject: [External Email] RE: Holding Zone Questions
Date: September 27, 2021 10:05:39 AM
Attachments: image001.png
image002.png

[This email has been received from an external person or system]

Hi, Leah:

The PID I'm interested in addressing is 41182643. It is zoned Holding and R-2. The property owners would like to have the entire parcel zoned R-2 to extend their subdivision.

Thank you, Leah,

Stephen

Stephen Adams Consulting Services Inc.
[redacted]

C077

From: [redacted]
To: Regional, Plan; [redacted]
Subject: [External Email] PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)
Date: April 11, 2021 8:41:13 PM
Attachments: Outlook-paspivzc.png
Pearl-Plan.pdf
PID 40852931 Subdivision Proposal.pdf

[This email has been received from an external person or system]

Ms. Kathleen Fralic,

We just purchased lot block 42 on Pearl Drive in Cole Harbour. We had a Plan of Survey Oknah Park Subdivision showing Block A2 as a future 6 lot with a proposed Saphire st (see attached). While the purchase & sale agreement was in the escrow period, we sent in a preliminary subdivision plan showing a cul-de-sac (instead of a road) with 5 lots (see attached). The escrow period ended after 6 weeks, yet we had no confirmation or indication at this time that there would be any issues with the subdivision; only when we received an email from Taylor MacIntosh, we found out that this lot wasn't included in the sewer boundary plan for the area. We come to request the sewer boundary plan be amended in Regional Plan and Regional Subdivision By-Law to include this property. Please let us know what we can do to help the amendment mentioned above.

Please keep us posted on any developments that will affect our subdivision.

Kind Regards,

Tony Lajo
[redacted]
Tony Lajo, Bill Cashman and Irene Lee
Preliminary Application#23446
[redacted]

From: Tony Lajo [redacted]
Sent: April 8, 2021 4:56 PM
To: [redacted]
Subject: FW: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

FYI

Tony Lajo
[redacted]

From: Perrin, Leah [redacted]
Sent: April 8, 2021 10:28 AM

To: Tony Lajo [redacted]
Subject: RE: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

CAUTION!
The Sender of this email is not from within DORA's network

Hi Tony,

I am a planner with Regional Planning, working on the Regional Plan Review.

As Taylor explained, before your subdivision could go ahead, the property would need to be included within the Urban Service Area boundary. This would require an amendment to the Regional Plan and Regional Subdivision By-Law.

We can consider your request through the ongoing Regional Plan Review project. You can find more about the overall review here: https://www.shapeyourcityhalifax.ca/regional-plan

Our team is working to bring forward a "Themes and Directions" report later this spring that will guide our first major phase of public consultation on the Regional Plan Review. When it is released, we will reach out to you as a stakeholder to discuss how we expect the remainder of the work to progress and how it relates to your request. We will be in touch in the coming weeks. In the meantime, if you have any materials you'd like to submit that could help us better understand your request, please feel free to forward that along. I have received a copy of your preliminary subdivision application and will keep it on file.

Kind regards,
Leah

LEAH PERRIN, MCIP LPP
PRINCIPAL PLANNER
REGIONAL POLICY PROGRAM
PLANNING & DEVELOPMENT
HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
T. 902.476.3792
halifax.ca

From: Tony Lajo [redacted]
Sent: Monday, March 29, 2021 12:06 PM
To: MacIntosh, Taylor [redacted]

Cc: [redacted]
Subject: [External Email] RE: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

[This email has been received from an external person or system]

Thank you Mr MacIntosh, yes I would like to inquire about the amending the sewer boundary to include this property, any help you can give it will be much appreciated.

Tony Lajo
[redacted]

From: MacIntosh, Taylor [redacted]
Sent: March 29, 2021 11:47 AM
To: Tony Lajo [redacted]
Subject: FW: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

CAUTION!
The Sender of this email is not from within DORA's network
Resending to the corrected email address.

TAYLOR MACINTOSH
PLANNER I
PLANNING AND DEVELOPMENT

HALIFAX
T. [redacted]
halifax.ca

From: MacIntosh, Taylor
Sent: Monday, March 29, 2021 11:44 AM
To: [redacted]
Subject: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

RE: PRELIMINARY SUBDIVISION APPLICATION #23446
PEARL DRIVE, COLE HARBOUR (PID 40852931)

Hi Antonio,

Please be aware that this Preliminary Application is being cancelled and closed as Preliminary Applications can only be made where new public streets or highways or private roads are not to be constructed. Applications involving new infrastructure require a Concept Subdivision Application or Final Subdivision Application. That being said, the following is noted:

1. This property is zoned R-1 under the Cole Harbour/Westphal Land Use Bylaw. This lot falls under the "Water Service Only" area. Lots in this area require 100' of road frontage and at least 20,000 square feet of lot area (likely larger if required by NSE for onsite septic).
2. Construction of a new public street in the water service only area does not appear possible, as

the lot does not appear to meet the stipulations of Section 12 of the Regional Subdivision Bylaw.

If you would like to inquire about amending the sewer boundary to include this property and re-designating the property, please advise and I will request a member of the Regional Planning team contact you to discuss.

If you have any questions, please feel free to reply to this message.

Respectfully,

TAYLOR MACINTOSH
PLANNER I
PLANNING AND DEVELOPMENT

HALIFAX
T. [redacted]
halifax.ca

PIPELINE RIGHT-OF-WAY

LANDS OF ULTRAMAR CANADA INC. BOOK 5044 PAGE 584

CALDWELL ROAD

TO VOLE HARBOUR ROAD

TO EASTERN PASSAGE

ROAD ROADWAY 66'

BLOCK (135)
PROPOSED COMMERCIAL AREA
REMAINING LANDS OF
OKNAH REALTY LTD.
66,633.26 SQ. FT.
1.53 ACRES

BLOCK (134)
PROPOSED COMMERCIAL AREA
LANDS OF
OKNAH REALTY LTD.
54,674.56 SQ. FT.
1.25 ACRES

ATHOLEA DRIVE

AMETHYST CRESCENT

AMETHYST CRESCENT

PEARL DRIVE

SAPPHIRE STREET

OPAL COURT

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

TA-X TEMPORARY TURNING AREA

DRAINAGE RIGHT-OF-WAY (PIN-1)

LANDS OF OKNAH REALTY LTD. BOOK 2755 PAGE 502

LANDS OF A. J. GILES INVESTMENTS LTD. BOOK 2058 PAGE 43

NOTE
FOR PREVIOUS SURVEY OF THIS AREA SEE PLAN OF SURVEY OKNAH PARK SUBDIVISION PHASE 3 APPROVED ON THE 25TH DAY OF JULY A.D. 1988 REVISED TO THE 8th DAY OF APR A.D. 1992 DRAWN BY K.W. ROBB & ASSOCIATES LTD.

NOTE
FOR PREVIOUS SURVEY OF THIS AREA SEE PLAN OF SURVEY OKNAH PARK SUBDIVISION PHASE 3, DATED THE 25 DAY OF JULY A.D. 1988, DRAWN BY K.W. ROBB & ASSOCIATES LTD.

NOTE
FOR PREVIOUS SURVEY OF THIS AREA SEE PLAN SHOWING LANDS OF OKNAH REALTY LTD. DATED THE 10th DAY OF MARCH A.D. 1972 DRAWN BY K.W. ROBB & ASSOCIATES LTD.

NOTE
THE LANDS AS SHOWN ON THIS PLAN ARE ON ARE INTENDED TO BE FOR A PORTION OF THOSE LANDS DESCRIBED IN A DEED FROM THE MUNICIPALITY OF THE COUNTY OF HALIFAX TO OKNAH REALTY LTD. RECORDED AT THE REGISTRY OF DEEDS OFFICE HALIFAX IN BOOK 2755 PAGE 502.

NOTE
THE AREA SHOWN IN HEAVY DARK LINES ON THIS PLAN REPRESENTS THE ONLY AREA SURVEYED AND CERTIFIED. THE REMAINING AREA IS A GRAPHIC REPRESENTATION ONLY AND IS NOT TO BE USED FOR LEGAL DESCRIPTIONS FOR CONVEYANCING PURPOSES OR FOR DEFINING BOUNDARY LINES.

TO ASSURE ACCURACY AND ORIGINAL DATA THIS PLAN MUST BEAR AN EMBOSSED STAMP BY K.W. ROBB & ASSOCIATES LTD., N.S.L.S. NO. 225

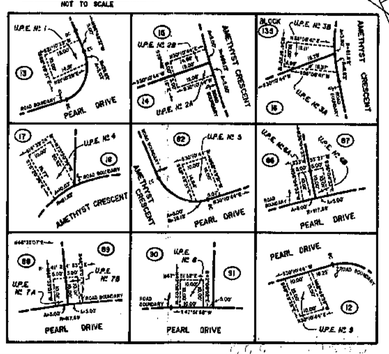
REMAINING LANDS
NOT TO SCALE

REMAINING LANDS OF OKNAH REALTY LTD. BOOK 2755 PAGE 502 P.I.D. 329644

KEY PLAN
SCALE - 1:50,000

HALIFAX HARBOUR, DARTMOUTH, MORRIS LAKE, COLE HARBOUR, SITE, MISSION LAKE, COLE HARBOUR

DETAILS
UTILITY POLE EASEMENTS
NOT TO SCALE



Halifax County Municipality
THIS FINAL PLAN OF SUBDIVISION IS APPROVED FOR
LOTS 16 TO 18 INCL., 25 TO 28 INCL. AND 91 TO 114 INCL.
DATE: MAR 17 1995
[redacted]
Approved by Development Officer
KELLEY TRENTY

IMPORTANT NOTICE
HALIFAX COUNTY MUNICIPALITY OFFERS NO GUARANTEE THAT BUILDING OR DEVELOPMENT PERMITS WILL BE ISSUED ON ANY OF ALL LOTS APPROVED ON THIS ENDORSED SUBDIVISION PLAN.
NOTICE: "In the interest of water quality preservation, it is advised that since it is a legal requirement under the Nova Scotia Water Act to obtain a water rights permit from the Department of Environment prior to commencing any work in or around the immediate vicinity of any watercourse, including the bed and flow of every river, stream, lake, creek, pond, spring, lagoon, swamp, marsh, wetland, estuary, gulch or other natural body of water, whether it contains water or not."

CENTRAL SERVICES
LOTS 16 AS ABOVE AND 25 TO 28 INCL. AND 91 TO 114 INCL. ARE SERVICED WITH MUNICIPAL WATER & SEWER.

SERVICE LATERALS FROM THE MAIN TO THE BUILDING SHALL BE THE RESPONSIBILITY OF THE OWNER.

PUBLIC STREETS OR HIGHWAYS
THE FOLLOWING STREETS AND HIGHWAYS ARE OWNED AND MAINTAINED BY THE NOVA SCOTIA DEPARTMENT OF TRANSPORTATION:
[redacted]

LEGEND

———	DENOTES LANDS DEALT WITH ON THIS PLAN
○ WIT. SM	DENOTES SET WITNESS SURVEY MARKER
⊙ SM / FSM	DENOTES SET SURVEY MARKER OR FOUND SURVEY MARKER
⊕ SP / FSMP	DENOTES SET CAPPED ROCK POST OR FOUND CAPPED ROCK POST
⊙ IB / FIB	DENOTES SET IRON BAR OR FOUND IRON BAR
⊕ IP / FIP	DENOTES SET IRON PIPE OR FOUND IRON PIPE
⊕ CC / FCC	DENOTES SET CUT CROSS OR FOUND CUT CROSS
WP / FWP	DENOTES SET WOODEN POST OR FOUND WOODEN POST
△ N.S.C.M. 1234	DENOTES NOVA SCOTIA CO-ORDINATE MONUMENT
———	DENOTES FACE OF CURB
———	DENOTES EDGE OF PAVEMENT
———	DENOTES EDGE OF GRAVEL
TR	DENOTES TRAVERSE HUB OR TRAVERSE LINE
———	DENOTES ORDINARY HIGH WATER MARK OF SHORE
———	DENOTES FENCE
B.C., E.C., P.R.C.	DENOTES END CURVE, BEGIN CURVE, POINT OF REVERSE CURVE

THIS SURVEY WAS EXECUTED DURING THE PERIOD SEPT. 8th TO SEPT. 27th, 1993

NOTE

1) ALL BEARINGS ARE DERIVED FROM CO-ORDINATE MONUMENT N.S.C.M. 4424 & 1478 1976 VALUES OF THE NOVA SCOTIA CO-ORDINATE MONUMENT SYSTEM AND ARE REFERENCED TO CENTRAL MERIDIAN 64° 30' 00" WEST.
2) ALL DISTANCES ARE MEASURED AND SCALE FACTOR HAS NOT BEEN APPLIED.
3) LOT IDENTIFIERS "12" - "18" INCL., "25", "26", "27", "28" - "90" INCL. ORIGINATE WITH THIS PLAN.
4) LOTS "12" - "17" INCL., LOT "82" & LOTS "86" - "90" INCL. ARE SUBJECT TO AN EASEMENT IN FAVOR OF THE NOVA SCOTIA POWER CORPORATION AND MARITIME TELEGRAPH & TELEPHONE CO.LTD. FOR THE CONSTRUCTION & MAINTENANCE OF GUY WIRES & ANCHORS FOR ELECTRICAL DISTRIBUTION PURPOSES.

SURVEYOR'S CERTIFICATE

I, K.W. ROBB, 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 NOVA SCOTIA LAND SURVEYORS ACT AND THE REGULATIONS MADE THEREUNDER.

DATED THIS 27th DAY OF SEPT. A.D. 1993

[redacted]
K.W. ROBB & ASSOCIATES LTD.
NOVA SCOTIA LAND SURVEYORS
N.S.L.S. NO. 225

REVISIONS

REVISED NOV. 5, 1994 - AMENDMENTS TO UTILITY POLE EASEMENTS H.R.

PLAN 30602 DR 332
CLASS B DOC 9182
ENTERED AND FILED
Mar 22 A.D. 19 95
[redacted]

PLAN OF SURVEY
OKNAH PARK SUBDIVISION (PHASE 4)
LANDS OF
OKNAH REALTY LIMITED
AMETHYST CRESCENT & PEARL DRIVE
COLE HARBOUR, IN THE COUNTY OF HALIFAX
PROVINCE OF NOVA SCOTIA

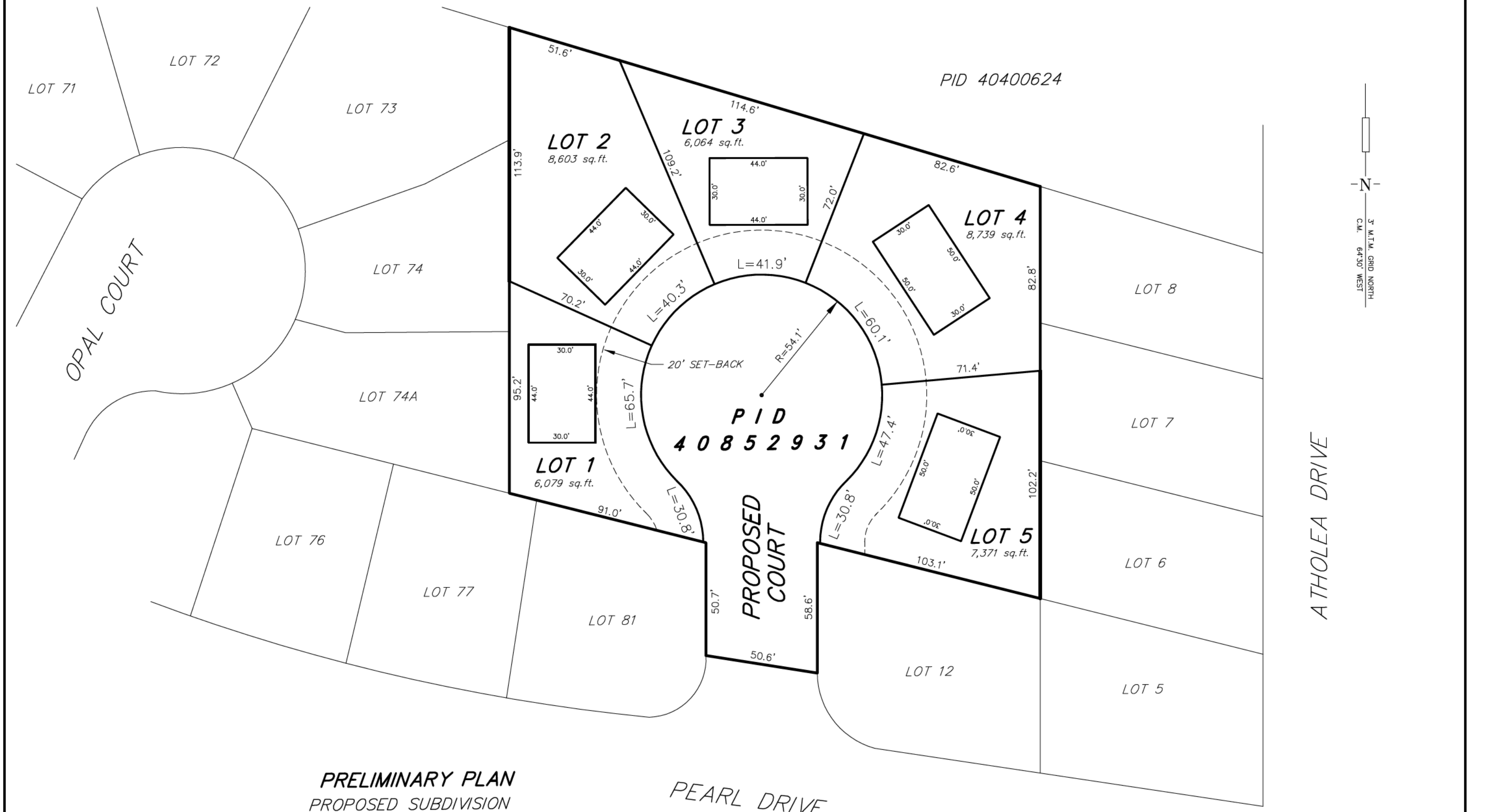
SCALE - 1 INCH = 40 FEET

40 20 0 40 80 120 160 200

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS
No 18389

W.O. NO. 3806-S & 4689-2

30X 30602



PRELIMINARY PLAN

PROPOSED SUBDIVISION
PID 40852931
PEARL DRIVE, COLE HARBOUR

SCALE – 1"=40'

C079

Perrin, Leah

From: Perrin, Leah
Sent: March 24, 2021 2:36 PM
To: Andrew Kent
Cc: Holm, Maggie; Sampson, Paul
Subject: RE: Eastern Passage - expansion of Birch Hill park

Hi Andrew,

Because your request would require a change to the Regional Plan, we can consider your request through the ongoing Regional Plan Review project. You can find more about the overall review here: https://www.shapeyourcityhalifax.ca/regional-plan

Our team is working to bring forward a "Themes and Directions" report this spring that will guide our first major phase of public consultation on the Regional Plan Review. When it is released, we will reach out to you as a stakeholder to discuss how we expect the remainder of the work to progress and how it relates to your request. We will be in touch in the coming weeks. In the meantime, if you have any materials you'd like to submit that could help us better understand your request (such as a concept plan, or written description of your proposal), please feel free to forward that along.

Kind regards,
Leah

LEAH PERRIN, MCIP LPP
PRINCIPAL PLANNER
REGIONAL POLICY PROGRAM
PLANNING & DEVELOPMENT
HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

From: Sampson, Paul [redacted]
Sent: March 24, 2021 2:30 PM
To: Andrew Kent [redacted]
Cc: Perrin, Leah [redacted]; Holm, Maggie [redacted]
Subject: Eastern Passage - expansion of Birch Hill park

Hi Andrew,

While there is policy in the local MPS for Eastern Passage/ Cow Bay (policies E-2 and UR-11) to consider expansion of Birch Hill park through the development agreement process, these policies were written prior to the Regional Plan (RP) and Regional Subdivision By-law (RSBL). The current service boundary is mapped in the RSBL, which means any alteration to that would require an amendment to the RSBL and likely the RP policies.

It would be worthwhile to discuss with Leah (cc'd here) the possibilities for having that looked into during the RP review process.

Regards,
Paul

PAUL SAMPSON, MCIP LPP
PLANNER II – URBAN ENABLED APPLICATIONS
PLANNING & DEVELOPMENT | CURRENT PLANNING
40 ALDERNEY DR., 2ND FLOOR (ALDERNEY GATE)

HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

From: Andrew Kent [redacted]
Sent: March 17, 2021 10:49 AM
To: Perrin, Leah [redacted]
Subject: [External Email] RE: Eastern Passage Discussion

[This email has been received from an external person or system]

Hi Leah,

Thanks for the quick reply. The parcels are PIDs **40001414** and **00373639** adjacent to our Birch Hill Community.

The land is mostly 'Rural Commuter' in the Regional Plan, Rural Area in the Municipal Plan and has Rural Area zoning.

We believe none of these designations would allow and expansion of our Birch Hill Community.

I would like to 1. Confirm my understanding is correct – no expansion is currently possible and 2. See if there would be any support for new affordable housing in the form of an expanded manufactured home community on these lands - if we pursued plan amendments / a rezoning / development agreement. I don't believe the majority of these lands are within the current service boundary.

Andrew

Killam APARTMENT REIT

Andrew Kent | Director, Developments
[redacted]
www.killamREIT.com | tsx:kmp.un

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From: Perrin, Leah [redacted]
Sent: March 17, 2021 10:41 AM
To: Andrew Kent [redacted]
Subject: RE: Eastern Passage Discussion

Hi Andrew,

I am in back to back meetings for the next few days – if you could send me the PID or address by email, with a brief description of your question, I can do a bit of digging before a chat perhaps early next week?

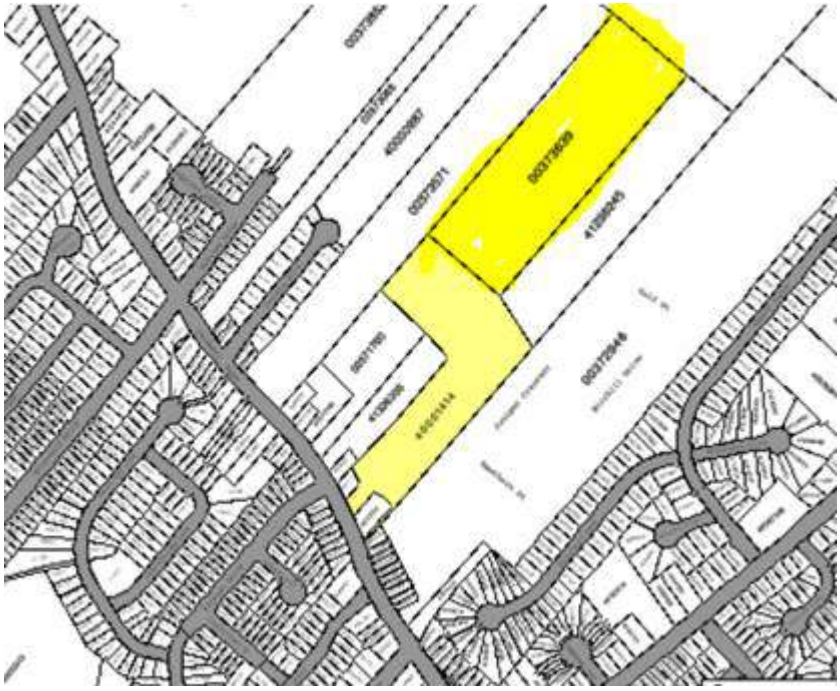
Thanks
Leah

LEAH PERRIN, MCIP LPP
PRINCIPAL PLANNER
regional policy program
PLANNING & DEVELOPMENT
HΛLIFΛX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

From: Andrew Kent [redacted]
Sent: March 17, 2021 9:27 AM
To: Perrin, Leah [redacted]
Subject: [External Email] RE: Eastern Passage Discussion

[This email has been received from an external person or system]

Hi Leah, forgot the land:



Andrew Kent | Director, Developments
[redacted]
www.killamREIT.com | tsx:kmp.un

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From: Andrew Kent
Sent: March 17, 2021 9:26 AM
To: [redacted]
Subject: Eastern Passage Discussion

Hi Leah,

I'm hoping we can have a quick conversation about the land below.

C083

Perrin, Leah

From: Jeff Kielbratowski [redacted]
Sent: April 29, 2021 8:12 PM
To: Perrin, Leah
Cc: Meghan Harper
Subject: [External Email] Kiel Developments - Request For Development - Eastern Passage

[This email has been received from an external person or system]

Hi Leah,

It was great meeting you on our call the other day with Greg Zwicker. As mentioned, Kiel Developments and Highpoint Developments have substantial land holdings in Eastern Passage next to Hartlen Point Golf Course. Currently we are landlocked without a service boundary extension. We would like for HRM to consider this area for serviced development as you make adjustments to the regional plan. These properties are prime for development as this is just an extension of existing municipal services. Attached are the PID'S for reference.

We have an application in for the as of right property at 2160 Shore Rd.

Properties are owned by:

- Kiel Developments Ltd
- Highpoint Developments

Please let me know if you have any questions and please confirm receipt.

Thanks,
Jeff

PID		Owner	
PID:	**00354928**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**00354936**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**00400135**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	CAMBRIDGE II 202 BROWNLOW AVENUE UNIT 305 DARTMO
Status:	ACTIVE		
LR Status:	LAND REGISTRATION		
PID:	**00400762**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**00400770**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**41427295**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	CAMBRIDGE II 202 BROWNLOW AVENUE UNIT 305 DARTMO
Status:	ACTIVE		
LR Status:	LAND REGISTRATION		

PID		Owner	
PID:	**40299232**	Owner:	HIGHPOINT DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		

PID	Owner

PID		Owner	
PID:	**40035891**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**40035966**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		

PID		Owner	
PID		Owner	
PID:	**00401463**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**40069866**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**40765364**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		

Jeff Kielbratowski
Co-Founder, COO
[redacted]

C085

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

Leah Perrin
Planner III – Policy & Strategic Initiatives
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: Kiel Developments Ltd., Westphal (PIDs: 40166308, 40166282, 40195877 & 00460733)

As the 10-year review of the Regional Plan is underway, Kiel Developments Ltd, is requesting the following be considered.

1. The subject properties (PIDs: 40166308, 40166282, 40195877 & 00460733) be included in the Urban Service Area within the Regional Subdivision By-law.
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.
3. The subject properties be designated 'Urban Residential' within the Generalized Future Land Use Map of the Cole Harbour/Westphal Plan Area
4. The subject properties be zoned CDD 'Comprehensive Development District' within the Zoning Map of the Cole Harbour/Westphal Plan Area

Site Description

The subject site (see Figure 1) falls partially in the water service boundary and partially outside the service boundary for sewer and water services as shown on the Halifax Regional Subdivision By-law Service Requirements Map (Revised September 30, 2017). The site is currently partially designated Rural Commuter and partially designated Urban Reserve within the Regional Plan. Part of the site fronting on Main Street designated Urban Residential (UR) and the remainder of the site designated Rural Residential (RR) within the Cole Harbour/Westphal Municipal Planning Strategy. Subsequently, the portions of the site designed Urban Residential are split zoned into a combination of residential zones (R-1-R3) and commercial zones (C-4). The portions of the site designated Rural Residential are zoned Urban Reserve (UR) in the Cole Harbour/Westphal Land Use By-law.

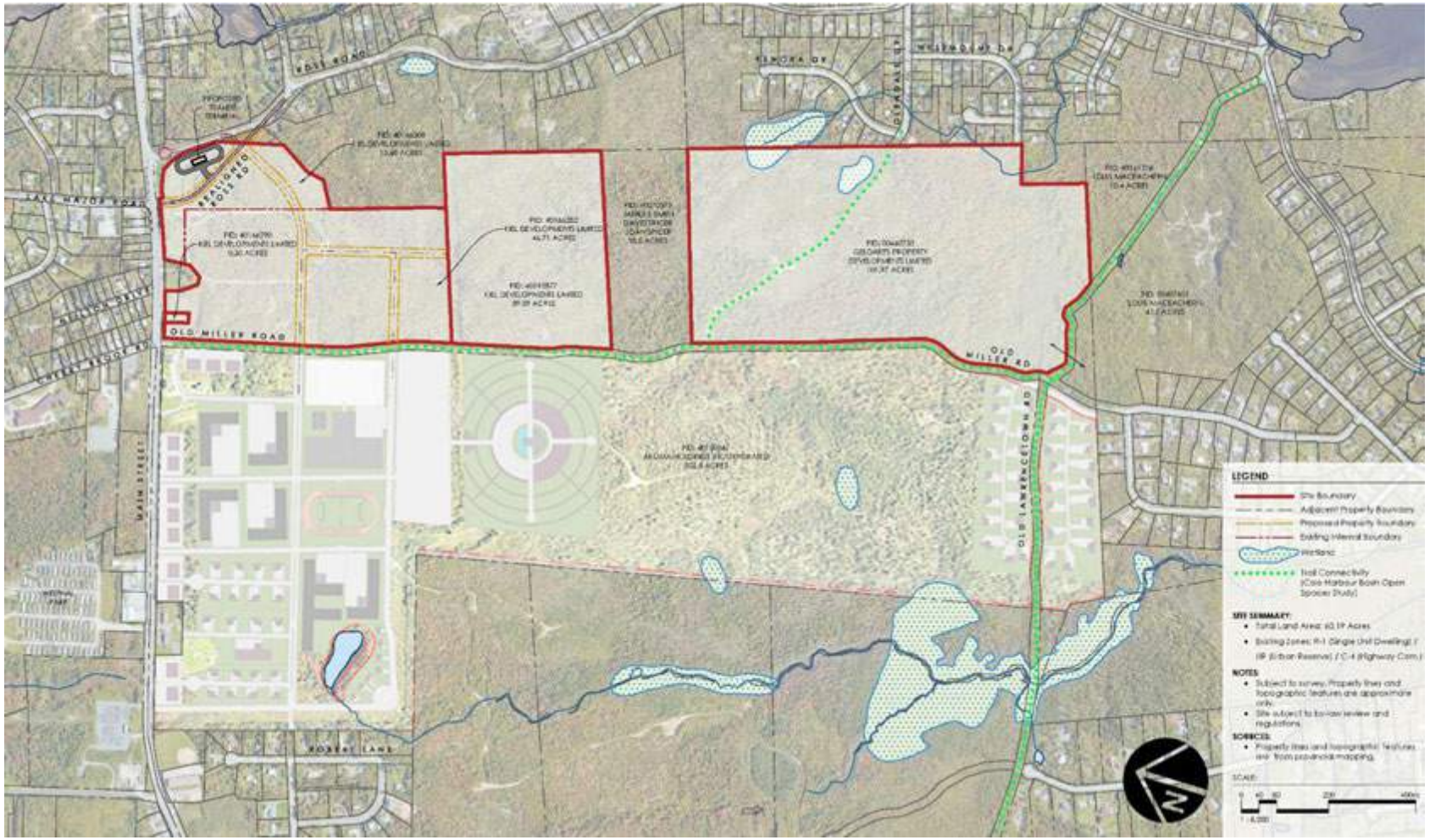


Figure 1: Subject Site

Discussion

The Regional Plan is a strategic policy document that outlines the goals, objectives and direction for long term growth and development in Halifax. While the Regional Plan provides broad direction, it has been several years since the plan was adopted (2006) or reviewed (2014). We understand HRM is currently embarking on a much-needed review of the Regional Plan. We believe that there have been enough changes to the circumstances in Halifax since the Regional Plan was adopted or last reviewed to request an extension of the water and sewer service boundary to enable development that is inconsistent with the current policies of the Regional Plan but is supported by:

- Principals of high-quality development that is comprehensibly planned,
- Demographic, social and economic trends
- Integrated Mobility Plan
- Green Network Plan
- Adequacy of Services

<u>High-quality and Comprehensively planned development</u>

The surrounding area is a mix of residential and commercial properties. With its strategic location identified as a 'Rural Local Centre' within the Regional Plan. Urban Local Centres are intended to include a mix of low and medium density residential housing, and local commercial and institutional uses. The centres were identified in locations where there is potential for cost-shared, community-based public transit. Future development in these centres is intended to enhance pedestrian and AT connections, have high quality streetscaping and interconnected private and public open spaces.

The site has great development potential for infill development. Currently, access to the site is by way of Main Street. However, HRM has indicated that it is interested in re-aligning Ross Road, to provide access to the site and the adjoining properties. Development of infill sites is a means of sustainable land development close to a city's urban area.

Although, much of the site currently has no access to municipal sanitary and water systems, the site is in an area with existing transportation and utility infrastructure, schools, parks and recreation, and places of worship. Development of these lands will add homes and/or businesses in a designated centre area. This a great example and opportunity for smart growth that is compact and walkable, offers a mix of uses, and creates a sense of place.

The site is immediately adjacent to the proposed development by Akoma Holdings on the site of the former Nova Scotia Home for Colored Children (NSHCC). The proposed development contemplates a mix of residential uses (low, medium, and high-density),

commercial uses, and institutional uses. This application is currently in going through the final stages of a Regional Plan amendment and site-specific policy and land use by-law amendment.

Our proposed amendments as part of the RP+10 review would enable the subject site to be comprehensively planned through a secondary planning process that would involve significant engagement with the community and various stakeholders to ensure any proposed development is compatible with surrounding communities and applicable policies.

Demographic, social, and economic trends

Demographic, social, and economic trends shape the way people live and, by extension, their demand for real estate. Demographic changes - more seniors looking for homes that better meet their needs, more millennials forming new households, and more singles in all age categories—are likely to drive demand for infill development. There is demand for both rental and for-purchase homes that better match the needs of empty-nesters and retirees. Millennials are biking, walking and taking public transit more often and driving less. Social changes - single-person households are now the second most common household. People living alone are attracted to places with a sense of community and proximity to everyday amenities and services. Economic trends - consumer preferences for the amenities that infill locations offer are likely to grow as changing demographics affect the housing market. In the next 20 years, the needs and preferences of aging baby boomers, new households, and one-person households will all drive real estate market trends— and infill locations are likely to attract many of these people.

Integrated Mobility Plan

Halifax has invested a great deal of time and effort on the Integrated Mobility Plan (IMP). The focus of the plan is on the movement of people rather than the mode of transportation, concentrating on travel options that are sustainable, enjoyable and healthy. Halifax 2031 Regional Plan targets are to have at least 30% of trips made by transit and active transportation and at most 70% of trips made by private vehicles. If accomplished, the result will be lower need for car ownership and lower greenhouse gas emissions resulting in improved air quality in the region and healthier communities.

It is our understanding that in discussions with HRM staff and the area councillor, there is a desire to re-align Ross Road to create an intersection with Lake Major Road. This is to allow for a new set of traffic lights at that intersection as well as a possible transit terminal located adjacent to Ross Road (See Figure 1). Locating new development around existing and proposed transit terminals is a key objective of the Integrated Mobility Plan.

Green Network Plan

The Halifax Green Network Plan identifies five themes that define the importance of open spaces to the ecological, economical, and socio-cultural vitality of the Region: Ecology, Working Landscapes, Cultural Landscapes, Community Shaping and Outdoor Recreation. The Summed Value Mapping in the Green Network Plan shows that the Subject Site is an area with minimal open space landscape values across the following themes: ecological landscape, working landscape and socio-cultural landscape.

The Halifax Green Network Plan mapping shows that the subject site holds minimal value to the Green Network Plan overall themes; therefore, development of the site fits well with Halifax Green Network Plan's Action #31 – Theme: Community Shaping, Action: Amend the Regional Plan to prioritize the redevelopment of brownfield site and other underdeveloped urban infill sites.

Cole Harbour Basin Open Space Plan

Recommendation 12 of the 2013 Cole Harbour Basin Open Space Plan identifies a proposed trail link adjacent to the subject site along Old Miller Road (See figure 1) to connect the Black Cultural Centre to Cole Harbour Heritage Park. Additionally, the plan calls for a trail connection between Cole Harbour Place and the Cole Harbour Estuary via Old Lawrencetown Road.

Funding for these projects may prove challenging unless the tax base is significantly increased. The requested amendments to the regional plan allow for a more comprehensive approach to development in the area that incorporates the long-term objectives outlined in the Cole harbour Basin Open Space Plan.

Adequacy of Services

The subject site is partially within the existing water service boundary (See Figure 2). Comprehensive development of the Cherry Brook area as requested, would allow for the opportunity to cost share extending the water and sewer boundary to the Cherry Brook/Preston area.

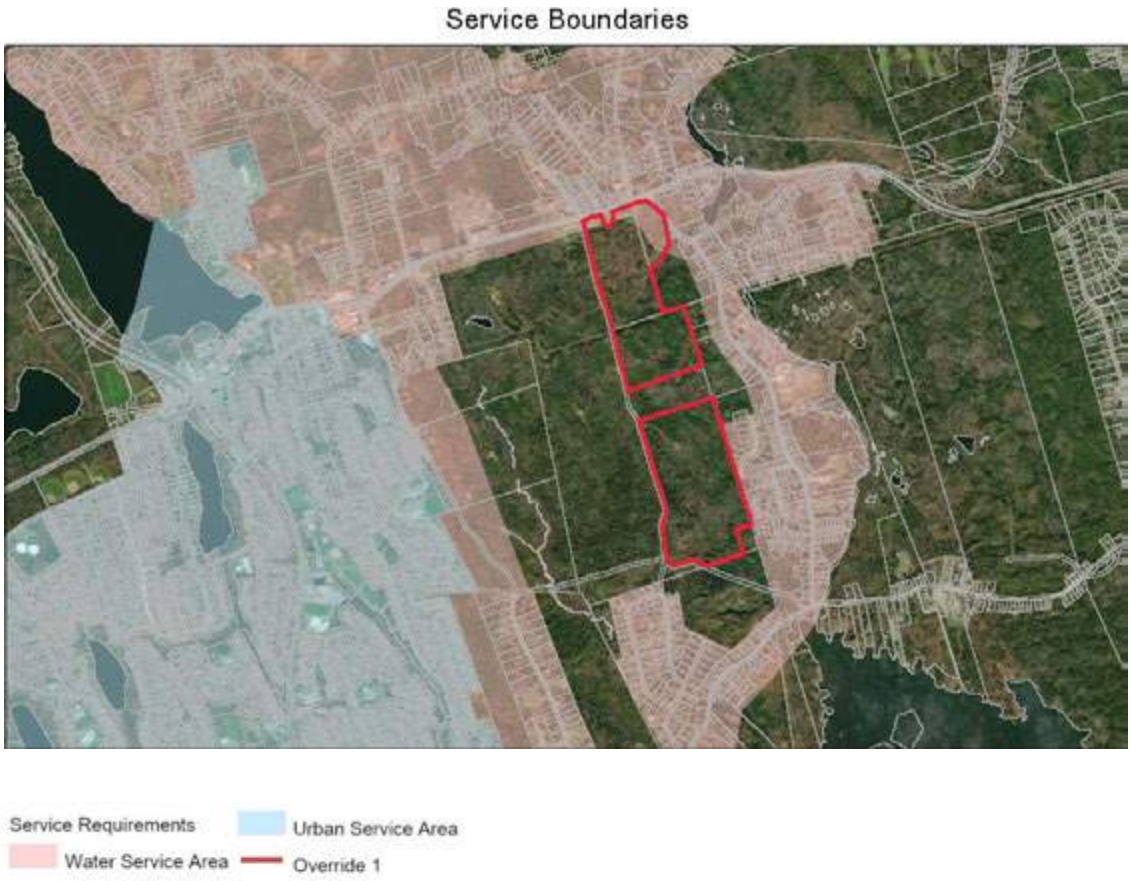


Figure 2: Service Boundary

Closing

We strongly feel that the proposed 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 growth under the Regional Plan.

Halifax is experiencing increased demand for infill locations such as this site – resulting from changing demographic, social and economic trends effecting the housing market. According to the Halifax Green Network Plan, these lands hold minimal value to the Regional Green Network. 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.

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

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 how to move this forward.

Sincerely,

Chris Markides MCIP, LPP

[redacted]
Urban Planner
ZZap Consulting Inc.

C086

fathomstudio.ca
1 Starr Lane
Dartmouth, NS
B2Y 4V7

Nov 15, 2021, 2018

KATE GREENE MCIP, LPP
POLICY & STRATEGIC INITIATIVES PROGRAM MANAGER
PLANNING & DEVELOPMENT

Re: Exhibition Park Master Plan

Dear Kate;

On behalf of Banc Properties, we would like to initiate a secondary planning process for the future redevelopment of the Exhibition Park lands in Planning District 4 for lands currently zoned as CR-2. The generalized future land use map shows this site as a residential development. The property is fully serviced with water and sewer and its close proximity to the city and nature reserves makes it an ideal site for future development. The land is 109.1 acres in size without considering the existing commercial gas bar now under development. The intent is to keep the Exhibition Park building while starting to develop the surrounding lands. Eventually, the plan needs to consider the removal of the existing building, though that is not part of the current short or medium term plans. This letter outlines the intended changes in use as well as a rationale for the change and in keeping with HRM's latest policies. The new master plan imagines a mixed use corridor along Prospect Road while reducing the number of access points into the land from 4 down to 3 controlled entries. The intent is to develop an open space focused master planned development employing the latest stormwater and ecological design principles to create a self contained, walkable and transit friendly neighbourhood with a wide variety of housing types from semi and townhome to mid-rise multi-unit buildings centered around parkland.

Existing RC-2 Zone

The RC-2 zone is limited to recreation type uses like Exhibition Park, racing track, rifle ranges, amusement parks, bowling alleys, etc. The GFLUM considers residential development as the highest and best future use for the property. Though the site is identified as "Rural Commuter" on the Regional Plan GFLUM, it is right across the sytreet from the "Urban Settlement" zone and is also at the very edge of the urban transit service boundary. It would be very easy to make the case for including this site in the peripheral zones since the site is serviced and so close to the urban settlement zone.

The Master Plan

The master plan for the site is based on an open space model for development; in this model, 2 central parks are shown as the showcase for the development, linked by a surrounding trail system and bike path network.

The characteristics of the plan include:

1. A ring road encircles the existing Exhibition Park building creating a mobility loop for buses, and active transportation with signalized entries into the development from Prospect Road. The ring road would have a central median for landscaping and lighting

ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERPRETIVE WAYFINDING BRANDED ENVIRONMENTS

and sidewalks would be located on both sides of the street. 1.5m on-street bike lanes would be located on both sides of the ring road. Underground power and services would be explored and street trees would be plentiful. Dark sky compliant fixtures would be used.

2. Both main entries on the new ring road would terminate in large neighbourhood parks. On the southern side, the existing pond would be a focal point of the park as the focal point for the south entrance. The pond's stormwater management possibilities would be explored in the design. On the north gateway park, a large central open space would be flanked by some of the mid-rise development with views to the provincial lands to the east preserved from the northern entrance. Both parks would be programmed for active and passive community uses.
3. Development fronting the ring road would be mid-rise, with groundfloor doors and small urban front yards to create activity on the street. Every ground floor unit would have a groundfloor door on either the street, or the parking lot sheltered behind the building. No parking would be provided between the street and the building. We imagine these buildings to range in height from 4-6 storeys with retail groundfloor uses near Prospect Road.
4. Most of the development bordering on surrounding lands (mostly Provincial land) will be low rise townhouses or semi's. No single family homes are imagined as part of the plan in order to create a density node that would support transit and comemrcial uses.
5. A looped trail system surrounds the entire development border linking to inner parks and open space networks that permeate the development to a surrounding trail network around the whole development.
6. On both the north and south sides of the development, a stormwater management areas has been planned for to ensure a balance of pre and post stormwater conditions. An existing lowlying swale and perennial stream network has been preserved as the backbone to this stormwater system in the north. To the south, a llarge stormwater pond which feeds into a wetland complex offsite has been preserved as a central open space feature. This pond would be designed to store and purify some of the site runoff from the surrounding development. A flood control structure would be designed to manage the greater than 10 year storm events.
7. Multi-unit buildings would have one level of underground parking and some at grade parking. We expect parking ratios to be 1:1 with more than half of the parking located underground.
8. Buildings along Prospect Road are street related commercial in order to create walking activity along Prospect Road. Parking would be located behind the buildings. An existing stand of semi-mature trees would be preserved along Prospect Road. There is the potential for smaller commercial pad development as part of this commercial development along Prospect Road. Any access to these sites will by the signalized intersections or potentially limited access right-in, right-out entries/exits. A more detailed traffic study will be done to finalize the eventual design of roads and access points shown on the plan.
9. All parking lots would include parking islands and trees to minimize stormwater and urban heat island conditions.
10. Minor roads would connect to the ring road network with sidewalks on both sides of the street to enhance community walkability.
11. Right-of-ways to offsite potential future developments are preserved in the plan to the south and north of the site. Park reserves are maintained along the eastern edge of the Provincial lands in case these lands are ever developed in the future. In the meantime, these parks act as gateways into the provincial lands.
12. Exhibition Park is preserved but future road connections are shown to indicate future expansion of the residential development. The existing parking lots are also preserved and access to the site maintains the existing entry points with the exception of the removal of the central entry road.

Phasing and Development Pro-Forma Development

The 109 acres will take many years to build out. The current plan shows a mix of semi, townhouse and multi-unit development with a total anticipated build-out of around serviced residential 1800 units and about 160,000 sq.ft. of commercial uses (excluding the Exhibition Park building). There are two drainage district divided by the existing building. To the north, the site drains predominantly northward and eastward. To the south, the site drains to an

existing pond to the south, which feeds into an off-site wetland complex that runs along the eastern boundary of the site. The development consists of:

- *68 semi detached units*
- *76 townhomes*
- *22 multi-unit buildings from 4-6 storeys in height with about 1,800 units in total*
- *1934 total units (about 4,300 people)*
- *about 165,000 sq.ft. of additional ground-floor commercial space facing onto Prospect Road.*

At least half of the parking would be located underground in order to minimize the surface parking and connected to stormwater features at the north and south end of the site to polish runoff from the residential area. Many of the units are 'street related' to ensure that walkability is enhanced.

In October, HRM published a policy paper on creating incentives for public affordable housing and it would be the developers intention to create at least 5% of the units (~100 units) as affordable housing units following HRM's policy.

The proposed housing development would go a long way towards achieving HRM's Integrated Mobility Plan targets for the regional centre increasing walking and transit from 30% and 20% respectively today to 37% and 23% in 2031. 2000 units or approximately 4,600 people living within walking distance of Bayers Lake (and the new hospital facility) will create enormous walking potential in what is now an auto-dominated landscape. Under the new IMP, the new ring road for this development will be classified as "Collector" with other streets being local streets. In the case of the master plan, this would include a full multi-use trail connection between the gateway parks proposed in the plan and the surrounding trail connector proposed in the plan.

We look forward to discussing the process for advancing the project in the next stage with your input and guidance. Please contact me when senor staff have reviewed this proposal to determine the next course of action and timing.

Sincerely,

Original Signed

Rob LeBlanc
Sr. Planner, Fathom Studio

EXHIBITION PARK - DEVELOPMENT PLAN

0 60 120m

Scale = 1:1500

November 2021

SEMI-DETACHED
TOWNHOMES
TRAIL
MULTI UNIT RESIDENTIAL F
MULTI UNIT RESIDENTIAL G
PARK
STORMWATER POND
TOWNHOMES
SEMI-DETACHED
MULTI UNIT RESIDENTIAL E
MULTI UNIT RESIDENTIAL H
PARK
MULTI UNIT RESIDENTIAL N
TRAIL
TRAIL
PARK
TOWNHOMES
PHASE 1
PHASE 2
STORMWATER POND
TOWNHOMES
SEMI-DETACHED
MULTI UNIT RESIDENTIAL D
MULTI UNIT RESIDENTIAL I
MULTI UNIT RESIDENTIAL O
MULTI UNIT RESIDENTIAL C
MULTI UNIT RESIDENTIAL M
TOWNHOMES
COMMERCIAL A
B
MIXED USE
GAS BAR
J
MULTI UNIT RESIDENTIAL
L
MULTI UNIT RESIDENTIAL
HALIFAX EXHIBITION CENTER
Q
MULTI UNIT RESIDENTIAL
PARK
TRAIL
TOWNHOMES
SEMI-DETACHED
ENRTY PLAZA
K
MIXED USE
PARK
STORMWATER POND
R
MULTI UNIT RESIDENTIAL
MULTI UNIT RESIDENTIAL V
TOWNHOMES
PHASE 1
PHASE 2
COMMERCIAL P
PROSPECT ROAD
MULTI UNIT RESIDENTIAL U
W
MULTI UNIT RESIDENTIAL
X
MULTI UNIT RESIDENTIAL
TOWNHOMES
S
MIXED USE
T
MIXED USE
COMMERCIAL Z
COMMERCIAL Y
RAGGED LAKE

Exhibition Park Development Pro Forma

Avg. Unit Size 90 sq.m.
Efficiency 80%

		Footprint (sm)	Commercial FLOORS	RETAIL GFA	Residential Floors	Total Floors	Total Res GFA	Units
BUILDING	A	1427	1	1427		1		
	B	2705	1	2705	3	4	8115	72
	C	2023	0	0	4	4	8092	72
	D	1491	0	0	4	4	5964	53
	E	1960	0	0	4	4	7840	70
	F	1344	0	0	4	4	5376	48
	G	1344	0	0	4	4	5376	48
	H	2320	0	0	6	6	13920	124
	I	1493	0	0	6	6	8958	80
	J	1944	0	0	4	4	7776	69
	K	1953	1	1953	3	4	5859	52
	L	1971	0	0	4	4	7884	70
	M	2070	0	0	6	6	12420	110
	N	1323	0	0	6	6	7938	71
	O	2593	0	0	6	6	15558	138
	P	1806	1	1806	0	1		0
	Q	2457	0	0	6	6	14742	131
	R	3007	0	0	6	6	18042	160
	S	2352	1	2352	3	4	7056	63
	T	2352	1	2352	3	4	7056	63
	U	1592	0	0	6	6	9552	85
	V	1795	0	0	4	4	7180	64
	W	2061	0	0	4	4	8244	73
	X	2102	0	0	4	4	8408	75
	Y	1799	1	1799		1		
	Z	900	1	900		1		
TOTAL GFA				15,294			201,356	1,790

SEMI-DETACHED	68
TOWNHOMES	76
TOTAL UNITS	1934

fathom

C089

Perrin, Leah

From: Perrin, Leah
Sent: May 26, 2021 9:20 AM
To: Chris Marchand; Nightingale, Peter
Cc: Maria Jacobs [redacted]
Subject: RE: Service Boundary Extension

Hi Chris,

Thanks for your patience. Our team has been working on the Regional Plan Review and we have just released a "Themes & Directions" report, that will guide a major phase of public consultation on the project.

As part of the Regional Plan Review, we are considering whether additional lands should be brought into the service boundary. One area that is under consideration is the Sandy Lake area, which the Regional Plan designated Urban Settlement, meaning it could be considered as a future serviced community within the life of the plan (by 2031). Your lands on Smiths Road are just outside the Urban Settlement designation, however we could consider through the review whether a change is warranted should secondary planning for Sandy Lake proceed. I will log your request and we will consider it as part of the review.

In the meantime, if you're interested to learn more about the Regional Plan Review, please visit our website here: https://www.shapeyourcityhalifax.ca/regional-plan

Kind regards,
Leah

LEAH PERRIN
T. [redacted]

From: Chris Marchand [redacted]
Sent: May 17, 2021 9:30 AM
To: Nightingale, Peter [redacted]; Perrin, Leah [redacted]
Cc: Jacobs, Maria [redacted]
Subject: [External Email] RE: Service Boundary Extension

[This email has been received from an external person or system]

Thanks Peter and Leah,

I believe a request of this nature would fall under policy SU-4, but I could be wrong.

Regards

Chris

From: Nightingale, Peter [redacted]
Sent: May 17, 2021 9:20 AM
To: Perrin, Leah [redacted] Chris Marchand [redacted]
Cc: Jacobs, Maria [redacted]
Subject: RE: Service Boundary Extension

My apologies, the property Chris was inquiring about is 30 Smiths Rd. in Bedford.

Peter

From: Perrin, Leah [redacted]
Sent: Monday, May 17, 2021 9:19 AM
To: Nightingale, Peter [redacted] Chris Marchand [redacted]
Cc: Jacobs, Maria [redacted]
Subject: RE: Service Boundary Extension

Hello Chris,

Happy to help, but not sure if there was an attachment on the original email that didn't make its way to me? I'm not sure what property you're referring to.

Copying my colleague Maria Jacobs who will help out on this one.

Thanks
Leah

LEAH PERRIN, MCIP LPP *(SHE/HER)*
PRINCIPAL PLANNER
REGIONAL POLICY PROGRAM
PLANNING & DEVELOPMENT
HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

From: Nightingale, Peter [redacted]
Sent: May 17, 2021 9:10 AM
To: Chris Marchand [redacted]
Cc: Perrin, Leah [redacted]
Subject: Service Boundary Extension

Good morning Chris,

Your inquiry about extending the service boundary was assigned to me. However, as any service boundary changes require an amendment to the Regional Plan, I'm forwarding your inquiry to Leah Perrin, who is a Principal Planner with our Regional Planning group. She can advise on whether there is policy support for extending the service boundary and what the process would be for such an application.

Regards,
PETER NIGHTINGALE, MCIP, LPP
PLANNER II
CURRENT PLANNING | RURAL POLICY & APPLICATIONS

HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

Hi Steve and Erin,

We own both of these properties and I was wondering what the process would be to make a request for them to be included in the service boundary? There is policy that supports this. There is water and sewer about 30 meters away on Smiths Road.

Let me know please.

Thanks

Chris Marchand, P.Eng
VP of Operations
Ramar Developments Limited

C096

Perrin, Leah

From: Claire Grimmer [redacted]
Sent: June 11, 2021 11:58 AM
To: Gempton, Shilo
Subject: [External Email] Re: [External Email] Re: PID 40621914

[This email has been received from an external person or system]

Good Morning Shilo,

We received your very disappointing reply. We purchased this property over 30 years ago with the intentions of building our home and for a retirement income.

My husband and I are seniors and we recently had three buyers for our property who wanted to build their homes and HRM told them it was not possible? The property was and still is zoned R6 and we have always paid residential taxes, definitely not taxes for resource or farming.

You stated that there were 1000+ 10 hectare lots that cannot be developed but reading further there were exceptions made and so the focus was on certain subdivisions.....and as you state that the amendments did not impact the majority of the 1000+ 10 hectare lots; but it certainly effected and impacted our LIVES.

We cannot understand or except how HRM with a stroke of a pen, arbitrarily devalued our property and our 25 plus acres become totally worthless.

HRM decision makers did not even have the decency to notify property owners who LIVES would be drastically effected by this unfair HRM decision.

Yes, please include our comments as part of the Regional Plan Review and of course, add us to the mailing list for any and all updates.....

Sincerely,

Claire and Bill Grimmer

Claire Grimmer
Shediac, NB Canada - [redacted]

On Friday, June 11, 2021, 09:32:31 a.m. ADT, Gempton, Shilo <gemptos@halifax.ca> wrote:

Good morning Claire,

Apologies for the time it has taken to respond to your email. As Stephanie mentioned, we've had some very tight timelines and we're now entering into our engagement phase for the Regional Plan Review. I've now had some time to look into your inquiry and read through the various staff reports that have dealt with the 10 hectare (25 acre) lot issue and consult with my supervisor.

As Stephanie mentioned, we are undergoing a Regional Plan Review for the Regional Municipal Planning Strategy. However, I also wanted to give you a bit of a background.

- The HRM Charter and the Municipal Government Act set out certain types of subdivision that do not require subdivision approval. Parcels of land created or altered through these provisions are not required to be surveyed or assessed for their suitability for development as would be required under the standard subdivision approval process. This exemption includes creating lots that exceed ten hectares in area.
- This exemption is generally intended to allow the creation of blocks of land for resource uses, such as farming or forestry.
- In recent years, people have tried to use this exemption with the intent to create such lots for cottage or residential development. However, these lots must meet LUB requirements in order to obtain development permits. In most cases, the lots being created under this exemption do not meet HRM's minimum requirements for public road frontage.
- In 2016, concerns were raised about owners who made investments in the 10 hectare lots for residential purposes, even though regulations had not changed and they may not have been eligible for this type of use.
- Given these concerns, on April 12, 2016 Regional Council requested a staff report commenting on the advisability of an amendment concerning lots of land that are 10 hectares (25 acres) in size.
- The November 23, 2016 staff reported noted that there are 1,000+ 10 hectare lots that cannot be developed as they don't meet the LUB road frontage requirements. At the time of the 2016 report, there was a submission that supported amendments to allow all of these lots to be enabled for development. However, staff noted that lots may continue to be used and developed for a number of purposes, depending on the specific situation, applicable local regulations and such things as the opportunity to work with neighbouring land owners. It further noted that permitted the wide spread development of 10 hectares lots without road frontage would not be consistent with the general intent of the Regional Plan. The Regional Plan controls rural housing development in a number of ways in order to support traditional service centres, manage environmental impacts, reduce long-term costs and preserve rural character.
- The Regional Plan generally does not support the development of lots that do not front on a public or approved private road. As a result, the proposed amendments to the Regional Plan were intentionally limited to existing developments and specific subdivisions to maintain the general intent of the Regional Plan and ensure that new subdivision proposals are developed through established Regional Plan policies, such as the conservation design development agreement process.
- The limited scope of the amendments also helped to ensure that new subdivision proposals comply with Municipal subdivision requirements, such as parkland dedication provisions.
- The amendments were intentionally focused on existing developments and the six subdivisions identified in the 2016 staff report.
- In focusing on these certain subdivisions, the amendments did not impact the majority of the over 1,000 lots that are 25-50 acres in size that did meet road frontage requirements. These lots were not covered by the amendments are located throughout HRM and include:

· isolated or small groupings of 10 hectare lots that appear to have been created for resource development purposes; and

· 10 hectare lot subdivisions that may have been created for future residential development that have not received Municipal permits or made formal inquiries recorded in HRM's files.

- Although the proposed amendments were limited to certain subdivisions, staff also acknowledged that HRM had received a number of general comments and concerns related to rural development. Some of the topics raised include road standards, conservation design development agreement requirements and lot grading.
- In recognition that rural areas face unique planning challenges, the Planning and Development Department formed a dedicated team of staff to better focus and coordinate planning matters in these areas. While the amendments focused on issues concerning the development of 10 hectare lots, staff intended to consider the broad feedback received through this planning process to inform the Department's on-going development of its rural planning work program.

As we move forward in the Regional Plan Review, I can include your request in the Regional Plan Review, but we likely would not be recommending in favour of changing the policy due to the reasons outline above. This issue has already been evaluated by staff and Council. However, if you wish, I can submit your comments as part of the Regional Plan review and include it in our correspondence log. I can also add you to our mailing list to receive updates on the Regional Plan Review if you wish.

If you would like to learn more about the Regional Plan Review, you can also visit our website at https://www.shapeyourcityhalifax.ca/regional-plan.

I realize this is a lot of information to take in. If you have any questions, please don't hesitate to contact me.

Kindly,

Shilo

SHILO GEMPTON, MCIP LPP
PLANNER III

PLANNING AND DEVELOPMENT | REGIONAL PLANNING

T. [redacted]

HALIFAX

PO BOX 1749

HALIFAX NS B3J 3A5

halifax.ca

From: Salloum, Stephanie [redacted]
Sent: Monday, May 10, 2021 11:52 AM
To: Claire Grimmer [redacted] BILL GRIMMER [redacted]
Cc: Perrin, Leah [redacted] Gempton, Shilo [redacted]
Subject: RE: [External Email] Re: PID 40621914

Hello Claire,

The contacts for the Regional Plan review project are Leah Perrin and Shilo Gempton (cc'd). Please be advised that the Regional Planning team is working diligently on a hard deadline and it may take several days for them to respond.

Shilo Gempton

[redacted]

Leah Perrin

[redacted]

[redacted]

Kind regards,

Stephanie

Stephanie Salloum LPP, MCIP
Planner III – Rural Policy & Applications

CURRENT PLANNING | PLANNING AND DEVELOPMENT

HALIFAX

PO BOX 1749

HALIFAX NS B3J 3A5

[redacted]

[redacted]

halifax.ca

From: Claire Grimmer [redacted]
Sent: May 8, 2021 10:16 PM
To: Salloum, Stephanie [redacted] BILL GRIMMER [redacted]
Subject: [External Email] Re: PID 40621914

[This email has been received from an external person or system]

Hello Stephanie,

Thank you for your information.

Can you forward me the contact information for the planners on the team who are involved in the Regional MPS review.

I would appreciate a name, contact number and email address please.

Thanking you in advance

Claire Grimmer

Claire Grimmer
Shediac, NB Canada - [redacted]

On Friday, April 30, 2021, 11:32:08 a.m. ADT, Salloum, Stephanie <sallous@halifax.ca> wrote:

Hello Claire,

I apologise for the delay in getting back to you – I met with my team about your inquiry and reached out to our Development Services group to confirm my research on lots subdivided along Canal Cays Drive.

Canal Cays Drive is a private travelled way or private shared driveway. It is not an approved private street. Most of the lots created along this driveway were created using the 25 acre lot provision under Provincial legislation. This provision was intended for resource and agricultural use. A permit for a single unit dwelling can only be issued if a lot meets the requirements of the applicable Land Use By-law. PID 40621914 does not meet the requirements of the Land Use By-law for Planning Districts 14 & 17 and is therefore not eligible for a development permit for a single unit dwelling. The house at PID 40695603, 198 Canal Cays Drive, was permitted because this lot was Municipally approved through provisions under the Regional Subdivision By-law. It is not a 25-acre lot.

The amendments to the Regional Subdivision By-law and several Land Use By-laws that were approved by Regional Council on January 10, 2017 intended to acknowledge permits that were issued in error and provide clarification on lots that have been created using the 25-acre lot provision under the *HRM Charter* (provincial legislation). More detailed information on this process and the amendments can be found in this staff report and this staff report. These amendments did not change the zoning or regulations that apply to your property. In other words, the rules that apply to your property today are the same rules that applied prior to January 10, 2017.

Through our preliminary review of your inquiry, we explored what processes may be available to you to enable approval of a permit for PID 40621914:

1. Appeal of a Development Permit Refusal

While the current by-laws do not permit a single unit dwelling at your property, you may still apply for a permit. The decision of the Development Officer to refuse the permit may be appealed to the Nova Scotia Utilities and Review Board (NSUARB) in accordance with the *Halifax Regional Municipality Charter*. The test would be for the NSUARB to determine if the Development Officer's decision to refuse the development permit was consistent with the Land Use By-law. While we provide this option in the spirit of offering a thorough response to your inquiry, we believe this approach is unlikely to generate the outcome you are seeking. We strongly suggest obtaining independent advice from a qualified subject matter expert before embarking on this path.

2. Apply for a Municipal Planning Strategy Amendment

The policies and regulations that prevent the issuance of a development permit in these circumstances could be altered through a legislative amendment process. A Municipal Planning Strategy (MPS) is a strategic policy document that sets

out the goals, objectives and direction for long term development in the Municipality. Any member of the public may request Regional Council consider an amendment to planning policy documents. However, amendments to the MPS are significant undertakings and Council is under no obligation to consider such requests. MPS amendments should only be considered when there is reason to believe that there has been a change to the circumstances since the MPS was adopted or last reviewed.

To consider approving a permit for a single unit dwelling at your property, amendments to the Regional Municipal Planning Strategy (MPS), Regional Subdivision By-law (RSBL) and Planning Districts 14 & 17 Land Use By-law (LUB) would be required. A process to consider such amendments would involve reviewing other 25-acre lots across the Municipality. Planning staff are unlikely to recommend an amendment to permit residential development on 25-acre lots that do not satisfy the current LUB requirements, but the decision would be ultimately up to Regional Council.

If you still wish to apply for amendments to the MPS, RSBL and LUB, the application form can be found here. The application cost is $7,500 which includes a $5,000 processing fee and $2,500 advertising deposit. Where the advertising costs differ to the deposit, the balance would be refunded or charged to the applicant. An application submission for an MPS amendment must include a written rationale from a Licensed Professional Planner who is a full member of the Canadian Institute of Planning. More details on the submission requirements are listed in Part 3 of the application form.

There is also a project underway to review the Regional MPS. If you wish to get in contact with a planner on that team, please let me know.

If you have any further questions, please feel free to contact me.

Kind regards,

Stephanie

Stephanie Salloum LPP, MCIP
Planner III – Rural Policy & Applications

CURRENT PLANNING | PLANNING AND DEVELOPMENT

HALIFAX

PO BOX 1749

HALIFAX NS B3J 3A5

[redacted]

[redacted]

halifax.ca

C102/C103

Perrin, Leah

From: Perrin, Leah
Sent: June 8, 2021 3:01 PM
To: Chris Marchand
Subject: RE: Service Boundary Extension

Categories: To be filed

Hi Chris,

Thanks, yes, I will add these to the list as well.

Regards,
Leah

LEAH PERRIN
T. 902.476.3792

From: Chris Marchand [redacted]
Sent: June 3, 2021 11:03 AM
To: Perrin, Leah [redacted]
Cc: Jacobs, Maria [redacted] Nightingale, Peter [redacted]
Subject: [External Email] RE: Service Boundary Extension

[This email has been received from an external person or system]

Hi Leah,

Thanks, if looking at these properties, I would like to ask that PID 00475442 in Middle Sackville and PID's 00468116 and 00468355 are also considered for inclusion in the service boundary through the next regional plan review.

Thanks

Chris

C104

ekistics

Jan 4, 2017

1 Starr Lane, Dartmouth, NS
B2Y 4V7

CONTACT
Rob LeBlanc
president
t 902 461 2525

ANDREW BONE,MCIP, LPP, PLANNER III
REGIONAL PLANNING – POLICY & STRATEGIC INITIATIVES
PLANNING & DEVELOPMENT, HRM

Landscape Architecture
Planning
Architecture
Civil/Transportation Engineering

Re: Bayers Lake Master Plan

Dear Andrew;

On behalf of Banc Properties, we would like to initiate a secondary planning process under policy EC-9 of the Regional Plan for the future development of the next large phase of Bayers Lake. The property is about 178 acres in size and is currently zoned as general industrial (I-3).We were commissioned in December to advance a land use master plan for the property that took into account some changes in use for what is permitted under the I-3 zone. This letter outlines the changes in use as well as a rationale for the change and in keeping with HRM's latest policies. The new master plan shows several non-traditional I-3 uses that are currently not considered in the existing zone but have been considered in the recent changes to the RP+5 Regional Plan. Also shown on the master plan, is a continued investment in open space, stormwater management, and active transportation.

Existing I-3 Development

The I-3 zone was broadened in the early 1990's to allow commercial uses in what was traditionally an industrial park zone (soft and heavy industrial uses were permitted). Around the same time, the industrial zone was broadened to allow more commercial shopping uses in response to new retail trends, and the City started a program of adding sidewalks and park amenities in the park to create a more walkable, mixed-use industrial/ retail hub. The old rail line through the park was developed as the COLTA greenway following the COLTA Greenway master plan (Ekistics, 2009) and the trail has become one of the cities destination trails for cyclists, walkers, and runners throughout HRM. Additional phases are planned for the future and the master plan shows several COLTA "spur" trails through the Banc lands connecting to the adjacent Blue Mountain - Birch Cove Lakes Wilderness Area to the north.

The master plan shows about 70% of the future development on the eastern fringe as traditional I-3 uses (shown as white buildings) bordering on the existing I-3 uses to the east. These lands will develop as-of-right as per the existing zone standards.

The master plan shows a small, but important, variation from how current I-3 lands are developed. Most existing retail stores in Bayers Lake are pushed far away from the streets and sidewalks with a large expanse of parking in between. This type of development favours the automobile and reduces the walkability of the area to transit users or pedestrians who have to walk a long distance from the sidewalk to reach the retail stores (in many cases without sidewalks on private properties). This is one if the reasons why Bayers Lake's "Walk Score" is a very low 29 out of 100. To make future phases of Bayers

Lake more walkable, the master plan shows future buildings pulled right up to the street with parking clustered either behind or to the side of the building and sidewalks on private lands to connect the public sidewalk with future building entrances. In many cases, parking is restricted or limited between the building and the sidewalk to ensure pedestrians can easily walk to their destinations. The overall intent is to create a much more walkable and AT friendly Bayers Lake in this next phase.

Park Land & Stormwater Management

The Banc lands border the Blue Mountain - Birch Cove Lakes Wilderness Area to the north and prudent planning should allow for a 'park gateway' into the 1,767 hectares reserve, as part of this next phase of development. The developer is proposing a 16 acre (9%) gateway park into reserve on the northern fringe of the property. This land has not been clear cut (unlike the rest of the property) and it has always been the intention of preserving these lands as part of the park dedication. There are no provincially designated wetlands on the proposed parkland property and no exceedingly steep slopes that would prevent it for consideration for parklands dedication. The master plan shows a series of stacked loop trails, a parking area and trailhead facility which may or may not include a washroom building. As a major trailhead into a large regional park, this area may be appropriate for a natural playground or other dedicated nature park facilities. The other gateway trailhead into the park reserve would be in around the Annapolis Group lands at some point in the future. Until that time, this would be a major trailhead into the park.

The developer is proposing a substantial 50-100m buffer along the lands that border upon Black Duck Pond. In this area, the wooded buffer has also been preserved from clearcutting and it would be the intention of the developer to dedicate this land (about 14 acres) to HRM for extending the COLTA greenway trail along the north side of the lake to connect to the Blue Mountain - Birch Cove Lakes Wilderness Area. Though this trail could likely traverse the old powerline easement to get to the back lands, the master plan also shows a new trail connection from the Black Duck Pond trail up to the new trailhead park proposed to the north. Some of this route would be a 3m wide multi-use trail on the north side of the new road alignment with the intent of creating a high quality trail between the new lake trail and the trailhead with only one road crossing at a planned intersection.

In the plan, preserving the water quality and quantity of Black Duck pond has been secured by strategically locating 2 large stormwater ponds to control run-off from the new development prior to emptying into the lake. Since much of the land is already granite table lands, the run-off coefficient between pre-development and post-development will likely be very close. As a result, we would expect there to be little change in run-off quantity except where whatersheds may be changed as a result of site grading. Instead, the stormwater wetlands have been designed to provide water storage for 48 hours to ensure water quality in the lake. These ponds will be designed to the latest stormwater design standards and will be sized to provide 48 hours of polishing and storage.

Hospital Site

As you know, the Province has purchased about 15-18 acres of land in this area for a new outpatient clinic bordering on Black Duck Pond. It is our understanding that hospital uses (P-Zone: Park and Institutional Zone) are permitted in I-3 zoned lands, though they are not specifically called out in the list of permitted uses (50A(1)). Either way, the provnce can advance their agenda through a ministerial order. The master plan shows a new facility that has yet to be designed but the plan has followed the same principles of pulling the building close to the street so that transit users have close access from a transit stop. We are not certain if a helipad is needed but we've shown one in case. We've also show how the building could front onto a healing garden which overlooks the lake. Again, these details will be up to the province when they move ahead with the design, but the master plan informs how the bigger thinking could be accommodated in the new hospital design.

Residential Development

The master plan is also proposing a residential cluster as part of the development. There are several reasons for a residential infill:

- The 178 acres of land will take a significant time to build out as I-3 land since it is approximately 1/4 the size of the entire industrial park. The demand for this much new industrial development is limited and would likely take 30-40 years to realize.
- The proximity to the new Wilderness Reserve will create demand for lifestyle residential development and people who will walk the trails and wilderness areas that are adjacent to the proposed residential area.
- The new outpatient facility could create demand for seniors or other lifestyle facilities that would benefit from healthy living, retail and office uses in Bayers Lake, and the new uses that will likely associate with the new hospital (e.g. doctors offices, pharmacies, physiotherapists, etc.).
- Residential areas create 'eyes on the street' at all times of the day or night in Bayers Lake improving security in the park.
- The residential use will be consistent with what Annapolis Group is proposing for their lands to the north of this site so the residential area will not be isolated from other future residential areas.
- The new residential users will activate many of the businesses that already exist in the park creating a better retail and office environment with higher demand.

The master plan is showing 14 buildings with on average 150 units per building or around 2,000 units. The average height of the buildings would range from 6-10 storeys with no building exceeding 10 storeys. At least half of the parking would be located underground in order to minimize the surface parking and a large stormwater wetland has been located close to this area to polish runoff from the residential area. Many of the units are 'street related' to ensure that walkability is enhanced.

In October, HRM published a policy paper on creating incentives for public affordable housing and it would be the developers intention to create at least 5% of the units (100 units) as affordable housing units following HRM's policy.

The proposed housing development would go a long way towards achieving HRM's Integrated Mobility Plan targets for the regional centre increasing walking and transit from 30% and 20% respectively today to 37% and 23% in 2031. 2000 units or approximately 4,600 people living within walking distance of Bayers Lake and the new hospital facility will create enormous walking potential in what is now an auto-dominated landscape. Under the new IMP, the new roads for this development will be classified as "Collector" as all the other Bayers Lake streets are designated, but this street could be implemented with Complete Streets guidelines for right-sizing the streets to the proposed development context. In the case of the master plan, this would include a full multi-use trail connection between the gateway park proposed in the plan and the Black Duck Pond trail connector proposed in the plan. This trail would be located on the north side of the street.

Supportive Policies for Residential Development in Business Parks

The next phase of Bayers Lake is considered a privately owned business park under the new regional plan (RP+5). The regional plan states that "**There may be opportunities to integrate medium to higher density residential uses with private business parks to allow for affordable housing, reduced travel times and greater accessibility to goods and services for the residents. Limitations on the extent of residential development and design considerations may be needed to ensure developments are compatible and residents are provided with adequate services and infrastructure**". To that end, the Regional Plan notes in Policy EC-9 that:

EC-9 Provisions may be established under secondary planning strategies to allow for residential developments within private business parks through a development agreement. Policy criteria shall be established to achieve compatible developments and ensure that residents have adequate services and infrastructure.

The proposed residential infill in this area of Bayers Lake is consistent with the Regional Plan's policy EC-9 since adequate services and infrastructure will be provided as part of the development context but that would be explored in a secondary plan. We understand that a secondary Planning Strategy (or some sort of plan amendment) may be needed to initiate the development agreement for this residential development and the developer would like to formally initiate that process.

We look forward to discussing the process for advancing the DA in the next stage with your input and guidance. Please contact me when senor staff have reviewed this proposal to determine the next course of action and timing.

Sincerely,

[redacted]

Rob LeBlanc
President, Ekistics Plan + Design

C107

Perrin, Leah

From: Dave Barter [redacted]
Sent: June 24, 2021 3:00 PM
To: Gempton, Shilo
Cc: Perrin, Leah
Subject: [External Email] Re: Canal Cays, Fletcher Lake, Wellington Lot 25-2

[This email has been received from an external person or system]

Thank you for a glimmer of hope. The land is/was our retirement security blanket.

Beverley

Sent from my iPhone

On Jun 24, 2021, at 12:11 PM, Gempton, Shilo [redacted] wrote:

> Good afternoon Beverly,
>
> It's not exactly a "no" to your request. Ultimately, it's a Council decision. Although Council has considered this issue in the past and decided "no" in 2016, we will be bringing a report to Council that outlines all the requests that we have received through the Regional Plan Review so that they may consider them. At that point, Council would direct staff about how to consider your request moving forward. We are targeting this Fall for that report. We will be including your request, along with other similar requests in the Fletcher Lake area, so that Council can decide if they would like to direct staff to revisit this issue.
>
> Please let me know if you have any further questions. The matter is a bit complicated, so please feel free to contact me by phone as well.
>
> Thanks,
> Shilo

SHILO GEMPTON, MCIP LPP
PLANNER III
PLANNING AND DEVELOPMENT | REGIONAL PLANNING

T. [redacted]

HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
halifax.ca

From: Dave Barter [redacted]
Sent: Wednesday, June 23, 2021 5:18 PM
To: Gempton, Shilo [redacted]
Cc: Perrin, Leah [redacted]
Subject: [External Email] Re: Canal Cays, Fletcher Lake, Wellington Lot 25-2

[This email has been received from an external person or system]

So, the answer is No, is that correct?

Beverley

Sent from my iPhone

On Jun 23, 2021, at 1:41 PM, Gempton, Shilo [redacted] wrote:

> Good afternoon Beverly and Dave,
>
> I understand from Stephanie Salloum that you've already had a conversation about your property and that she's suggested reaching out to me to see if there are any options through the Regional Plan review for development rights of your property. As Stephanie likely explained, this property was subdivided outside of HRM subdivision processes, using provisions under the HRM Charter (formerly the Municipal Government Act) for resource uses such as farming or forestry. This issue of the 10 hectare parcels created outside of HRM provisions has been reviewed by staff and considered by Council in previous years. To give you some background -
>
> - The HRM Charter and the Municipal Government Act set out certain types of subdivision that do not require subdivision approval. Parcels of land created or altered through these provisions are not required to be surveyed or assessed for their suitability for development as would be required under the standard subdivision approval process. This exemption includes creating lots that exceed ten hectares in area.
> - This exemption is generally intended to allow the creation of blocks of land for resource uses, such as farming or forestry.
> - In recent years, people have tried to use this exemption with the intent to create such lots for cottage or residential development. However, these lots must meet LUB requirements in order to obtain development permits. In most cases, the lots being created under this exemption do not meet HRM's minimum requirements for public road frontage.
> - In 2016, concerns were raised about owners who made investments in the 10 hectare lots for residential purposes, even though regulations had not changed and they may not have been eligible for this type of use.
> - Given these concerns, on April 12, 2016 Regional Council requested a staff report commenting on the advisability of an amendment concerning lots of land that are 10 hectares (25 acres) in size.
> - The November 23, 2016 staff reported noted that there are 1,000+ 10 hectare lots that cannot be developed as they don't meet the LUB road frontage requirements. At the time of the 2016 report, there was a submission that supported amendments to allow all of these lots to be enabled for development. However, staff noted that lots may continue to be used and developed for a number of purposes, depending on the specific situation, applicable local regulations and such things as the opportunity to work with neighbouring land owners. It further noted that permitted the wide spread development of 10 hectares lots without road frontage would not be consistent with the general intent of the Regional Plan. The Regional Plan controls rural housing development in a number of ways in order to support traditional service centres, manage environmental impacts, reduce long-term costs and preserve rural character.

- The Regional Plan generally does not support the development of lots that do not front on a public or approved private road. As a result, the proposed amendments to the Regional Plan were intentionally limited to existing developments and specific subdivisions to maintain the general intent of the Regional Plan and ensure that new subdivision proposals are developed through established Regional Plan policies, such as the conservation design development agreement process.
- The limited scope of the amendments also helped to ensure that new subdivision proposals comply with Municipal subdivision requirements, such as parkland dedication provisions.
- The amendments were intentionally focused on existing developments and the six subdivisions identified in the 2016 staff report.
- In focusing on these certain subdivisions, the amendments did not impact the majority of the over 1,000 lots that are 25-50 acres in size that did meet road frontage requirements. These lots were not covered by the amendments are located throughout HRM. The rights of these lots have not changed with the amendments. These include:
  · isolated or small groupings of 10 hectare lots that appear to have been created for resource development purposes; and
  · 10 hectare lot subdivisions that may have been created for future residential development that have not received Municipal permits or made formal inquiries recorded in HRM's files.
- Although the proposed amendments were limited to certain subdivisions, staff also acknowledged that HRM had received a number of general comments and concerns related to rural development. Some of the topics raised include road standards, conservation design development agreement requirements and lot grading.
- In recognition that rural areas face unique planning challenges, the Planning and Development Department formed a dedicated team of staff to better focus and coordinate planning matters in these areas. While the amendments focused on issues concerning the development of 10 hectare lots, staff intended to consider the broad feedback received through this planning process to inform the Department's on-going development of its rural planning work program.

As we move forward in the Regional Plan Review, I can include your request in the Regional Plan Review, but we likely would not be recommending in favour of changing the policy due to the reasons outline above. This issue has already been evaluated by staff and Council. However, if you wish, I can submit your comments as part of the Regional Plan review and include it in our correspondence log. I can also add you to our mailing list to receive updates on the Regional Plan Review if you wish.

If you would like to learn more about the Regional Plan Review, you can also visit our website at https://www.shapeyourcityhalifax.ca/regional-plan.

Kind regards,
Shilo

SHILO GEMPTON, MCIP LPP
PLANNER III
PLANNING AND DEVELOPMENT | REGIONAL PLANNING

T. [redacted]

HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
halifax.ca

From: Dave Barter [redacted]
Sent: Friday, June 18, 2021 1:30 PM
To: Gempton, Shilo [redacted]
Cc: Salloum, Stephanie [redacted]
Subject: [External Email] Canal Cays, Fletcher Lake, Wellington Lot 25-2

[This email has been received from an external person or system]

Good afternoon,

My husband and I own the above lot. We are looking at giving our children 21 acres of the 25+ acre lot and selling the remainder, which would be 4 acres, plus a bit.

We have 400 feet road frontage (private road like Kings Rd.) to work with to meet the guidelines regarding frontage on private roads.

Therefore, assuming the lot would meet other requirements, perk tests, etc. Is the above doable?

Sincerely,

Beverley Barter

C109

brighter community
PLANNING & CONSULTING

July 16, 2021

RE: Consideration of Hammonds Plains Lands in the Regional Plan Review Process

Dear Ms. Greene:

We are requesting that Halifax Regional District consider the future development of Schedule J properties in Hammonds Plains as part of the Regional Plan review process. While we feel a review of the growth restrictions related Schedule J lands is merited in the Regional Plan review, we are specifically asking for consideration of removal of two large parcels (PID00457564 and 00422980) from the Schedule J lands. These parcels are shown on the map below.



Figure 1. Subject Properties (shown in dark purple outline)

The Regional Plan was first adopted in 2006 and last major review was done in 2014. At the time the plan was created, HRM was trying to contain uncontrolled growth and urbanization of rural and resource lands and to put a structure in place for a more coordinated approach to growth

Phone: [redacted]
www.brighterplanning.ca

management, environmental protection, and service delivery. As such, HRM implemented policy to limit growth in the commuter areas and has further restricted development of land in the Hammonds Plains and Beaver Brook area through subdivision regulations.

Much has changed in the intervening years. Actual growth rates were double the anticipated growth rates of the plan, HRM planning programs and development control tools have evolved, and the way in which many people live, work and play looks different than it did 15 years ago. During the Covid-19 pandemic many people were working from home, and it is anticipated that many people will continue this practice. The current plan review process offers the opportunity to consider policy changes that reflect these changing conditions. to accommodate and plan for growth and ensures that residents can find housing that meets their needs.

Our request to remove these two properties from the Schedule J lands considers the following factors:

- A small portion of these properties are located within the Schedule J boundary as shown in Figure 2.
- Location between existing single-unit residential subdivisions
- Development will require a small extension of road network through an existing road reserve. Access can be provided through PID 00457697 (also owned or optioned by client) to existing road reserve and connection to Blue Jay Lane.
- The local area offers recreational opportunities, commercial services, and public amenities including nearby Hammonds Plain school
- Increased transportation options with bike infrastructure along Hammonds Plains Road, new traffic demand management measures, and changing travel patterns due to telecommuting
- Improved environmental regulations and new Green Plan
- Increasingly dispersed employment opportunities across the region and a growing portion of the workforce are telecommuting. During the Covid-19 pandemic many people were working from home, and it is anticipated that many people will continue this practice and are looking for larger homes to provide home office space and private green space.
- Single-unit dwellings in the areas closer to downtown are no longer attainable for most households
- Low density development in rural areas supports the regional plan goals to enable housing across the region and provide housing choice including the capacity to accommodate residents in their preferred housing type
- HRM data shows a high level of demand /preference for ground-based units while capacity

brighter community
PLANNING & CONSULTING

in the current growth areas is for apartment style developments

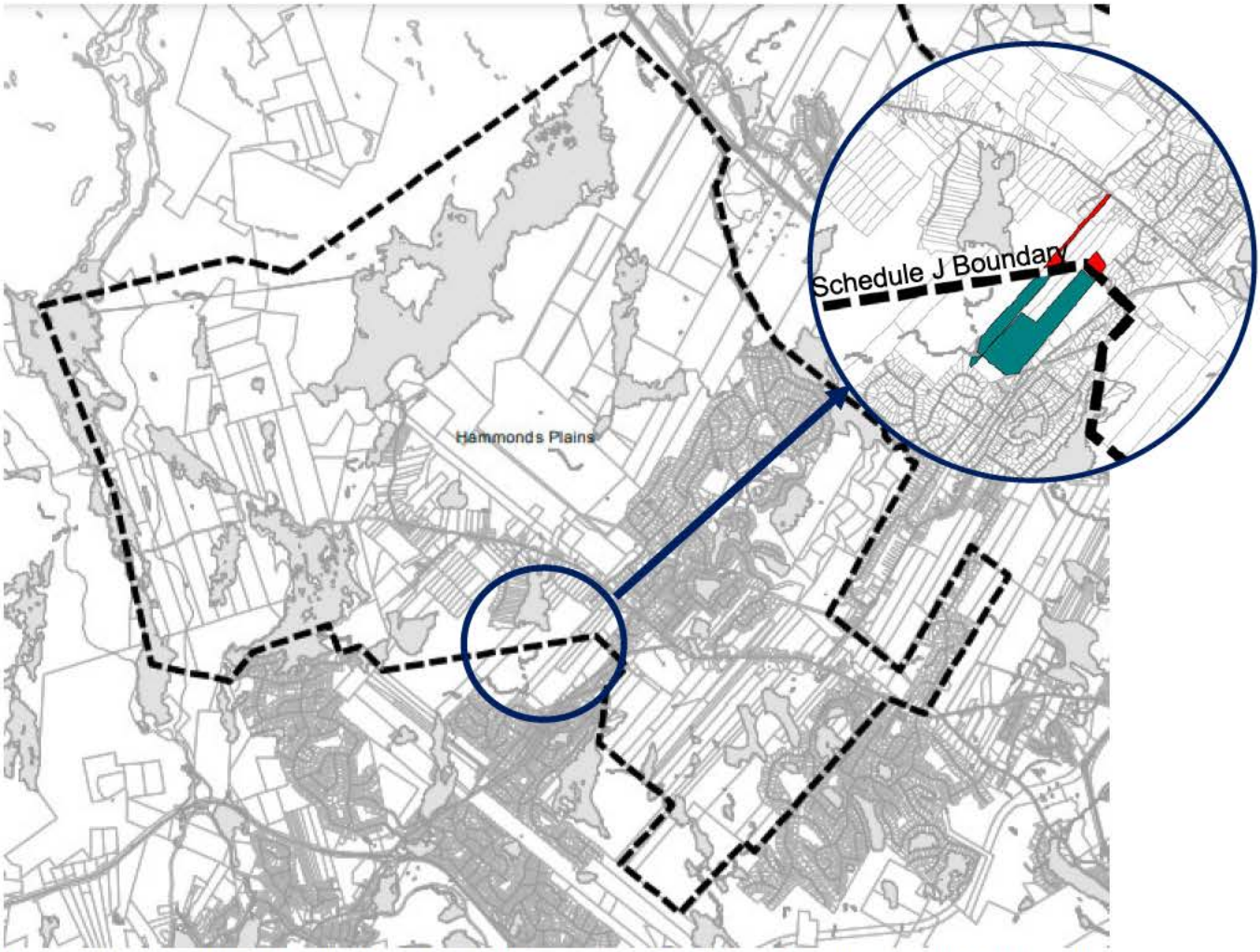


Figure 2. Schedule J Lands. Red area is the portion of the property within Schedule H, Blue is Portion of parcel outside Schedule J.

Thank you for considering this submission as part of the Regional Plan review process. We are happy to discuss any aspect of our submission. If you have any questions, please contact me at [redacted]

Sincerely,

Phone: [redacted]
www.brighterplanning.ca

brighter community
PLANNING & CONSULTING

[redacted]

Chrystal Fuller
Principal – Brighter Community Planning

Phone: [redacted]
www.brighterplanning.ca

C117

June 2021

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

Re: Lands of Lost Creek Village Inc. – Lost Creek, Beaver Bank:

Applicant Marchand Developments Ltd.

1. **PID #41340258 42.5 acres**
2. **PID #40871626 40.0 acres**
3. **PID #40121089 101.3 acres**
4. **PID #41381963 91.4 acres**
5. **PID #40121931 0.4 acres**

As the 10-year review of the Regional Plan is underway, Lost Creek Village Inc. and Marchand Developments Ltd. are requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently proposed to develop with onsite water and sewer (see Attachment A – Subject properties)
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.

Rationale for Current Requests:

We are pleased to provide the following rationale to support the inclusion of these parcels in the Urban Service Area:

1. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed for this area.

2. The approved Development Agreement currently regulating development on these lands enables 100 units on large un-serviced lots. Extending municipal services into this area will enable a more compact/efficient development.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area , requires an inefficient road and lot layout thereby increasing development costs and final home price.

4. Single family homes are the predominate land use in the area. Urban services would allow smaller lot singles to be considered in future developments. A variety in housing form increases choice and ability to age-in-place.

5. A compact development form allows for more investment in community facilities such as parks, trails and transit upgrades. The currently enabled development form is costly and requires all available land be utilized, leaving minimal opportunity for community facilities.

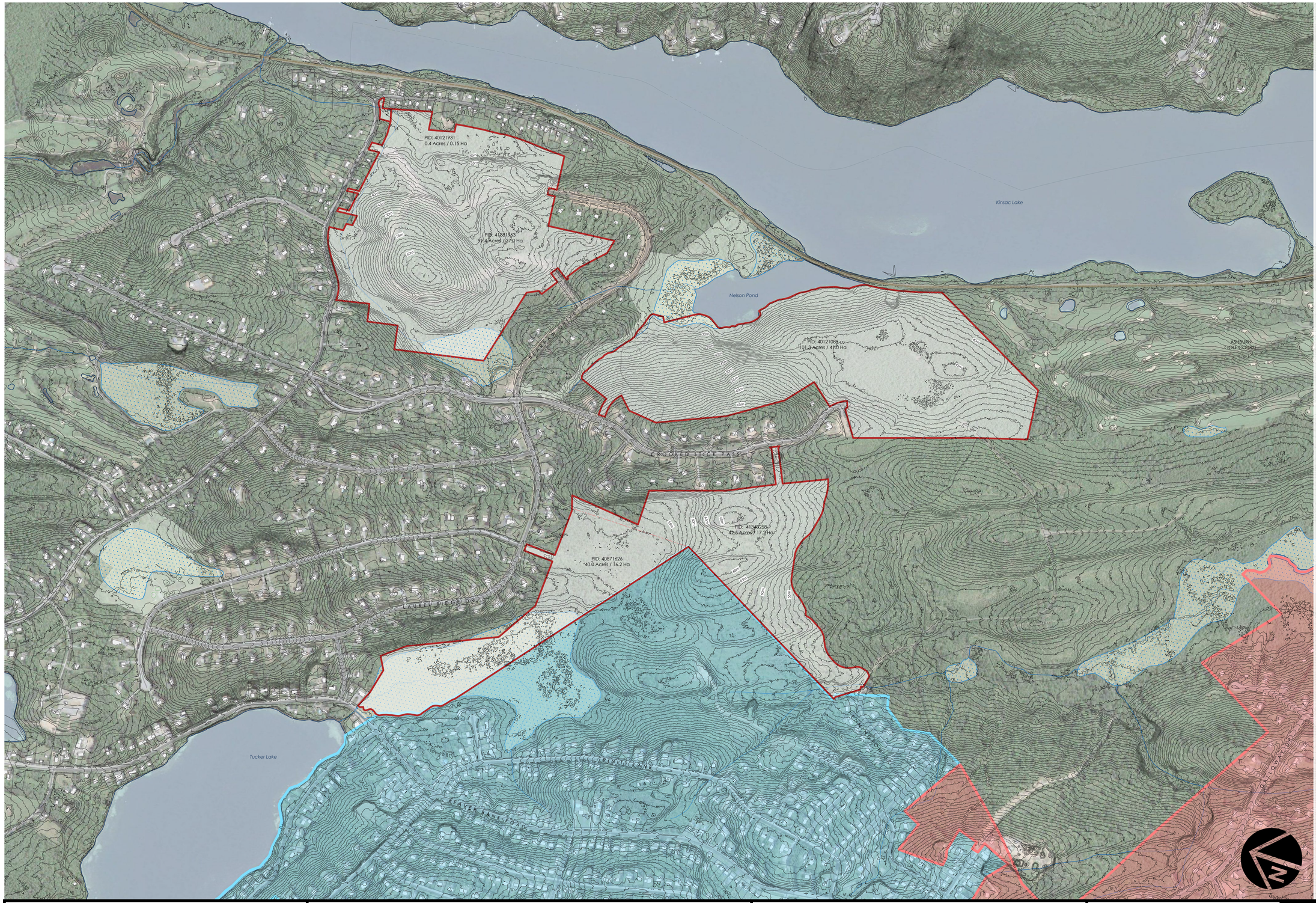
Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and how to move this forward.

Sincerely,

[redacted]

Jeff Marchand
President
Marchand Developments Inc.

Enclosure – Attachment A – Subject properties map.



LEGEND

- Site Boundary
- Internal Property Boundary
- Adjacent Property Boundary
- Wetland / Watercourse (Mapping)
- Service Requirements - Water
- Service Requirements - Urban

SITE SUMMARY:

- Total Land Area: 275.6 Acres / 111.55 Ha
- Existing Zones: CCD / R-6

NOTES:

- Subject to survey. Property lines and topographic features are approximate only.
- Site subject to by-law review and regulations.

SOURCES:

- Property lines and topographic features are from Provincial Mapping

SCALE:

0 50 100 200 400m

1 : 5,000

CLIENT		PROJECT	DRAWING		
MARCHAND DEVELOPMENTS		**LOST CREEK DEVELOPMENT** Beaver Bank, Nova Scotia	**ATTACHMENT A - SUBJECT PROPERTIES**	PROJECT NO. **21-112** DRAWN BY: KW ISSUED FOR REVIEW DATE: JUNE 29, 2021	DRAWING NUMBER **100**

SHEET: 24x36

FILE: C:\Users\Kim\Voucker Zoreski Architecture & Planning\Business Development - Documents\2021\112 Lost Creek\dwg\SITE_PLAN-100.dwg

C299

July 28, 2021

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

Re: APPLICANT - Marchand Developments Ltd. – Barrett Lake, Beaver Bank

1)	**PID #00500967**	**64 A**	**Barrett Lake**
2)	**PID #41495383**	**2.84A**	**Lot 2**
3)	**PID #41495391**	**2.53A**	**Lot 3**
4)	**PID #41495409**	**2.57A**	**Lot 4**
5)	**PID #41317918**	**6.50A**	**Lot 211A**
6)	**PID #41317991**	**1.87A**	**Lot 218A**
7)	**PID #41318007**	**1.96A**	**Lot 219A**
8)	**PID #41317983**	**2.17A**	**Lot 217**
9)	**PID #41317967**	**1.69A**	**Lot 216**
10)	**PID #41495375**	**1.7 A**	**Lot 212A**

As the 10-year review of the Regional Plan is underway, and Marchand Developments Ltd. is requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently proposed to develop with onsite water and sewer. These currently are in the water serviced zoning only. We are requesting full servicing with water, sewer and storm servicing now prior to buildout in an un-serviced form of servicing.

2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy. Removal of Temporary Holding Zone status on all of these lands.

<u>Rationale for Current Requests:</u>

We are pleased to provide the following rationale to support the inclusion of these parcels in the Urban Service Area:

1. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed for this area.

2. The approved Subdivision plans currently regulating development on these lands enables 10 units on large un-serviced lots. Extending municipal services into this area will enable a more compact/efficient development for potentially 200 new homes.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area, requires an inefficient road and lot layout thereby increasing development costs and final home price.

4. Single family homes are the predominate land use in the area. Urban services would allow smaller lot singles to be considered in future developments. A variety in housing form increases choice and ability to age-in-place.

5. A compact development form allows for more investment in community facilities such as parks, trails and transit upgrades. The currently enabled development form is costly and requires all available land be utilized, leaving minimal opportunity for community facilities.

Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and how to move this forward.

Sincerely,

[redacted]

Kevin Marchand
Marchand Developments Ltd.

Enclosure – Attachment A – Subject properties map.

C300

July 28, 2021

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

Re: APPLICANT - Marchand Developments Ltd. – Monarch Drive, Beaver Bank

1) PID #40830291 1.31A Civic 45 Monarch Dr (Lot 37)
2) PID #40830309 1.93A Civic 27 Monarch Dr (Lot 38)

As the 10-year review of the Regional Plan is underway, and Marchand Developments Ltd. is requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently developed and being proposed to develop with onsite sewer. It is as of right R1 zoning and in the water serviced zoning only. We are requesting full servicing with water, sewer and storm servicing prior to full buildout in an un-serviced form of servicing. Our interest is to re-zone 120' in depth from the road frontage of both properties to facilitate 60' wide full-serviced frontages for building lots to continue housing such as along Majestic Drive. Intent to provide piped storm system and sidewalk that benefits the community as this property is directly across from Monarch Elementary School. There is a current safety issue in this community on a daily basis with families parking along both sides of Monarch Drive dropping off and picking up children on a daily basis. Walking students are forced to walk on the street daily dodging between parked cars and oncoming traffic. Sidewalks in this area are essential and my proposal would facilitate sidewalks by myself if these lands get into the serviced boundary!

2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.

Rationale for Current Requests:

We are pleased to provide the following rationale to support the inclusion of these parcels in the Urban Service Area:

1. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed

for this area. Serviced lands are beside and across the street from both properties.

2. The approved Subdivision currently regulating development on these lands enables two (2) units on large un-serviced lots, along with two (2) additional auxiliary units – total of four (4) units. Extending municipal services into this area will enable a more compact/efficient development. This would entail ten (10) homes with ten (10) auxiliary units for a total of 20 (20) units.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area, requires an inefficient road and lot layout thereby increasing development costs and final home price.

4. Single family homes are the predominate land use in the area. Urban services would allow smaller lot singles to be considered in future developments. A variety in housing form increases choice and ability to age-in-place.

5. A compact development form allows for more investment in community facilities such as parks, trails and transit upgrades. Adding these lands into the full serviced boundary would substantially add to pedestrian safety in our Monarch Community to our elementary students and community in whole.

Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and how to move this forward.

Sincerely,

[redacted]

Kevin Marchand
Marchand Developments Ltd.

Enclosure – Attachment A – Subject properties map.

C310

BRYCON

October 1, 2021

Halifax Regional Municipality

Attention: Leah Perrin, MCIP LPP

RE: Middle Sackville Property

Dear Leah:

We understand that HRM is collecting requests for changes to the Regional Plan policy (re: inclusion in the service boundary).

We have a property located in Middle Sackville, PID # 40167561 that we wish to have included in the new service boundary for future development. Please accept this letter as our official request.

Our property has frontage on Sackville Drive and is located between Rosemary Drive and Fennerty Road. We understand that Halifax Water may have an interest in having municipal services in this area so that the sewage treatment plant at Springfield Lake can be decommissioned.

Our property is zoned MU-2 which allows for development with on-site services but we would prefer to develop more efficiently and are willing wait for municipal services if we knew they would be coming in the future. Given the current housing crisis, it is important to make sure there is adequate serviceable land to accommodate the increased population growth in the Halifax area. Sackville is an ideal area to offer affordable housing.

Please advise if you require anything further for this request.

Should you have any questions, please do not hesitate to contact the undersigned.

Yours Truly,

[redacted]

Ronnie Melanson, P.Eng.,
VP Engineering
Office: [redacted]
Cell:
Fax:
Email:

C311

September 28,2021

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

Attention: Leah Perrin

Re: **Marchand Developments Ltd. – Webber Lake**

PID #4123614 **19A**

As the 10-year review of the Regional Plan is underway, Marchand Developments Ltd. is requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently proposed to develop with onsite water and sewer (see Attachment A – Subject properties)
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.

Rationale for Current Requests:

We are pleased to provide the following rationale to support the inclusion of these parcels in the Urban Service Area:

1. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed for this area.

2. This site has the capacity of approximately 300 senior housing units and municipal services would really help to facilitate a more compact/efficient development.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area, requires an inefficient road and lot layout thereby increasing development costs and final home price.

Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and how to move this forward.

Sincerely,

[redacted]

Jeff Marchand
President
Marchand Developments Inc.

Enclosure – Attachment A – Subject properties map.



LEGEND

- Site Boundary
- Adjacent Property Boundary
- Exisitng Zoning Boundary
- Wetland

SITE SUMMARY:

- PID: 40123614
- Total Land Area: 18 0 Acres
- Existing Zone: MU-2 (Mixed Use 2) / FP (Floodplain)

NOTES:

- Subject to survey. Property lines and topographic features are approximate only.
- Site subject to by-law review and regulations.

SOURCES:

- Property lines and topographic features are Provincial Mapping

SCALE:

0 10 20 30 60 90 125m

1 : 2 500

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

CLIENT

PROJECT

WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING

SITE PLAN

PROJECT NO. **21-BD-076**
DRAWN BY: KW
ISSUED FOR REVIEW
DATE: APRIL 29, 2021

DRAWING NUMBER
102

FILE: C:\Users\Ross\Zwicker Zareski Architecture & Planning\Projects - 2021 Projects\21-080 Marchand Lucasville\4_PLAN\1_DWG\1_Site Plan\21-BD-076-SITE_PLAN-102.dwg SHEET: 11x17

NOTE:
CLADDING TO BE NON-COMBUSTIBLE, NON-VINYL TYPE.

EXTERIOR MATERIALS LEGEND	
1	COMPOSITE METAL PANEL
2	WOOD LIKE METAL PANEL
3	FIBRE CEMENT SIDING
4	ALUMINUM FRAMED GLASS GUARD (1.06m)
5	UNUSED
6	DOUBLE PATIO DOOR (2.15m X 1.82m)
7	CURTAIN WALL SYSTEM
8	PUNCH WINDOW (2.15m X 1.21m)
9	BUILDING CUT LINE



EAST ELEVATION

21-080_Building Elevations

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

CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

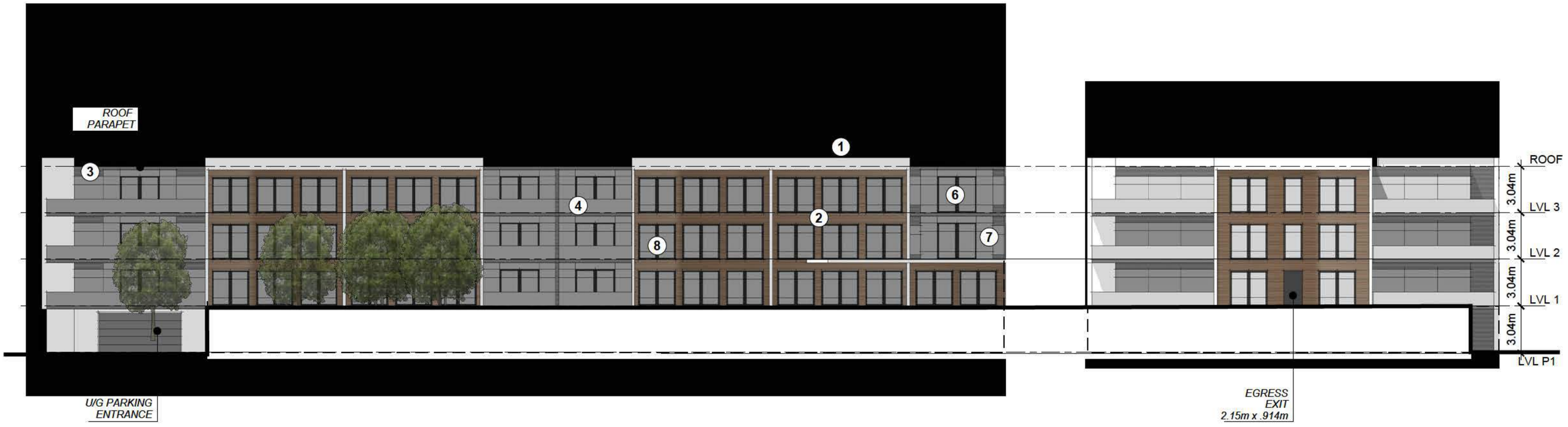
DRAWING
EAST ELEVATION
SCALE 1:240
0m 3.04m 1.52m 6.09m

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A1

NOTE:
CLADDING TO BE NON-COMBUSTIBLE, NON-VINYL TYPE.

EXTERIOR MATERIALS LEGEND	
1	COMPOSITE METAL PANEL
2	WOOD LIKE METAL PANEL
3	FIBRE CEMENT SIDING
4	ALUMINUM FRAMED GLASS GUARD (1.06m)
5	UNUSED
6	DOUBLE PATIO DOOR (2.15m X 1.82m)
7	CURTAIN WALL SYSTEM
8	PUNCH WINDOW (2.15m X 1.21m)
9	BUILDING CUT LINE



NORTH ELEVATION

EAST ELEVATION

21-080_Building Elevations

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CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING
NORTH & EAST ELEVATION
SCALE 1:240
0m 3.04m 1.52m 6.09m

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A2

NOTE:
CLADDING TO BE NON-COMBUSTIBLE, NON-VINYL TYPE.

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3	FIBRE CEMENT SIDING
4	ALUMINUM FRAMED GLASS GUARD (1.06m)
5	UNUSED
6	DOUBLE PATIO DOOR (2.15m X 1.82m)
7	CURTAIN WALL SYSTEM
8	PUNCH WINDOW (2.15m X 1.21m)
9	BUILDING CUT LINE



SOUTH ELEVATION

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PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

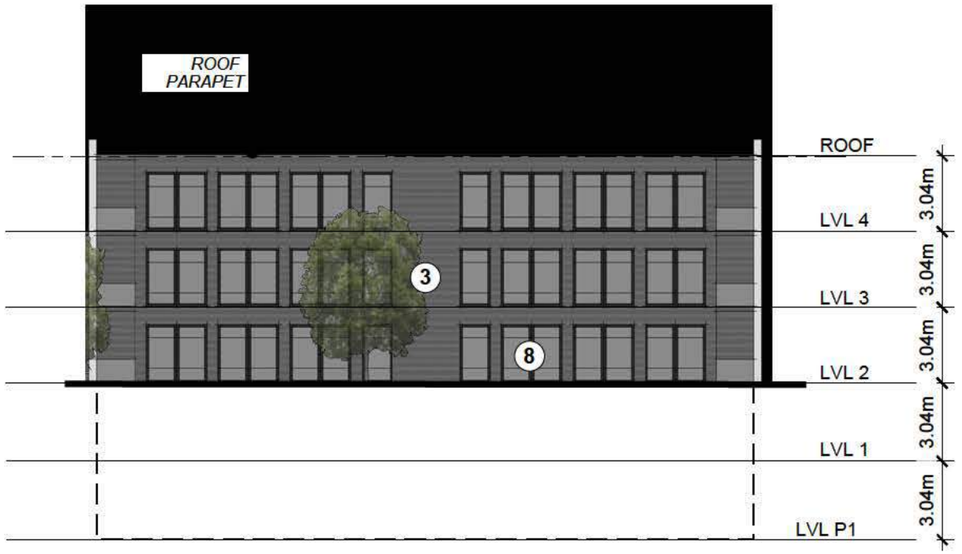
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SOUTH ELEVATION
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PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

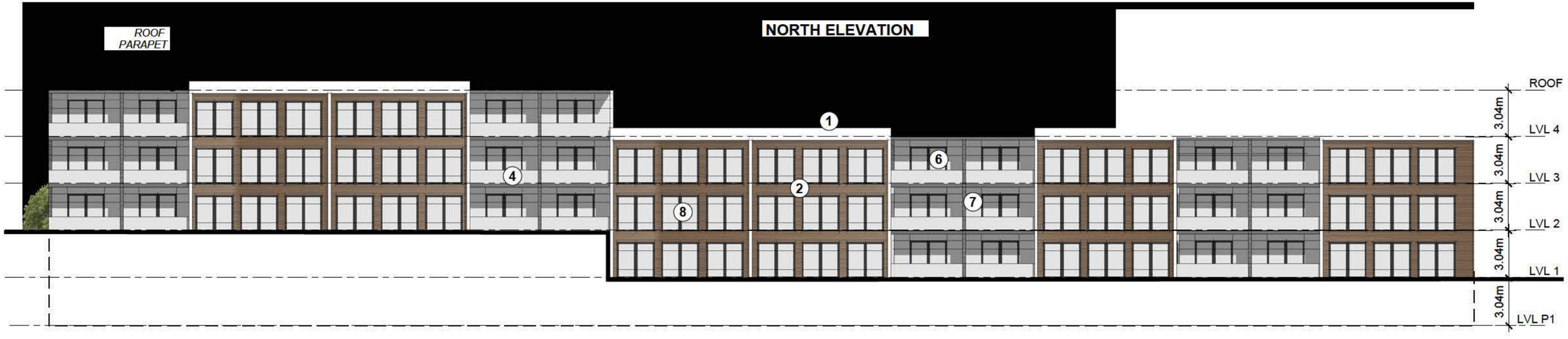
SCHEDULE
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NOTE:
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4	ALUMINUM FRAMED GLASS GUARD (1.06m)
5	UNUSED
6	DOUBLE PATIO DOOR (2.15m X 1.82m)
7	CURTAIN WALL SYSTEM
8	PUNCH WINDOW (2.15m X 1.21m)
9	BUILDING CUT LINE



WEST ELEVATION



NORTH ELEVATION

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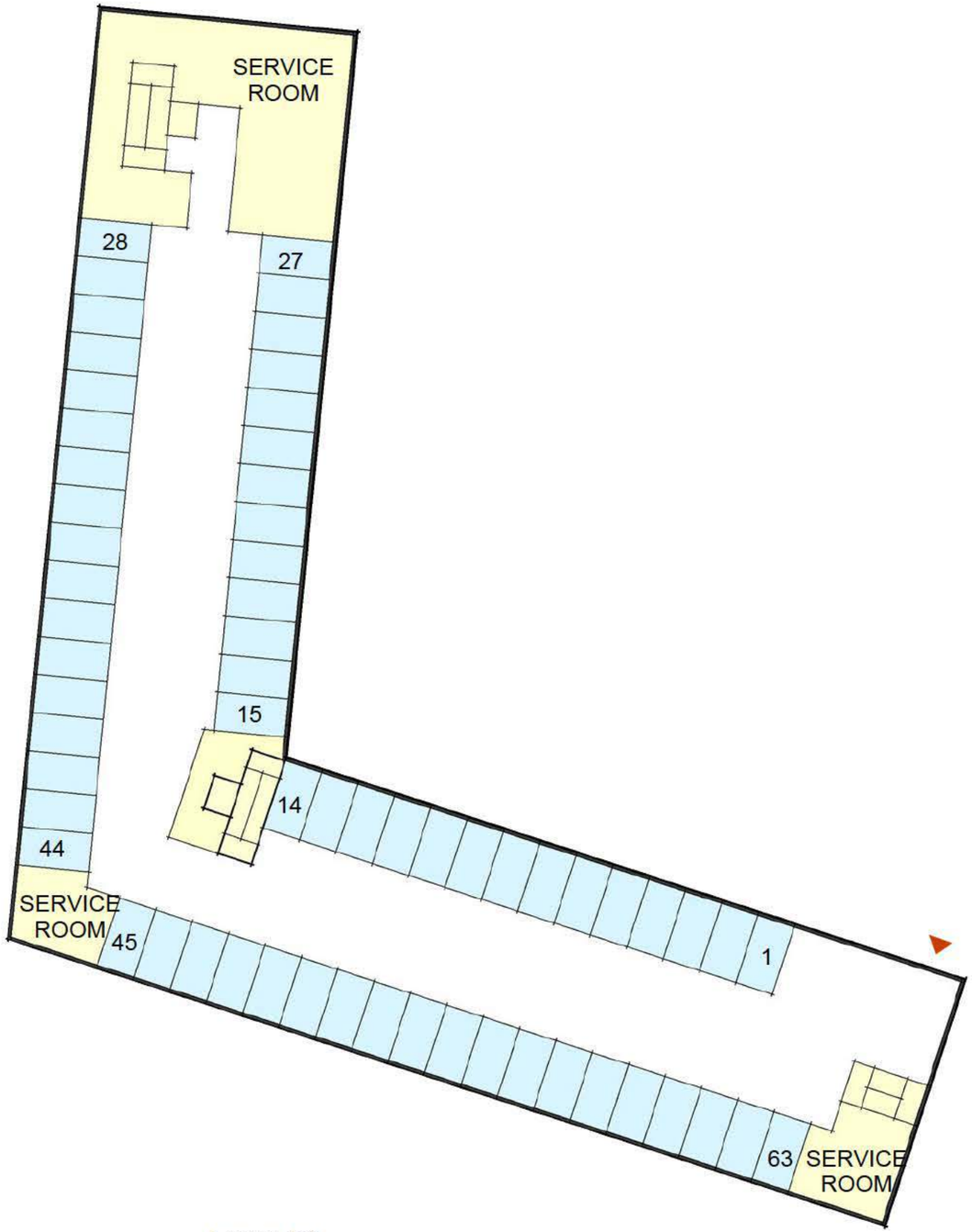
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PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

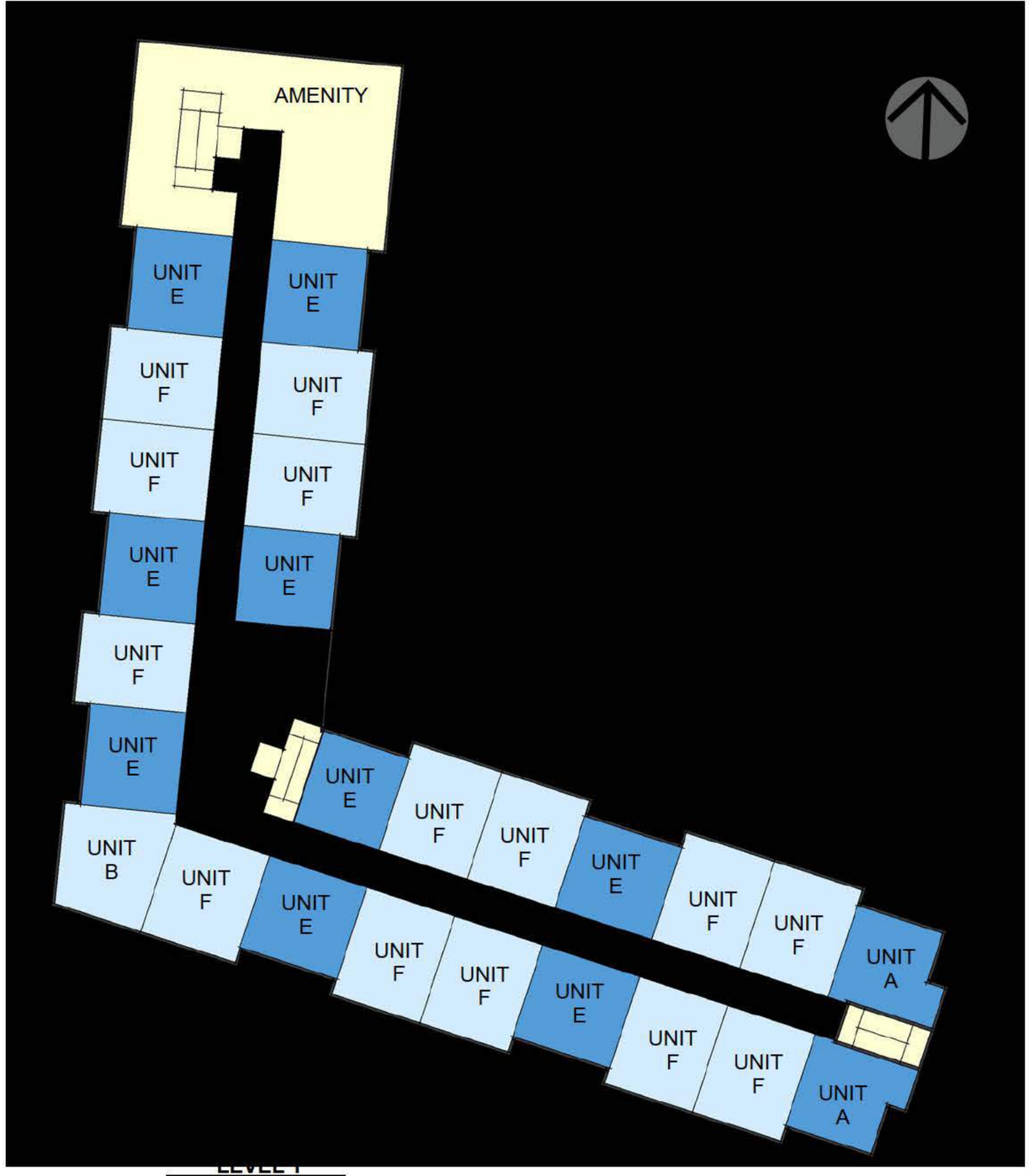
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PROJECT NO. **21-080**
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SCHEDULE
A4



LEVEL P1



LEVEL 1

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CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING
FLOOR PLANS
SCALE 1:480
0 3.04
1 52 6 09

PROJECT NO. **21-080**
DRAWN BY: MC
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SCHEDULE
A5



LEVEL 4

21-080_Building Elevations

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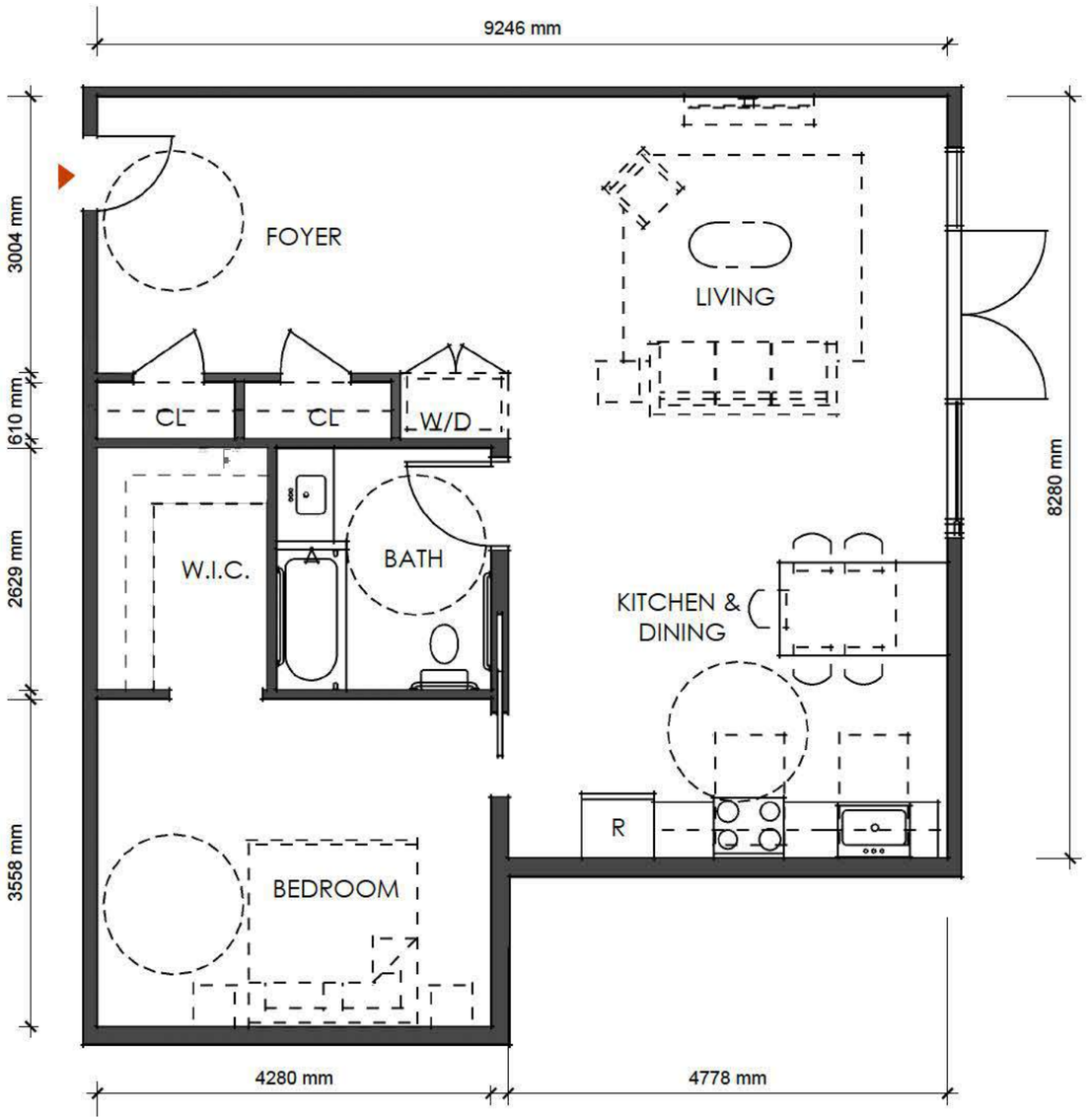
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PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

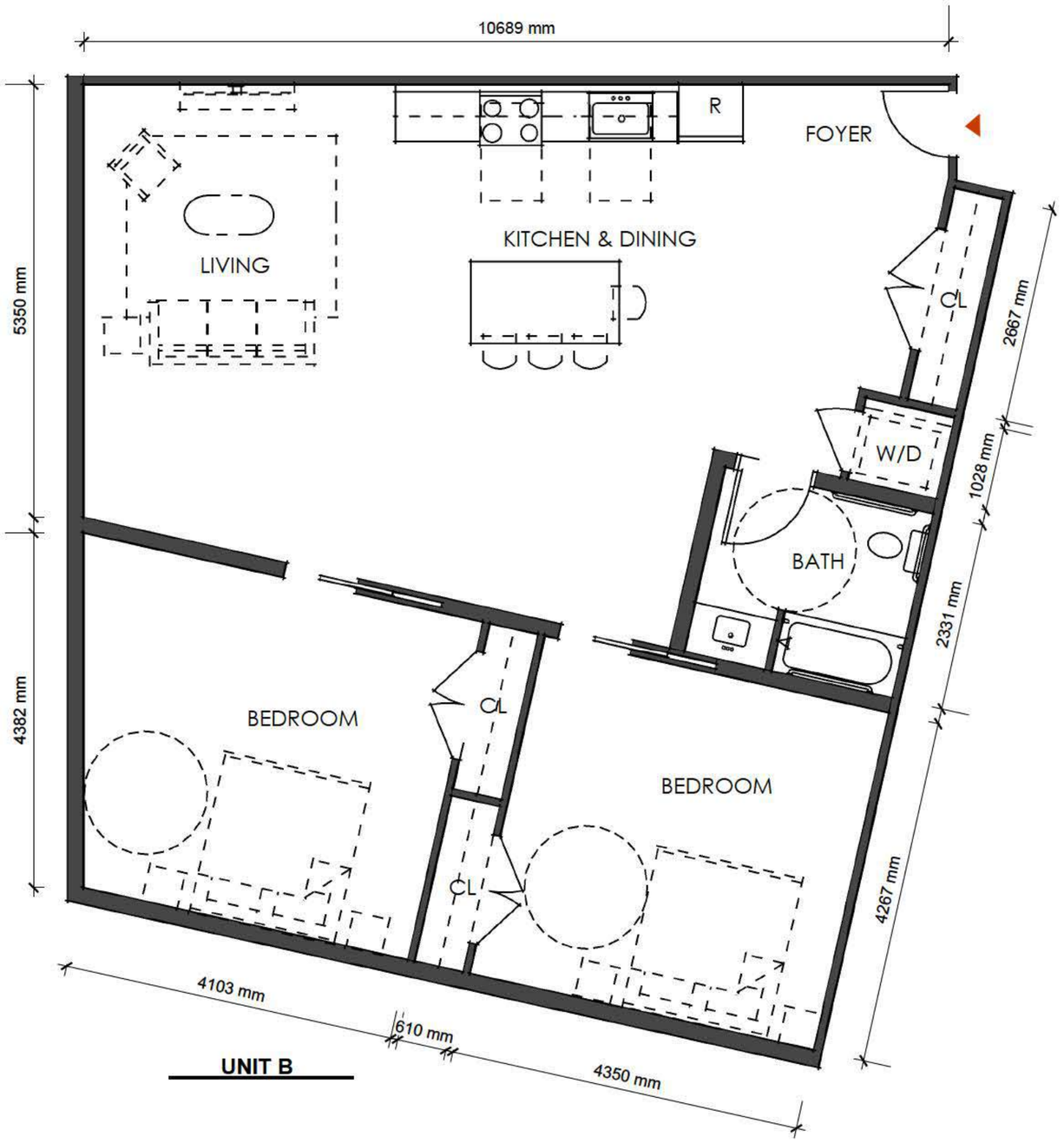
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1.52 6.09

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
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UNIT A



UNIT B

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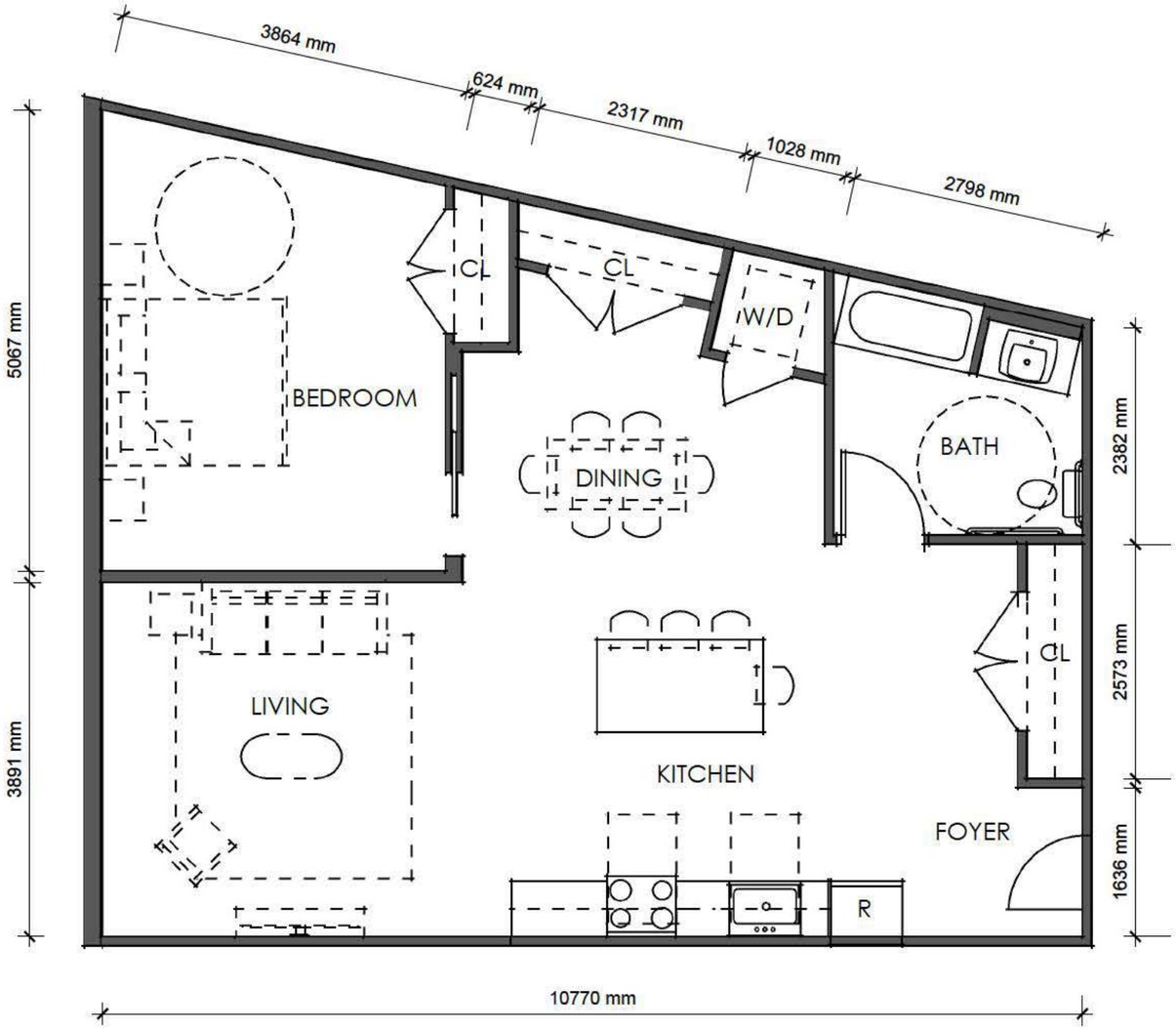
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PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

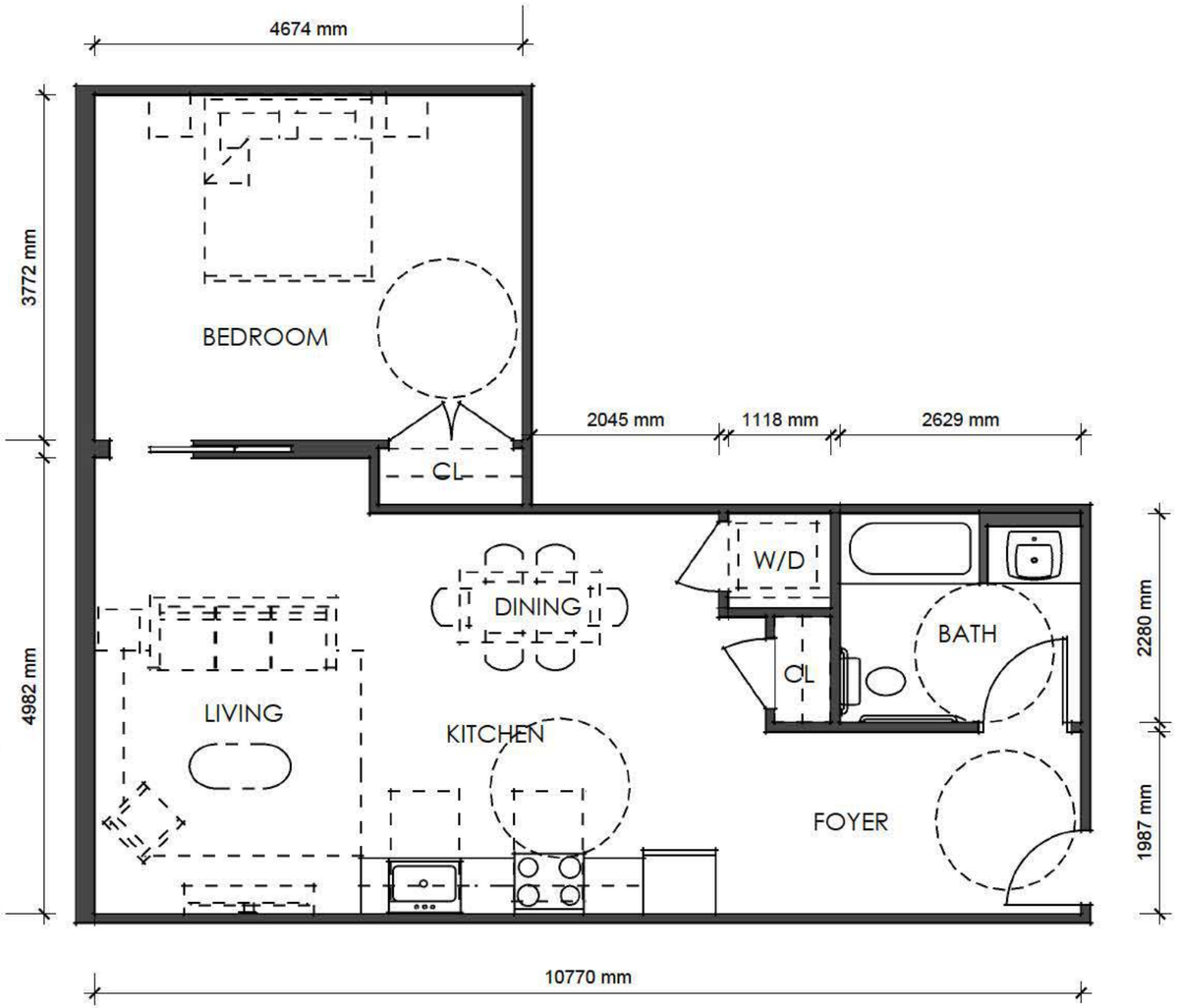
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UNIT BLOWUPS
SCALE: 1:64

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A7



UNIT C



UNIT D

21-080_Building Elevations

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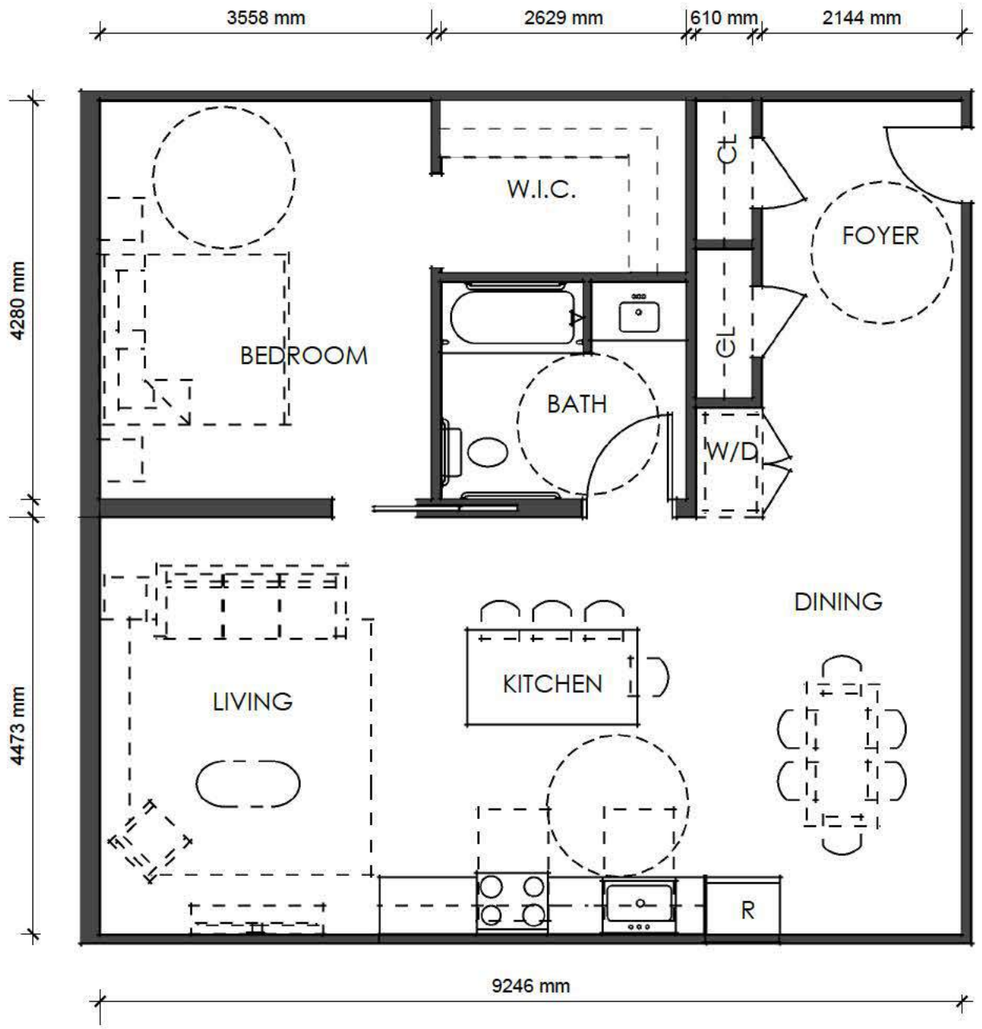
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PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

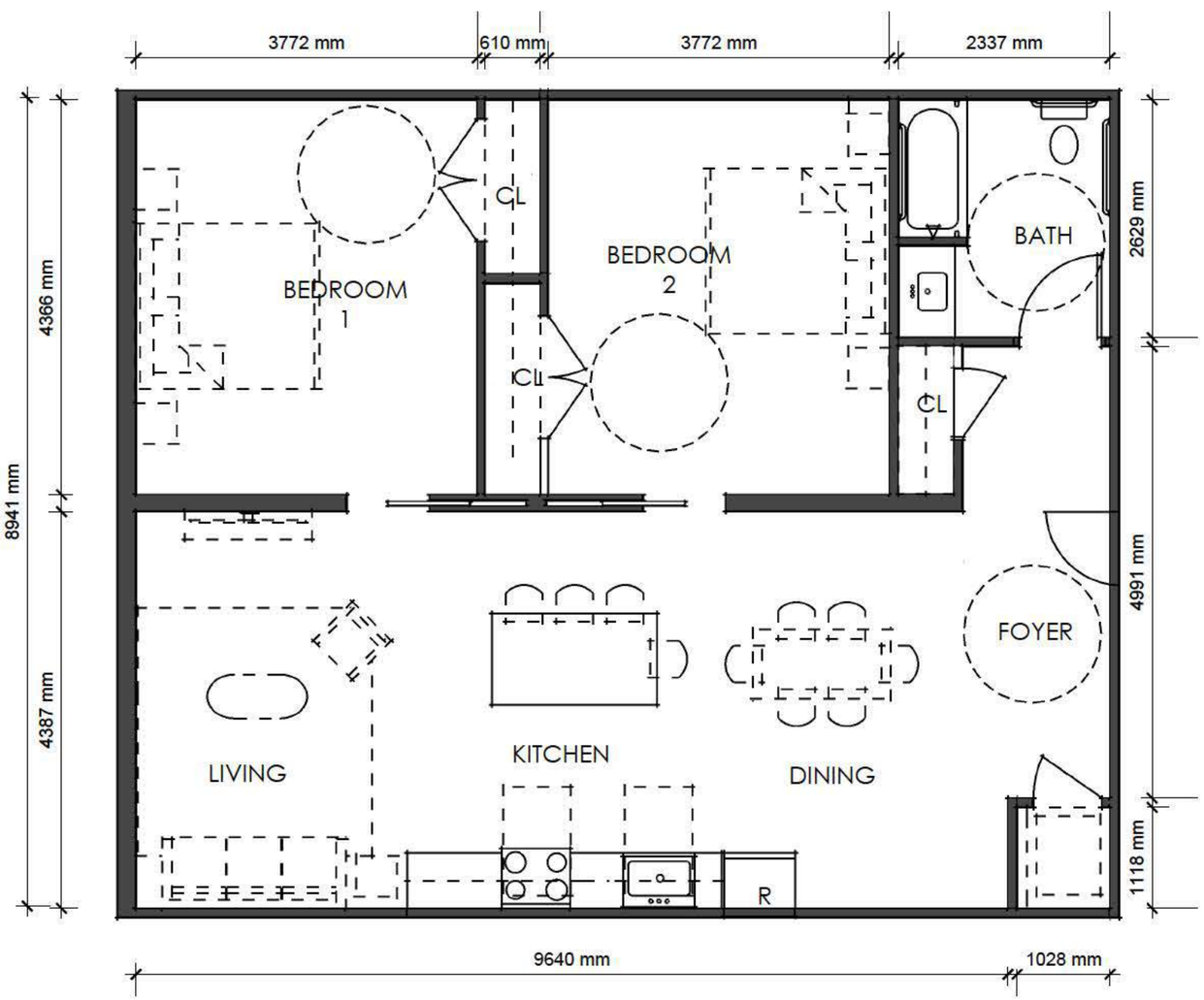
DRAWING
UNIT BLOWUPS
SCALE: 1:64

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A8



UNIT E



UNIT F

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CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING
UNIT BLOWUPS
SCALE: 1:64

PROJECT NO. **21-080**
DRAWN BY: MC
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DATE: June 16, 2021

SCHEDULE
A9



21-080_Building Elevations

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NS B2Y 2W1 | zzap.ca

CLIENT

MARCHAND DEVELOPMENTS

PROJECT

WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING

AXO

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A10

C312

September 28,2021

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

Re: **Marchand Developments Ltd. – Springfield Lake Area**

Ledgeview Drive	**PID #41302837**	**65A**
Ledgeview Drive	**PID #41305020**	**2A**
Megan Drive	**PID #41047655**	**14A**
Lakeview Ave	**PID #41491853**	**100A**
Lakeview Ave	**PID #41302829**	**35.16A**
Lakeview Ave	**PID #41077603**	**108.48A**

As the 10-year review of the Regional Plan is underway, Marchand Developments Ltd. is requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently proposed to develop with onsite water and sewer (see Attachment A – Subject properties)
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.

Rationale for Current Requests:

We are pleased to provide the following rationale to support the inclusion of these parcels in the Urban Service Area:

1. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed for this area.

2. The approved concept plans currently regulating development on these lands enables 150 units on large un-serviced lots. Extending municipal services into this area will enable a more compact/efficient development.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area, requires an inefficient road and lot layout thereby increasing development costs and final home price.

4. Single family homes are the predominate land use in the area. Urban services would allow smaller lot singles to be considered in future developments. A variety in housing form increases choice and ability to age-in-place.

5. A compact development form allows for more investment in community facilities such as parks, trails and transit upgrades. The currently enabled development form is costly and requires all available land be utilized, leaving minimal opportunity for community facilities. This project links into the proposed Beaver Bank/Mt. Uniacke/Collector Rd Extension program.

Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and how to move this forward.

Sincerely,

[redacted]

Jeff Marchand
President
Marchand Developments Inc.

Enclosure – Attachment A – Subject properties map.

C314

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

October 5, 2021

Leah Perrin, MCIP, LPP
Regional Planning Team
Halifax, Nova Scotia

Dear Leah:

Re: Regional Plan Review – Middle Sackville Property PID 40699845

On behalf of my Client, Shoreham Development Limited, we are requesting that you please consider expanding the service boundary to include the above noted property. This property recently went on the market and my Client has a signed purchase and sale agreement for the property.

The property is located adjacent to the Middle Sackville Urban Local Growth Center that has municipal services. The property is just behind Sackville Drive with frontage on Bambrick Road and Orchard Drive.

There are several older residential properties nearby that were developed with on-site services that would be considered undersized by today's standards. It is likely only a matter of time before the nearby older residential septic systems will need to be replaced, yet their lot sizes may not meet the minimum standards for new septic systems.

This property is eligible for a conservation design subdivision by development agreement but it would be a more efficient use of land to develop it with municipal water and sewer services. It is a good location to provide residential lots to help address HRM's desperate need for housing.

Expanding the service boundary in this area of Middle Sackville would allow HRM and Halifax Water to address some outdated servicing infrastructure in the area.

Thank you for your consideration and we look forward to discussing this matter in more detail as the Regional Plan review process continues.

Sincerely:

[redacted]

Jenifer Tsang, MCIP, LPP

tel: [redacted]

email: [redacted]

Re: Planning for an Active Lifestyle Community

Properties owned by Greg Dowe – Provincial Properties

- PID 00425512 – 28 Acres
- PID 00422535 – 43 Acres
- PID 00423509 – 11 Acres (currently owned by Armco)

This project is in the planning stages to create a 50+ / Seniors development on the corner of **Hammonds Plains Road and Lucasville Road**.

Phase 1 of the plan is for a portion of PID 00425512 is an as of right plan with seven lots with one apartment building on each

- Creating seniors apartment units (approximately 336 Total Units)
- Divide off 7 individual Lots each with an apartment building on it
- Two of the buildings / lots will access off of Hammonds Plains Road
- 5 of the buildings / lots will access off of Lucasville Road

The plan is to access Municipal water for these units.

We will also be creating an onsite communal Waste Water System.

Phase 2 and Phase 3 – are planned to be Duplex Units and Single Family on

- Remaining part of PID 00425512 – for the Duplexes (48 units)
- The Single Family Homes on PID 00422512 and planned to purchase PID 00423509 for additional single family (total single family 120)

Our Request for the Plan Review

- The serviceable boundary be adjusted to include all three parcels of land – as you will see the **as of right** apartments Phase 1 can currently be serviced.
- The plan will be to use Municipal Water and Communal Wastewater System for Phase 2 and 3

We will provide you with the draft site plans as they are currently being worked on.

We would be pleased to meet with you if it would help at this stage and explain further our plans. If there is additional information you would like at this time please let us know.

- Site Planners – Rob LeBlanc – Fathom Studios
- Design Point Engineering – Evan Teasdale

Ged Stonehouse

(project facilitator)

COUNTRY MEADOWS at HAMMONDS PLAINS

0 60 120
1:3000

NORTH

POWERLINE EASEMENT

PARK

EXISTING TRAIL

PHASE 3

PHASE 2

PHASE 1

TRAILS

HAMMONDS PLAINS ROAD

LUCASVILLE ROAD

STP

20 UPF
3 FLOORS
60 UNITS

16 UPF
3 FLOORS
48 UNITS

12 UPF
3 FLOORS
36 UNITS

61 61 20 72 61 61 61 76 20 61 75

fathomstudio.ca
1 Starr Lane
Dartmouth, NS
B2Y 4V7

fathom

Formerly
Ekistics Planning & Design

Attachment D

Preliminary Housing and Population Issue Paper

Supplementary Report

Prepared by:

Kate Greene, Leah Perrin, Emilie Pothier

December 2021

HALIFAX

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1 Report Purpose

1.1 Overview

As part of the engagement on the Themes and Directions Report, staff have been receiving feedback on the Preliminary Housing and Population Issue Paper[1].

Each time the Regional Plan is reviewed, the Municipality assesses its progress toward achieving the housing growth targets. This requires evaluating population and housing forecasts and their relationship to the available supply of developable land, housing supply and demand, and the provision of a range of housing choices.

The goal of this work is to understand the dynamic between the projected demand for housing and Halifax's land use capacity to accommodate residents in different housing types. The projections and assessments of regulatory capacity are not meant to be predictions, but instead a way of testing and assessing the resiliency of our policy, regulations, and growth targets. This will help us to understand the different ways we can create strong policy to support housing our residents today and in the future.

Transitioning from an estimation of regulatory capacity to a built unit is influenced by a myriad of factors. The capacity of existing infrastructure, the capacity of the development industry to construct, and the size and number of households that will occupy these units are all examples of factors that influence the supply of housing. The market will ultimately establish how much additional intensification and housing is provided.

This Report is meant to provide Regional Council and the public with more information in support of the Preliminary Housing and Population Issue Paper, based on additional analysis staff have completed to respond to changing conditions, as well as the feedback we received over the course of the Phase 2 engagement period.

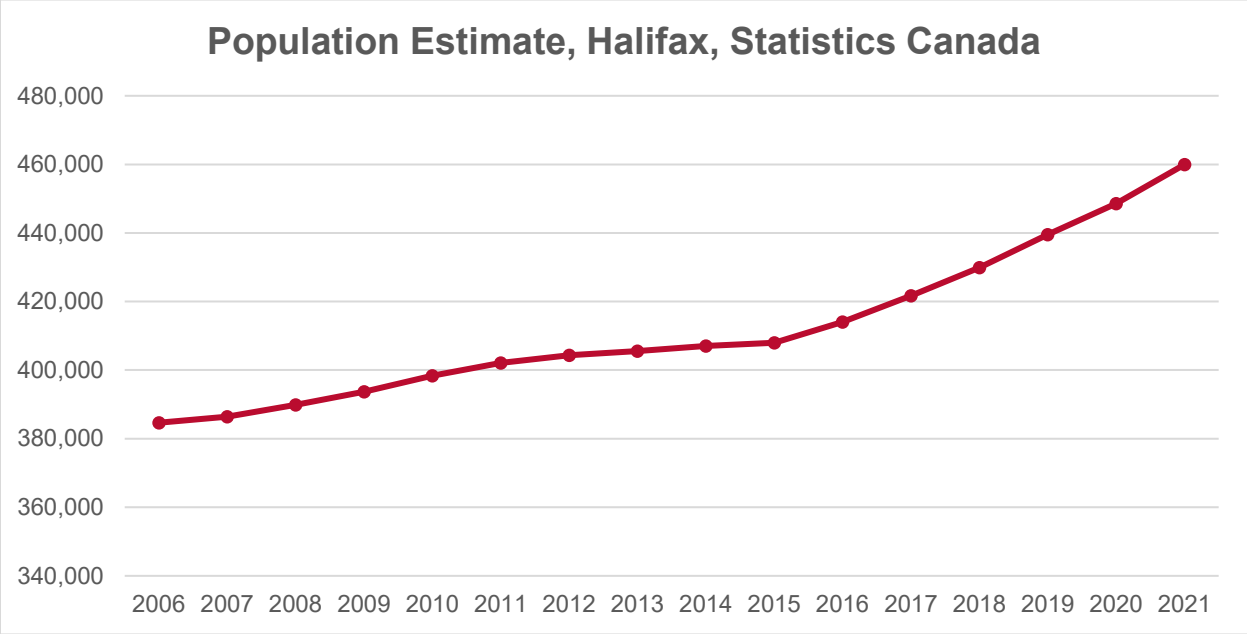
HRM staff will continue to receive feedback on the analysis and will monitor data as it is published. We will be re-examining population scenarios with the release of the components of population change for this past year in early 2022, with any updated information from the Provincial or Federal Governments, and as new population estimates are published every year.

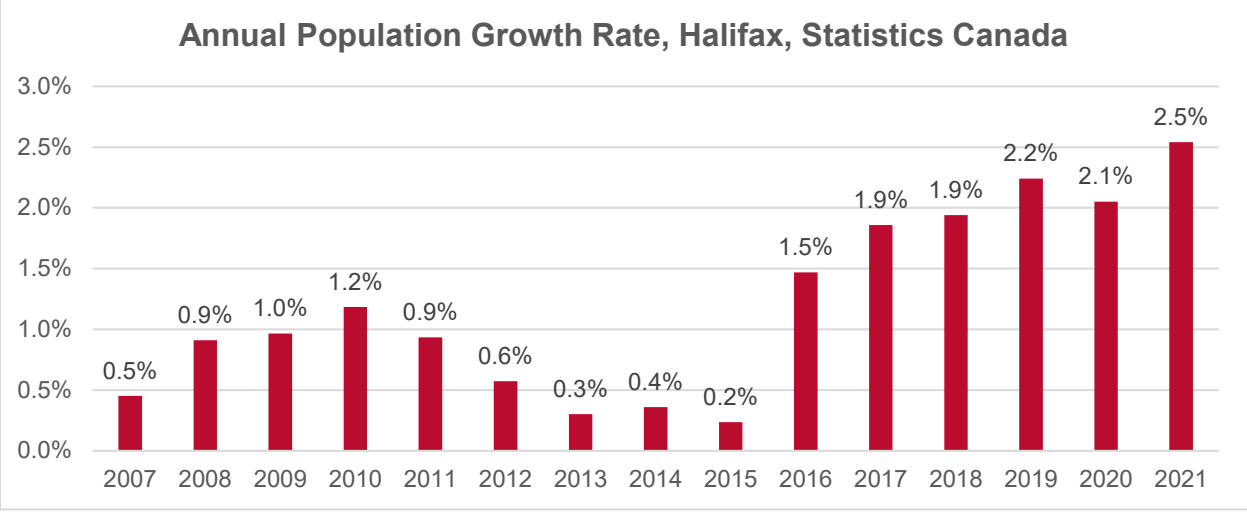
[1] https://www.shapeyourcityhalifax.ca/12651/widgets/93522/documents/58875

2 Population Scenarios

2.1 Population Trends 2021

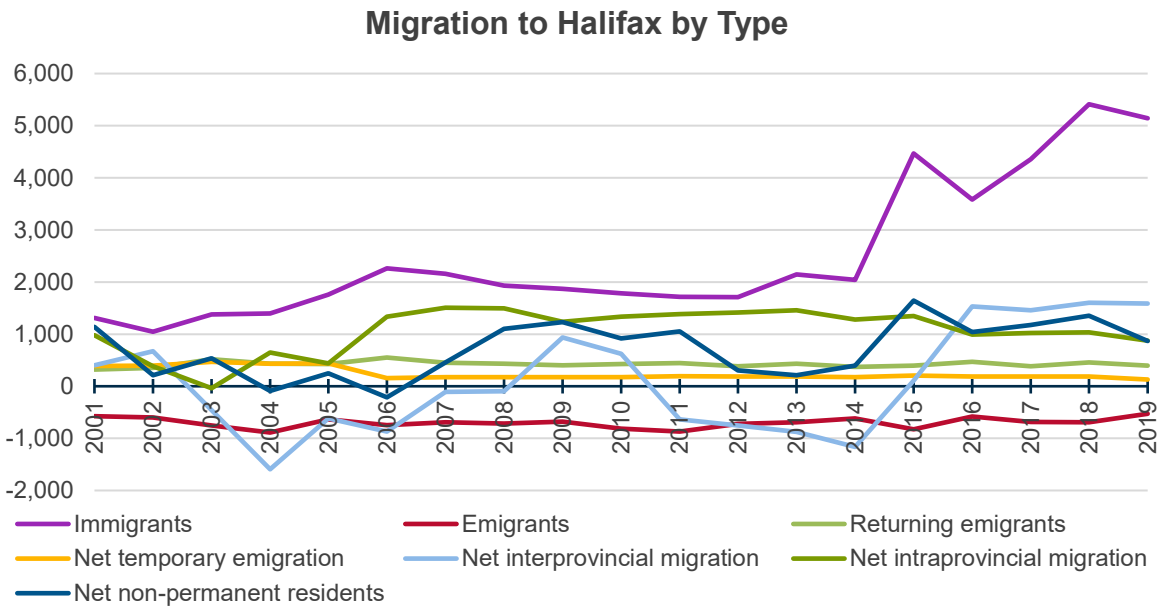
In the last few years, Halifax has experienced unprecedented population growth; going from an approximate 1% growth rate in the earlier 2000s to a 2% annual growth rate in the last few years. This sudden change began in 2016 and has continued since. Recent estimates release in November 2021 by Statistics Canada indicate that HRM has experienced record growth this year, with our population increasing by 2.5% to 459, 938.





The two largest contributors to Halifax's population growth over the last few years are **immigration** (new permanent residents of Canada) and **interprovincial migration** (people

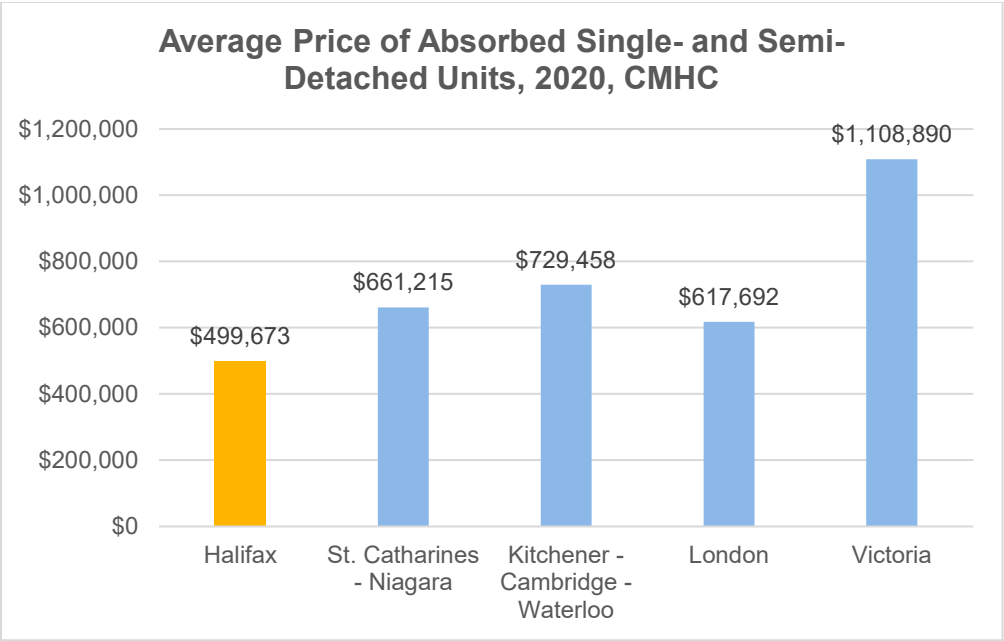
moving from other Canadian provinces). The net number of **non-permanent residents** (people coming from outside Canada with work or study visas) has also increased over the last few years.



The Federal Government has increased targets for immigration in recent years, and the Atlantic Immigration Pilot – which focused on addressing labour shortages in the Atlantic Provinces[2] – saw enough success that a permanent program is set to replace the pilot[3]. The increase in interprovincial migration post-2015, after several years of a net loss of Halifax residents to other provinces, coincides with the Alberta oil crash. This is reflective of how economic opportunity across Canada tends to be a main driver of interprovincial migration.

Halifax is also in a unique position, in that it has many of the amenities of urban living, but has less expensive housing prices than cities of comparable size in Ontario and other parts of Canada, making it competitive as a destination from an affordability perspective.

[2] Nova Scotia Welcomes Record Breaking Number of Immigrants, Nova Scotia News Release, Feb. 2020, retrieved from https://novascotia.ca/news/release/?id=20200212001
[3] Atlantic Immigration Pilot, Nova Scotia Immigration, retrieved from https://novascotiaimmigration.com/help-for-employers/atlantic-immigration-pilot/



Further, COVID-19 has brought forward several trends that have contributed to interprovincial migration to Nova Scotia and other Atlantic Provinces throughout the pandemic:

- spending more time at home and a resulting desire for more space,
- loss of many of the activities that made living in large urban centres attractive,
- desire for better access to wilderness and outdoor recreation when indoor recreation is not possible,
- remote work options increasing the ability to live at a distance from employment,
- stability of Nova Scotia and other Atlantic Provinces relative to the spread of the virus and shorter periods of lockdown compared to other parts of Canada.

While the components of population growth for July 2020 – June 2021 will not be available until early 2022, some estimates can be made. Immigration, Refugees, and Citizenship Canada (IRCC), publishes monthly data on immigration, and the natural increase component (births minus deaths) can be estimated using recent fertility and mortality rates applied to the existing population.

	Halifax	**Source**
Population July 2020	448,544	Statistics Canada
Population July 2021	459,938	Statistics Canada
Population Growth 2020-21	11,394	
Population Growth 2020-21 (%)	2.54%	
New Permanent Residents (Immigration) July 2020-June 2021	2,775	IRCC

Natural Increase (births minus deaths, *estimated*) July 2020 -June 2021	1,353	Estimated using data from the Preliminary Population & Housing Analysis
Remaining Increase (net inter/intra-provincial migration and net not permanent residents, minus emigrants)	7,266	

By removing immigration and natural increase from Halifax's population growth this year, an estimated growth of 7,300 people result from the net effects of interprovincial migration (moving to or from other provinces), intraprovincial migration (moving to or from other parts of Nova Scotia), non-permanent residents, and emigrants (leaving Canada). Since the COVID-19 pandemic has made international travel more challenging and rural living more desirable, it seems likely that the majority of this net growth of 7,300 people results from interprovincial migration.

Further, since the election of a new Provincial Government in Nova Scotia in August 2021, new targets for population growth and migration were identified in a ministerial mandate from the Premier[4]. These targets aim to increase the population of Nova Scotia to 2 million by 2060 through an annual

- 15,000 new immigrants, and
- 10,000-15,000 interprovincial migrants (people moving from other parts of Canada).

With these most recent trends, and the possibility for interprovincial migration and immigration to increase, it is reasonable to anticipate higher population growth.

2.2 Revised Growth Scenarios

As part of the Preliminary Population & Housing Analysis conducted as part of the Themes & Directions package for the Regional Plan Review, staff developed three population scenarios based on different migration assumptions.

Scenario	Assumptions
Low Immigration & Economic Downturn	• Statistics Canada low immigration scenario for Nova Scotia • Net negative interprovincial migration (at observed level from 2011-2014) • Net neutral intraprovincial migration
Moderate Immigration & Continued Growth	• Statistics Canada medium immigration scenario for Nova Scotia

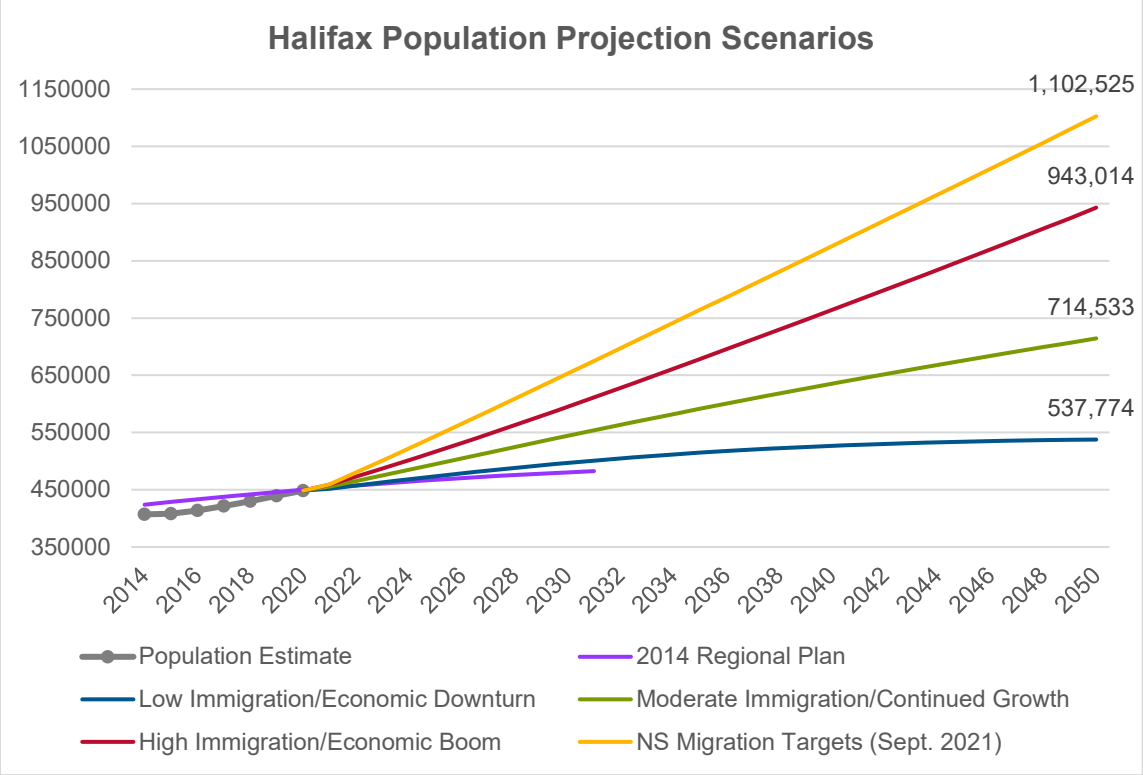
[4] Ministerial Mandate Letter, The Honourable Tim Houston, Premier of Nova Scotia, Sept. 2021, retrieved from https://novascotia.ca/exec_council/letters-2021/ministerial-mandate-letter-2021-LSI.pdf

	• Averages from 2016-2019 for other components of migration
High Immigration & Economic Boom	• Statistics Canada high immigration scenario for Nova Scotia • Adjustments made to inter- and intra-provincial migration of the same amount *above* the moderate scenario as the low scenario was below the moderate scenario

The Statistics Canada immigration projections were from their 2018-2068 population projections[5]. The immigration assumptions they used were created by combining IRCC targets in the short-term future, and results from a survey of demographic experts in the long-term future. They note, however, that immigration is a particularly difficult component to project, since it is determined by the government of the day, and targets can change quickly. Since this projection was published, the IRCC has increased immigration targets for all of Canada by 51,000 for 2021[6][7].

With the new targets for population growth and migration that were identified in a ministerial mandate from the Premier[8], HRM staff created a new population scenario for Halifax based on these targets being realized. Due to the limited information in the mandate, some assumptions were necessary. It is assumed that 83.5% of the 15,000 annual immigrants and 46% of 10,000 interprovincial migrants would go to Halifax. These percentages are based on the averages from 2016 to 2019. The assumption about interprovincial migration in particular may be low for the future.

[5] Population Projections for Canada (2018 to 2068), Provinces and Territories (2018 to 2043): Technical Report on Methodology and Assumptions, Statistics Canada, Catalogue no. 91-620-X, retrieved from https://www150.statcan.gc.ca/n1/en/pub/91-620-x/91-620-x2019001-eng.pdf?st=iiCrwQhV
[6] 2018 Annual Report to Parliament on Immigration, IRCC, retrieved from https://www.canada.ca/content/dam/ircc/migration/ircc/english/pdf/pub/annual-report-2018.pdf
[7] 2020 Annual Report to Parliament on Immigration, IRCC, retrieved from https://www.canada.ca/content/dam/ircc/migration/ircc/english/pdf/pub/annual-report-2020-en.pdf
[8] Ministerial Mandate Letter, The Honourable Tim Houston, Premier of Nova Scotia, Sept. 2021, retrieved from https://novascotia.ca/exec_council/letters-2021/ministerial-mandate-letter-2021-LSI.pdf



Note that this is a preliminary scenario that aims to visualize what the new Nova Scotia population targets may look like.

Although this scenario is higher than others that staff initially proposed, there are several reasons to expect high population growth in the coming years:

- Halifax (and Nova Scotia overall) has relatively low housing prices when compared to other Canadian markets, which is unlikely to change in the near-term.
- Remote work appears to be remaining in some capacity, even when no longer explicitly required by public heath measures, allowing more opportunities for people who work in larger Canadian cities to move to Halifax while keeping their jobs.
- Halifax is the largest city in the Atlantic Provinces, and as it continues to grow, the growth in opportunity will likely inspire further growth.
- The Greater Halifax Partnership already promotes Halifax as a place to live and do business; their work along with other advertising campaigns (for example, from the Provincial Government, both existing and planned) draws attention to Halifax and Nova Scotia as a destination, making it more attractive for individuals and businesses to locate here.
- Nova Scotia is likely to be a place less affected by climate change than many other parts of the world and other parts of Canada and could become a climate refuge.
- The current Federal Government has been increasing their immigration targets for Canada overall.

However, there are also arguments that the population growth may not be as substantial as targeted:

- People who made hurried decisions about moving here to escape the pandemic may not stay.
- Nova Scotia may not get as many immigrants allocated to this province as the target states, since this is subject to negotiations with the Federal Government.
- Some large industry boom on the scale of the Alberta Oil Patch may draw people away from Nova Scotia, like in the 2011-2015 period.

Depending on the population scenario used, Halifax may need to accommodate the following number of new households:

Population Scenario	**Approximate Projected Annual Population Increase***	**Approximate Projected Annual Household Increase***
Low	5,300	2,500
Moderate	9,800	4,300
High	14,600	6,400
High High	21,100	8,700
****These values represent the average annual growth projected in each population scenario for the years 2022-2026 and are not meant to be predictive but to help demonstrate order of magnitude of change.*		

HRM staff will continue to monitor data as it is published and will be re-examining population scenarios with the release of the components of population change for this past year in early 2022, with any updated information from the Provincial or Federal Governments, and as new population estimates are published every year.

3 Regulatory Capacity

3.1 Policy and Regulatory Framework

Although there are many aspects of the housing ecosystem and construction process that HRM does not have direct control over, HRM contributes to the provision of market-based housing in two principal ways:

- ensuring there is sufficient regulatory capacity to accommodate changes in housing demand; and
- ensuring the efficient service delivery of development and construction approvals.

The Regional Plan Review (as well as other policy exercises like the Centre Plan) are focused on the first of these – ensuring regulatory capacity to accommodate changes in housing demand.

HRM's Regional Plan, first adopted in 2006, created the first comprehensive blueprint for growth for the entire municipality. It identifies where people should live and how development across the region should be organized and change over time, in a way that furthers community goals and builds a healthy, thriving economy. The plan focuses on creating mixed use, walkable communities and housing in areas that could be easily serviced with piped water and wastewater services, and transit.

The Regional Plan Review will assess the flexibility of current regulations to respond to moderate term (2031) and longer term (2050) housing demand. It will adjust the ongoing growth management targets, mobility targets, and ongoing supply of serviced land to reflect revised population and growth scenarios. These determinations will ultimately inform advice to Council on where and how HRM should continue to grow in a strategic manner that protects its fiscal, environmental, and social health.

By being clear about where change will occur and allowing development in those places, municipal and provincial investments in infrastructure can be organized to support the long-term fiscal, environmental, and social health of the Municipality, Nova Scotia, and the Atlantic Region. Studies showed that this comprehensive approach to planning would help to protect the fiscal health of the Municipality and save taxpayers $670 million dollars in costs when compared to previous development patterns of uncontained sprawl[9].

In response to this, the Regional Plan has focused on organizing growth of the municipality in two main ways, **through infill and expansion.**

3.2 Future Development Resulting from Infill

Infill development represents urban intensification, where underutilized sites are redeveloped, or

[9] https://www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/HRMGrowthScenariosFinalReportJuly82013.pdf

existing buildings are converted to accommodate additional units or commercial space. The rate of infill development is also vulnerable to variable market conditions. Planning policy may identify an underutilized site (for example, a lot containing a small commercial building with a large parking lot in an urban area) as an appropriate place for significant residential intensification. Despite the potential regulatory capacity of this site, the current use may still be more economically viable in the short to medium term than a redevelopment project. It may take several years for the market conditions to make an infill project economically viable.

HRM has enabled infill by identifying sites suitable for intensification along transit lines and in areas that are ready for redevelopment, that align with delivery of key services. This work is being completed through the Plan and By-Law Simplification project – which has a key goal to support turnover of these sites by creating a more streamlined process for these projects.

- The Centre Plan is expected to facilitate quicker approvals, consistency and clarity in development rights and improved approval processes.
- Initial estimates suggest that additional regulatory capacity has been created in Downtowns, Centres, Corridors and Higher Order Residential Areas, to the order of 37,000 residential units.
- In addition, significant areas for intensification were approved in 2019 through the Centre Plan, these are called Future Growth Nodes.
- A number of these already have enabling policy, which means only a Development Agreement is required to proceed.
- Many of these are being negotiated now and represent approximately 12,000 new residential units enabled (Shannon Park, Penhorn, Young Street, Dartmouth Cove).
- In other instances, Planning Policy and a Development Agreement will be required.
- Many of these are being negotiated now and represent approximately 12,000 new residential units (Halifax Shopping Centre, Joseph Howe Rail, Mic Mac Mall, Kempt Road, West End Mall).
- Following the Centre Plan, the Municipality will focus efforts on the Suburban Plan, which will again facilitate quicker approvals and intensification in areas prime for redevelopment and servicing in suburban communities.
- The Rapid Transit Strategy identified some of the areas that will be considered for intensification under the Suburban Plan. Initial estimates suggest that additional regulatory capacity could be created to the order of 50,000-60,000 residential units.

3.3 Future Development Resulting from Expansion

When development occurs on previously undeveloped land, it often represents an expansion of the existing urban area. expansion of the service boundary requires analysis of infrastructure constraints, coordination often among various levels of government, and often among multiple landowners. In HRM, significant expansion and intensification has been enabled through the Regional Plan through Master Planning, which is a comprehensive infrastructure and planning process (for example Bedford South, Bedford West, Russell Lake West).

As part of this process, HRM and the land developers have been able to plan for subdivision and permit approvals and phase construction based on expected construction lead times and market absorption rates. However, sometimes the rate of construction can be faster or slower than anticipated. For example, recent suburban development and subdivision in Bedford West

has been faster than anticipated and units have been constructed at an annual rate of about 150 ground-oriented units and 400 apartment units per year. The Regional Plan Review is focused on creating new capacity by expanding the service boundary.

- Future Service Communities, which are planned growth areas (i.e: Sandy Lake, Highway 102, Dartmouth East, and Akoma/Westphal lands) are being recommended to advance. Initial estimates suggest this represents approximately 18,506 new residential units of regulatory capacity.
- To ensure planning in these growth areas proceeds with urgency and specialty, a dedicated staff team is being assembled to advance this work.
- The Regional Plan will also create a process to identify:
    - Additional small adjustments that can be made to the service boundary or existing regulations that will enable regulatory capacity in the short term
    - Future areas for growth (Urban Reserves and other lands) to ensure continued land is enabled for growth in the coming years, to respond to potential population growth.

3.4 Existing Approved Units

As part of the preliminary housing analysis staff identified locations where housing was approved but not yet built (areas with approved Development Agreements or Site Plan Approvals for 50 units or more that had been approved since 2014, plus Subdivisions that have been approved but not yet fully developed outside of the Regional Centre Package A areas). A copy of the list of projects is included as an attachment to this report. The list includes a range of development types: In addition to individual buildings, there are larger projects like Seton Ridge, Bedford West or Brunello, that we would expect to be completed in the coming years.

For these larger developments, staff considered them “approved”, even if there are likely to be multiple phases, which will likely include additional processes like subdivision, and often requires amendments to the original development agreement before construction gets underway. This exercise was designed to gain a broad and general understanding of total regulatory capacity in the Municipality in the short term, where housing could be built without additional changes to policy. To get a full and complete understanding of how many housing units are likely to be built in the very near term, a much more detailed analysis including consultation with the development industry would be required. As staff noted in the report, based on the Municipality’s projected population and household growth, there is a need to focus on policy and regulatory changes to make additional lands available for development as soon as possible.

4 Market Influences on Housing Conditions

4.1 Regulatory Capacity and Housing Development

As we continue to plan for HRM's housing, it is important to highlight that the act of creating regulatory capacity in planning frameworks does not guarantee that all potential units can or will be built. Planning policy and zoning regulations permit housing to be built at certain densities, housing types and locations, but private market factors heavily influence whether land is viable for development. When calculating HRM's "regulatory capacity", we must recognize that many factors influence how quickly housing can be built.

While a potential developer has likely assumed some level of economic feasibility at the approval stage, as project planning progresses, challenges may arise that limit that feasibility, for example: expected market price, availability of capital, cost of supplies and labour, competing projects, etc. If a project continues to be economically feasible, the length of time to realize all units in a project depends heavily on the type of development proposed (subdivision vs. individual building), the level of complexity in site development, and market conditions such as absorption rates.

When considering whether development projects are viable, private sector proponents will consider factors such as:

- Land ownership and location
- Land suitability including the size of site and environmental site conditions such as slope, soil conditions and presence of bedrock, watercourses, and wetlands
- Market conditions, including land values, market price and demand for different unit types
- Construction costs, including supplies and labour

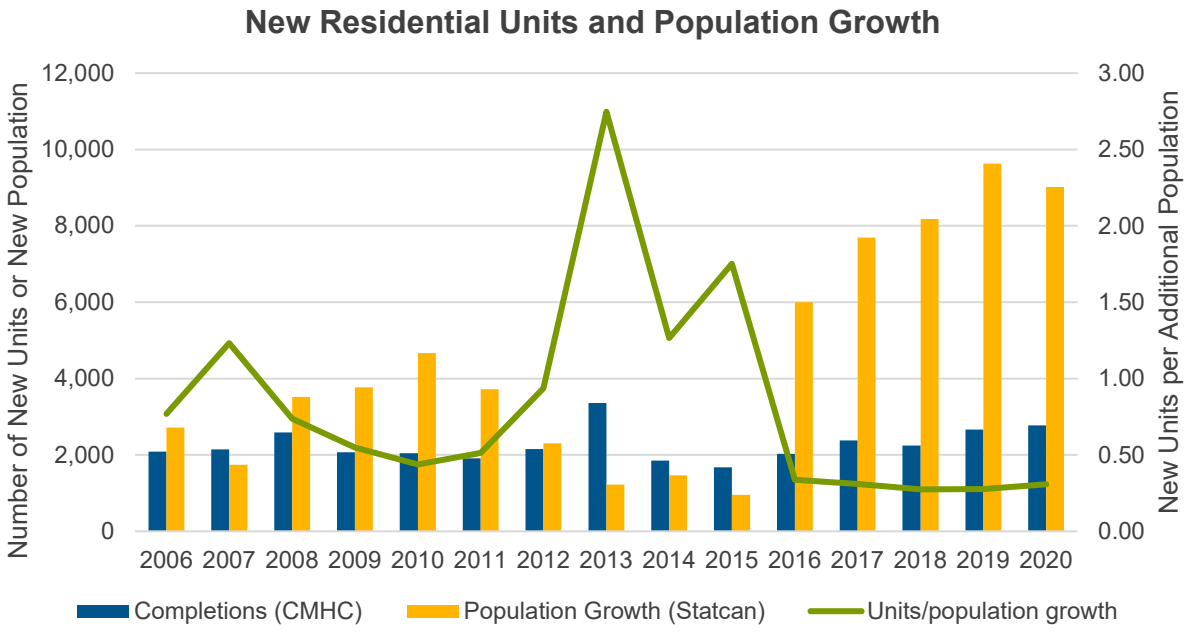
Despite establishing policy and regulations that enable housing, there is no guarantee that the number of units envisioned will be the number of units ultimately built.

4.2 Market Indicators

In assessing the housing demand and supply needs, a number of market indicators help in understanding the dynamic between the projected demand for housing and Halifax's land use capacity to accommodate residents in different housing types.

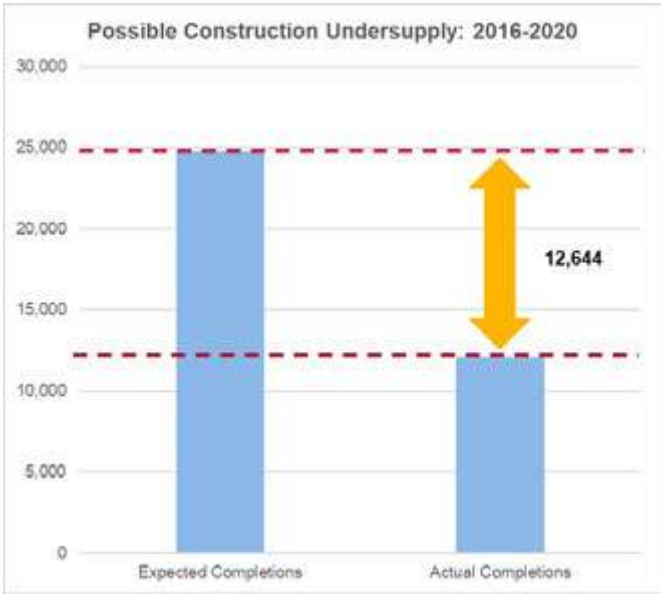
4.2.1 Population Growth and Housing Construction

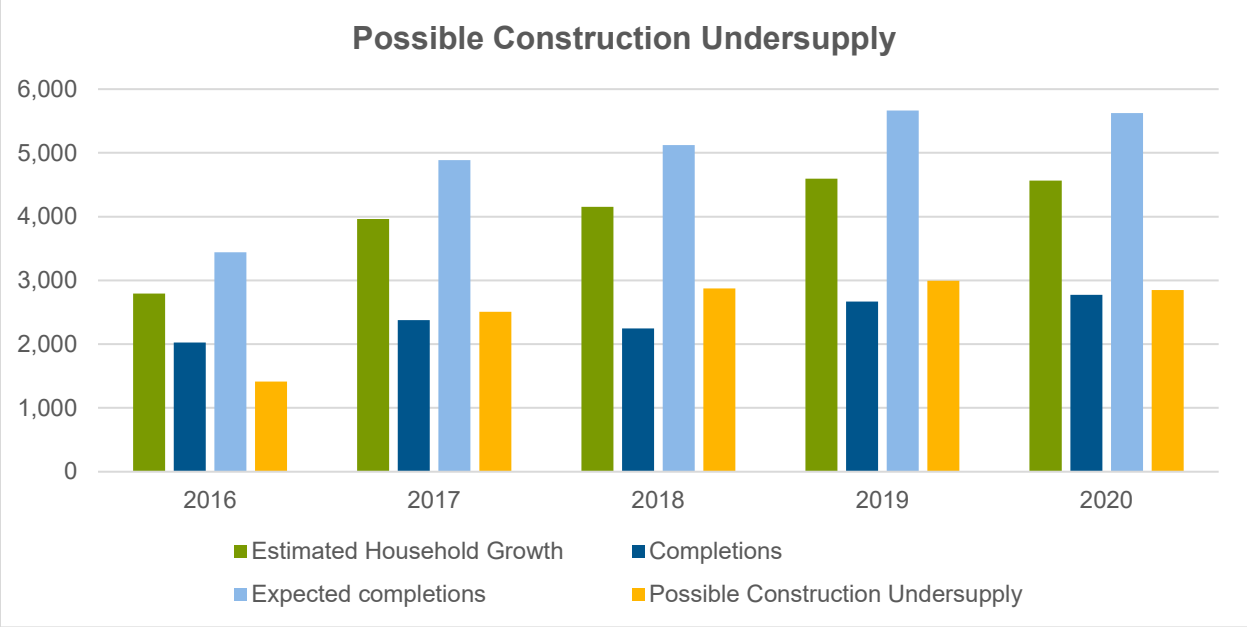
Since 2016, residential unit construction has grown, but the scale of population growth has outpaced the growth in housing construction.



Staff have attempted to determine how much unit construction would have happened in Halifax from 2016-2020, if there were the same number of completions compared to new household growth as was experienced in the 2006-2015 period (business as usual).

Staff also adjusted the ratio to assume that there had been an 'ideal vacancy rate' of 3% for rental units from 2006-2015, making the completions to household growth ratio an 'ideal' business as usual. This ratio was applied to the household growth experienced from 2016-2020, to determine how many completions would have been expected according to 2006-2015 'ideal business as usual'.



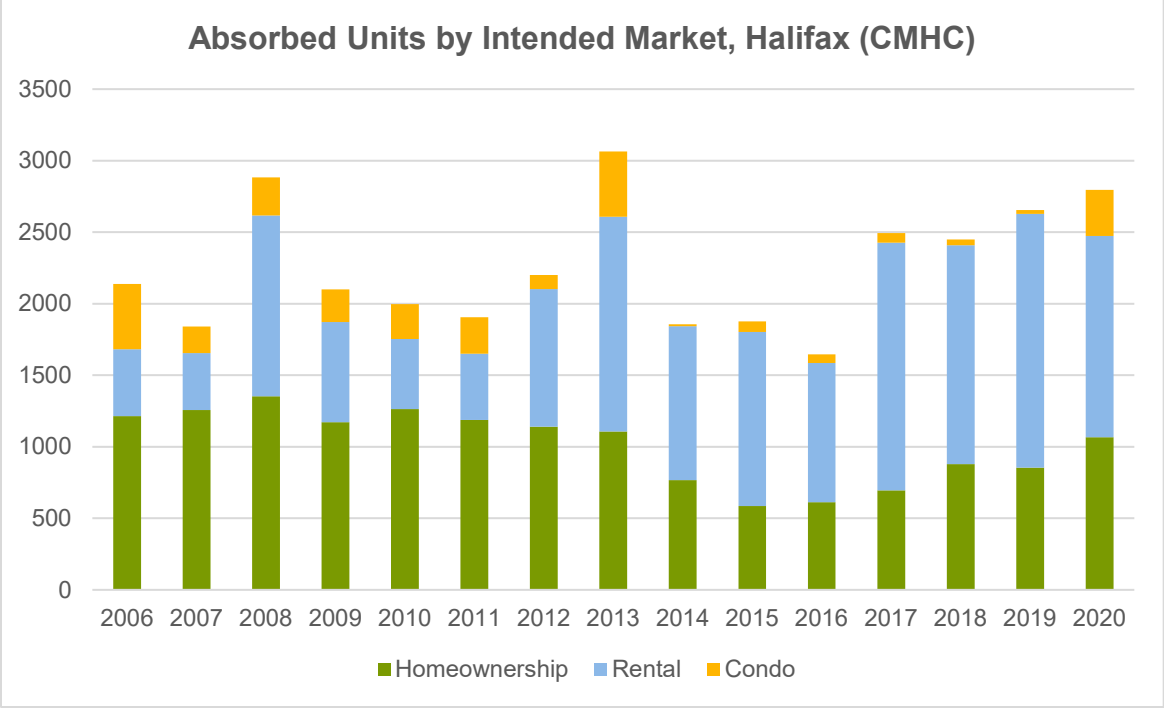


	2016	2017	2018	2019	2020	2016-2020
Estimated Household Growth	2,792	3,965	4,155	4,596	4,565	20,074
Completions	2,028	2,380	2,246	2,668	2,776	12,098
Expected completions	3,442	4,887	5,122	5,665	5,627	24,742
Possible Construction Undersupply	1,414	2,507	2,876	2,997	2,851	12,644

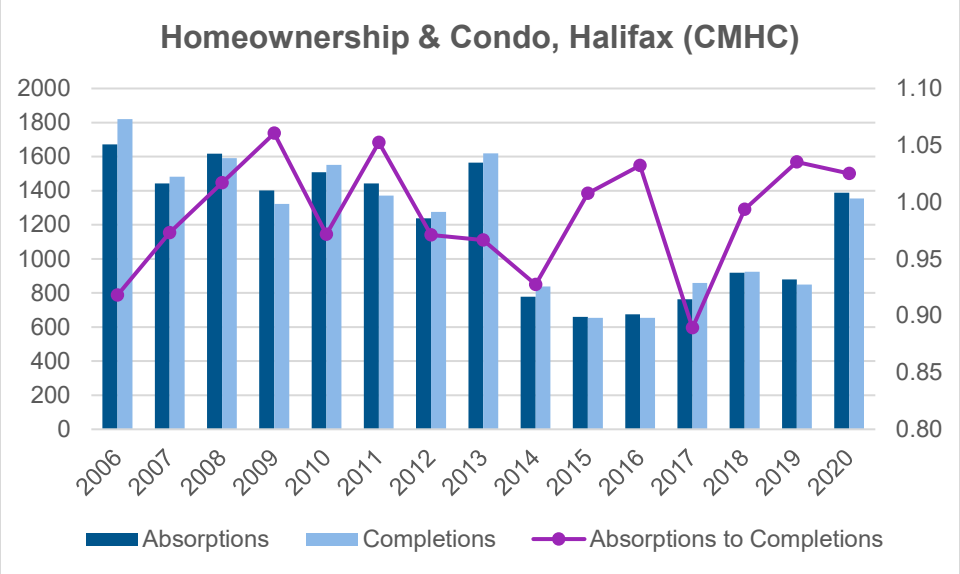
4.2.2 Absorption Rates

Staff examined HRM's absorption rates, which show how quickly new housing is built and occupied. This can help us understand how quickly housing is being constructed in relation to demand and indicate how much new housing inventory is available.

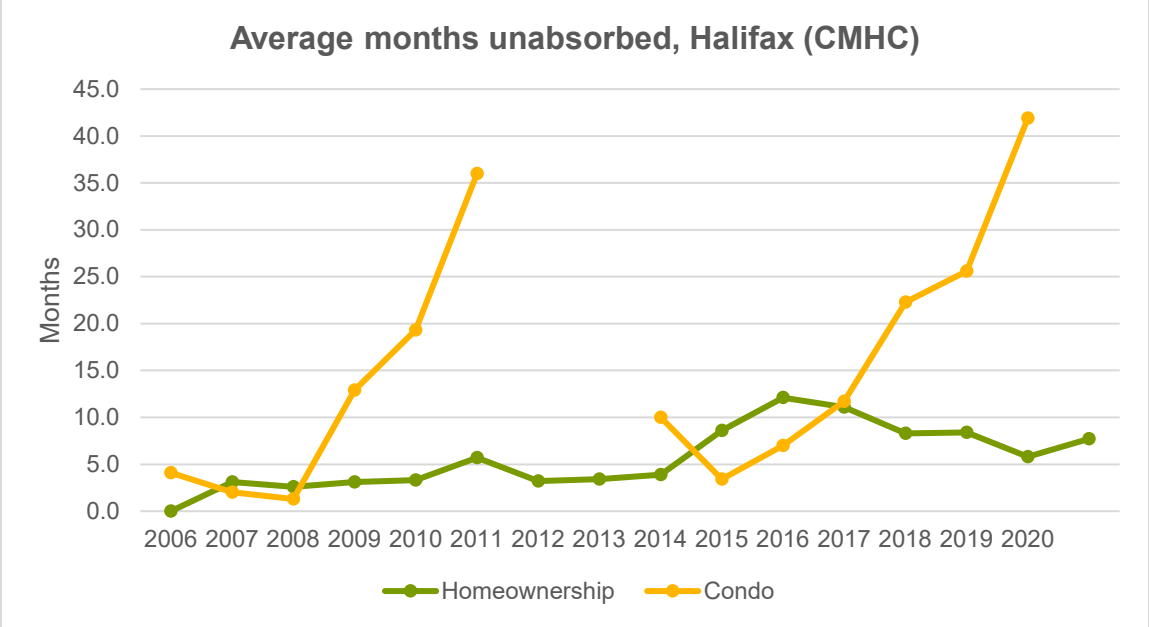
The graph below shows the absorbed units broken down by intended market (homeownership, rental, condo) from 2006-2020. In recent years (2017-2020), an average of about 2600 new units have been absorbed per year. Since 2017, rental units have made up an increasing proportion of the number of absorbed units.

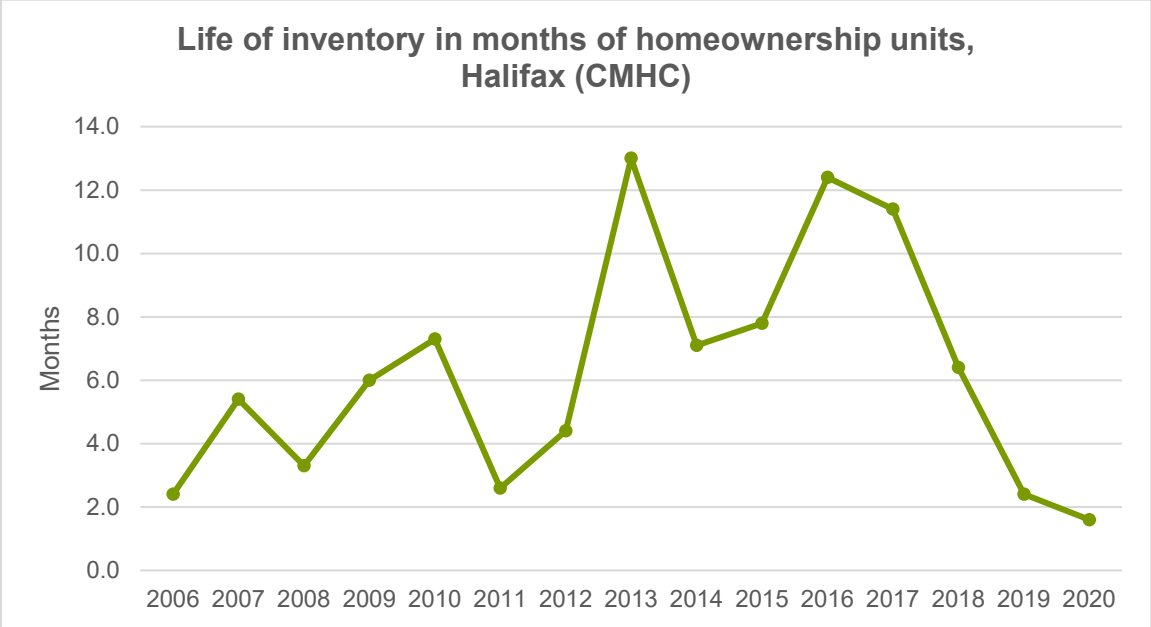


The graph below shows the relationship between absorptions and completions from 2006-2020 among both homeownership and condo units. It is important to note that through these CMHC tables, there is no way of knowing whether the units absorbed in a given year were completed in that same year (which is why there are sometimes more units absorbed than completed – these would be units completed in a previous year).

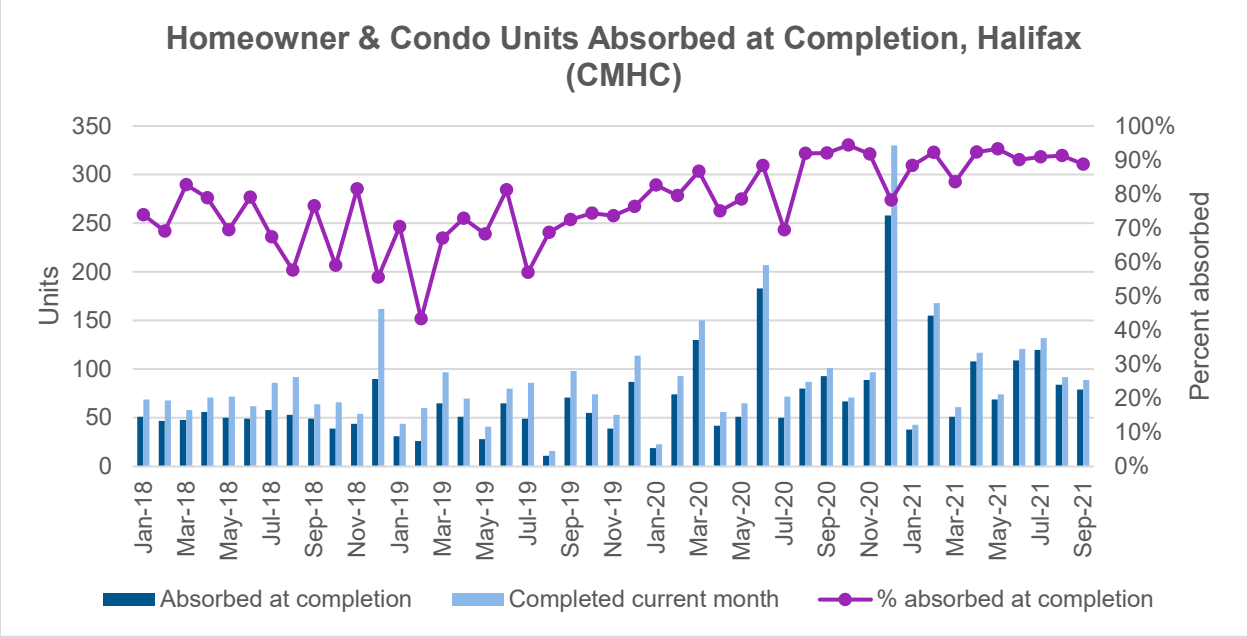


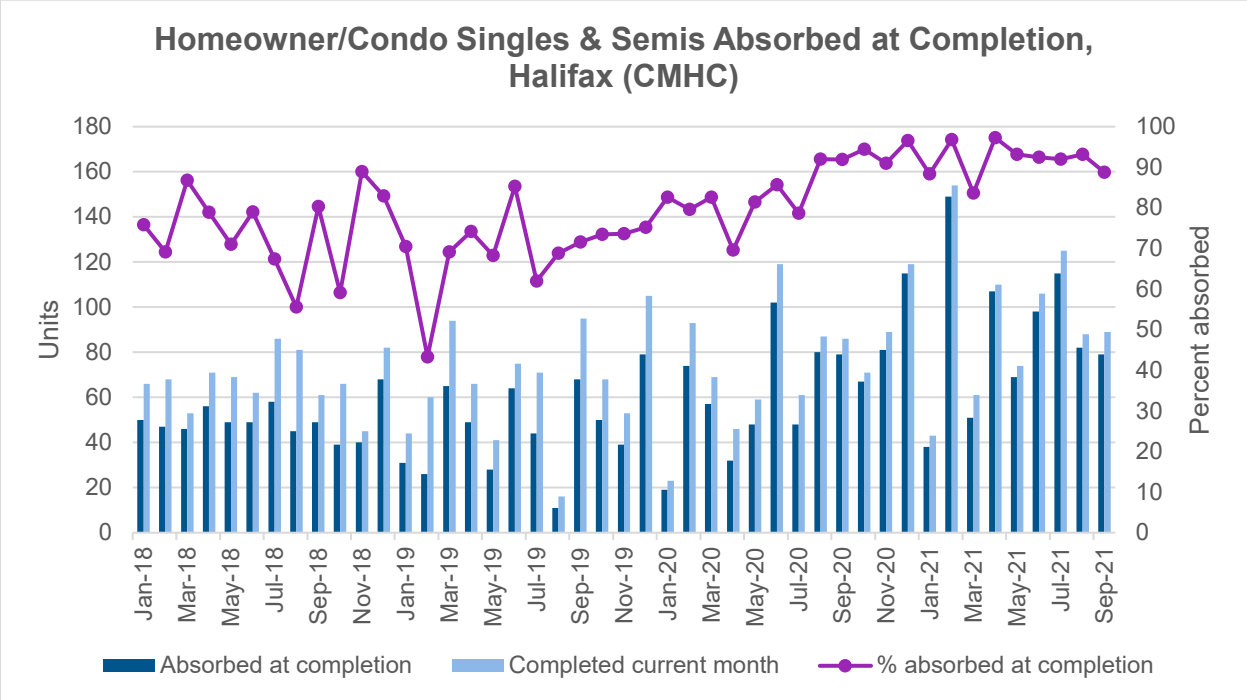
In order to get a sense of how long units have been on the market, the following charts present the average months unabsorbed, and the life of the inventory (data for life of inventory for condos was mostly unavailable so it was excluded). It is evident that as population increased dramatically after 2016, the life of the inventory for homeownership units decreased.



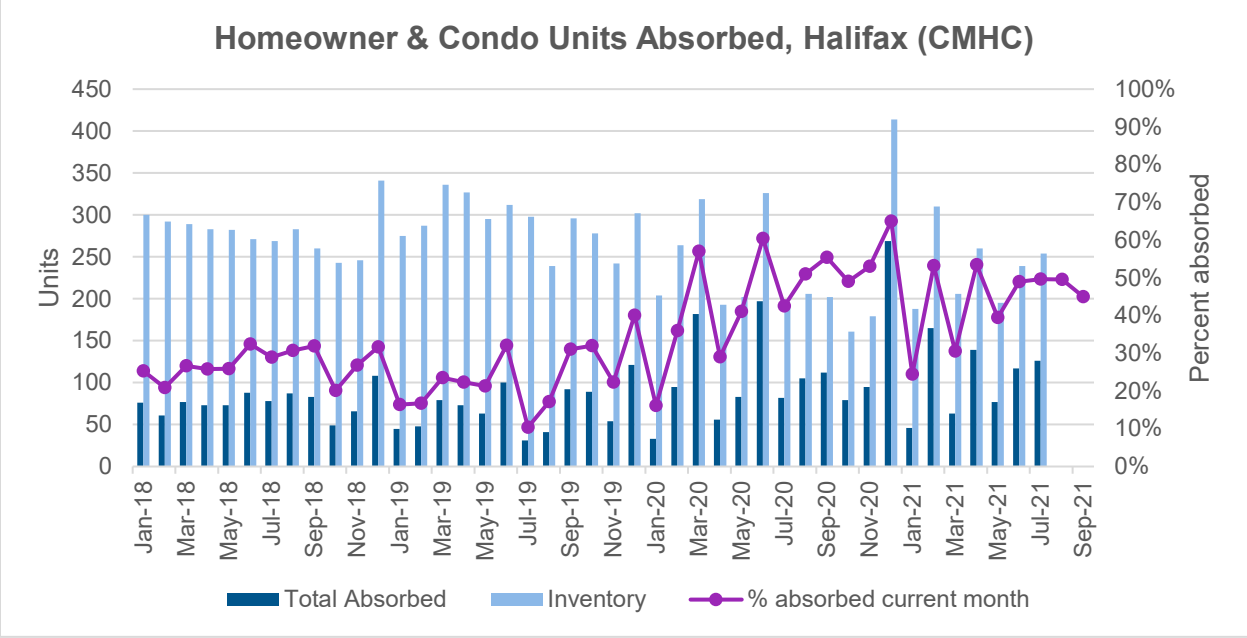


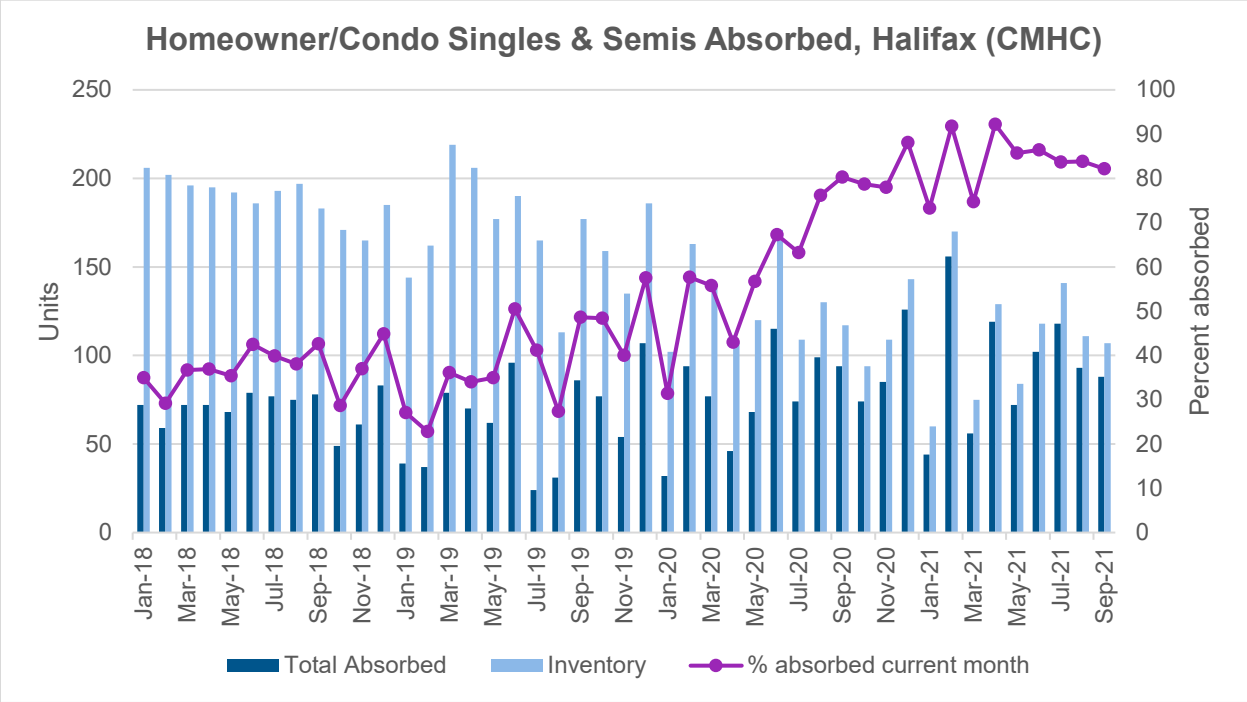
CMHC's monthly absorption data provides more detail on how many units were **absorbed at completion**, vs. how many remained on the market. This data is only available starting in 2018. The two graphs below show units absorbed at completion – first, for all homeowner and condo units, and second, for just single and semi-detached units that are for homeownership or condo. Since mid-2020, about 90% of units have absorbed at completion, indicating high demand as compared to overall inventory.



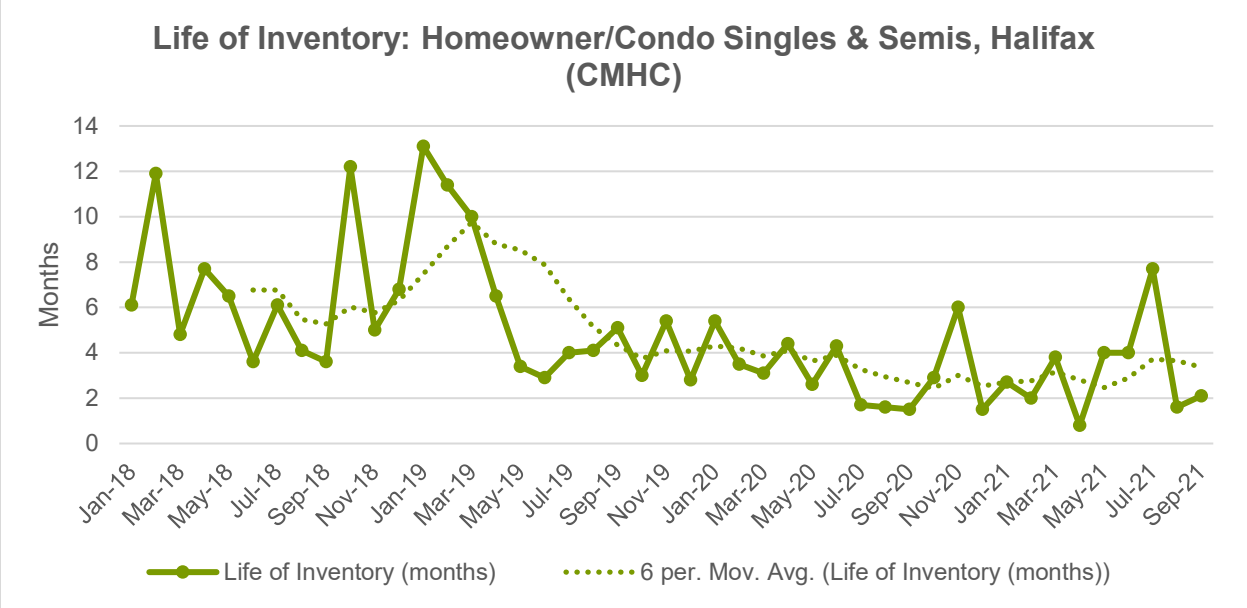


The graphs below display all absorptions, including absorptions of units that were completed in previous months, as well as the inventory of units that could have been absorbed in that month (completions plus remaining unabsorbed units from previous months). The graphs below first show all homeowner/condo units, and second, only single and semi-detached homeowner/condo units. Since mid-2020, the proportion of single and semi-detached units absorbed compared to the available inventory has increased significantly, indicated a low overall level of inventory compared to demand for that type of housing.





The inventory of newly constructed single and semi-detached has been steadily decreasing since 2019. Increasing absorption rates show a high demand for this type of housing and can contribute to increased housing prices.



As the population grows and there is increased pressure on the available housing inventory, housing prices can escalate and become unaffordable. In September 2021, CMHC's Housing Market Assessment identified that Halifax's housing market shows evidence of overvaluation, as the market price of housing is higher than what can be supported by local incomes, interest rates and real disposable incomes.[10]

4.2.3 Vacancy Rates

In addition to the homeownership and condo market, CMHC data provides information on the amount of purpose-built rental housing in HRM and tracks the vacancy rate against available inventory. Apartment vacancy rates increased only slightly from their historic low of 1% in 2019 to 1.9% in 2020 and overall average rent prices increased by 4.1%.[11] CMHC's January 2021 Rental Market Report showed that a 2.9% increase in the rental universe in 2020, and more newly completed units were added than in 2019. CMHC's data shown in the graph[12] below shows that despite growth in new apartment unit completions in recent years, the vacancy rate remains very low.

[10]CMHC Housing Market Assessment, September 2021. Available at: https://assets.cmhc-schl.gc.ca/sites/cmhc/professional/housing-markets-data-and-research/market-reports/housing-market-assessment/2021/housing-market-assessment-2021-09-en.pdf?rev=cd88efa7-53ec-4e31-b9fe-7a3e17a671e3

[11] CMHC Rental Market Report, January 2021. Available at: https://assets.cmhc-schl.gc.ca/sites/cmhc/data-research/publications-reports/rental-market-reports/2020/rental-market-report-69720-2020-en.pdf?rev=936ca622-a6c5-4cbc-b937-d29b1d63cc14

[12] Ibid.



Attachment A - List of Approved Development Agreements & Site Plans

The list of approved units was originally compiled in spring 2021 for the Regional Plan Review Issue Paper "Preliminary Population & Housing Analysis". This exercise was designed to gain a **broad** and **general** understanding of enabled housing capacity in the municipality in the short term.

The list consisted primarily of Development Agreements and Site Plans for 50 residential units or more that had been approved since 2014. The total number of approved units approved was taken from either the staff report or the Development Agreement itself.

Where there were multiple applications relating to one project (i.e., amendments), all applications were examined to determine the most up-to-date total number of approved units.

Staff reviewed the list compiled in spring 2021 (to include both approvals inside and outside the Regional Centre) and re-categorized Approved Development Agreements and Site Plan Approvals as "Built"; "Under Construction"; "Approved, not yet built"; or "Expired" (i.e. the development agreements had since expired and were no longer valid).

- **4,706 units** on this list were categorized as **"Built" or "Under Construction".**
- **19,540 units** on this list were categorized as **"Approved, not yet built".**
- **1,989 units** on this list have been categorized as **"Expired"**

Additional planning approvals have been granted since May 2021; these have not been included in this list.

The list includes a range of development types: In addition to individual buildings, there are larger

developments (Master planned neighbourhoods or comprehensive developments[13]) that we would expect to be developed over time. For these larger developments, staff considered them "approved", even if there are likely to be multiple phases, which will likely include additional processes like subdivision, and often requires amendments to the original development agreement before construction gets underway.

Because of the complexity of these larger developments, staff have generally categorized them as "Approved, not yet built"; however, some were considered "Under Construction" depending on the progression of the construction.

[13] **Master Planned Neighbourhood Developments** (like Bedford West, Brunello, Seton Ridge, Paper Mill Lake, Seven Lakes, Rockingham South, etc.). The original development agreement may approve the overall concept, and additional approvals may be required for sub-areas. Amendments are common for adjustments as the development progresses. Following the planning application approval, developments would need to go through the subdivision process. The overall development would be expected to take several years to build out in phases.

Comprehensive Developments include multiple buildings, often of different types, under one agreement (like Ben's Bakery, Harbour Isle, King's Wharf, Evergreen Village, etc.). Similar to Master Planned Neighbourhoods, the development is likely to be undertaken in phases, and amendments are common. Depending on the complexity of the project, a subdivision process may be required after the development agreement is approved and before building permits can be approved.

Development Agreement or Site Plan Approval	Ground-based Units	Apartment Units	Total
Built	22	674	696
Under Construction	12	3,998	4,010
Approved, Not Yet Built	3,348	16,192	19,540
Expired Development Agreements	297	1,692	1,989
Total	3,679	22,556	26,235

Approved, But Not Yet Built Developments – ALL AREAS (including Centre Plan)				
Case Number	**Development Name**	**Sub-Type**	**Approved Units**	**Total Remaining**
	Bedford West	Master Planned Neighbourhood	8871	5836
20141	Brunello	Master Planned Neighbourhood	3200	2849
19514	Seton Ridge	Master Planned Neighbourhood	2500	2500
19532	Mainland Common	Master Planned Neighbourhood	1216	1216
21296	King's Wharf	Comprehensive Development	1500	1146
95-01	Paper Mill Lake	Master Planned Neighbourhood	921	763
21937	Seven Lakes	Master Planned Neighbourhood	634	587
22444	Skye Halifax	Building	416	416
20594	Opportunity Site B Fall River	Comprehensive Development	400	389
19531	Windsor / Young	Building	335	335
20395	Commodore and Finlay	Building	325	325
22708	Cunard Block	Building	254	254
18255	Evergreen Village Multiple Units	Comprehensive Development	263	238
20653	Horizon Court	Building	216	216
17575	Lake Echo	Master Planned Neighbourhood	204	184
22143	Charleswood Open Space	Master Planned Neighbourhood	176	176

22285	Bartlin Rd	Building	175	172
18288	Lake Loon	Master Planned Neighbourhood	162	158
20883	Richmond Street Dartmouth	Building	148	148
18599	1490 Main Road Eastern Passage	Building	120	119
21880	360 Portland Street (near Maynard Lake)	Building	111	111
20406	Highfield Conversion	Building	110	110
18270	Carlton Terrace - 5885 Spring Garden Road	Building	104	104
20747	Bluenose Hotel Site	Building	102	102
22463	Windmill	Building	103	99
19056	Walker Service	Building	86	84
20658	Bayers/Young	Comprehensive Development	113	84
17651	Inn On The Lake Condos	Building	75	75
20573	Portland Hills Mixed Use	Building	75	75
20924	Habitat For Humanity Drysdale	Comprehensive Development	78	74
20694	Windmill Road Project	Building	72	71
21321	Gottingen St	Building	63	63
20149	Gottingen/Macara	Building	66	62
20577	Tony's Variety Robie & Cunard 13-Storey	Building	88	62
19168	910 Bedford Hwy	Building	60	60
19694	Oakfield	Master Planned Neighbourhood	111	60
16367	286/290 Herring Cove Rd	Building	50	50
20762	Lynett Road	Comprehensive Development	46	46
19105	Meadow Ridge	Master Planned Neighbourhood	56	40

20417	St. Patricks Rectory	Building	51	39
21861	2581 Brunswick St	Building	34	27
17602	Monarch Drive	Master Planned Neighbourhood	15	15

REGIONAL PLAN THEMES & DIRECTIONS

WHAT WE HEARD REPORT

HALIFAX

November 2021

Acknowledgments

The Halifax Regional Municipality wishes to thank all residents and stakeholders who took the time to participate in engagement activities and provide feedback on the Regional Plan Review Themes & Directions. Our thanks are also extended to Leticia Smillie, Jill MacLellan, Mapfumo Chidzonga, Paul Johnston, Mary Chisholm, Emilie Pothier, Shannon Miedema, Kevin Boutilier, Taylor Owen, Emma Wattie, Samantha Page, Penny Kuhn, Tanya Davis, Erin Blay and David MacIsaac for their participation in the Virtual Q&A Sessions. We would also like to thank Deanna Wilmshurst, Michaelyn Thompson, Megan Couture and the Office of Diversity & Inclusion/ANSAIO for their support and guidance.

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BACKGROUND

The Regional Plan Review Themes & Directions Report was published and presented at the Community Planning and Economic Development Standing Committee (CPED) on May 20, 2021. The purpose of that document is to explain the proposed scope of the Regional Plan Review to the public, stakeholders, and Regional Council, and seek feedback. It shares ideas about key planning issues and provides details of the work that will be completed during the Review.

This What We Heard Report provides a description of the public engagement process that was undertaken to receive feedback on the Themes & Directions Report, as well as a summary and analysis of the comments received. It is accompanied by a series of attachments for reference, including:

- Appendix A - Virtual Q&A Session Transcripts
- Appendix B - Survey Summary Report
- Appendix C - Comment Forum Responses
- Appendix D - Correspondence Log
- Appendix E - Correspondence Attachments
- Appendix F - Key Themes Table

WHAT WE DID

Public engagement for the Regional Plan Review Themes & Directions Report followed the Regional Public Participation Program approved by Regional Council on December 15, 2020. This updated Public Participation Program was adopted to address the public health and safety regulations established by the Province of Nova Scotia restricting the size of public gatherings as a result of the COVID-19 pandemic. These regulations resulted in a focus on online engagement tools, with more traditional options available for those with limited access to or comfort with the internet.

SHAPE YOUR CITY PAGE

The Regional Plan Review's Shape Your City page (www.shapeyourcityhalifax.ca/regional-plan) has been live since the project's initiation in February 2020. For the Themes & Directions phase of engagement, the page was updated to include a number of engagement tools designed to encourage residents to learn about the Themes & Directions Report and provide feedback. These engagement tools included recordings and transcripts of live Q&A events, an FAQ page, a survey and a comment forum. These tools are discussed in greater detail below.

The Shape Your City page also included a variety of reports and background documents for residents to review and learn about the project. These included:

- The Themes & Directions Report and a Key Ideas executive summary
- Issue Papers providing additional information on topics of interest (including the Preliminary Population & Housing Analysis, Affordable Housing, Rural Community Planning, Suburban Community Design, Planning Tools for Protecting and Conserving Land, and Density Bonusing)
- Background documents (including the various priorities plans being implemented through the Review)
- Important links

During the engagement period from May 20 to July 16, 2021 the Shape Your City webpage received over 3,600 visits. These visits included:

- 2,908 Aware Participants (participants who made at least one visit to the Shape Your City page)
- 1,222 Informed Participants (participants who clicked on at least one link on the Shape Your City page)
  - 362 Participants downloaded a document
  - 328 Participants visited multiple project pages
  - 92 Participants visited the Key Dates page
  - 35 Participants visited the FAQ page
- 828 Engaged Participants (participants who contributed to an engagement tool)

The top 3 documents that were downloaded from Shape Your City were:

- Themes and Directions full document (335 Downloads)
- Suburban Issue Paper (61 Downloads)
- Key Ideas (60 Downloads)

VIRTUAL Q&AS

The Regional Plan Review Team hosted a series of six Virtual Q&A sessions using Microsoft Teams Live Events. The Q&As were each focused on a topic of interest and featured a short presentation from the Regional Plan Review Team before attendees asked questions of a panel of HRM staff working on the Regional Plan Review and the subject area. Attendees were able to call in to the events if they were unable to attend online. Virtual Q&As included:

- Social Policy (June 11 at 12:00pm)
- Housing (June 14 at 6:30pm)
- Climate (June 15 at 12:00pm)
- Environment (June 15 at 6:30pm)
- Mobility (June 16 at 12:00pm)
- Long Range Planning (June 16 at 6:30pm)

Following the live events, recordings of the sessions were posted on HRM's Youtube page. Links to the videos and transcripts of the conversations were then posted on the project's Shape Your City page. Transcripts of all six of the Virtual Q&A sessions are included as Appendix A.

ONLINE SURVEY

An online survey was live on the Regional Plan Review's Shape Your City page from June 3, 2021 to July 16, 2021. The survey was designed to discuss each of the themes identified in the Themes & Directions Report.

The survey was an exploratory questionnaire to gauge respondent's opinions and priorities with respect to a range of topics within the Themes and Directions Report. The survey examined how and where growth should be directed, what features people valued in their communities and what values they'd like to see in the future. Topics embedded within the survey included growth, complete communities, housing, the environment, climate change, parks and wilderness areas, transportation, and impacts of the pandemic.

The survey included the following types of questions:

- Questions to indicate the level of AGREEMENT or DISAGREEMENT with a statement.
- Questions to RANK the relative importance of issues – based on priorities.
- Questions that allow more details.

The survey tool available through Shape Your City is frequently used for a variety of municipal policy initiatives. However, it is not designed to be statistically representative. The survey tool facilitates feedback from interested residents and groups, as an additional way to engage and provide feedback. As a result, the results of the survey are strongly influenced by volunteer sampling bias.

A total of 831 surveys were completed. The full summary of the results of the survey is included as Appendix B. Highlights include:

- Respondents saw the importance of all the building blocks to achieving complete communities, with access to public open spaces being ranked as most important. Respondents expressed frustration that the question limited the number of building blocks that could be selected as priorities.
- Respondents identified housing affordability and protecting natural spaces and wildlife as the two highest priorities for planning for the next thirty years.
- The majority of respondents identified Market Housing as their preferred housing type but noted the need for affordable housing for this to be viable.
- Respondents strongly supported environmental protection in coastal areas and expressed concern over the impacts of climate change, with loss of electricity and extreme weather events being the highest ranked concerns associated with climate change.
- Respondents were fairly evenly split amongst all the features identified for consideration when designing suburban communities. The three most highly ranked were creating welcoming open spaces, prioritizing pedestrians, and using sustainable site and building design.
- The two highest ranking features identified by Respondents when thinking about the future rural communities were a desire for living in a village-like or town-like community where housing, shops and services are clustered and easy to access, and having access to high-speed internet at home.
- Respondents strongly expressed a need for enhanced transit and active transportation connections, but there was low interest in locating high-rise, mixed use buildings along the Bus Rapid Transit Network.
- Respondents identified their preferred method for participation in community decision-making was online surveys but there was also interest in community, virtual, and public open houses led by HRM staff.

ONLINE COMMENT FORUM

An open comment forum was hosted on Shape Your City using the Story Telling tool from June 14, 2021 to July 16, 2021. This tool provided another option for registered Shape Your City users to provide comments regarding the Themes & Directions Report. A total of seven comments were received from five contributors and they are included as Appendix C.

CORRESPONDENCE

Since the release of the Themes & Directions Report on May 20, 2021, over 200 pieces of correspondence have been received. This includes emails sent to the project email (regionalplan@halifax.ca), emails and inquiries sent to HRM staff and the Clerks Office, and phone calls with the Regional Plan Review Team. A complete inventory of the correspondence is included as Appendix D and any attachments are included as Appendix E.

In addition to comments and feedback regarding the Themes & Directions Report, about 40 requests to consider Regional Plan amendments for individual properties were received, including:

- Requests to initiate secondary planning of future serviced communities (Sandy Lake, Highway 102 West Corridor, Morris Lake);
- Requests to amend the Urban Reserve designation to allow development sooner than expected by current Regional Plan policy;
- Requests for adjustments to the Urban Service Area and/or Water Service Area to allow for serviced development on various properties;
- Requests for amendments in urban and rural locations to enable greater development density than current policy allows; and

- Requests to amend policy and regulations on industrial lands.

A summary of these requests is provided in Attachment C of the December 2021 Council Report Package.

BOARD & COMMITTEE MEETINGS

Staff presented the Themes & Directions Report to various Standing Committees of Council, Advisory Boards and Committees, based on their Terms of Reference, and answered questions from their members (see Table 1 below). This was done in an effort to gather comments from the diverse stakeholders that sit on Regional Council's various boards and committees at an early phase of the Regional Plan Review.

The Regional Plan Review Team collected minutes and notes from these meetings and invited the Boards and Committees to submit any additional comments in writing.

STAKEHOLDER MEETINGS

Stakeholder outreach has taken place throughout the Regional Plan Review and helped to shape the Themes & Directions report. This has included more than 25 meetings with the development community, community groups, expert stakeholders and other government organizations.

The Regional Plan Review team is continuing to hold stakeholder meetings with any residents or community groups who have requested them to discuss comments or concerns related to the Themes & Directions report.

Table 1: Presentations to Board and Committees

BOARD/COMMITTEE	DATE OF PRESENTATION
Community Planning & Economic Development Standing Committee	May 20
Environment & Sustainability Standing Committee	June 3
Women's Advisory Committee	June 3
Regional Council – Committee of the Whole	June 8
Regional Watersheds Advisory Board	June 10
Active Transportation Advisory Committee	June 17
Halifax Peninsula Planning Advisory Committee	June 21
Transportation Standing Committee	June 24
North West Planning Advisory Committee	July 7
Executive Standing Committee	July 12
Youth Advisory Committee	July 15
Accessibility Advisory Committee	July 19
Heritage Advisory Committee	July 28

PRIORITY PLAN ENGAGEMENT

One of the main goals of the Regional Plan Review is to implement the recommendations of the various priority plans completed since the adoption of the 2014 Regional Plan. The priority plans each included their own robust engagement programs, and feedback received as part of the Regional Plan Review engagement has included strong support for the implementation those plans. These engagement programs included:

- Integrated Mobility Plan
  - Three rounds of engagement, 16 public workshops and six public open houses
  - 2000 responses to three online surveys
  - Phase 1 – 130 people at workshops, 176 people at pop-ups
  - Phase 2 – 71 people at workshops
  - Phase 3 – 165 people at workshops
- Rapid Transit Strategy
  - The pop-ups reached 939 people
  - The survey received 6,125 responses
  - 40 participants participated in stakeholder workshops
- Halifax Green Network Plan
  - Phase 1 – 560 people, 9000 comments/ideas
  - Phase 2 – 1715 comments
  - Phase 3 – 6 public open house meetings held
- HalifACT
  - 5 workshops, 35 pop-ups, 25 presentations to conferences/stakeholder groups/university classes
  - 2800+ website visits
  - 1,300 survey responses

HOW WE GOT THE WORD OUT

The success of any public engagement is largely based on generating awareness of the project amongst residents and stakeholders. Given that the Regional Plan provides policy for the entire municipality, a wide variety of advertising tools were needed to reach HRM's residents. Advertising included:

- Social Media Posts and Advertising, including:
  - Facebook
  - Twitter
  - Instagram
- Newspaper Advertising, including:
  - Chronicle Herald
  - Eastern Shore Cooperator
  - Cobequid Wire
  - Cole Harbour Wire
  - Coastal Wire
- Online Advertising
- Public Service Announcement
- Newsletters sent to the Regional Plan Review Mailing List
- Newsletters sent to the Shape Your City Mailing List
- Newsletter sent to HRM's Office of Diversity & Inclusion to distribute amongst their networks
- Newsletter sent to HRM Community Developers to distribute amongst their local networks
- Memo sent to Regional Council
- Posts on the HRM Digital Screen Network

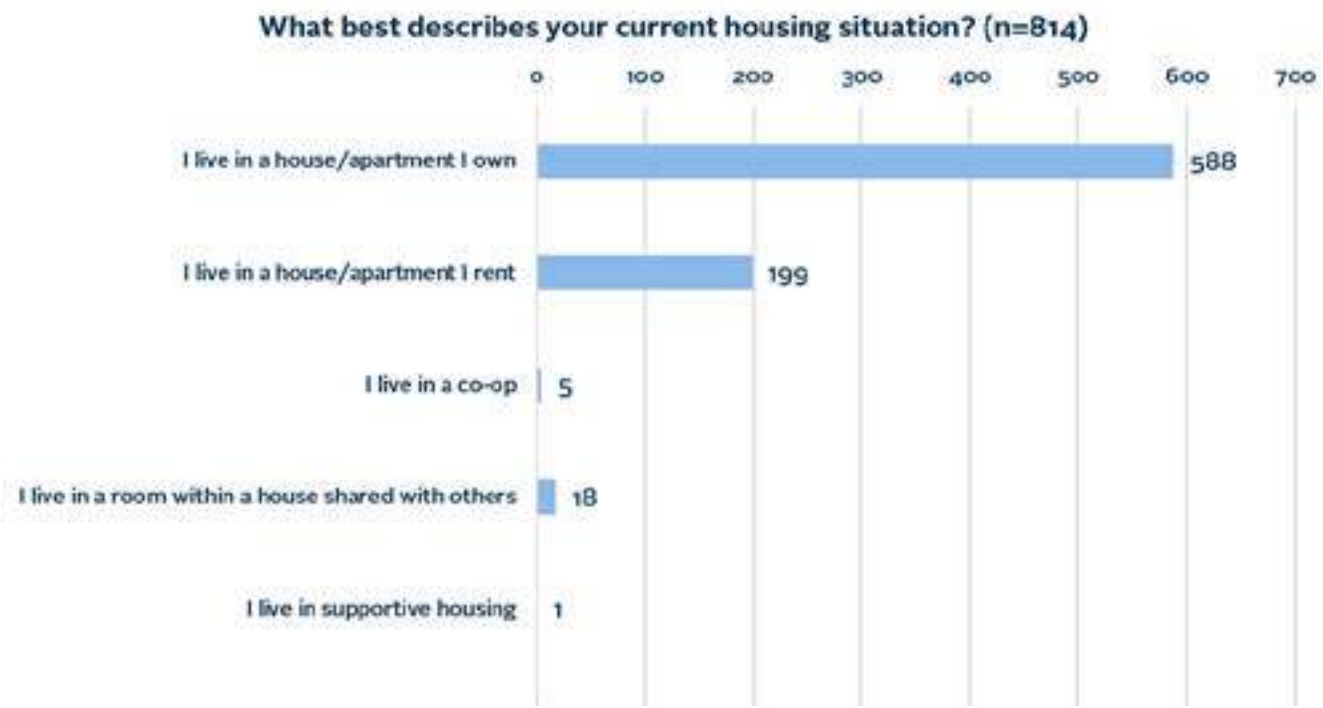
WHO PARTICIPATED

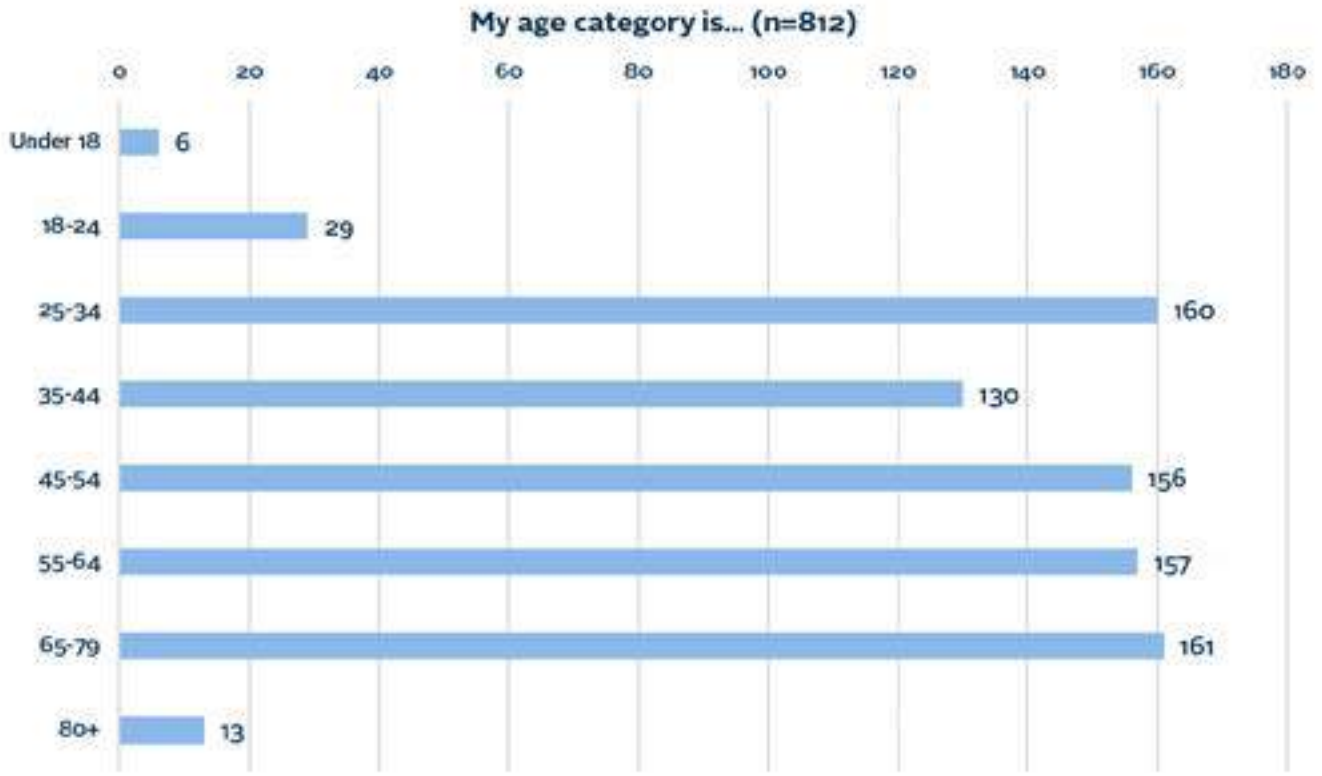
Table 2: Number of Participants

TYPE OF ENGAGEMENT	NUMBER OF EVENTS / PLATFORMS	PARTICIPANTS / VIDEO VIEWS
Shape Your City Page (Regional Plan Update Page)	1	2,908 Participants visited the webpage at least once 362 Participants downloaded documents
Virtual Q&A Live Events	6	Social Policy – at least 4 attendees Housing – at least 14 attendees Climate Change – at least 9 attendees Environment – at least 7 attendees Mobility – at least 6 attendees Long Range Planning – at least 4 attendees
Virtual Q&A Youtube Videos	6	Social Policy – 74 Views Housing – 75 Views Climate Change – 48 Views Environment – 62 Views Mobility – 37 Views Long-Range Planning - 43 Views (View Counts as of August 13)
Online Survey	1	831 Responses
Online Comment Forum	1	7 Responses from 5 contributors
Correspondence	N/A	Over 240 pieces of correspondence
Board and Committee Meetings	13	N/A

Respondents to the online survey were asked to provide basic demographic information about themselves. While the survey relied on self-selected respondents and was not designed to be statistically representative, this information can provide a basic insight into who participated in engagement using this tool:

- In terms of geography, survey respondents were fairly representative of the municipality's population with 40.9% of respondents identifying as living in a Suburban area and 19.8% of respondents identifying as living in a Rural area.
- The majority of respondents indicated that they owned their dwelling (72.2%). Other responses included:
  - 24.4% live in a house or apartment that they rent
  - 2.2% live a room in a house shared with others
  - 0.6% live in a co-op
  - 0.4% did not have access to permanent housing
  - 0.1% live in supportive housing
- The survey had fairly even response rates for age groups between 25 and 79. Responses by age group were as follows:
  - 0.7% under 18
  - 3.6% 18 to 24
  - 19.7% 25 to 34
  - 16% 35 to 44
  - 19.2% 45 to 54
  - 19.3% 55 to 64
  - 19.8% 65 to 79
  - 1.6% 80 and older




My age category is... (n=812)
0
20
40
60
80
100
120
140
160
180
Under 18
6
18-24
29
25-34
160
35-44
130
45-54
156
55-64
157
65-79
161
80+
13

WHAT WE HEARD

A summary of the feedback received from all sources is included in Appendix G with initial comments from staff on how the feedback will be used as the Regional Plan Review moves forward. Common messages received are discussed below, based on each of the themes in the Themes & Directions Report.



CONSIDERING THE REGIONAL SCALE FIRST

There was general acknowledgement throughout the engagement that the population in HRM is growing rapidly and, as a result, housing availability and affordability have become major concerns. While population growth was largely viewed positively, there were differing opinions on where the resulting development growth should take place.

Through correspondence, stakeholder meetings and survey responses there was support for directing new development into existing urban and suburban communities in order to protect undeveloped greenspaces and avoid costs associated with expanding services. However, there was also opposition to increasing density in the suburban area, in favour of stable, low density neighbourhoods. Through correspondence, community groups noted the need for clear and measurable criteria for why growth centres outside of the existing Urban Service Area have been selected, in order to better demonstrate that they have been studied and selected appropriately.

Through correspondence and stakeholder meetings, a coordinated group of community organizations and residents strongly requested that secondary planning for the Future Serviced Communities located near Sandy Lake Regional Park and Blue Mountain Birch Cove Lakes Area be prevented or delayed until the next Regional Plan Review. This request asked for additional studies to be completed to ensure that the health of the nearby wilderness parks would not be impacted by development.

There was general support for using the priorities plans to guide decision-making at the regional scale. This included using the Halifax Green Network Plan to lead development decisions and adopting the growth targets identified by the Integrated Mobility Plan as the basis for the Regional Plan.

There was general support for reviewing and updating the current Growth Centres and Urban Reserve lands identified by the Regional Plan to better reflect the actual intent for these areas and any changes that may have taken place in recent years. In particular, residents and Councillors from the rural area identified the need for careful consideration of rural communities, how their boundaries are defined, and what their goals and needs are.



BUILDING HEALTHIER & MORE COMPLETE COMMUNITIES

Through all engagement tools, residents strongly supported planning for complete communities. In the survey, when asked to identify the most important 'building blocks' for complete communities, many participants stated that all of the options identified were important and could not be ranked. Through correspondence, participants suggested that building blocks for complete communities should be clearly defined and measurable to better set expectations for residents. It was also suggested that a community's vision and needs for becoming a 'complete community' may vary, particularly in rural areas, so engagement with communities should be ongoing.

Regarding the Regional Centre, there was support for continuing to intensify development in this area and setting defined targets for density before enabling development outside the Urban Service Area. However, through correspondence, there were some also concerns around building heights, traffic congestion, and visibility for drivers related to increased development in urban communities around HRM.

For the Suburban Area, there was also strong interest in intensifying development in existing neighbourhoods before considering extensions to the Urban Service Area. However, there was vocal support for maintaining existing low density residential neighbourhoods. The need to establish complete and connected communities was noted as being particularly important in suburban communities to help reduce car dependency and improve access to services. There was general agreement that a defined framework to guide decision-making for planning applications in suburban areas is required until such time as the Suburban Plan is completed.

In the Rural Area, there were concerns regarding how different types of rural centres are being planned for across the region and the services required to better achieve these goals.



RECONSIDERING EMPLOYMENT AND INDUSTRIAL LANDS

There was minimal feedback received regarding planning for employment and industrial lands. As part of planning for complete communities there was interest in enhancing the inclusion of small-scale commercial uses in suburban and rural communities. A request was also received to review the scale of commercial uses permitted in rural centres for communities that have experienced significant population growth.



TRANSFORMING HOW WE MOVE IN OUR REGION

Public feedback supported the continued implementation of the Integrated Mobility Plan (IMP). There was strong support for investing in 'complete streets', including enhancing infrastructure for pedestrians and other modes of active transportation to make these options safer and more viable. In addition, correspondence and stakeholder meetings provided strong support for the IMP direction to plan for higher density development along the Bus Rapid Transit Network. However, survey respondents indicated less support for this approach. There was a desire for policies that would result in safer, more inclusive, and accessible transportation options for diverse groups.

There was considerable feedback provided through correspondence and stakeholder meetings around transit service in HRM. Participants identified the need for a long-term vision for transit service across the municipality. Concerns were raised about the lack of access to transit in newly built suburban communities and other areas where growth is taking place. In addition, through correspondence, requests were submitted to extend transit routes to specific areas, including Lawrencetown/Five Fathom Harbour, Beaver Bank, Herring Cove Lookoff and North End Halifax. However, there was also support from a community organization for maintaining the current Urban Transit Service Boundary.

In rural areas, there is interest in studying the use of ATVs on public roads. The survey results indicated that the two highest ranking preferred modes of transportation in the rural area included driving alone in private vehicles and active transportation (walking, cycling or using a mobility device).



SOCIAL PLANNING FOR COMMUNITY WELL-BEING

Through meetings with stakeholders and Committees there was general support for beginning to undertake social planning in HRM. Work suggested as part of this initiative included establishing an equity lens and gender lens when developing policy and making decisions, as well as considering the role of systematic racism, Treaty Rights and reconciliation efforts, and impacts on 2SLGBTQ+ individuals during planning processes in order to reduce inequalities and support underrepresented groups.

One of the most common concerns identified by residents was the need for additional affordable housing options and to address homelessness. Survey responses indicated that market ownership was generally the preferred housing type, but respondents identified the need for more affordable housing and smaller housing units to achieve this. Through meetings with stakeholders and industry experts, it was identified that external factors like population growth, consumer demand, and the high cost of labour, materials and land all play a role

in housing affordability. It was identified that housing policy should be flexible to allow for unexpected changes and that long-term funding is required to help provide housing to the most vulnerable. Limited housing options in rural areas to age in place was also identified as an issue.

Through the survey and correspondence, residents expressed concern about food security in HRM. There was support for establishing resilient food systems as well as supporting a diversity of agricultural and food retail enterprises. Respondents expressed support for the work being done through JUSTFood.

Survey respondents identified that communications from the Municipality should use more clear, concise, and readable language. They expressed that there is a need to better inform residents about developments taking place in their communities and what opportunities exist to have their voices heard and listened to.



CELEBRATING CULTURE & HERITAGE

While there was not significant feedback provided on this topic, likely because of the ongoing Sharing Our Stories engagement, there was some interest from residents in preserving the heritage character of the region. In addition, requests were received to better protect and celebrate Mi'kmaq culture and heritage and provide stronger physical connections to Africville. Stakeholders also identified a need to clarify the role of the Municipality and Province in the protection of archaeological resources.



INTEGRATING COMMUNITY FACILITIES AND PARKS

There was significant interest and feedback across all engagement tools regarding public parks, with a particular focus on wilderness parks.

A strong, mobilized group of community organizations and residents voiced their desire to protect and expand wilderness parks in HRM, including Sandy Lake Regional Park, Blue Mountain Birch Cove Lakes Area and Purcell's Cove Backlands. Requests included preventing or postponing secondary planning and development in areas around wilderness parks, undertaking formal park planning for each area, requesting better policy tools for regulating development on private lands, establishing an open and collaborative approach for the acquisition of park lands, developing stewardship programs for wilderness parks and completing additional independent ecological and floodplain studies.

In addition to developing a cohesive approach to the acquisition, protection and maintenance of wilderness parks, submissions also strongly recommended that a region-wide parks strategy be developed. This regional parks strategy would detail the function, purpose, and timelines for park development and management across the municipality. This approach was supported by requests to adopt the Parks Spectrum identified by the Halifax Green Network Plan into policy and develop Level of Service Standards for parks in HRM. It was also recommended that access to parks be evaluated using an equity lens to consider historical lack of access to parks for underrepresented groups.



ENHANCING ENVIRONMENTAL PROTECTION

In addition to advocating for the protection of wilderness parks for recreation purposes, the group of community organizations and residents identified the importance of these areas for environmental health. They identified the important role that these areas play in the protection of wildlife corridors, mitigation of climate change impacts, and maintenance of biodiversity.

There was significant support across all engagement tools for the continued implementation of the Halifax Green Network Plan. Concerns related to environmental protection included a need to establish more standardized and ambitious environmental policies, work with the Province to better protect wetlands, develop an approach to the protection of wildlife corridors, establish appropriate stormwater management standards, monitor and protect water quality, maintain the urban forest, and better regulate development in coastal areas.



LEADING THROUGH ACTION ON CLIMATE

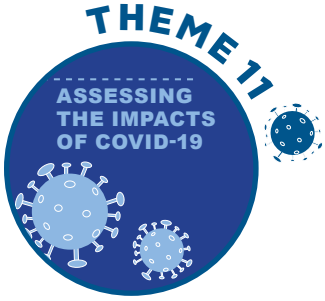
Through correspondence, stakeholder meetings and survey results, residents expressed strong concern about the impacts of climate change and the need to act. Residents noted the important environmental, health, and social impacts of climate change.

There was strong support throughout the engagement for the implementation of HalifACT and working towards more aggressive net-zero targets and mitigation strategies. It was suggested that community-based programs should be established and expanded to help support climate change initiatives.



IMAGINING HRM INTO 2050 AND BEYOND

Survey responses identified housing affordability and protecting natural places and wildlife as the two biggest priorities for planning over the next 30 years. Respondents also expressed concern about the effects of development on watercourses, watersheds, and natural areas.



ASSESSING THE IMPACTS OF COVID-19

Survey respondents noted that the pandemic has demonstrated the importance of outdoor amenity space and access to nature. Several pieces of correspondence noted that wilderness parks are becoming stressed due to increased use during the pandemic and identified a need for enhanced park stewardship. Residents and stakeholders also identified that the pandemic may have impacted immigration and housing preferences and requested that this be considered when planning for the future. Continued economic relief for those most impacted by the pandemic was also requested.

SUMMARY AND NEXT STEPS

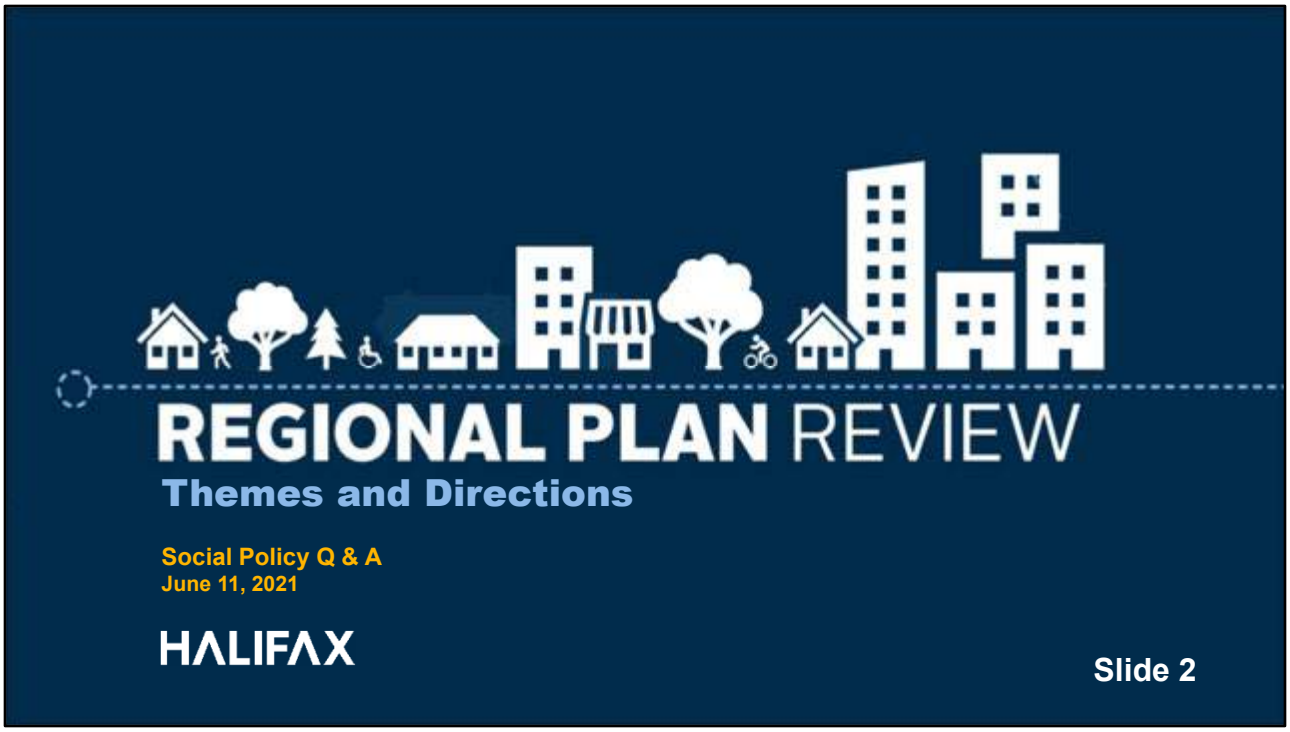
Public engagement is a key component of the planning process for the Regional Plan Review. The objective of the Themes & Directions phase of engagement was to provide for a fair, inclusive, and transparent process that builds on the engagement from previous functional plans to influence the proposed scope of the Regional Plan Review, as well as potential planning policies and regulations. The feedback received will be used to inform the Regional Plan Review process moving forward.

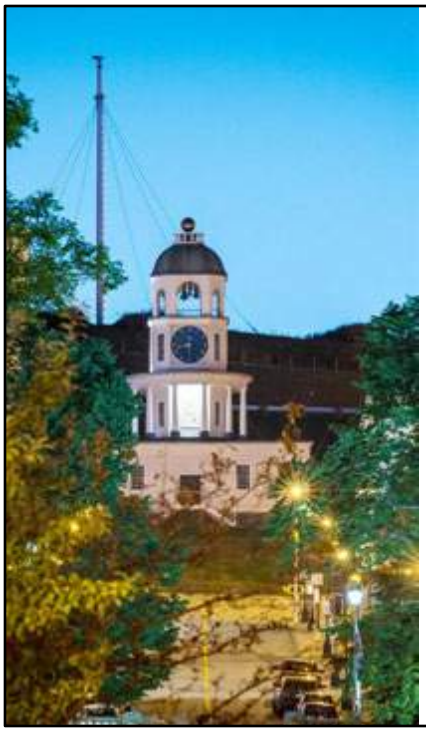
Given the varied stakeholders and resident groups potentially impacted, and the challenges posed by the ongoing COVID-19 pandemic which prevented most in-person engagement from taking place, the engagement program relied on a variety of tools to share information and receive feedback on the Themes and Directions Report which will inform the development of proposed policies. The greater reliance on online engagement and surveys was supplemented by virtual stakeholder meetings, virtual Q&A events, email submissions, and personal calls. While a departure from a typical engagement process, the virtual process in some cases removed barriers and provided new opportunities for engagement. The feedback received was extensive and will inform changes in both policies and regulations.

The next phase of engagement for the Regional Plan Review is anticipated to take place in Winter-Spring 2022, following the release of the first draft of amendments to the Regional Plan. The goal of this phase of engagement will be to provide an overview of the draft document, highlighting the proposed major changes, and receive feedback. Detailed scheduling for the next phase of engagement will be released when available.

APPENDIX A

VIRTUAL Q&A SESSION TRANSCRIPTS


REGIONAL PLAN REVIEW
Themes and Directions
Social Policy Q & A
June 11, 2021
HALIFAX
Slide 2



WHY ARE WE HERE TODAY?

We are reviewing the Regional Plan.

We are here to provide an **overview of the proposed Themes and Directions.** This is the first major deliverable of the Regional Plan Review. We are kicking off a month-long engagement period on this work, including webinars on 6 key themes.

Today's Webinar is for Social Policy:

- **Social Policy**
- Housing
- Climate
- Environment
- Mobility
- Long-Range Planning

3

We are here today because we are reviewing the Regional Plan, which means we are evaluating our land use policies and making sure they represent the direction Council would like to set. We are contemplating how the municipality is physically organized and growing.

We kicked off this phase of public engagement on May 20th at Community Planning and Economic Development Standing Committee – which is the primary advisory body for this work. Today's session is focused on social policy.

The Halifax Regional Municipal Planning Strategy (Regional Plan) is a strategic document built on a common vision and principles for the municipality to achieve balanced and sustainable growth.

Originally adopted in 2006, the Regional Plan provided the first comprehensive guide for future growth for the entire municipality following amalgamation. It outlines where, when, and how future growth and development should take place between now and 2031.

Now, just to step back and make sure everyone understands the Regional Plan – it is a strategic document – the first planning document adopted after amalgamation that provided a region-wide vision for land use.

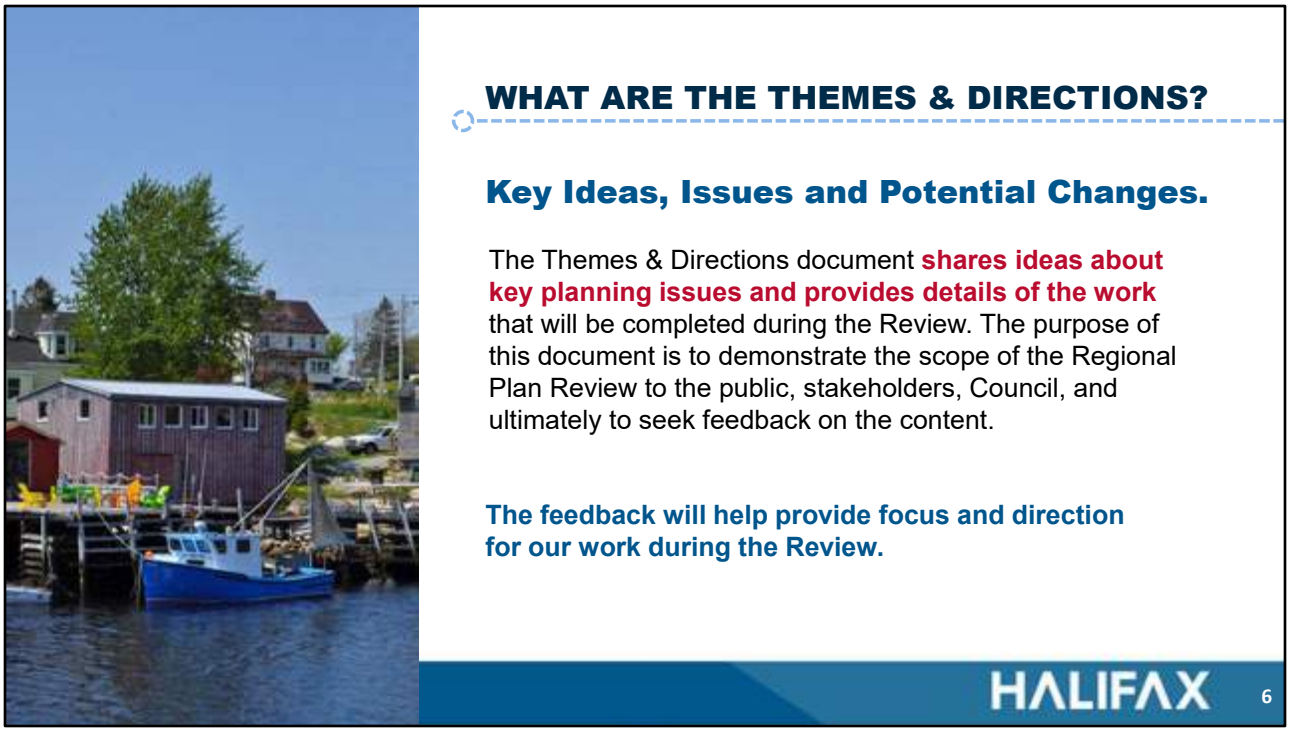
First adopted in 2006, it provided a comprehensive outline of how growth and development should take place until 2031.

REGIONAL PLAN TIMELINE



5

This presents the progression of the Regional Plan over the past 14 years. In 2006, we approved the original Regional Plan, and in 2014 we conducted our first review – you might recognize the name RP+5, which was the brand for that review. You can see we are aiming to complete this review in 2022.



The Themes and Directions document outlines the key ideas and planning issues we will address in the Review. It is chance to step back and ask everyone – do we have this right? Are we headed in the right direction? The feedback we receive will help to provide focus and direction for our work during the Review.

CENTRAL QUESTION
Regional-Scale

How do we locate housing and employment in smart (strategic) locations, so that growth can happen easily, and in a way that furthers the municipality's most important goals?

There are also a few key questions we are trying to answer through the review. The first is: How do we locate housing and employment in smart (strategic) locations, so that growth can happen easily, and in a way that furthers the municipality's most important goals?



REGIONAL-SCALE QUESTIONS

How Are We Growing?

What is the projected demand for housing and employment will be over the horizon of the plan and into the future?

Where Should We Grow?

Where are the best places to locate residential and employment growth? Considerations include:

- The current land use framework and development pattern;
- The existing and future location of services and infrastructure;
- The areas we want to preserve, protect, or treat with special attention; and
- Our aspirations for a sustainable future.

8

We can break this down into two key questions –

First, how are we growing?

We need to evaluate the projected demand for housing and employment today and into the future. To do this, we are relying on two key pieces of information – our housing and population analysis, and our industrial and employment land analysis.

The second question we ask, is <u>where</u> should we grow?

Once we know how much we are going to grow, we begin to assess where new housing and jobs can be accommodated. It isn't only about where there are pieces of land that can be developed, but where that land is located, as it relates to the location of services and infrastructure. We think about how and where we can infill, or where we should expand the city into greenfield areas – this is done with careful consideration as to how development can be serviced with water, sewer, transit, recreation – and studying how we should be preserving or protecting important pieces of ecological or cultural land. And as Regional Council has identified aspirations for a sustainable future, such as the Integrated Mobility Plan's mode share targets and the emissions reduction targets in HalifACT, we can update our modelling and assess how different land use growth scenarios might interact with these long-term objectives.

11 THEMES



The Themes and Directions document includes 11 Themes. They are all highlighted on the slide, and an overview of each theme is available to you on our website – shapeyourcityhalifax.ca/region-plan.

Today we are focusing on theme 5…

Theme 5
Social Planning for Community Well-Being

….Which is called Social Planning for Community Well-Being.

In recent years, the Municipality has begun to clarify its role in directly and indirectly supporting initiatives related to affordable housing, and community health and well-being. The Municipality does not and should not work on social planning alone. HRM works with other levels of government, arms-length organizations, non-profit organizations, and community groups on initiatives that advance diversity and inclusion, equitable and meaningful representation, and meeting the basic needs of those who call HRM home. Examples of well-established partnerships that are working toward social initiatives are the Housing and Homelessness Partnership, and the Halifax Food Policy Alliance.



Social Policy

In April 2020, HRM adopted a Social Policy Administrative Order with goals to “strengthen community health and wellbeing, enhance equity and inclusion, and build on social assets and community capacity”.

The Regional Plan will:

- **Align with the work of the Social Policy Committee to define the Municipality’s role in social planning and inventory the Municipality’s existing initiatives to better use existing resources and identify gaps.**

11

In April 2020, HRM adopted a Social Policy Administrative Order with goals to “strengthen community health and wellbeing, enhance equity and inclusion, and build on social assets and community capacity”. This administrative order also set up a Social Policy Committee – which is made of people across HRM. Social planning takes place across municipal departments in many ways - through recreation programming, community grants, community development, land use planning, diversity and inclusion training, youth services, climate change planning, parks planning, and public transit and active transportation planning. The Social Policy committee is analyzing how we work in the community, and how we use a social lens. As this work advances, we will include it in the Regional Plan.



Social Policy

The Regional Plan will:

- **Identify neighbourhoods facing inequities or communities that have been historically underserved and underrepresented and coordinate across departments to address vulnerabilities and build upon neighbourhood capacity.**
- **Study the possible use of tools that could support capacity building, such as community benefit action planning, community trusts or community-led planning or projects.**
- **Provide continued support for the development of partnerships to provide a range of community infrastructure and services for residents towards complete communities.**

12

Currently, the Regional Plan identifies and prioritizes areas where we expect to see significant growth in new housing and jobs. Some existing neighbourhoods may not have been identified as growth areas or for new infrastructure like transit or central services. Or some neighbourhoods may be feeling the pressure of gentrification, resulting from lots of new infill development. These situations can exacerbate inequities and create heightened sensitivity to the impacts of development. This includes a lack of access to safe, adequate and affordable housing, good food, and services and amenities as well as the ability to respond to climate change and disasters. We work directly with vulnerable communities and need to continue to build on this work to identify better tools that will strengthen neighbourhoods, while the city is growing and changing. Examples include community benefit action planning and community land trusts. Finally community-based partnerships are so important for our work, and we will continue to provide support for these.



Housing

The Municipality's role in supporting and encouraging affordable housing has increased steadily over the past several years.

The Regional Plan Review will:

- **Encourage a diversity of housing forms;**
- **Identify planning tools to ensure no loss of housing during redevelopment;**
- **Update the Housing Needs Assessment annually;**
- **Remove barriers to the development and retention of housing;**
- **Study possible tools to leverage surplus or available land; and**
- **Develop a region-wide density bonusing program.**

13

The Municipality's role in supporting and encouraging affordable housing has increased steadily over the past several years. We recognize that housing is a right.

Through involvement with the Housing and Homelessness Partnership and Anti-Poverty Solutions Strategy, HRM has developed relationships with non-profit housing organizations, for-profit developers and federal and provincial levels of government. Since the 2014 Regional Plan, HRM has worked on several initiatives including the 2015 Housing Needs Assessment, a forthcoming rental registration by-law, supporting municipal Housing First projects and directing the Federal Rapid Housing Initiative funding. This slide lists the actions we will be focused on during the Regional Plan review – and if you have an interest in this topic, we'd also encourage you to come to our Housing session on Monday evening at 6:30pm.



Food Security

The Regional Plan Review will advance the commitment to design communities that promote food security by requiring consideration of access to food and impact on the food system in planning policies.

The Regional Plan will support the creation of JustFOOD and ensure alignment with its goals and recommendations by:

- **Directing the use of JustFOOD tools and resources to better understand community vulnerability to food insecurity and the local food landscape when updating or creating planning policies.**
- **Removing barriers and creating incentives for food uses such as urban agriculture, agricultural operations, food outlets, etc. and reducing the impact of non-agricultural uses on viable agricultural land.**

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It is estimated that between 1 in 5 and 1 in 7 households in HRM experience food insecurity. HRM has consistently ranked in the top 3 Canadian Census Metropolitan Areas with the highest rates of household food insecurity. With the rising cost of food continuing to outpace income and the challenges posed by COVID-19, these rates could worsen. The Municipality has recognized that it has an important role to play in promoting community food security.

In 2020, the Municipality partnered with the Halifax Food Policy Alliance to develop the JustFOOD Action Plan. JustFOOD is centred on food justice and working together towards a region where no one is hungry, where food and people are celebrated, and our local food system is prosperous and sustainable.

The Regional Plan Review will advance our commitment to design communities that promote food security by requiring consideration of access to food and impact on the food system in new and updated planning policies.



Inclusivity and Public Participation

Creating equitable complete communities requires an understanding of the lived experiences of the diverse residents that call HRM home. The Municipality must continue to develop an understanding of the effects of existing policies that disproportionately affect historically underserved and underrepresented groups.

The Regional Plan Review will:

- **Engage the Diversity and Inclusion Office as a resource during planning projects; and**
- **Review engagement policies through the upcoming Public Engagement Guidebook.**

15

Creating equitable complete communities requires an understanding of the lived experiences of the diverse residents that call HRM home. The Municipality must continue to develop an understanding of the effects of existing policies that disproportionately affect historically underserved and underrepresented groups.

Public participation during planning projects provides an important opportunity for the Municipality to hear from residents. However, traditional engagement tools often only reach those who are already engaged or have the loudest voices and have left many others out of the conversation. Alone, these tools produce narrow representation in terms of demographics, perspectives and experiences.

Through our work, we are looking at ways to improve our engagement practices, and the Regional Plan review will make sure that the Plan supports these efforts.



Community Partnerships

HRM has several initiatives and commitments to better partner with, serve, and represent underrepresented groups. This includes the work of the 'Task Force on the Commemoration of Edward Cornwallis and the Recognition and Commemoration of Indigenous History'; and the approval of the 'African Nova Scotian Road to Economic Prosperity Action Plan'.

The Regional Plan Review will:

- **Ensure the Regional Plan is aligned with the 94 Calls to Action, recommendations from the Task Force on the Commemoration of Edward Cornwallis and the Recognition and Commemoration of Indigenous History, and the African Nova Scotian Road to Economic Prosperity.**

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Council has recently created two initiatives to partner with the Mi'kmaw and the African Nova Scotian Communities, to begin to address some of the most important issues identified by these communities.

There are number of actions contained in these documents that Planning & Development will need to act on quickly.

The Cornwallis Task Force report resulted in a numbers actions – including, this week renaming the park to Peace and Friendship Park, and we also started the process to rename Cornwallis Street. More generally, the report gave us direction for recognizing and commemorating the indigenous history in the lands now known as Halifax Regional Municipality.

The African Nova Scotian Road to Economic Prosperity Action Plan directed us to consider opportunities for Community Benefits Agreements, review policies and regulations that may have disproportionately negative impacts in African Nova Scotian communities, support for the Akoma master plan, review of community boundaries and commemorations, remediation of contaminated sites in African Nova Scotian communities, and infrastructure funding for those communities.

We are continuing to work with our partners in Diversity and Inclusion in responding to the calls for action contained in these documents.



Accessibility

The Nova Scotia Accessibility Act explains the barriers residents face, including that: persons with disabilities disproportionately live-in conditions of poverty; there is diversity among persons with disabilities; persons with disabilities continue to face attitudinal and environmental barriers that prevent them from achieving their full and equal participation in society; and persons with disabilities who are subject to multiple forms of discrimination face additional barriers. Achieving accessibility will improve the independence and well-being of persons with disabilities.

The Regional Plan Review will:

- **Review and update planning documents that bring HRM closer to the goal of being a city for people of all abilities, ages, and backgrounds; and**
- **Include the Accessibility Advisory Committee and Diversity & Inclusion Office in the review of the upcoming engagement tool.**

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The Nova Scotia Accessibility Act explains the barriers residents face, including:
that persons with disabilities disproportionately live in conditions of poverty; there is diversity among persons with disabilities; persons with disabilities continue to face attitudinal and environmental barriers that prevent them from achieving their full and equal participation in society; and persons with disabilities are subject to multiple forms of discrimination and face additional barriers. Achieving accessibility will improve the independence and well-being of persons with disabilities.
Through the Regional Plan Review we will be reviewing our planning documents to make sure that they are aligned with the goal of bringing HRM closer to being a city for people of all abilities, ages, and backgrounds

To learn more, ask questions, join the project's mailing list and make your voice heard:

Visit: www.shapeyourcityhalifax.ca/regional-plan
Email: regionalplan@halifax.ca
Phone: 902.233.2501

Stay updated on other events and engagement opportunities by following the Halifax Regional Municipality on social media and Shape Your City.

HALIFAX

Thank You For Your Participation!

Regional Planning


regionalplan@halifax.ca


902-233-2501

Shape Your City: **www.shapeyourcityhalifax.ca/regional-plan**

Public feedback will be collected until July 16

Slide 19

Regional Plan Review
Transcript - Social Policy Virtual Q&A (June 11, 2021)
This transcript has been edited for content and clarity.

QUESTION: What work has the municipality been doing around access to food? Can you talk more about the food action plan?

Leticia Smillie, Planner III, Regional Planning
Earlier in 2019, Regional Council approved and formalized our relationship with the Halifax food Policy Alliance, a collaboration of local organizations and individual
working across the food system, working towards increasing food security and strengthening access to food. As part of that motion in 2019, we agreed to work together to co-lead the development of an action plan for the region, the birth of JustFood. At this point we're in the early stages of the work. We've been working and building on the Halifax Food Charter, which was designed through community engagement in 2018, and lays out a number of principles for JustFood. And we've been trying to advance that to identify some goals for our local food system, and then working towards action. The intention for JustFood is for it to be an action plan that has strategic actions and then dedicates the resources such as policies, funding, programs, partnerships, and performance measurement to make sure that those actions become reality and we see positive change in our local food system.
We've been having a series of workshops. We just had our first workshop in March with people who are working in support of food, to learn more about each other and the amazing work that's already happening, which Just Food will build on, and then starting to work collaboratively together towards the actions and the things that we want JustFOOD to achieve.

We're having another workshop, #2, which is open to anybody who is interested in participating, and that's happening next Thursday and Friday, June 17 and 18. There is information on this at https://www.shapeyourcityhalifax.ca/foodaction . It is open to everybody, and we're identifying what people want JustFOOD to achieve and then providing a space for us to work collaboratively towards what's needed to actually make this a reality.
We'll continue doing engagement over the summer and into the fall, so there are lots of opportunities for people to participate, in the ways in which they would like to participate. . We're then looking at later this year or early

next year to have a draft plan, and more engagement as we figure out what is needed to make the actions a reality.
JustFOOD is about is about collective impact, recognizing that while the municipality certainly has lots of roles and things that we need to be committing to and carrying forward, we also need to bring together others to help us, and to take on commitments on their own, working together to make positive change in our local food system.

QUESTION: What is the role that the province plays in affordable versus the role that the municipality plays? How is the municipality is considering the recent Nova Scotia Affordable Housing Commission report in its work?

Jill MacLellan, Planner III, Regional Planning:
It was really exciting to see the Affordable Housing Commission report come out and suggest a lot of the initiatives that we've been exploring as well. That includes looking at community land trusts, supporting shared housing, which is a form of group housing or people living under different leases. The Commission report also spoke to a need to have a housing needs assessment and a housing strategy, which are all initiatives HRM has been exploring as well. It was exciting to see all of the work [put into the report] and also the acknowledgement that [affordable housing] is something that municipalities need to play a role in as the Commission spoke to expanding the tools municipalities have to support affordable housing.

QUESTION: How is the Municipality looking at public engagement practices to consider diversity including a diversity of perspectives?

Mapfumo Chidzonga, Diversity and Inclusion Advisor to Regional Planning:
As you may know, our traditional engagement practices especially for planning, include public information meetings, maybe on-site signage; some planning policy projects also have unique engagement strategies that they employ. The issue is that oftentimes our engagement isn't right size, so it can be quite rigid, and sometimes lacks the transparency regarding the purpose of the process, and the scope of the decision that's being made. Sometimes we have a traditional engagement approaches that are set up to be confrontational and ultimately the participation, as mentioned in the presentation, tends to have a bias towards folks who are already

engaged, or whoever has a louder voice. Most recently we've been grappling with the reality that we have under-utilized a lot of the new technology that's out there and given our current situation with the pandemic, we are almost being forced to use more of the technology that's out there for online engagement.
So what our holistic approach to engagement is a renewed approach, one that seeks to make engagement more modern, not only using the traditional practices, but combining them with newer best practices which will help us to identify and remove barriers to participation. We're looking at engagement in which folks are not going to be excluded from the process, on the basis of, say, race, gender, or class. The idea is that all groups have access to the resources and the opportunities necessary to be able to fully participate. And then on the back end of this we would like that differences in project outcomes won't be predicted on the basis of say, race, class, gender, or ability, or other dimensions of identity. The insights from these often underrepresented groups in our process and underserved in our services, these groups, their insights, can and should be reflected in the project outcomes. So we'd like for the systemic barriers that they face, the inequities that they face to be addressed proactively. And also, we continue to acknowledge them in our reports and our recommendations as well in the projects that we do. We are currently in the process of developing a public engagement guidebook, which we hope will provide us with a more coordinated HRM-wide approach to our engagement to allow us to be more effective, to create accessible, barrier free engagement practices as well We continue to learn from the various groups that we serve, for better inclusion in our processes so we leverage their knowledge, their expertise and we recognize them as competent and capable agents who should be part of our process throughout and that's been made possible largely by the support of the Diversity and Inclusion Office / African Nova Scotian Affairs Integration Office, who have been helping us with their advice, their great in-depth knowledge of the community and on the most culturally appropriate approaches to engaging them fully.

QUESTION: Can you provide an update on the Social Policy Committee, and the work that they are doing right now?

Paul Johnston, Managing Director, Government Relations and External Affairs:

About a year ago, Council approved a social policy for HRM. There are three theme areas that were identified, and you can see them all reflected in the Regional Plan Review presentation today: housing and homelessness, food security, and connected communities.
As a result of that work, and the policy that Council passed, we put together a social policy team or committee within HRM. It's an internal committee, consisting of representatives from Business units throughout the municipality.
Social policy is an interesting area to work in because it's an area that the municipality doesn't necessarily have the “mandate”, but we certainly play a part in that area every day. When you think of those theme areas that I mentioned, primarily, the housing area in terms of the regional
Plan, and then a lot of the great work that Leticia has been doing on food security that she just mentioned in the earlier answer.
So that team has been together for slightly less than a year, and really the overall focus for the first while has been figuring out how to break down silos internally and figure out how collectively, as a municipality we can start to address and advance these areas. There's a lot of good work. The team has really gotten its legs underneath it. In the last few months, we're starting to embark now in a strategic planning process to figure out how we can push these theme areas forward at the municipal level over the next number of months and number of years.

Mary Chisholm, Senior Policy Advisor, Government Relations and External Affairs:
The social policy team has really helped to advance cross collaboration across municipality prior to having the social policy team. We didn't have an ability for people or for staff at HRM to get together to focus on issues that are cross cutting and really helped to problem-solve them. The social policy team was initiated shortly after the pandemic began so early on we focused on distributing funding we received through the Federation of Canadian Municipalities and we were able to use the social policy team to help figure out what projects we should be focusing on that align with the three focus areas. We were able to pick some really neat projects and was

one of our first deliverables as a team.
We've also throughout the past year invited external stakeholders in to present to the team, and we found the team to be a really good space for these presenters to come and kind of let us know what they're working on and how we as an organization can best support
Them. We will continue to do that going forward.
We're also focusing now on how we can be strategic as a team and help to align the work of this social policy with other initiatives that are currently underway, like this Regional Plan Review and how we can best support that.
The social policy team has added value so far and we're looking forward to where it can go next.

QUESTION: How has the municipality been working on the issue of short-term rentals (STRs) / AirBnBs?

Jill MacLellan, Planner III, Regional Planning:
Prior to the pandemic, HRM had prepared a report looking at [Short Term Rentals(STRs)]. We had completed a region wide survey to gauge or understand how residents were impacted by [STRs] and whether they were something they welcomed in their neighborhoods.
And we did hear about some of the benefits of [STRs] making it more flexible to travel, having new people in their neighborhood, which can sometimes be fun.

But there were a lot of concerns about how this impacted established neighborhoods. If your neighbor is changing on a weekly basis, the stress that can involve. Also, the impact STRs were having on the housing market was something that really became apparent as an issue.

I think people are well aware that our vacancy rate is quite low. So even though approximately 1% of units in our housing market have been lost to air BNBs, and while that number appears to be low, that does have a significant impact on our vacancy rate.

Through the analysis of the survey and research that we have done, Council did direct us to draft a regulatory by law, which is something that we're working on right now. We're hoping to have a public survey out in the upcoming months to gauge how people feel about the direction we're looking to pursue with this regulatory by law. Part of that project will be

updating our land use bylaws to include terminology around short term rentals because most of our bylaws, were written prior to the existence of short term rentals or the prevalence of short term rentals. We're looking to update our bylaws so we can deal with them as a land use.

QUESTION: How is the municipality thinking about urban agriculture at a local scale?

Leticia Smillie, Planner III, Regional Planning
Because of our geography and the fact the majority of our prime agricultural land was unfortunately developed in the 60-70s when our communities were growing quickly, , we only have a few pockets of prime soil, which we need to protect. We also have a lot of opportunity space for agriculture embedded right in our urban landscape.

For our local food system, urban agriculture is one of the most important things that we should be focusing on and this is an example of how the Regional Plan and Just Food could be working hand in hand.
For the Regional Plan, where it's about land use and land use regulations, there's an opportunity for us to make sure that we're removing the barriers to having urban agriculture and food uses all around us in our urban landscape. We could remove some of the barriers and also create opportunities for urban agriculture. Things like requiring edible landscaping as part of new developments, or making sure that zoning permits food outlets like grocery stores or healthy corner stores. Make sure that we provide opportunities, and reduce barriers through the Regional Plan. Through JustFOOD was can consider how to create incentives for those opportunities. Iit's not really enough just for us to create ability for people have food uses, we really want to look atwhat can we do to make it more attractive for more urban agriculture right in our landscape and normalize urban agriculture as part of our cities. There are lots of things that could be done in terms of incentives through JustFOOD. Funding, tax incentives, etc. there are different opportunities that are open to us through JustFOOD.

QUESTION: What are the best ways to engage with communities that are traditionally underrepresented?

Mapfumo Chidzonga, Diversity and Inclusion Advisor to Regional Planning:

I think we need to begin by asking the question why are we missing out on these communities? How are they being excluded? Exclusion can be on the basis of linguistic, cultural, economic, or accessibility, or age, or gender. It's not enough to say someone is missing from the table. We need to start anticipating and addressing the barriers. Why they're missing from the table. We need to understand how and why these persons are excluded and how we can work to foster a more inclusive and accessible engagement.

For example, within our public engagement guidebook, we built in tools that will prompt folks who are planning engagement to consider factors such as language, so which languages are being spoken, is translation available written and oral? Are we thinking critically about meeting locations? What's an accessible meeting location? Is it safe? Is it in a neutral meeting place? Often we have a tendency to invite folks into our spaces. Are we going out to communities enough? Is there a central location that we can find? Should we be considering multiple meetings at varying locations? Will participants be given enough time, ample time to participate? Are we working within budget constraints? So maybe we could think of more flexible budgets to allow for us to have a more accessible engagement. When we think about communication, do the communication methods that we use accommodate everyone are we providing the same screen readers for people with visual impairments? Do we need Braille or sign language? These types of services are available. They often require that we put in a lot of time and effort on the front end to make it possible, but they are out there.

We often don't consider the fact that some folks have responsibilities. They have dependents to care for – to what degree do we consider childcare as a barrier for participation though the structure of our meetings? Sometimes different meeting structures aren’t appropriate, so we could consider opening ourselves up to “community circle” approaches. They tend to foster more of the trust based conversations, trust building conversations, as well as getting into some of the stories. The stories that we miss out on. Stories are a key aspect of culturally appropriate engagement. Understanding that maybe our open houses or informational meetings aren’t the best way to get at some of the really detailed

experiences that we might be wishing to get from the feedback. Also, technical knowledge, that's one that's also becoming more prominent. A lot of folks have been in the past and continued to be excluded on the basis of their technical knowledge about,
say, the planning process or how bureaucracies operate. So we could do our part do better to educate in the same way that we're providing information.
We're also building capacity, so we need to build that into our processes as well so that we are not only just taking the feedback, it's not a transactional process, but also as a reciprocal one. So it's a give and take, and in that way we build relationship with communities.
These are some of the steps we can take to include groups that have been traditionally excluded if we recognize these barriers and we start to address them proactively, we can start to get at these groups and definitely have a more representative participation.
And obviously more reflective public service provision.

QUESTION: What is the Rapid Housing Initiative and how is the Municipality considering it?

Jill MacLellan, Planner III, Regional Planning:
The Rapid Housing Initiative was a Federal relief program where the Municipality was given 8.7 million dollars to develop a minimum of 28 affordable housing units. These are units that are directed towards those in need of deep affordability, those who are on either income assistance or who are homeless or at risk of being homeless.
The caveat of the funding is that the developments need to be completed within one year, which is a very tight timeline, and it could only be for developments that would bring new housing to the market. It had to be either constructing new housing, or converting non-market housing – for example converting a commercial building into a residential building - or rehabilitating uninhabitable buildings. If a building has been vacant for a certain amount of time and it would not meet minimum occupancy standards, the money could be used to rehabilitate that building as well. If it's new construction, it has to be modular - which speaks to the need for speed of the construction.
This funding was announced towards the end of October of 2020 and by the end of November, HRM was able to pull the team together to put out a call of submissions to nonprofits to see who could build this housing. Because HRM isn't a provider of housing ourselves, we had to partner with

a non-profit who could actually build and monitor the housing. Within that month we were able to put out a call for submissions and select three successful candidates.
One of the reasons for the success of moving this project so quickly was due to our relationships through the Housing and Homelessness Partnership through the relationships that we have with working with other groups on the Anti-Poverty Solutions Strategy. We already have a lot of those contacts so we were able to move fairly quickly with that.
The three developments that we were able to provide funding for include the Adsum House for Women and Children, they're building 25 units directed towards women and women with children. The Mi'kmaw Native Friendship Centre which is providing 10 bedrooms through shared housing and seven individual units directed towards the urban indigenous population and that will be part of a larger development that has a shelter component in programming.
As well, the North End Community Health Association is building 10 bedrooms as shared housing that will be directed towards the African Nova Scotian community and urban indigenous population.
We are currently working with those three groups to get the buildings developed. There's still
lots of work that needs to be done to get these buildings completed by the end of the year and occupied by March of 2022, but it has been a great experience so far and really looking forward to getting these 52 units on line.

QUESTION: Are there any examples of community land trusts or community benefit agreements?
Are there any successful examples?

Kate Greene, Regional Policy Program Manager:
Community Land Trusts are something new that the municipality has just started exploring. It's a different way that communities might be able to participate in land ownership, and then hold that land in common within community, build housing and hold that land in hands of community.
Over time, that that housing could be held for social purposes, then as it changes hands you can control the price of the housing so that people are able to continue to access that and continue live on that land.
It's a tool that we're exploring and seeing if it's a way of giving communities control of how they live in their community, especially to combat raising

prices around affordable housing.
The other thing we're looking at is how the municipality could play a role in being a resource to help NGOs trying to create that type of structure of housing. We're looking to examples across the country. There's examples in Vancouver where the municipality actually uses public land as an asset allows for NGOs or other groups to come and build housing on that land. You have multiple pieces of land and you can capitalize on that as an asset, and more quickly build housing at an affordable rate.
The other thing that is interesting that we've learned about is that municipalities in Vancouver other places actually retain expertise in housing that are able to help NGOs or community groups build housing, get involved in housing. One of the things that's been identified that NGOs are missing is expertise and how to go about building housing. Purchasing land is really challenging. Exploring ways the municipality can use in-house expertise and lend that out to NGOs as they need it and help people build social purpose housing. Those are some of the ways we're exploring new models or ownership. They can help with building more affordable housing in our communities.

Jill MacLellan, Planner III, Regional Planning:
One of the initiatives that HRM recently adopted was a new surplus category in our for our surplus lands. We have a category that's specific to affordable housing, so it's not a community land trust, but we are starting to get ourselves set up to be able to identify land that is appropriate for affordable housing, should we ever be in a position where we're able to establish a municipal community land trust, or be able to support a nonprofit community Land Trust. We're already starting to identify land that's appropriate for that use.

QUESTION: There's a bit of a complicated relationship between the Province and the Municipality and how both work on social housing. How has the Municipality been working with the Province to help us to the social policy work it's interested in?

Paul Johnston, Managing Director, Government Relations and External Affairs:
We can't advance a lot of our social policy priorities or initiatives alone. We need the Province to work in partnership with us. We need community partners working with us because these are broad issues, and so I guess in

terms of our work with the Province – to simplify it - it falls into two kinds of categories:
There's the area of partnership or relationship building, where there are a lot of initiatives that we can take as a municipality, but the Province has the mandate to do a lot of that work, so we need to work pretty closely with them. At the staff level we have built good relationships with Community Services, and Infrastructure and Housing staff and meet with them regularly. Sometimes it's just as simple as sharing information on a regular basis to understand what staff at the Province are up to, and trying to identify gaps or areas that we can work a little more closely together. That's the first piece.
Second piece is a bit more mechanical, and that's around legislative changes, infrastructure programming, that sort of thing. A lot of the tools or levers that the municipality wants to implement or enact, especially in the area of housing which is probably the best example – requires permission from the Province through legislation to do. We've had some pretty good success in the last couple of years in working with the Province to get a few of those legislative changes and there are several more that we're that we're still working on with them. It's a similar process where we work with staff in the provincial departments that are responsible, for example, for the municipal Charter is probably the best example which is governed by Municipal Affairs. We work with them to prioritize and identify what those legislative changes may be that we need in order to advance some of this work, and work with them to try to get those priority areas through the legislature and then hopefully have a successful outcome in terms of getting some of those specific areas we need to move, like the housing portfolio for instance.

QUESTION: Can you describe the Mobile Food Market and how it has been working?

Leticia Smillie, Planner III, Regional Planning
The Mobile Food Market has been in operation since 2016 and it brings healthy and affordable food to communities at a higher risk of food insecurity, with challenges to accessing food. From my perspective and I think I speak for the rest of the JustFOOD team on this - the Mobile Food Market is a great example of the kind of collaborative effort and the collective impact that's required to progress such a complicated issue as food security. The champions for the development of the Mobile Food

Market were the Ecology Action Center, Nova Scotia Health Authority and HRM, and we now have Metro Works acting as the host for the Mobile Food Market. We came together to support the service with in-kind contributions, like access to a Halifax Transit bus, facilities and expertise and leadership for the development of the Mobile Food Market. The Mobile Food Market is designed for communities to decide what type of market they need to serve their needs and their capacities such as the kinds of infrastructure they have on location. The Mobile Food Market works with these community teams, using local teams to help figure out what are the types of markets that they need and then matches the service like bulk delivery, on site markets, produce packs, etc. so they can have their own markets or do their own community food distribution. Or they come in and set up for market and have all the infrastructure there to have a mobile food market. There are all kinds of different relationships and different ways that the markets are rolling out in communities based on what communities are saying that they need.

It's about making sure that we recognize that communities are the experts in terms of what they need. When we're creating social policy it's really important to be working all together.

Another important partner in the Mobile Food Market, is the Province who's been a consistent funder and part of the decision making. It's an example of how we need to come together to progress these complex issues, and it's about figuring out what are the best pieces and the ways that your organization can progress things and then work with others in the ways in which they are best at moving things forward. It’s about putting aside the bureaucracy and the barriers that are often in place, for us to work together. Recognize that we need to get out of our own way and help communities.

To learn more about the Regional Plan Review or contact the Team:

Visit: www.shapeyourcityhalifax.ca/regional-plan
Email: regionalplan@halifax.ca
Phone: 902.233.2501

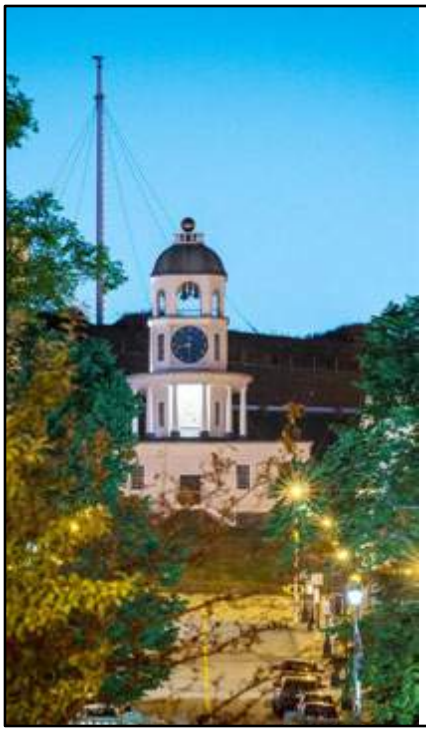


REGIONAL PLAN REVIEW

Themes and Directions

Housing Q & A
June 14, 2021

HALIFAX



WHY ARE WE HERE TODAY?

We are reviewing the Regional Plan.

We are here to provide an **overview of the proposed Themes and Directions.** This is the first major deliverable of the Regional Plan Review. We are kicking off a month-long engagement period on this work, including webinars on 6 key themes. Tonight's Webinar is for Housing:

- Social Planning
- **Housing**
- Climate
- Environment
- Mobility
- Long Range planning

3

We are here today because we are reviewing the Regional Plan, which means we are evaluating our land use policies and making sure they represent the direction Council would like to set. We are contemplating how the municipality is physically organized and growing.
We kicked off this phase of public engagement on May 20th at Community Planning and Economic Development Standing Committee – which is the primary advisory body for this work.
This evening's session is focused on Housing.

The Halifax Regional Municipal Planning Strategy (Regional Plan) is a strategic document built on a common vision and principles for the municipality to achieve balanced and sustainable growth.

Originally adopted in 2006, the Regional Plan provided the first comprehensive guide for future growth for the entire municipality following amalgamation. It outlines where, when, and how future growth and development should take place between now and 2031.

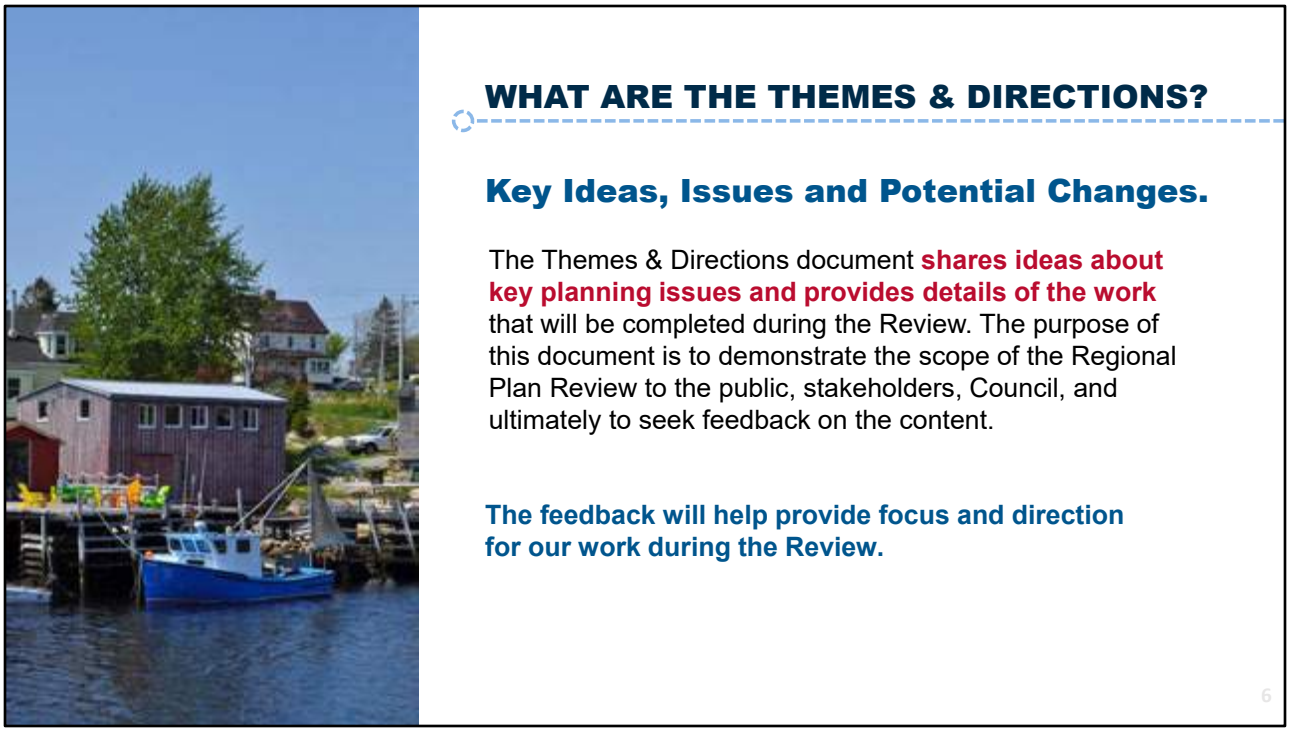
Now, just to step back and make sure everyone understands the Regional Plan – it is a strategic document – the first planning document adopted after amalgamation that provided a region-wide vision for land use. First adopted in 2006, it provided a comprehensive outline of how growth and development should take place until 2031.

REGIONAL PLAN TIMELINE



5

This presents the progression of the Regional Plan over the past 14 years. In 2006, we approved the original Regional Plan, and in 2014 we conducted our first review – you might recognize the name RP+5, which was the brand for that review. You can see we are aiming to complete this review in 2022.



The Themes and Directions document outlines the key ideas and planning issues we will address in the Review. It is chance to step back and ask everyone – do we have this right? Are we headed in the right direction? The feedback we receive will help to provide focus and direction for our work during the Review.



The Themes and Directions document includes 11 Themes. They are all highlighted on the slide, and an overview of each theme is available to you on our website – shapeyourcityhalifax.ca/region-plan. Today we will be focusing in on Theme 1 and 5. Theme 1 focuses on our role in enabling housing across the region, and theme 5 focuses in on our role in affordable housing.

MUNICIPAL ROLE IN HOUSING



Municipal role in housing in Nova Scotia has primarily been in regulating where housing can be built.

The Province has been responsible for providing shelters and social housing.

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The image shows the spectrum of housing – and different ways that people might be experiencing housing.

Reading from the left, you can see homeless people, emergency shelters, transitional housing, social housing, affordable rental housing, affordable home ownership, market rental housing, and market home ownership. Although housing is a complicated system, and there are interactions between all types of housing based on housing availability, income levels, market conditions, and strength in delivery of public housing.
This said, the municipal role in housing in Nova Scotia for the past 25 (since amalgamation) years has primarily been as a regulator. In our work in the Regional Plan, we assess how much our population is growing and how land should be brought into the servicing boundary, or how we should infill in existing areas, in order to create new housing. Although we don't build housing or control market prices, we have a role in ensuring the regulations are organized in such a way that housing can come online quickly to ensure the market can respond to population demand and need for housing.

While the Provincial Government has been responsible for providing shelters and social housing over this time, as shown on the left hand of spectrum, Affordable Housing has been an emerging area of responsibility for both the Municipal Government and the Provincial Government.
In our presentation today, we are going to focus first on how we organize housing throughout the municipality, and then in the later part of the presentation, we will speak to our role in affordable housing delivery.

CENTRAL QUESTION
Regional-Scale

How do we locate housing and employment in smart (strategic) locations, so that growth can happen easily, and in a way that furthers the municipality's most important goals?

There are also a few key questions we are trying to answer through the review. The first is: How do we locate housing and employment in smart (strategic) locations, so that growth can happen easily, and in a way that furthers the municipality's most important goals?



REGIONAL-SCALE QUESTIONS

How Are We Growing?

What is the projected demand for housing and employment will be over the horizon of the plan and into the future?

Where Should We Grow?

Where are the best places to locate residential and employment growth? Considerations include:

- The current land use framework and development pattern;
- The existing and future location of services and infrastructure;
- The areas we want to preserve, protect, or treat with special attention; and
- Our aspirations for a sustainable future.

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We can break this down into two key questions –

First, how are we growing?

We need to evaluate the projected demand for housing and employment today and into the future. To do this, we are relying on two key pieces of information – our housing and population analysis, and our industrial and employment land analysis.

The second question we ask, is where should we grow?

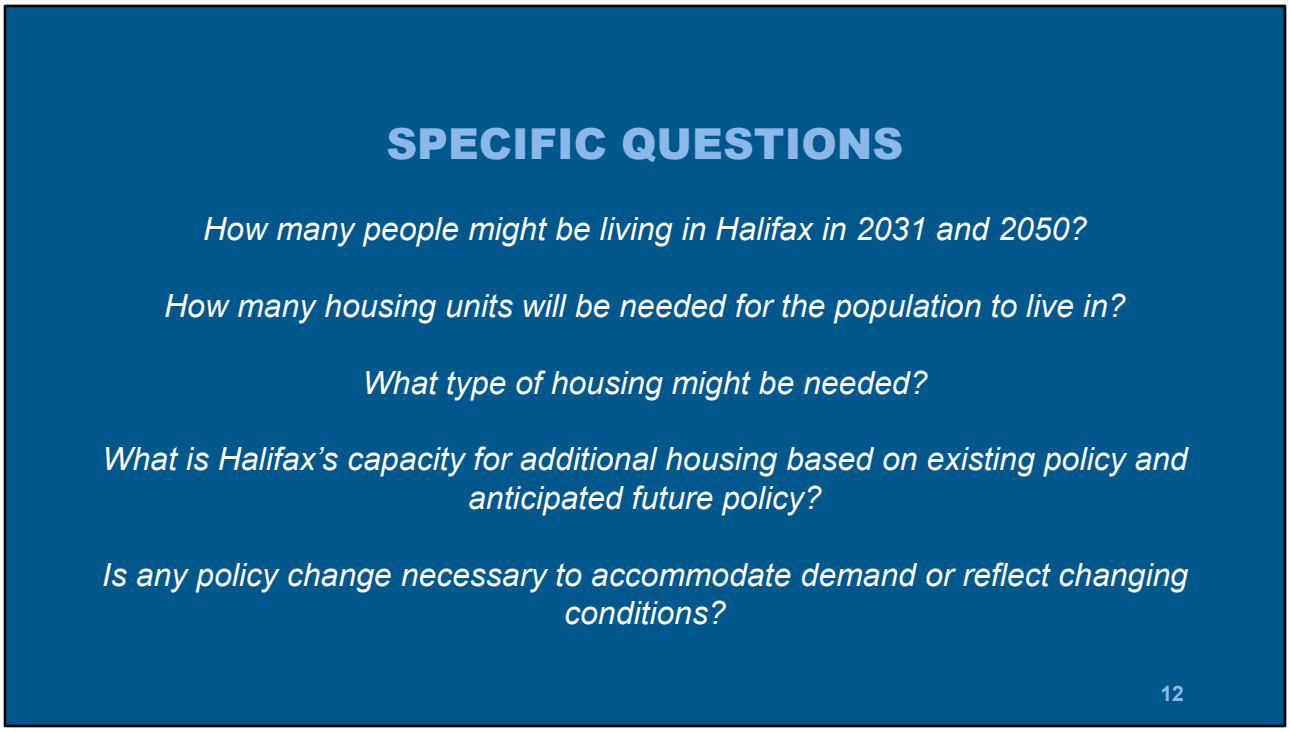
Once we know how much we are going to grow, we begin to assess where new housing and jobs can be accommodated. It isn't only about where there are pieces of land that can be developed, but where that land is located, as it relates to the location of services and infrastructure. We think about how and where we can infill, or where we should expand the city into greenfield areas – this is done with careful consideration as to how development can be serviced with water, sewer, transit, recreation – and studying how we should be preserving or protecting important pieces of ecological or cultural land. And as Regional Council has identified aspirations for a sustainable future, such as the Integrated Mobility Plan's mode share targets and the emissions reduction targets in

HalifACT, we can update our modelling and assess how different land use growth scenarios might interact with these long-term objectives.

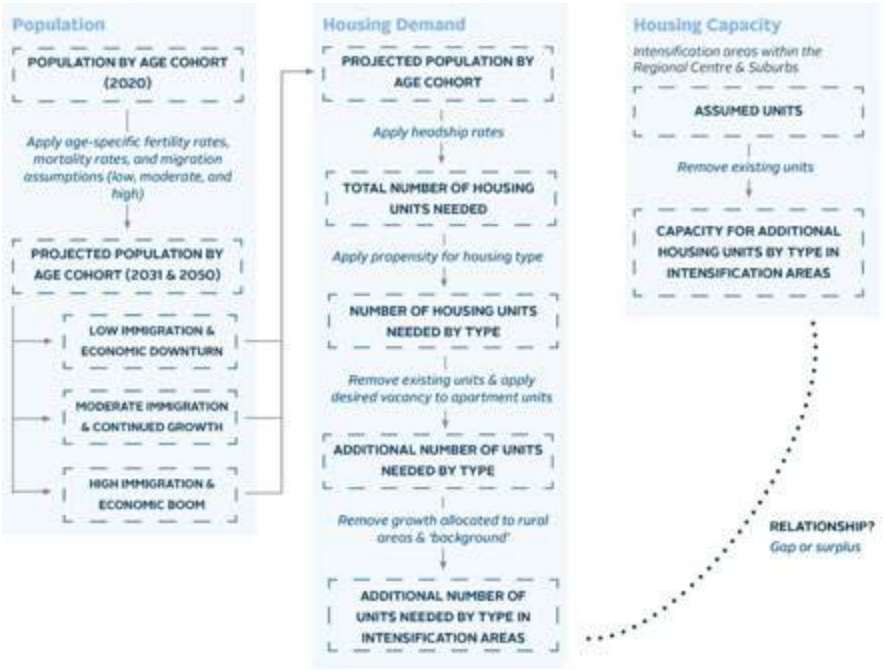
HOUSING ANALYSIS GOAL

Understand the dynamic between anticipated demand for housing and Halifax's capacity to accommodate residents in their preferred housing type.

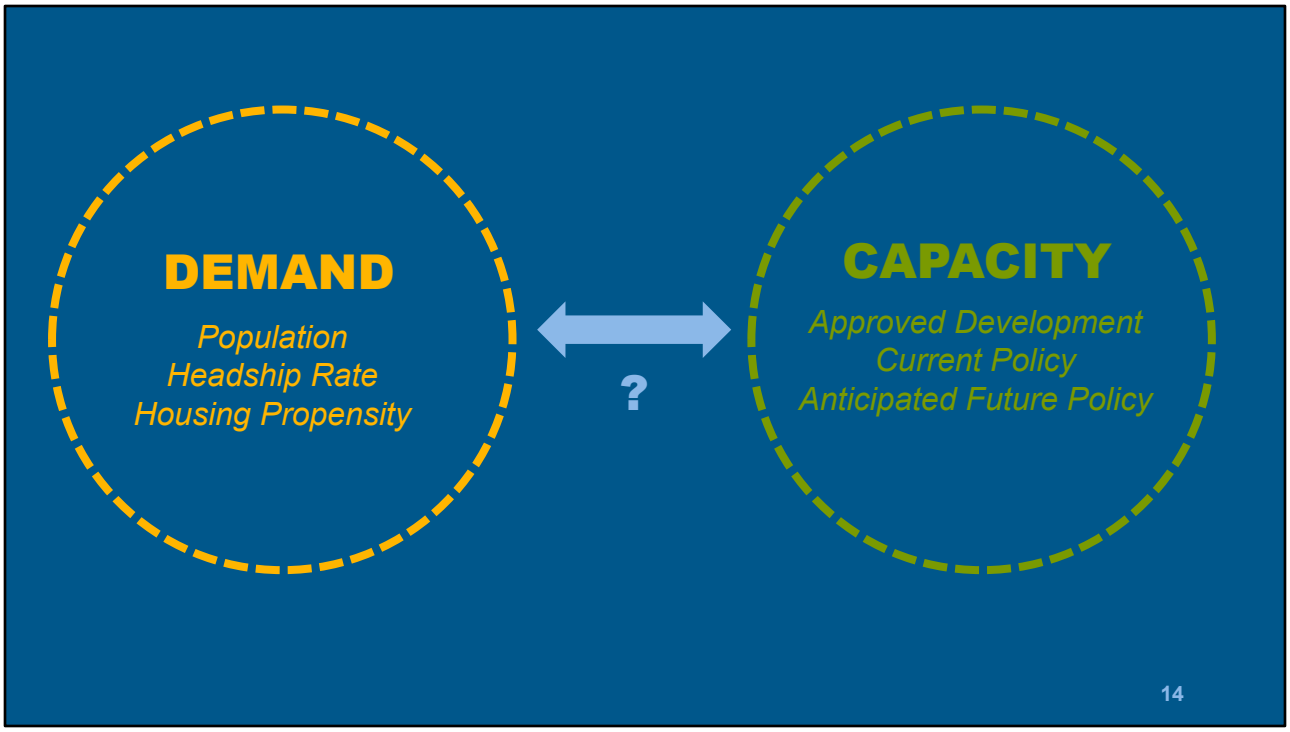
In doing this analysis, our primary goal was to
Understand the dynamic between anticipated demand for housing and Halifax's capacity to accommodate residents in their preferred housing type.



Under that umbrella, we identified a few specific questions that we were attempting to answer, for instance –
How many people might be living in Halifax in 2031 and 2050?
How many housing units will be needed for the population to live in?
What type of housing might be needed?
What is Halifax's capacity for additional housing based on existing policy and anticipated future policy?
Is any policy change necessary to accommodate demand or reflect changing conditions?



To answer those questions, we developed a methodology based on best practices, that looks at different components of housing, including how population influences housing demand and how that relates to housing capacity. This graphic is pulled from the Issue Paper and outlines how all the components work together. For the sake of time, we won't be getting into the full details of the method in this presentation, but the Issue Paper (which will be available for your review) has more of the specifics if you're interested.



The key pieces that we looked at for this analysis were **demand** (i.e. how much housing do we think we may need?) and **capacity** (i.e. how much space do we have to locate new housing?)

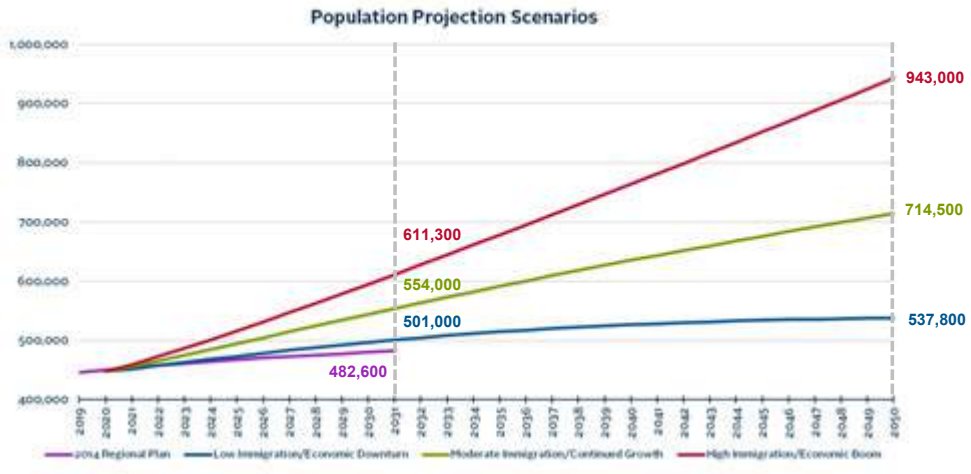
The essence of what we're trying to figure out is in the relationship between those two concepts (i.e. do we have enough capacity to accommodate the demand we may anticipate?)



On the demand side, we used a population projection and previous data on households and what type of housing people were living in to figure out how many more housing units we might need in the future.

DEMAND

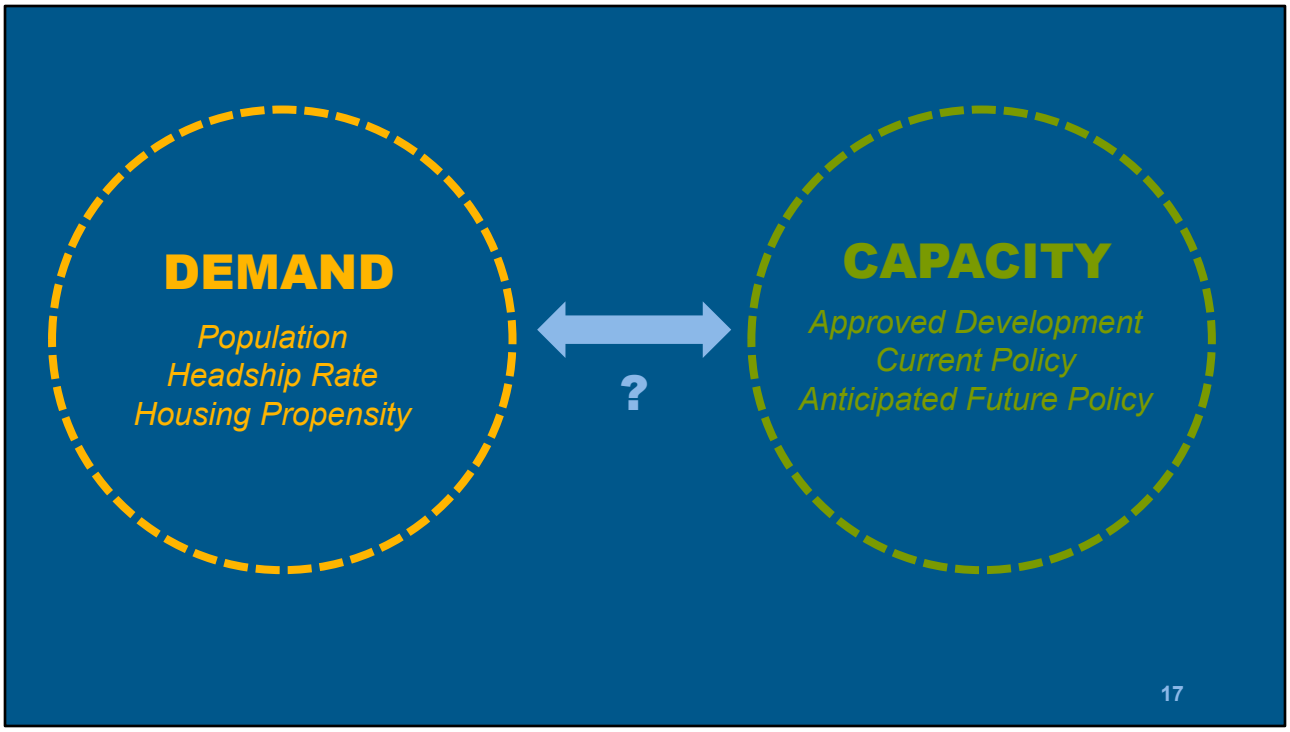
POPULATION SCENARIOS



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We created 3 population scenarios based on different assumptions around migration into and out of Halifax:
-Low Immigration & Economic Downturn
-Moderate Immigration & Continued Growth
-High Immigration & Economic Boom

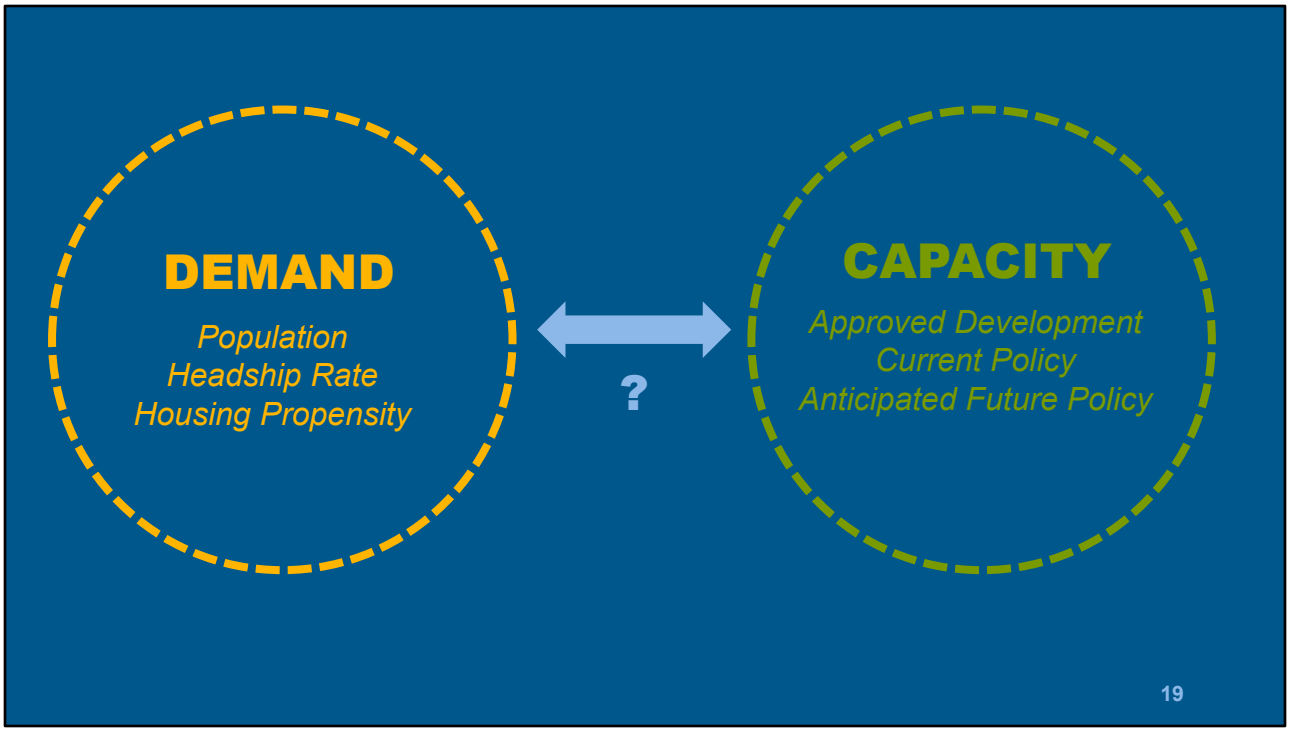
Here they are, lined up against what was in the 2014 Regional Plan. It's important to recognize here that these are not predictions. The Moderate Immigration/Continued Growth scenario was our best attempt at continuing recent trends, but then the high and low scenarios were both playing with extremes. We wanted to be able to test the resiliency of our policy in dealing with the unpredictable. We're not trying to say "This is what **will** happen," we're asking: "What would happen **if**…?"



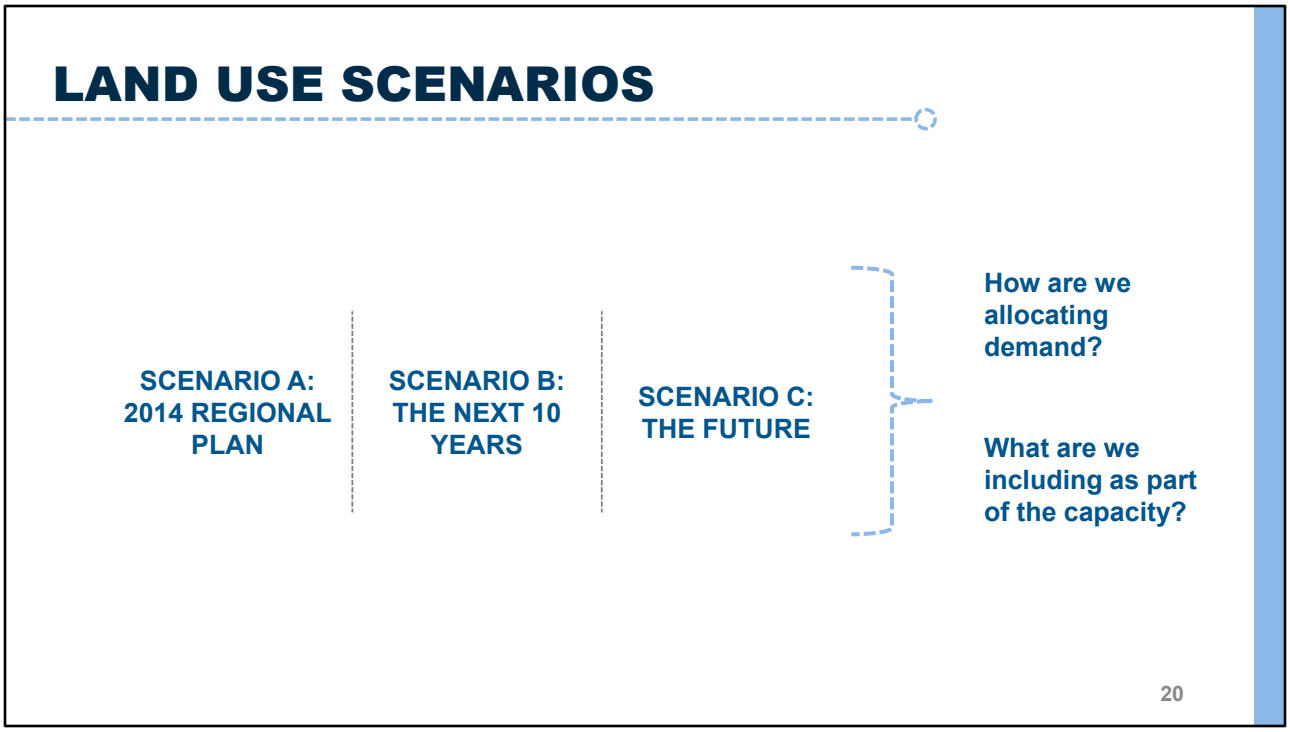
Now on the capacity side of the equation…



…we focused on the major areas where we expect to intensify. The majority of this analysis was done by taking the acres of land area within certain designations (based on existing and anticipated future policy directions) and applying a density to that area. The density assumptions were based on the Pattern Book, staff expertise, and previous analyses completed for the Rapid Transit Strategy.



To compare the demand and capacity to each other, we needed to allocate the total demand for housing to different areas of the Municipality, and see if there is enough capacity in the growth areas for the demand that we imagine directing there.

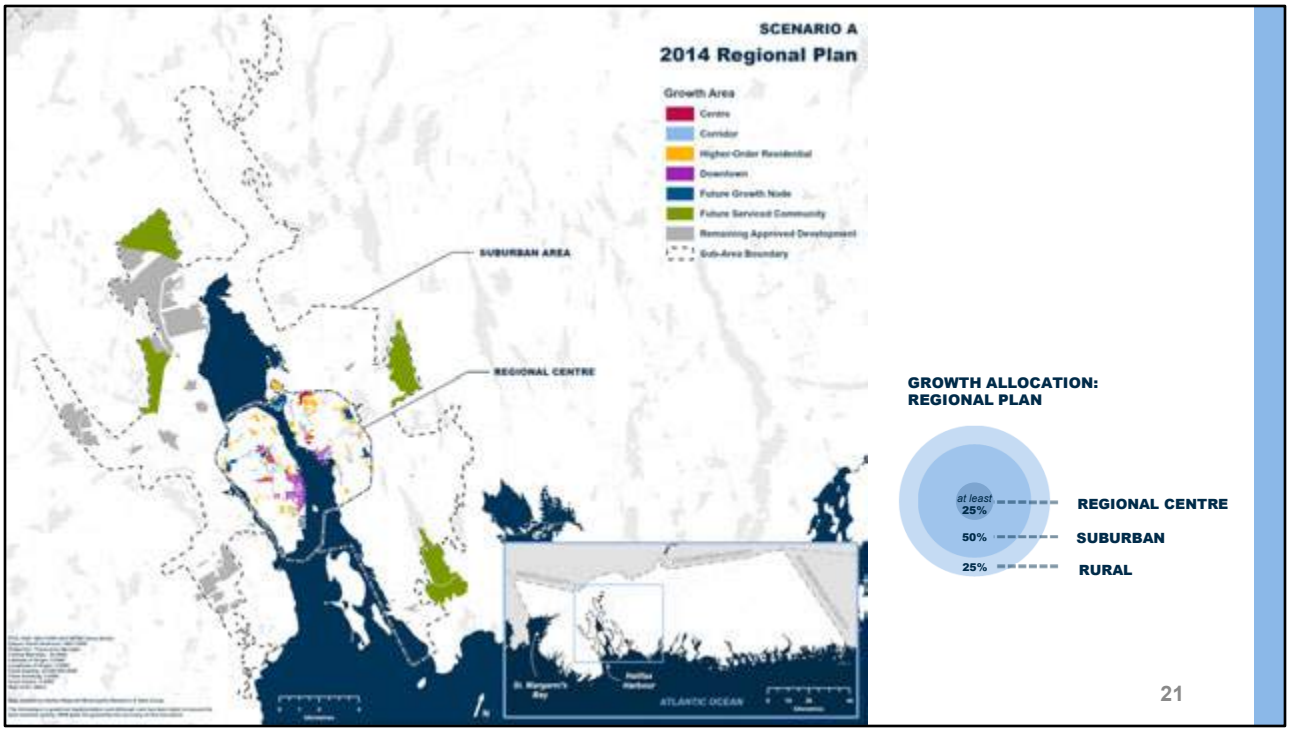


To do that, we created 3 land use scenarios that differ from each other by asking

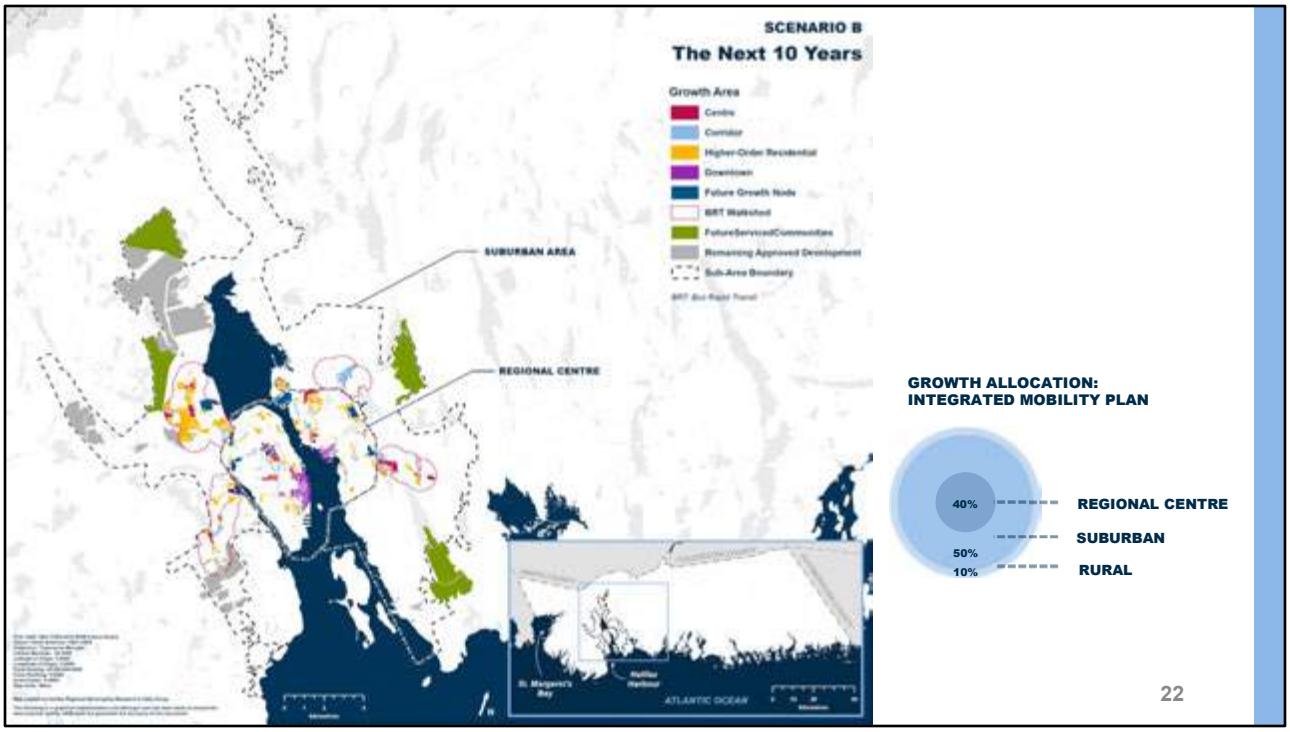
(1) How are we allocating demand in this scenario? And

(2) Which potential growth areas are we including as part of the capacity?

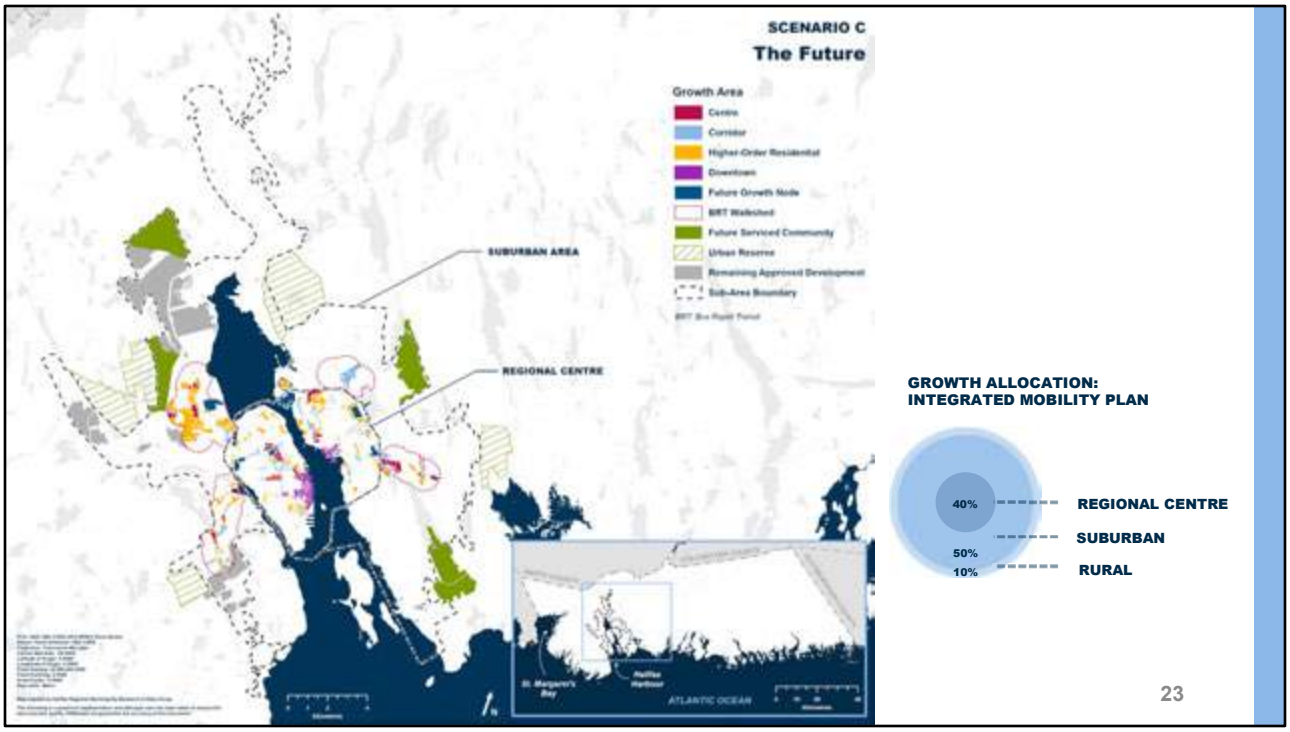
In the following slides we'll go through each of the scenarios and what was included.



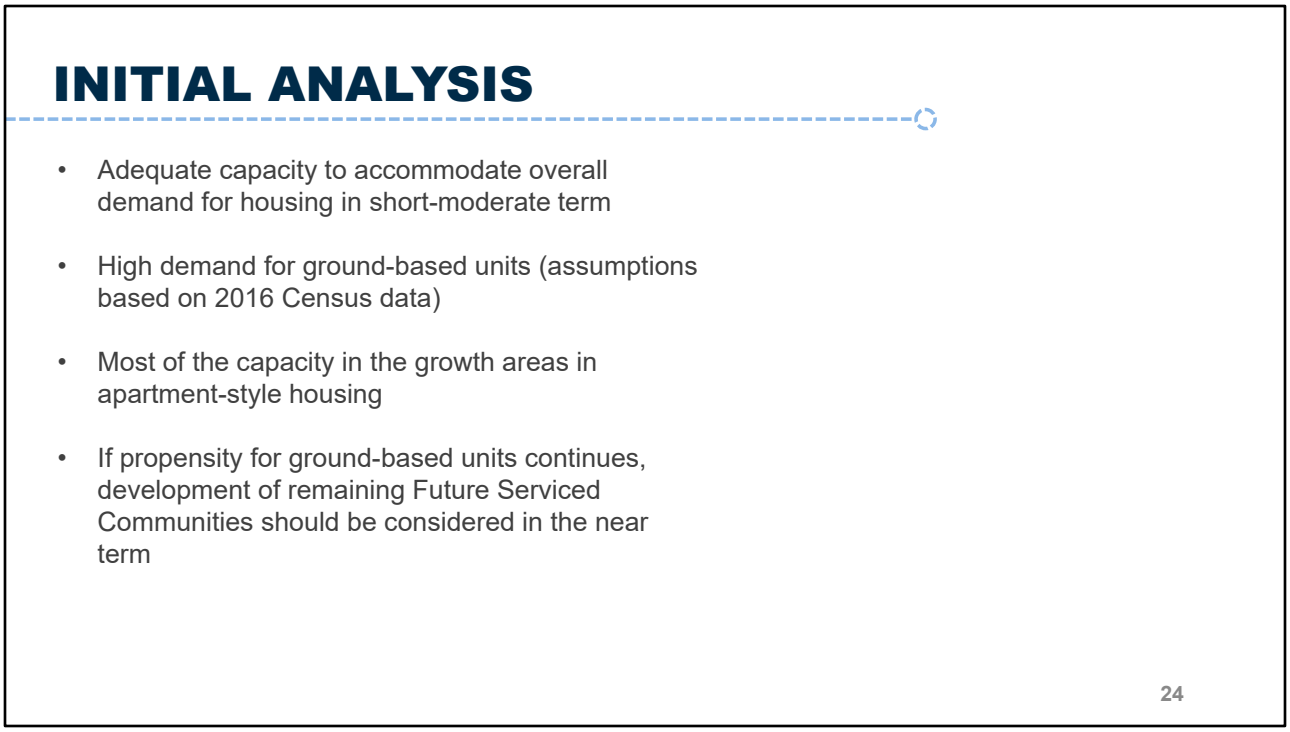
Scenario A looks at the impacts of the 2014 Regional Plan. The growth targets reflect that plan, since 25% of the growth has been allocated to the Rural Areas, with the remaining 75% in the Regional Centre and Suburbs. The growth areas that are taken into account for housing capacity include the Regional Centre Package A areas, the Future Serviced Communities of Sandy Lake, Morris Lake, Port Wallace, and the Highway 102 West Corridor Lands, and existing approved development.



Scenario B takes into account some more recent policy directions laid out in the Integrated Mobility Plan. It allocates 10% of the growth to the Rural areas, with the remaining 90% in the Regional Centre/Suburbs. The same growth areas are taken into account for capacity as in Scenario A, with the addition of areas within the suburban Bus Rapid Transit walksheds. These BRT areas include the Centres, Corridors, Higher-Order Residential, and Future Growth Nodes that were used in the development of the Rapid Transit Strategy. These lands have not been officially designated in this way, but help us to imagine a potential future where BRT exists and what that might look like from a land use perspective.



Scenario C is about the longer-range. Like Scenario B, it allocates 10% of growth to the Rural areas; the main difference is the addition of the Urban Reserve lands into the capacity. Those Urban Reserve lands haven't really been evaluated yet, but they are identified in the Regional Plan as potential places for expansion. This is just to test what kind of added capacity we may get by bringing these online.



The analysis shows that there is regulatory capacity to accommodate overall population growth in the short to moderate term.

Preliminary analysis tells us that based on the 2016 propensity of the population to live in different housing types, there will continue to be high demand for ground-based units, while most of the capacity in the growth areas is in the form of apartment-style units.

Those assumptions about what type of housing people want to live in are based on the 2016 Census. Those housing preferences will likely change in the future and are likely partially driven by the type of housing that was available and affordable to people at the time of the census. Housing preference is an aspect of this analysis that we'll continue to refine as we continue with this work.

Initial analysis of the scenarios indicates the development of the remaining Future Serviced Communities should be considered in the near term, if Regional Council chooses to respond to 2016 propensity to live in ground-based units.

We will continue to work on this analysis over the coming months and are asking for feedback as part of this period of engagement on our

housing and population analysis paper, so we can hear from the public on our methodology.



Affordable Housing

The Municipality's role in supporting and encouraging affordable housing has increased steadily over the past five years. The Municipality has been working on affordable housing in several ways:

- **Adopting a density bonusing program in the Regional Centre;**
- **Establishing an affordable housing grant program;**
- **Waiving construction fees for residential developments for Non-profit and charitable organizations;**
- **Creating an affordable housing category for the disposal of municipal surplus property;**
- **Remove regulatory barriers for secondary suites;**
- **Participating in the Rapid Housing Initiative of the Canada Mortgage and Housing Corporation; and**
- **Continued work on Short-Term Rentals, Shared Housing and Tiny Homes.**

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At the same time as doing work to understand the region-wide impacts of land use on housing, we are also keenly aware of current market conditions, and the need to bring affordable housing on quickly, and are working on making contributions in this area as quickly as possible, to ensure more citizen can access affordable housing.

While the provincial government provides services to support those in need of housing, the 2014 Regional Plan and the 2018 Affordable Housing Work Plan support the development of a variety of housing types and initiatives that address the full spectrum of the housing continuum, which is an important step to providing adequate housing for everybody.

Through involvement with the Housing and Homelessness Partnership and Anti-Poverty Solutions Strategy, the municipality has developed relationships with non-profit housing organizations, for profit developers and federal/provincial levels of government. Since the 2014 Regional Plan we have worked on several large initiatives such as establishing a Density Bonusing program, which allows a developer to be granted additional development rights, providing they provide the municipality

with a financial contribution towards affordable housing. The municipality has further developed its support for the non-profit housing sector through waiving fees and a surplus land and grant program specific to affordable housing. In the fall of 2020, Council permitted secondary and backyard suites throughout the municipality. In the fall the municipality also entered into agreements with not-for-profit organizations to provide affordable housing as part of Canada Mortgage and Housing Corporations Rapid Housing Initiative, which will result in 52 units/rooms being constructed by the end of this year. We continue to work on projects focused on alternative forms of housing, and are currently drafting regulations for short-term rentals, shared housing and tiny homes.



Affordable Housing

The municipal role in the provision of Affordable Housing continues to evolve. Key actions to be included as part of the Regional Plan review include:

The Regional Plan Review will:

- **Encourage a diversity of housing forms;**
- **Identify planning tools to ensure no loss of housing during redevelopment;**
- **Remove barriers to the development and retention of housing;**
- **Study possible tools to leverage surplus or available land;**
- **Update the Housing Needs Assessment annually; and**
- **Develop a region-wide density bonusing program.**

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As we recognize that housing is a right, the Regional Plan will continue to identify ways the municipality can contribute towards affordable housing.

In addition to continuing to support the construction of new affordable housing options, HRM equally appreciates the importance of maintaining the region's existing affordable housing stock. While the redevelopment and revitalization of neighbourhoods can have several benefits, it can also have serious, often unforeseen impacts on the people who live in them. Many residents, or even entire communities, can be displaced or priced out as a result of increased rents or cost of services. Housing programs must include incentives to retain existing affordable housing stock and the planning process must consider the impact of redevelopment by proactively assessing for unintended consequences, preventing harms and maximizing equity. We anticipate the provincial government will grant permissions for inclusionary zoning, under the Halifax Charter, which will help in preventing no loss of housing. We will also continue to look at how we can remove regulations, and leverage

surplus land for affordable housing, and we are requesting that Council commit to updating the Housing Needs Assessment annually. This will allow us to study how many citizens are housed or in core housing need and provide much needed information and data. And finally, we will be sure to capture the direction for a Region-Wide Density Bonusing. We have drafted an interim policy that might be applied, while this program is fully developed in our suburban and rural areas.

To learn more, ask questions, join the project's mailing list and make your voice heard:

Visit: www.shapeyourcityhalifax.ca/regional-plan
Email: regionalplan@halifax.ca
Phone: 902.233.2501

Stay updated on other events and engagement opportunities by following the Halifax Regional Municipality on social media and Shape Your City.

HALIFAX

Thank You For Your Participation!

Regional Planning
regionalplan@halifax.ca
902-233-2501

Shape Your City: **www.shapeyourcityhalifax.ca/regional-plan**

Public feedback will be collected until July 16

Slide 28

Regional Plan Review
Transcript - Housing Policy Virtual Q&A (June 14, 2021)
This transcript has been edited for content and clarity.

QUESTION: How has COVID-19 has impacted HRM's population projections?

Emilie Pothier, Planning Research Analyst, Regional Planning
We observed some interesting trends over the last year relating to population, housing, and the pandemic, like people moving into the Atlantic provinces from other parts of Canada as well as the move toward rural areas across the country. It's hard for us to say at this point whether those trends will continue, how long they might continue, and to what extent they might continue. For the purposes of this type of long-range exercise, we decided we mostly didn't have enough information to factor those pandemic trends into the projection.

There is one component that we did adjust slightly, which was immigration. Earlier this year the Province published data about immigration for the 2020 calendar year, which showed a 53% decrease from 2019. For the first year of our projection, we decreased the immigration assumption by 53% to reflect that dip in immigration due to the pandemic.

QUESTION: Could you please define "inclusionary zoning"?

Jillian MacLellan, Planner III, Regional Planning
Inclusionary zoning is a policy tool that would allow the Municipality to require that developments incorporate affordability [as part of the development], so that developments of a specific size/threshold provide units available to low to moderate income [households]. It's similar to an incentive or bonus zoning program. However, with inclusionary zoning instead of providing a form of public benefit, inclusionary zoning is specific to providing affordable units.

QUESTION: ***(Please note only portions of this multi-part question were answered during the Live Q&A, the full answers are provided below)***

1. **If an affordable home is less than 30% of your household income, do we have homes available to all levels of income?**

2. **If an individual earns 10k for example a year, they require a home for $250 a month or less. What does a home look like that gives individuals their privacy for $250 a month? Is that available now?**

Jillian MacLellan, Planner III, Regional Planning
There is a wide variety of housing available throughout HRM that would address a myriad of incomes. Housing types focused on those in need of deep affordability include shelters, transitionary housing, supportive housing, public housing and non-profit housing.

While $250 a month rent would be extremely difficult, if not impossible, to find in Halifax, the province offers rent supplements to help bridge the gap between the required rent and the 30% of one's income.

In some instances, the province may provide operational funding to the organization (non-profit) that is providing the housing in order to keep rents low for the residents.

While there are supports to help ensure housing affordability, the need is greater that the supports available. The 2016 census showed 25.5% of HRM households spent more than 30% of their income on housing. When focusing on rental households the percentage increases to 43.3%. Since 2016, HRM's vacancy rate has steadily decreased as rents and housing prices have steadily increased, compounding issues associated with affordability.

3. What are the average household incomes within each district?

The most recent information we have on household income by area within the Municipality is from the 2016 Census – see below:

Canada Mortgage and Housing Corporation (CMHC) Zones	Median total income of households in 2015
Zone 1 - Peninsula South	$51,811
Zone 2 - Peninsula North	$52,995
Zone 3 - Mainland South	$56,944
Zone 4 - Mainland North	$58,773
Zone 5 - Dartmouth North	$45,201
Zone 6 - Dartmouth South	$65,047
Zone 7 - Dartmouth East	$84,398
Zone 8 - Bedford	$84,275
Zone 9 - Sackville	$75,951
Zone 10 - Remainder of CMA	$88,719
Halifax CMA (Total)	$69,452

Data source: Canada Mortgage and Housing Corporation (CMHC), Housing Market Information Portal, adapted from Statistics Canada, 2016 Census.

4. What are the market rent rates in the areas of each district?

The Canada Mortgage and Housing Corporation (CMHC) tracks this information in their annual Rental Market Report and Rental Market Survey. Here is what CMHC reported in 2020:

Private Apartment Average Rents ($), by Zone and Bedroom Type - Halifax CMA
Source: Rental Market Survey (CMHC)

	Bachelor	1 Bedroom	2 Bedroom	3 Bedroom+	Total
Zone	Oct-20	Oct-20	Oct-20	Oct-20	Oct-20
Zone 1 - Peninsula South	930	1,270	1,758	2,029	1,417
Zone 2 - Peninsula North	824	1,036	1,265	1,477	1,166
Zone 3 - Mainland South	**	741	1,050	1,145	946
Zone 4 - Mainland North	830	970	1,239	1,478	1,179
City of Halifax (Zones 1-4)	**885**	**1,086**	**1,322**	**1,558**	**1,227**
Zone 5 - Dartmouth North	628	794	986	1,136	903
Zone 6 - Dartmouth South	613	915	1,159	1,083	1,063
Zone 7 - Dartmouth East	874	870	1,070	1,057	1,032
City of Dartmouth (Zones 5-7)	**650**	**830**	**1,052**	**1,093**	**971**
Zone 8 - Bedford	699	870	1,316	1,444	1,242
Zone 9 - Sackville	**	1,007	1,188	1,435	1,194
Zone 10 - Remainder of CMA	**	1,063	1,520	1,536	1,446
Halifax CMA	**865**	**1,016**	**1,255**	**1,454**	**1,170**
** – Data Suppressed					

5. Does our income in question 3 match the rent market rates in question 4 using a 30% calculation?

Is 30% of the Median Monthly Total Income of households in 2015 enough to afford Private Apartment Average Rents as of October 2020? Source: CMHC Rental Market Survey & Housing Market Information Portal					
	Bachelor	1 Bedroom	2 Bedroom	3 Bedroom+	Total
Zone	Oct-20	Oct-20	Oct-20	Oct-20	Oct-20
Zone 1 - Peninsula South	Yes	Yes	No	No	No
Zone 2 - Peninsula North	Yes	Yes	Yes	No	Yes
Zone 3 - Mainland South	**	Yes	Yes	Yes	Yes
Zone 4 - Mainland North	Yes	Yes	Yes	No	Yes
Zone 5 - Dartmouth North	Yes	Yes	Yes	No	Yes
Zone 6 - Dartmouth South	Yes	Yes	Yes	Yes	Yes
Zone 7 - Dartmouth East	Yes	Yes	Yes	Yes	Yes
Zone 8 - Bedford	Yes	Yes	Yes	Yes	Yes
Zone 9 - Sackville	**	Yes	Yes	Yes	Yes
Zone 10 - Remainder of CMA	**	Yes	Yes	Yes	Yes
Halifax CMA	Yes	Yes	Yes	Yes	Yes
** – Data Suppressed					

Charting a New Course for Affordable Housing in Nova Scotia includes a similar analysis for the entire Province of Nova Scotia (p. 20). Due to the data available at the provincial level, that analysis uses income data from 2019, and is able to assess average income across each decile (range of incomes for the entire population split into ten equal groups), as well as for families vs. people not living in families.

2015 Total Income			2020 Private Apartment Average Rent					Affordability				
Median household income before taxes		30% of Monthly Income	Bachelor	1BR	2BR	3BR+	Total	Bachelor	1BR	2BR	3BR+	Total
Zone 1 - Peninsula South	$51,811	$1,295	$930	$1,270	$1,758	$2,029	$1,417	Yes	Yes	No	No	No
Zone 2 - Peninsula North	$52,995	$1,325	$824	$1,036	$1,265	$1,477	$1,166	Yes	Yes	Yes	No	Yes
Zone 3 - Mainland South	$56,944	$1,424	**	$741	$1,050	$1,145	$946	**	Yes	Yes	Yes	Yes
Zone 4 - Mainland North	$58,773	$1,469	$830	$970	$1,239	$1,478	$1,179	Yes	Yes	Yes	No	Yes
Zone 5 - Dartmouth North	$45,201	$1,130	$628	$794	$986	$1,136	$903	Yes	Yes	Yes	No	Yes
Zone 6 - Dartmouth South	$65,047	$1,626	$613	$915	$1,159	$1,083	$1,063	Yes	Yes	Yes	Yes	Yes
Zone 7 - Dartmouth East	$84,398	$2,110	$874	$870	$1,070	$1,057	$1,032	Yes	Yes	Yes	Yes	Yes
Zone 8 - Bedford	$84,275	$2,107	$699	$870	$1,316	$1,444	$1,242	Yes	Yes	Yes	Yes	Yes
Zone 9 - Sackville	$75,951	$1,899	**	$1,007	$1,188	$1,435	$1,194	**	Yes	Yes	Yes	Yes
Zone 10 - Remainder of CMA	$88,719	$2,218	**	$1,063	$1,520	$1,536	$1,446	**	Yes	Yes	Yes	Yes
Halifax CMA (Total)	**$69,452**	**$1,736**	**$865**	**$1,016**	**$1,255**	**$1,454**	**$1,170**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**

Data Sources: Canada Mortgage and Housing Corporation (CMHC) Rental Market Survey & Housing Information Portal
** - Data Suppressed

6. **To allow development are the current household incomes in the area used to determine the rent that can be charged? If not, how do HRM determine affordable housing?**

The majority of HRM's affordable housing programs are only available to registered non-profits or charities. Depending on the program we may or may not require specific rents to the affordable units. For example, the Rapid Housing Initiative Program require all affordable units to charge no more than 30% of the households income, however for the Municipal Related Construction Fee Waiver program the applicant must be a non-profit or charitable housing provider which has been registered for over 1 year.

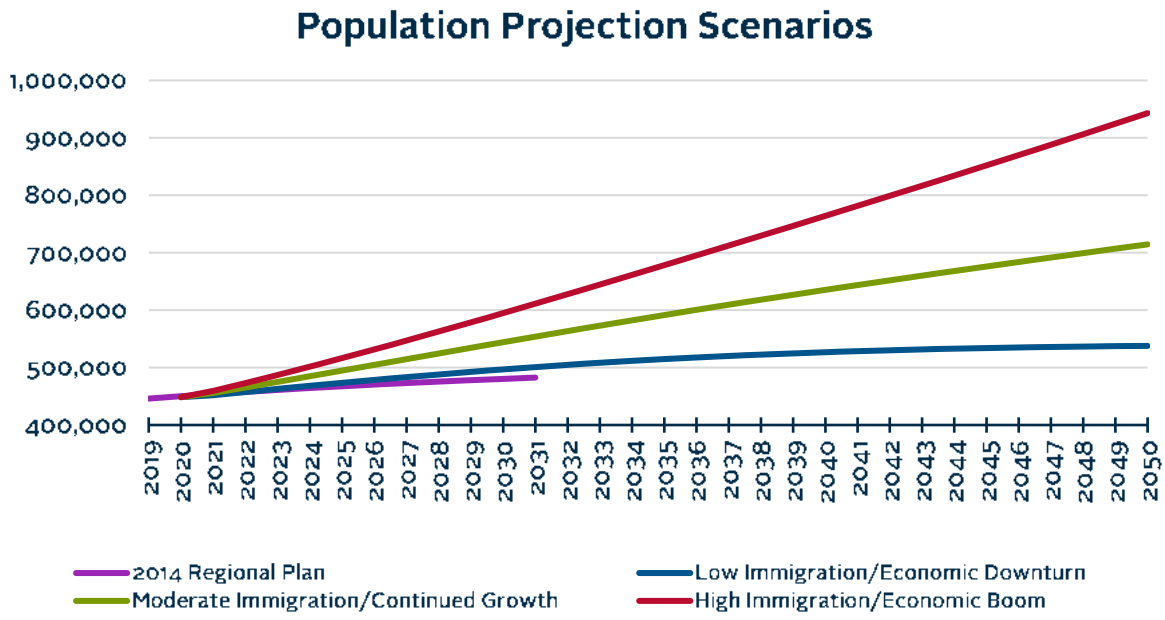
QUESTION: Can you provide any detail on how a Density Bonus program would work outside the urban core?

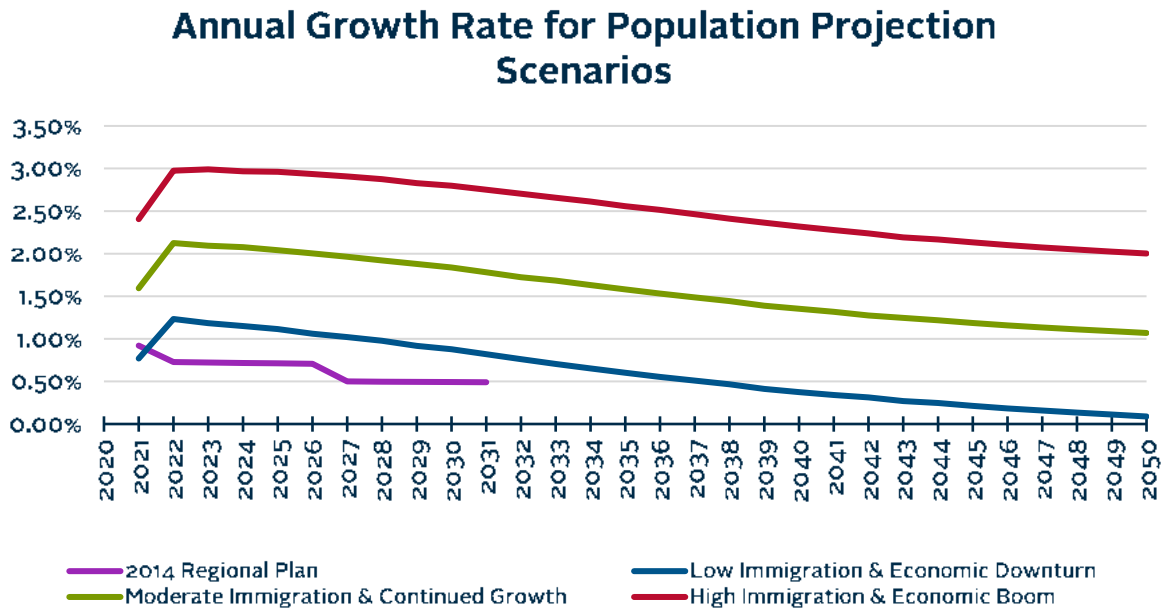
Jillian MacLellan, Planner III, Regional Planning
A density bonusing program outside the urban core would look similar to the density bonusing program that we have assigned to the Regional Centre Plan Future Growth Nodes. Instead of assigning a specific value for the additional building floor area that's being developed, we look at the value of the land now and the value of the land after the proposed development. We would then multiply the increase in value by a predetermined coefficient. It's 12% for the future growth nodes. The value would be your density bonus requirement.

More information on this topic is available in the Density Bonusing Issue Paper.

QUESTION: What percentage increase were you attributing to each growth projection - low, moderate, high?

Emilie Pothier, Planning Research Analyst, Regional Planning
We used a cohort survival model for the projections. Instead of attributing a percent annual growth to the population to project it forward, we took the existing population broken down by age group and applied assumptions around births, deaths, and migration. It ends up being a different percent annual increase for each year.





Please note that the sharp increase from the first year of the projection is due to our immigration assumptions that were adjusted downward in relation to COVID-19.

QUESTION: Can we look at using the new Affordable Housing fund the Municipality has set up, in order to build under $100K small home clusters – that can then be purchased by tenants using forms of "Rent to Own" financing?

Jillian MacLellan, Planner III, Regional Planning
The new affordable housing grant program is fairly broad in the types of development that it can be applied to. The minimum investment for the grant program, it's very low [$500 per property]. We want it to be very broad in the type of projects we could help through the fund. Whereas technically, yes, the funding could be used to develop a single house, or potentially a cluster of houses, our land use bylaws do have restrictions on clustered housing. Depending on where you are in the municipality, you may or may not be able to develop a clustered styled of housing.

Regarding a rent-to-own mechanism, that is outside of the Municipality's jurisdiction.

QUESTION: What restrictions can neighbourhoods place on secondary suites?

Jillian MacLellan, Planner III, Regional Planning
In the fall of 2020, Regional Council adopted region-wide amendments to permit secondary and backyard suites throughout all residential areas. This allows these suites as accessory to single unit dwellings, two-unit dwellings, and townhouse dwellings. The restrictions on the secondary suites are that you still need to comply with the same built form requirements as the main dwelling. So, if you did need to build into your side yard or expand on the footprint of the house, you may need to apply for a variance if that's larger than what the land use bylaw allows.

We have tried to be very light on any additional restrictions to a secondary suite, as opposed to what you would have for a main dwelling.

If neighbourhoods wish to put additional restrictions on suites, restrictive convenants are a legal agreement between property owners, but they are not something that the municipality uses.

Click here for more information on secondary suites.

QUESTION: When it comes to affordable housing, do you have any ideas about how the needs and solutions might differ between our urban, suburban and rural communities? Besides keeping size of units small - which aren't family friendly - what other tools are there for keeping housing affordable?

Jillian MacLellan, Planner III, Regional Planning
Most of the municipality's provisions regarding affordable housing are meant to cover the entire municipality. They are meant to be very broad in how they are applied. There are several ways we try to ensure affordability through waiving municipal related construction fees, permit fees, and planning application fees that may be required for the development to keep the building or the development affordable once it's developed and in the long run. We also have a tax relief program. If you're a non-profit, you get your portion of your property tax relieved so that helps with the ongoing affordability as well. We want affordable housing next to amenities, and yes, smaller units can be good, but it isn't a one size fits all solution. You need to have the ability to develop affordable housing in rural areas where you may not have the same access to transit as you would in urban areas as well.

Leah Perrin, Principal Planner, Regional Planning
That question brings up our need to understand our housing supply as well. In our rural areas, we hear a lot about the need for there to be more diversity of housing to support aging in place in their communities.

Our rural communities often have many single detached homes, but not a lot of other types of housing, so expanding the supply of housing and the diversity of housing types can help more people to live there. I think in our rural communities, as well as urban communities, we need to make sure we have lots of different types of housing available to people.

QUESTION: Can we take a serious look at "Affordable Indexing" for small landlords (so they can offer lower rents in return for corresponding property tax payment reductions)? Even if this involves working with the Province to change the current Service Agreement between the two levels of government.

Jillian MacLellan, Planner III, Regional Planning
As it stands right now the municipality doesn't have a lot of flexibility and supporting affordable housing within the private sector. We can help by allowing a broad array of different types of residential uses, but we are unable to provide the same types of incentives that we're able to provide for non-profits. We can't provide money or waive certain fees as we can for non-profits.

This is something that the Provincial Housing Commission report has suggested that the Province consider changing to give municipalities more power to provide more support for affordable housing.

Changes to legislation regarding rent is more of a provincial responsibility through the Rental Tenancies Act.

QUESTION: Is there a way to make it a requirement of any new multi-unit development to include a number of affordable units equivalent to the number of units that the new development would eliminate?

Jillian MacLellan, Planner III, Regional Planning
That's something that we're looking to explore through no net loss policy. The idea of no net loss policy is that you retain the same amount of affordability you have on existing building as you would if the building was to be redeveloped. Inclusionary zoning is a tool that we can use to potentially meet that requirement.

Also, we can work with our partners with the province and the federal government to see how we can support the no net loss policies or the protection of existing rental units.

QUESTION: What can the city currently do to preserve existing affordable housing?

Jillian MacLellan, Planner III, Regional Planning
Providing help through tax relief on existing properties can be a big help. This can be a big cost saver in annual budgets.

Another tool is allowing for adaptive reuse, which means allowing interior renovations but keeping the structure of the building. The cost of constructing a building can add quite a bit to development, so if you can retain the existing structure or work within an existing building frame that can reduce costs.

QUESTION: What are the rules and regulations on building a shipping container home in HRM?

Jillian MacLellan, Planner III, Regional Planning
As it stands right now our land use bylaws don't permit shipping containers on residential properties, so that has become a bit of a barrier if you want to convert a shipping container into a residential use.

Leah Perrin, Principal Planner, Regional Planning
Shipping containers haven't been something that's been permitted. It isn't something that I have done too much work on. I have seen articles that say that by the time you've insulated them and do all of the things you need to do in order to convert them that it may not be actually that much better than some other kind of modular home. I can't speak to any authority on that but as far as I'm aware our regulations don't encourage them at the moment.

(Here is an interesting article about shipping container homes and the Halifax context, from the Signal, the University of King's College Journalism School's publication)

QUESTION: What household size assumptions did you use to translate projected population into number of units?

Emilie Pothier, Planning Research Analyst, Regional Planning
One way of translating population into housing units is by taking the population and then multiplying it by an average household size. However, that method doesn't allow us to factor in the age demographics of the population and how that might affect the number of households, based on how household composition might change over different life stages (so, for instance, you could be living with your parents when you were a teenager, living with roommates in your 20s, and then living with a partner or living alone in your older years – just as a hypothetical example).

Instead of applying a uniform household size, we use a concept called headship rate, which is the likelihood of people in different age groups to head a household. Essentially, for each age group, we took the number of households headed by someone in that age group and then divided it by the total number of people in that age group, based on data from the 2016 census. We then applied those headship rates to the projected population to get the number of households.

Just to note that 'heading' a household in this context means being responsible for paying either the rent or the mortgage, utilities, etc. If more than one person in the household is responsible for those things, the 'primary household maintainer,' as they call it, will be designated to whoever's name appeared first on that Census Questionnaire.

QUESTION: Could you give us a little bit of information about why the population projection changed from what was in the 2014 Regional Plan to now?

Emilie Pothier, Planning Research Analyst, Regional Planning
The population projection used in the 2014 Regional Plan reflected about a 1% growth rate, annually. In the last few years, we've seen significantly higher population growth: around 2% each year since 2017. One of the most challenging aspects of population growth to project is migration, since it can change significantly in short periods of time due to factors like government policy and economic conditions. The migration assumptions from the projection that was in the 2014 Regional Plan were based on the

economic conditions right on the heels of the 2008 recession. Economic conditions have shifted quite a bit since that time, migration patterns have changed, and new census information and population estimates have been released. We used the new information and the context that we have today to inform the updated population projections, so they reflect what we've observed in the last 10 years.

QUESTION: How can we prioritize adaptive reuse? For example, negotiating with developers to explore that option ahead of demolition which is something that often happens with heritage and affordable properties.

Jillian MacLellan, Planner III, Regional Planning

I personally I'm a big fan of adaptive reuse. It not only has environmentally friendly aspects to it, but also affordability aspects to it too that I think are fantastic. A way that we can prioritize it is by including policy that maybe allows additional density or flexibility in the types of uses that might be permitted. We currently have a type of adaptive reuse policy in the Halifax Plan area where a heritage property can enter into a development agreement (which is a site specific agreement) to allow for the adaptive reuse of the building. As long as you retain the heritage aspects of the building you have a lot of flexibility in the types of uses that you can do.

Kate Greene, Program Manager, Regional Planning

In our community plans, we have this ability to allow for people who own registered heritage properties to request additional heritage rights through development agreement. We're hoping to allow registered property owners across the municipality to have this opportunity, and we're anticipating that there will be direction in the Regional Plan. Hopefully this will enable a region-wide policy and a standard heritage development policy so people who have a registered heritage property will have that kind of flexibility to look at adaptive reuse of those buildings and enabling more housing. The topic of adaptive reuse is also something that's been prominent in our feedback around rural areas of the municipality, where there may be decline or a change in industry that's resulting in some buildings used differently than in the way they once were. We're looking at whether we can create an adaptive reuse policy for buildings where the purpose has changed, but they could be used otherwise for housing.

QUESTION: Has the municipality looked at Co-housing for seniors? programs? If you have a home with more than two seniors in it, could they be forgiven for some extra costs, such as paying water taxes, school taxes, etc? Basically doing things that make it cost effective for seniors who choose to live in a private home to save on costs.

Jillian MacLellan, Planner III, Regional Planning
It's not exactly the same as co-housing, but we do have a shared housing project that's looking at providing a consistent approach to land uses that provides a type of housing where a variety of individuals to live in a house under separate leases. That can be applied to seniors where everyone has their own room, but they share amenities.

I appreciate with co-housing everybody has their smaller unit with larger shared amenities. There isn't really anything preventing co-housing development from happening in Halifax. It's just a different way to develop a multiple unit dwelling or bare land condo. I've been having conversations with seniors' groups on this topic and interested individuals throughout HRM.

QUESTION: Are secondary suites considered legal apartments? I'm also wondering if the current amendment for secondary suites is a temporary or long-term plan? What paperwork is required for secondary suites?

Jillian MacLellan, Planner III, Regional Planning
A secondary or backyard suite is considered a legal apartment. It can be used as a rental unit or for a family member. It could be used just as an extra unit that you have in your space for visitors or for whatever reason you might want an extra unit.

The current amendments are intended to be long term. We will monitor the success of the program and see if any future amendments need to be made. There seems to have been a good uptake in the in those who are applying for permits for secondary or backyard suites.

For the paperwork that's required, it is the same as applying for any type of permit. You would be applying for a permit specifically for secondary suite (or a backyard suite if it's separate from your main dwelling). Depending on

the amount of work or the renovations that you need to do to allow for the secondary suite, you'll have to provide a certain array of plans that show that you're building that the secondary suite and comply with the land use bylaw and the building code.

QUESTION: Our housing crisis has highlighted the lack of maintenance and some rental units when nonprofits build affordable homes through the new funding recently given out from the government will there be funding for maintenance, especially long term maintenance 10, 20, 30 years and more?

Jillian MacLellan, Planner III, Regional Planning

I'm assuming this is a referring to the Rapid Housing Initiative funding, and I suppose it could also apply to the affordable housing grant funding. With the Rapid Housing Initiative funding we're working with the province to ensure that there can be funds available for operating costs as needed. HRM has waived the property tax for the properties so that will reduce their operating costs as well. We will continue to work with the groups [partner organizations] throughout the next 20 years, to make sure that they are able to keep their rents low for those in need of deep affordability but also make sure that they're able to operate.

In regards to the HRM affordable housing grant program, we'll be looking at long term financial viability when non-profits are applying for the program. Has the project already secured operating funding through the Province or through another form of funding? If not, we are open to funding mixed market developments so that they can be self-sustainable by charging market rents to help supplement the lower income rents.

QUESTION: Following up on adaptive re-use. The example that we provided was the Heritage DA policy supporting adaptive reuse. If properties are not registered heritage properties, are there other options?

Kate Greene, Program Manager, Regional Planning
In addition to heritage properties, we are also looking at developing an adaptive reuse policy. We're especially focused in rural areas. We don't know exactly what form that will take. It's a pretty new policy for us, we're trying to establish that at the region level. It's really for institutional uses or government buildings where once there was maybe a church or community facility that is no longer in use. How we might we convert so its more than just heritage properties.

Leah Perrin, Principal Planner, Regional Planning

There could be opportunities as we explore tools for the no net loss of residential units, that we could combine those two things (no net loss and adaptive reuse). We're trying to figure out ways to maintain existing units and also keep existing buildings. There are probably opportunities there, and we just need to do some more work.

Jillian MacLellan, Planner III, Regional Planning

The Rapid Housing Initiative funding was available to either new construction or converting non-residential buildings into residential buildings. The initiative was encouraging the adaptive reuse of commercial properties into residential uses.

QUESTION: How hard would it be to convert some of the existing commercial office spaces to use for affordable housing instead? Especially since there are likely to be a lot of empty commercial properties over the next couple years.

Kate Greene, Program Manager, Regional Planning
This is something we're thinking about. We have a theme area on COVID-19, but we're really interested in tracking how the use of office space is going to change over the next number of years. From a planning perspective in the more intense parts of the city where's there's a lot of

commercial and residential development, we're not as worried anymore as we used to be about those uses existing together. We're okay to have residential and office uses in the same environments. Mixed use is something we've been moving towards for a long time. Where that type of idea is more challenging is in areas like Burnside, where you might have office uses. Those areas may or may not be removed from services - we always want to make sure we have residential uses near services. I think that would be one of the main considerations and thinking about what we convert. This is a pretty new and active conversation that we're all in the middle of right now, so definitely appreciate that question. I think it's a great one to ask right now.

Leah Perrin, Principal Planner, Regional Planning
I would add - since I've been preparing for our Climate Q&A - is that much of our community GHG emissions come from our buildings. There is a huge need to retrofit our existing buildings and I'm really interested in the ways that we can combine our understanding of the housing issue with potentially improving our energy efficiency of buildings. Maybe we can do those two things together. I think there are some exciting opportunities there. There are probably some higher level of government funding that can be used to do those projects. There may be some good opportunities available to us to explore.

QUESTION: Wouldn't decommissioned schools be good candidates for cluster housing or Co-housing?

Kate Greene, Program Manager, Regional Planning
That's something we've been thinking about. One of the things that Councillor Hendsbee raised in our Council session was this idea that former schools might be a great place for affordable housing to be built. I think the Rapid Housing Initiative has identified those types of uses where we can create net new housing. We don't want to lose residential housing as we're converting facilities. Those are great sites and we are partnering with the school board (Halifax Regional Centre for Education/HRCE). We work with HRCE to identify where population is growing and where new schools are going. As those sites are decommissioned, HRCE will speak with the municipality about the decommissioning, and I think as we are urgently trying to house people now, we can work in cooperation with the Province. I believe that was identified in the Provincial Housing

Commission report. I might be wrong[1]. But certainly that's a topic that's being discussed. And yes, they would be good candidates because they're often connected to services.

Jillian MacLellan, Planner III, Regional Planning
We have a new surplus land program for affordable housing. Former lands that were used by schools would be something that we would look at as a strong candidate for surplus land for affordable housing.

Kate Greene, Program Manager, Regional Planning
Yes, I had mentioned those earlier. We call those institutional uses so churches and schools and community facilities and they are definitely good candidate sites for conversion.

Please note: The questions below were not answered during the Live Q&A as we ran out of time – thank you very much for your participation!

QUESTION: Why are buildings in business parks only one-storey high? Couldn't they have offices or residences on a second storey?

Thank you for this comment. The Industrial Employment Lands Strategy identified that we need to protect HRM's limited supply of industrial lands, and proactively plan for our future needs. As land values increase, lower value industrial lands can face pressure to convert to commercial or residential uses, resulting in a loss in the supply of industrial lands over time. Some industrial uses are not compatible with residential or other more sensitive uses, due to noise, odours, or the possibility that the industrial uses deal with potentially hazardous materials. Therefore, we have to be careful about how we permit non-industrial uses in our industrial parks.

That said, business parks that are more commercial than industrial in nature could definitely accommodate a wider range of uses, in more compact forms. The Dartmouth Crossing area does permit residential development by development agreement (this requires Council review and approval).

[1] Kate was not wrong – see Recommendation #6, which speaks to "Leverag[ing] public assets through options such as divestiture to community housing providers or Community Land Trusts."

QUESTION: Why is it more expensive to get water in my house here in Halifax than it is in California where they have droughts and water shortages?

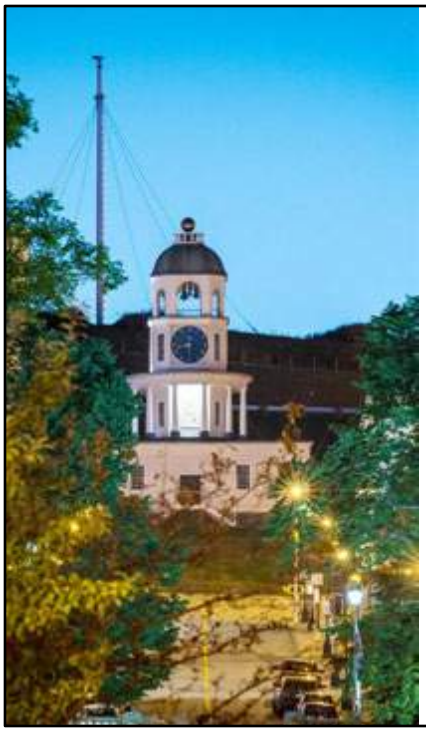
HRM's municipal water supply is managed by Halifax Water. Halifax Water is a regulated utility and is mandated to set rates so that they recover the costs of providing service.

QUESTION: **What is the practical difference between a secondary suite and a second unit?**

A secondary suite is a small separate unit that is accessory to the main dwelling. A secondary suite can be no larger than 80 square metres, does not require additional parking and is subject modified requirements under the National Building Code. A second unit has no maximum size requirement, usually requires an additional parking space and is subject to the standard requirements of the National Building Code for a unit.

Both a secondary suite and a second unit would be considered a self-contained unit and both require their own civic number.


REGIONAL PLAN REVIEW
Themes and Directions
Climate Q & A
June 15, 2021
HALIFAX
Slide 2



WHY ARE WE HERE TODAY?

We are reviewing the Regional Plan.

We are here to provide an **overview of the proposed Themes and Directions.** This is the first major deliverable of the Regional Plan Review. We are kicking off a month-long engagement period on this work, including webinars on 6 key themes. Today's Webinar is for Climate:

- Social Planning
- Housing
- **Climate**
- Environment
- Mobility
- Long Range planning

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We are here today because we are reviewing the Regional Plan, which means we are evaluating our land use policies and making sure they represent the direction that Council would like to set. We are contemplating how the municipality is physically organized and growing.
We kicked off this phase of public engagement on May 20th at Community Planning and Economic Development Standing Committee – which is the primary advisory body for this work.
Today's session is focused on our climate policy.

The Halifax Regional Municipal Planning Strategy (Regional Plan) is a strategic document built on a common vision and principles for the municipality to achieve balanced and sustainable growth.

Originally adopted in 2006, the Regional Plan provided the first comprehensive guide for future growth for the entire municipality following amalgamation. It outlines where, when, and how future growth and development should take place between now and 2031.

The Regional Plan is a strategic document – the first plan adopted after amalgamation that provided a region-wide vision for land use.
First adopted in 2006, it provided a comprehensive outline of how growth and development should take place until 2031.

WHAT DOES THE REGIONAL PLAN DO?

- Provides policy direction for planning at the regional and community level
- Sets up region-wide land use by-law regulations
- Establishes the Municipality's intent to conduct future research programs or studies
- Identifies programming or partnership opportunities



The Regional Plan is powerful in guiding the Municipality's planning and decision-making. As a high-level policy document, it does a few different things -
First, the Plan provides policy direction for planning at the regional and community level – the regional plan sits above the community or secondary plan level documents, and above our land use by-laws, and sets region-wide policy intent. Where something is important enough that it should apply everywhere, the Regional Plan policy can set up land use by-law regulations that will be applied region-wide. So for example, for coastal elevation setbacks, those policies sit in the Regional Plan, and the regulations are rolled out in every community's land use by-law.
It can establish the Municipality's intent to do future research programs or studies. For example, the Regional Plan set an intent to adopt an open space plan, which became the Halifax Green Network Plan. With its adoption, there is ongoing work related to that plan that will get its own direction in the regional plan. I will also talk today about how the Municipality has adopted HalifACT, our Climate Change Action plan, and how the Regional Plan will support the ongoing work of that plan.
And finally, the Regional Plan identifies where there are needs for different types of programming or opportunities to partner with community or other levels of government. Taking action on climate requires cooperation across our community, and the Regional Plan can support partnerships with other groups to achieve our goals.

REGIONAL PLAN TIMELINE



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This presents the progression of the Regional Plan over the past 15 years. In 2006, we approved the original Regional Plan, and in 2014 we conducted our first review – you might recognize the name RP+5, which was the brand for that review. We are aiming to complete this review in 2022.



WHAT ARE THE THEMES & DIRECTIONS?

Key Ideas, Issues and Potential Changes.

The Themes & Directions document **shares ideas about key planning issues and provides details of the work** that will be completed during the Review. The purpose of this document is to demonstrate the scope of the Regional Plan Review to the public, stakeholders, Council, and ultimately to seek feedback on the content.

The feedback will help provide focus and direction for our work during the Review.

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The Themes and Directions document outlines the key ideas and planning issues we will address in the Review. It's chance to step back and ask everyone – do we have this right? Are we headed in the right direction? The feedback we receive will help provide focus and direction for our work during the Review.

11 THEMES



The Themes and Directions document includes 11 Themes. They are all highlighted on the slide, and an overview of each theme is available to you on our website – shapeyourcityhalifax.ca/regional-plan.
Today we are focusing on issues that are part of 2 themes –
Theme 8, Enhancing Environmental Protection, and Theme 9, Leading Through Action on Climate.

Climate

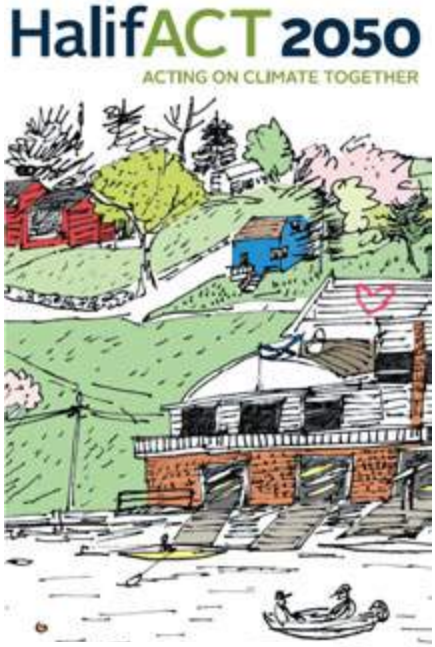
Climate change is a real, urgent, complex, global crisis. With the changing climate, we face hazards to our health and safety, the natural world, and our economic growth. In HRM, Regional Council declared a climate emergency on January 29th, 2019. Climate impacts need to be considered as a critical part of all our planning work.

Halifax Green Network Plan



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Environmental management was one of the core underpinnings of the Regional Plan when it was first adopted. The 2006 plan identified the natural environment as one of HRM's defining features, and recognized that growth and development in HRM had been and would continue to be shaped by a network of open space. We have furthered this understanding with the adoption of the Halifax Green Network Plan in 2018. It provides a high-level overview of the areas and features that contribute to the region's Green Network. The Green Network Plan recognizes the important role that our natural open spaces play in both mitigating and adapting to the effects of climate change, by capturing, storing and reducing atmospheric carbon and offsetting the Region's greenhouse gas emissions, as well as reducing the impacts of floods and heat waves by regulating stormwater runoff, stabilizing micro-climates, reducing wind effects and limiting the urban heat island effect.



www.halifax.ca/climate

HalifACT

HalifACT: Acting on Climate Together is the Municipality's long-term climate action plan to reduce emissions and help communities adapt to a changing climate.

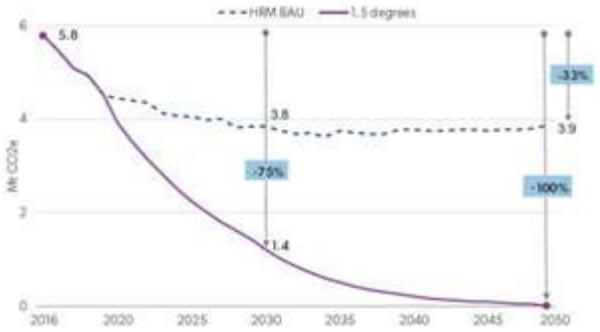
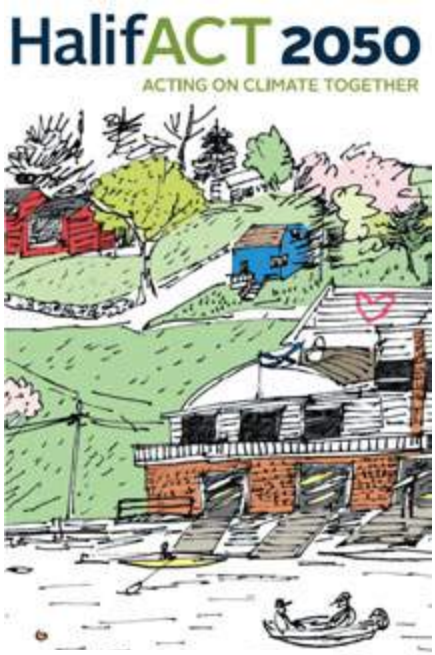


Figure 2: Halifax's 1.5°C pathway and carbon budget

Adopted by Regional Council in 2020, HalifACT is the Municipality's climate action plan to reduce emissions and help communities adapt to a changing climate. The Plan is aligned with the low carbon pathway recommended by the Intergovernmental Panel on Climate Change, which suggested that the risks of climate change could be substantially reduced if global warming was limited to 1.5 degrees Celsius above pre-industrial levels. HalifACT sets several emissions reduction targets, including a target of net-zero municipal operations by 2030, community-wide targets of 75% emissions reduction from the 2016 baseline by 2030, and achieving net-zero emissions by 2050. While the target of net-zero emissions is important, Halifax must commit to a steep reduction pathway to limit total emissions over time and stay within our carbon budget.



www.halifax.ca/climate

HalifACT

THE REGIONAL PLAN REVIEW WILL:

- Update the Environment, Energy and Climate Change chapter of the Regional Plan to reflect HalifACT's emissions reduction targets
- Consider climate impacts across issue areas

HalifACT is a community-wide plan with many stakeholders, and implementation requires us to think of climate impacts in all the work that we do. The Regional Plan can take a powerful role in setting that direction. Through the Review, we will develop policy, complete additional study and set up future work to implement the recommendations of HalifACT.



Efficient, Resilient Buildings and Renewable Energy

To achieve the Municipality's climate action goals and reduce our collective GHG emissions, HalifACT's recommendations include specific actions that can be supported through planning policy and land use regulations.

THE REGIONAL PLAN WILL:

- Review land use by-law regulations to remove barriers
- Consider opportunities to support net-zero and climate resilient new construction
- Explore opportunities for alternative energy systems, like district energy or microgrids
- Ensure policy and regulations are up to date with new technology (e.g. wind energy policy)

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The Regional Plan has an important role to play in setting our land use planning policy and regulations in a way that supports our emission reduction targets.

In 2016, buildings accounted for 70% of HRM's total energy use and 77% of total emissions. Retrofitting existing buildings and ensuring that new buildings are more efficient is necessary for a successful energy transition.

One of the most important things we can do, is make sure that there aren't any barriers in our planning policy or regulations that would make it difficult for people to use these new energy efficient technologies. For example, are there regulations that would prevent installing solar panels because of height restrictions, or are there limitations on where electric vehicle charging stations could go on a site? So we can do that review of our regulations through the Regional Plan Review.

We may also have opportunities through discretionary planning applications – which require Council review and approval. For example, we could write policy that requires Council to consider the energy efficiency of new developments, or when we are designing new communities through a master planning process, are there opportunities to consider alternative energy systems? The HRM Charter allows us to require district energy for the Cogswell area – and we can explore if there might be opportunities elsewhere as well.

And finally, where there are existing policies and regulations, it will be important that those are kept up to date. For example, our wind energy policy was adopted in 2011. Through the Review, we will check to make sure that that policy reflects current wind energy technology.



Emergency Management and Critical Infrastructure Resiliency

Understanding climate change hazards and impacts, especially in vulnerable communities, are a critical aspect of Emergency Management and a core action of HalifACT.

THE REGIONAL PLAN WILL:

- Identify current and future climate change hazards and critical infrastructure at risk to extreme climate events
- Adopt policy to prioritize resiliency measures to reduce risk, protect critical infrastructure and require building back better
- Adopt policy to require emergency management services and climate change hazard projections are considered as part of the development process

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Understanding climate change hazards and impacts, especially in vulnerable communities, are a critical aspect of Emergency Management and a core action of HalifACT. As climate events become more extreme and occur more frequently, we can expect more disruptions and damage to our critical infrastructure systems, which include energy, telecommunications, transportation, our water supply, wastewater treatment, solid waste management, buildings and food systems.

We must take action to proactively protect and strengthen our critical infrastructure and improve community resilience.

The Municipality can take a leadership role to identify current and future climate hazards, and critical infrastructure that may be at risk to extreme climate events. Once we have identified those risks, we can develop strategies to mitigate them.

The Regional Plan can include policy to prioritize resiliency measures to reduce risk and protect critical infrastructure, and require that we build back better. For example, where we know there will be significant risk from sea level rise and extreme water levels on our coast, land use policy can direct important infrastructure away from those areas.

Where we are regularly planning for new development in our communities, Regional Plan policy can require that we consider emergency management and climate hazard projections early in the development process.



Managing Water Resources

Protecting the Municipality's water resources is critical for our potable water supply, supporting wildlife and overall ecological health, recreation use and aesthetic values.

THE REGIONAL PLAN REVIEW WILL:

- Adopt policy to support a comprehensive water quality monitoring program
- Update policy to support ongoing work to improve stormwater management practices
- Review wetland and riparian buffer regulations
- Continue to require studies of environmental features as part of planning for future serviced communities

15

Protecting the Municipality's water resources is critical for our potable water supply, supporting wildlife and overall ecological health, recreation use and aesthetic values. The Regional Plan directs land use policy to regulate water flow, mitigate flooding, reduce water pollution, and protect ecological function.

Through the Regional Plan Review, we will both be supporting ongoing work and looking at ways to update our existing regulations.

Some ongoing work includes the proposed water quality monitoring program, which has recently been considered by the Environment & Sustainability Standing Committee. Assuming the proposed approach is adopted by Council, we would plan to write Regional Plan policy which supports that work. Where the proposed program involves working with community, the policy can lay out that direction so we can continue to build those partnerships.

Another ongoing piece of work has been on stormwater management – so our Infrastructure Planning group has been working with Halifax Water on updating the joint stormwater standards, first for large scale developments on private property - and the Municipal Design Guidelines or "Red Book review" is looking at both the public right of way and using green infrastructure.

The Regional Plan includes policy and sets up land use by-law regulations for riparian buffers around watercourses, and there is some regulation around wetlands, which aim to protect these features from being damaged by development. The HGNP identified the need to further protect riparian areas and establish a consistent watercourse buffer across the region. Greater protection for wetlands is also needed,

as these areas serve important roles for natural stormwater management, provide wildlife habitat and act as carbon sinks. So we are intending to review those policies and regulations and make those updates.
And finally, the Regional Plan sets out requirements for studying environmental features before development can take place for new communities, and we will continue to do that as we plan for future growth.



Coastal Protection

Sea level rise and extreme water levels, exacerbated by increasing frequency and intensity of storms, is expected to significantly impact the Atlantic Coast.

HRM can expect impacts from sea level rise and extreme water levels in coastal areas, including:

- Flooding
- Saltwater intrusion
- Coastal erosion

All of which can significantly damage infrastructure, property and natural features. Limiting damage to coastal communities and ecosystems will require carefully managing development in these areas.

HRM will continue to work with the Province to develop and adopt revised policies and regulations consistent with the Coastal Protection Act and tailored to the HRM context.

Regarding Coastal Protection –
We expect that sea level rise and extreme water levels, exacerbated by increasing frequency and intensity of storms, will significantly impact the Atlantic Coast.
As a result of climate change, HRM can expect significant impacts from sea level rise and extreme water levels in coastal areas, including: flooding, saltwater intrusion and coastal erosion,
all of which can significantly damage infrastructure, property and natural features. As a result, it is very important to limit damage to coastal communities and ecosystems by carefully managing development in these areas.
The Regional Plan does set out vertical setback requirements that are implemented through the various community land use by-laws, but we've identified a few gaps in the way this regulation works.
The Province is continuing to work on the Coastal Protection Act regulations. We have been meeting with the Dept of Environment to understand their proposed approach. We are hoping that our timelines will align, so that we will be in a position to adopt revised policies and regulations that are consistent with the Coastal Protection Act and also tailored to the HRM context. If our timelines don't align, there are likely still some adjustments to be made to our policies to strengthen them.



Naturalization

The Halifax Green Network Plan and HalifACT both encourage the inclusion and maintenance of natural areas and green infrastructure in communities where growth is located or planned. The Urban Forest Master Plan provides direction for planning, programming and maintaining HRM's urban forest.

Natural areas and green infrastructure help to:

- manage stormwater
- reduce the heat island effect
- improve water quality
- provide shade
- sequester carbon.

This kind of naturalization work is already being piloted in HRM to improve the environmental health in our urban areas.

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And finally, the Halifax Green Network Plan and HalifACT both encourage the inclusion and maintenance of natural areas and green infrastructure in communities where growth is located or planned. The Urban Forest Master Plan provides direction for planning, programming and maintaining HRM's urban forest. Natural areas and green infrastructure help to:

- manage stormwater
- reduce the heat island effect
- improve water quality
- provide shade
- sequester carbon.

This kind of naturalization work is already being piloted in HRM to improve the environmental health in our urban areas and contribute to our actions on climate.

Panelists

Shannon Miedema, Program Manager, Energy and Environment

Kevin Boutilier, Clean Energy Specialist, Energy and Environment

Taylor Owen, Climate Change Specialist, Energy and Environment

Kate Greene, Program Manager, Regional Planning

Leah Perrin, Principal Planner, Regional Planning (Plan Review)

HALIFAX

To learn more, ask questions, join the project's mailing list and make your voice heard:

Visit: www.shapeyourcityhalifax.ca/regional-plan
Email: regionalplan@halifax.ca
Phone: 902.233.2501

Stay updated on other events and engagement opportunities by following the Halifax Regional Municipality on social media and Shape Your City.

HALIFAX

Thank You For Your Participation!

Regional Planning
regionalplan@halifax.ca
902-233-2501

Shape Your City: **www.shapeyourcityhalifax.ca/regional-plan**

Public feedback will be collected until July 16

Slide 20

Regional Plan Review
Transcript – Climate Virtual Q&A (June 15, 2021)
This transcript has been edited for content and clarity.

QUESTION: What is happening to meet our retrofit targets in HRM?

Shannon Miedema, Program Manager, Energy and Environment
That's one of the seven critical core areas that we put forward to Council when we took the plan to them last June. We saw it as an area where the city had a really big role to play in moving forward and building industry capacity and market readiness for deep energy retrofits of our existing building stock. Our first order of business is to design a community program that incentivizes deep energy retrofits, renewable energy on buildings as well as climate resiliency considerations. We're looking at how to reduce risks from climate at the same time as doing work on any one particular building. We have a retrofit design team with many different stakeholders who are experts in different parts of this work, and they've been working on a weekly basis to try and come up quite quickly with a pilot program to test out. We will be bringing that forward to Council this summer for approval and starting to roll it out.

QUESTION: I'm glad you showed the Saint Mary's Boat Club. The boat club is a casualty of climate change with rising ocean levels - the club floods every year. Has the city decided if it wants to build a new boat club or move the existing building higher up the hill?

Shannon Miedema, Program Manager, Energy and Environment
We have done some work at that site a number of years ago. They did a 'living shorelines' pilot project on some of the eroding shoreline at the St. Mary's Boat Club in partnership with some nonprofit groups and with the Nature Based Solutions business. I think it was being monitored by a PHD or postdoc student at Saint Mary's University. In our capital plan, a few years out, there is some money marked for the renewal of that asset that will require looking at the current and future climate risks of that site and trying to figure what is the best long-term, climate-informed solution. One of the other things we are working on across our whole community is doing some climate hazard mapping and risk and vulnerability assessments of our infrastructure and our assets across the whole spectrum of what we own and across the entire shoreline. The St. Mary's Boat Club would be

part of that overarching work as well.

QUESTION: I would like to provide feedback relating to the climate change section to the Regional Plan Review team, and ask the related question: Section 9 of the Themes and Directions report, Leading Through Action on Climate speaks to updating the Environment, Energy and Climate Change chapter to reflect the net zero emissions targets laid out in HalifACT 2050 and to require consideration of climate impacts across all issue areas. It is great to hear that this chapter will be updated and expanded. However, especially as the HalifACT 2050 plan takes on a whole of community approach to addressing and mitigation the effects of climate change in HRM, I would like to hear whether the issue of climate change will be elevated within the next iteration of the Regional Plan beyond consideration within this single chapter. HalifACT 2050 puts forward some of the most ambitious climate targets of any North American city, and I would like to hear any comments on whether something like a requirement to apply a climate lens to all decisions which fall under the Regional Plan is being considered, and if so what that would look like. For example, would there be a consideration of adding a focus of mitigation of climate change (and emissions reductions) explicitly into the guiding Principles of the Regional Plan?

Kate Greene, Program Manager, Regional Planning
I would say that we agree with your statement. You've asked if the focus on mitigation of climate change can be included in the principles, and we have done that, especially in the idea of transforming as a community. We think that we almost need to leapfrog in managing our growth right now and we see the lens of climate change as being one of the most important ways we need to think about how we're growing. It's of critical importance to us and it will be elevated throughout the Regional Plan Review, and likely the Regional Plan itself as compared to the last iteration. Shannon Miedema is on our steering committee and she's helping us guide the Regional Plan Review because we think this lens of climate change is so important to our work right now. She's at the table helping us make decisions and making sure we're guiding the municipality in the right direction.

QUESTION: Is there a plan for wilderness stewardship training of volunteers to mitigate the inadvertent damage caused by the public use of the wilderness for recreation?

Kate Greene, Program Manager, Regional Planning
I'm not aware of a plan right now for training of volunteers, a specific plan. Although some other folks on the in the group might be aware of that. We have been speaking with our Parks and Recreation team about how we manage the interface between development and wilderness areas and how we organize land use strategically to prevent impacts on really important ecological areas. An example of this would be where you have development and then you have a wilderness area directly adjacent. You organize the development in the park in such a way that the heavier used portion of the park, where we're going to have people using it often, abuts development and provides a bit of a buffer to the actual wilderness area or portion of the land that you want protected. We've been talking a lot about partnerships and how we work in partnership with community to manage the environment. That's a way that we need to work with community right now, so that there's education and that we can make the public more aware of human impacts on wilderness areas. I expect to see that conversation evolve over the coming years.

Shannon Miedema, Program Manager, Energy and Environment
I would add that the province has designated wilderness areas that have a set of restrictions for use so they're very different from parks and parkland. They have a certain amount of enforcement. I'm not sure if they are working with volunteers on any type of remedial activity but that would be a question for the province.

QUESTION: With rising land costs does the city plan on upping its budget for acquiring new parkland? I think it is at 500k a year now but that won't be enough. For example, a piece for Blue Mountain sold for 2.9 million.

Kate Greene, Program Manager, Regional Planning
This is something that Council is grappling with right now. We presented on the Themes and Direction Report at Committee of the Whole, and that question did come up around how we manage our parks, think about parks at a regional level, and strategize on how to acquire important pieces of

land. There is a plan for acquisition that's already in the budget, and that Parks and Recreation works toward, but if we want to make that larger and actually acquire significant pieces of land, then that would probably be direction that Council would need to give staff. It's being raised, especially with the conversation around Blue Mountain Birch Cove Lakes and the Sandy Lake area. People are interested in understanding what can be done to preserve land over time.

QUESTION: What are you doing to increase the adoption of electric vehicles across the community?

Kevin Boutilier, Clean Energy Specialist, Energy and Environment

We're just finalizing a municipal electric vehicle strategy and it's going to have both a public and a corporate component to it. The public component will determine where and in what quantity should public EV charging be available for public use. The intention of the public deployment plan is to ease range anxiety for property owners who are looking to get electric vehicles, which is a major concern and a major barrier that is perceived by folks wanting to switch to electric vehicles. It also gives an indication that there are investments being made in this space, so that if you were to go EV, you'll be in a good spot in the long term. We're also looking to work with the Province to try to implement some policies to make EV adoption a lot easier, to ensure that there is a stock at dealerships - it is actually very difficult to get them currently. With regards to our corporate initiatives, we're looking to electrify our entire light duty fleet by 2030, so that strategy is hopefully going to be public later this summer and then we will start implementation.

QUESTION: In terms of the targets that we've set for 2030 and 2050. Do you feel that it's possible to meet the targets that we have set?

Shannon Miedema, Program Manager, Energy and Environment
That’s the $22 billion question! That is the collective estimated guess of how much the climate plan will cost everybody in HRM, but with the resulting additional $22 billion to the good starting to be realized in 2030. This is over 30 years, but Halifax is called HalifACT because the ACT stands for Acting on Climate Together. As the city, we recognize that we play an important role and we can directly control some of our emissions,

about 2% of the total emissions. It's about working with all of our stakeholders and opening up policies and using those different levers that we have to galvanize the climate action movement in the city. It's 100% technologically possible, financially possible, but it's about doing things differently and being comfortable with getting away from our business as usual approach where we take a really long time planning. We really need to dive into the action. We need our utilities, other levels of government, and all of our residents as well. If we all do our part and mobilize quickly to do it, then we can succeed. We really need to aggressively drive down our emissions by 2030. Our window of opportunity is narrowing and so that's the pressure. It's urgent and we need really scaled-up action. We've done some really great things that we can build on, but we really need to start scaling them up and acting much more quickly than we have been.

QUESTION: I would love to hear more on what will be incorporated into the Regional Plan to ensure that the expansion of the HRM's solar energy financing program Solar City will to allow HRM to further support deep energy retrofits needed across the municipality to meet HRM's ambitious climate goals? What considerations are being taken to support homeowners, renters, rental property owners as they consider participation in such programs?

Shannon Miedema, Program Manager, Energy and Environment
It's probably not really the role of the Regional Plan other than to enable types of directions on programs. That's much more of a kind of technical question.

Kevin Boutilier, Clean Energy Specialist, Energy and Environment
It may be the role of the Regional Plan to limit barriers that may exist. With the current Solar City program, we do have legislative authority to expand that to energy efficiency measures, so anything that does reduce greenhouse gas emissions. However, it is limited to non-profits or residential properties. We're looking to develop a new program with the design group that we've developed in the last couple of months to expand the program so it can hit many more measures, but also to be more equitable to other property owners and other property types. We are looking to be successful through a funding grant through the Federation of Canadian Municipalities to do a study to determine what type of accessible financing would be best for renters or for low-medium income property owners. We're hoping to work with third party finance or investors so that

we can go beyond our current PACE [Property Assessed Clean Energy] program limitations to ensure that all property owners within the municipality, regardless of the ownership type, can implement these energy efficiency or similar measures within their property. It is currently ongoing.

Kate Greene, Program Manager, Regional Planning
We're also thinking about affordability and the idea of energy poverty. We're in a tricky housing situation right now. Many people are struggling to make ends meet and be living in housing that they can afford. Energy poverty is something that we're thinking about actively and trying to build into the affordable housing conversation. We have to think holistically in everything we're working on, whether it be housing or just how we're organizing land use. We have to have this view of climate and understand how it's impacting people on a lot of levels. Solar energy, and just allowing people additional opportunities to try out different technologies at the site level are really important, and in planning we're just trying to remove barriers but also advocate for that type of thinking in all our work.

QUESTION: Does the municipality have any additional data that would help us assess climate risks?

Shannon Miedema, Program Manager, Energy and Environment
As part of the climate plan development we had our consultants put together the current and anticipated climate risks for the municipality which comes from the Intergovernmental Panel on Climate Change. They're about to release their next major report this summer. We're a little scared for what it's going to say because every time they release a new report, things are more serious than the last time. We have heard that that's what we can expect this time around in terms of things like the rate of change for sea level rise and extreme storms. We work with our partners locally to hone into the global numbers to make them relevant at a local scale. The federal government has some great online resources. The Climate Atlas is a great place to start for anyone wanting to look at that type of information. We also have work that was done on floodplain modelling along the Sackville Rivers, the Shubie system. That is all available publicly. We also have LIDAR so we have really detailed digital elevation modeling for our entire municipality now. We used to just have it for a subsection. It's now our entire coastline, watersheds, and topography, and that can be used for so many different applications and that's available on Open Data. Students,

academics, consultants, everybody can access it for research in different projects. That will form the base of all the new climate in flood risk mapping that we're going to be doing once we get the data from the international report.

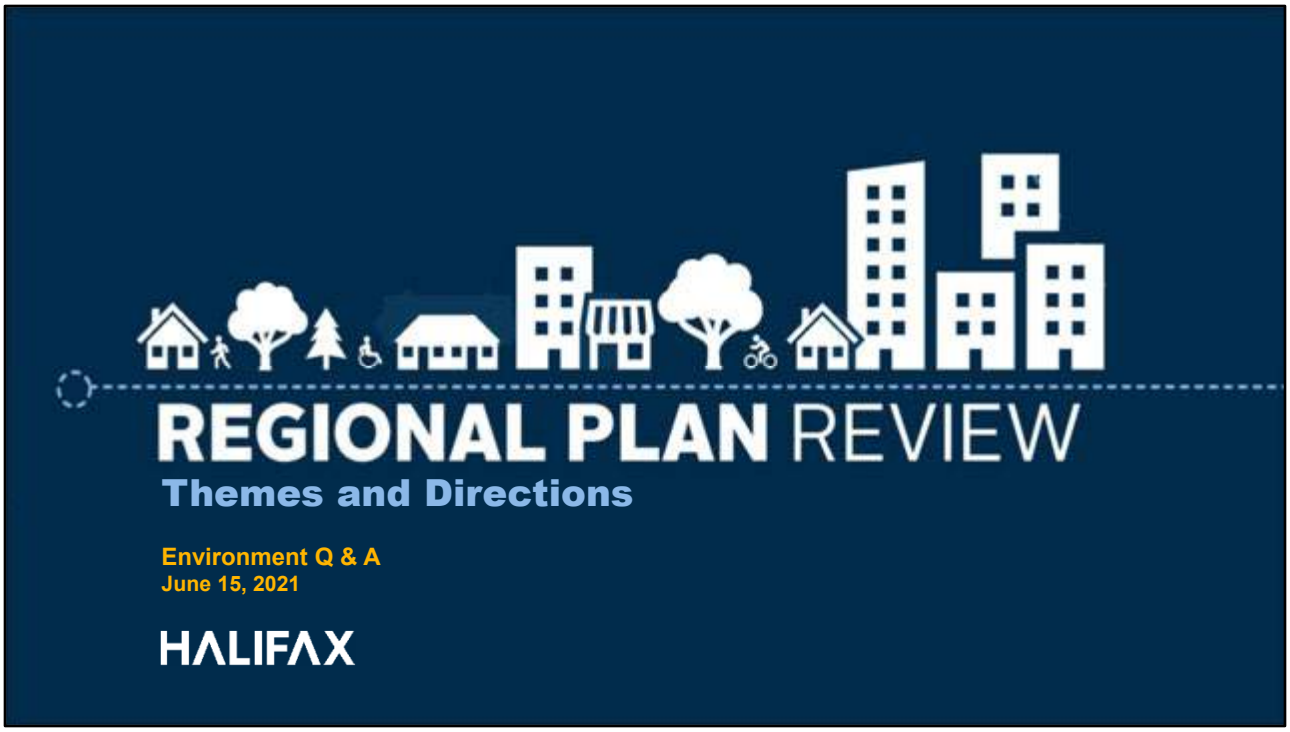
QUESTION: What actions are being taken when we're thinking about protecting residents from the increasing impacts of climate change?

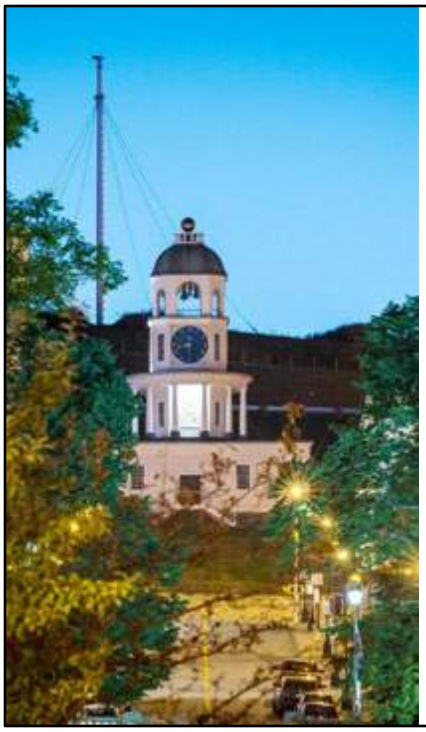
Shannon Miedema, Program Manager, Energy and Environment
Adaptation is really interesting. We spent a lot of time at first on mitigation and then realized that even with all our efforts around mitigation, we need to look at adaptation. We need to look at preparing ourselves for impacts that we have already experienced and that we know we will experience again and probably at changing rates and changing severities over time. It's about building resilience, resilient communities, safe communities, safe and resilient infrastructure, and healthy ecosystems. There is a lot of work to do on this side of things. We only hired our first Climate Change Specialist focused on adaptation a couple of months ago. Our first order of business is working with the province on their Coastal Protection Act to see what regulations are going to come through for HRM in terms of how we manage planning and development along the coasts. We're also trying to get going on our climate hazard mapping and doing some risk and liability assessments of critical infrastructure, and we're working with our emergency management team on that as well. There's lots of work to do.

QUESTION: How we are engaging with stakeholders in HalifACT?

Taylor Owen, Climate Change Specialist, Energy and Environment
In the creation of the plan we did a lot of stakeholder engagement. We have almost 400 people including internal stakeholders, those are people across HRM. We're working with a lot of different business units as well as external organizations including different levels of government, academic institutions, nonprofits, businesses, Nova Scotia Power, and our utilities. That group came together to help us inform how the plan was created and we've been putting a lot of work into keeping that group together, because it was really informative for us and a good group to have together to be able to bounce ideas around and get some action going. That group has now been moving into the implementation phase, and we've been meeting

on a quarterly basis to provide updates on how the plan being implemented as well as what the climate actions are that are happening across the city that are feeding into this collective action of implementing the plan. We've also been doing some collective impact work, bringing together a lot of different people from different stakeholder organizations to start working on projects together and driving down emissions or coming up with adaptation projects. It's been a great opportunity to connect with people working on climate across the city.


REGIONAL PLAN REVIEW
Themes and Directions
Environment Q & A
June 15, 2021
HALIFAX



WHY ARE WE HERE TODAY?

We are reviewing the Regional Plan.

We are here to provide an **overview of the proposed Themes and Directions.** This is the first major deliverable of the Regional Plan Review. We are kicking off a month-long engagement period on this work, including webinars on 6 key themes. Tonight's Webinar is on the Environment:

- Social Planning
- Housing
- Climate
- **Environment**
- Mobility
- Long Range planning

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We are here today because we are reviewing the Regional Plan, which means we are evaluating our land use policies and making sure they represent the direction Council would like to set. We are contemplating how the municipality is physically organized and growing.
We kicked off this phase of public engagement on May 20th at Community Planning and Economic Development Standing Committee – which is the primary advisory body for this work.
As one component of our engagement, we have been hosting virtual Q&A sessions on various topics of interest and tonight's session is focused on the Environment theme.

The Halifax Regional Municipal Planning Strategy (Regional Plan) is a strategic document built on a common vision and principles for the municipality to achieve balanced and sustainable growth.

Originally adopted in 2006, the Regional Plan provided the first comprehensive guide for future growth for the entire municipality following amalgamation. It outlines where, when, and how future growth and development should take place between now and 2031.

Now, just to step back and make sure everyone understands the Regional Plan – it is a strategic document – the first document post-amalgamation that provided a region-wide vision for land use. It was first adopted in 2006. It provided a comprehensive outline of how growth and development should take place between 2006 and 2031.

WHAT DOES THE REGIONAL PLAN DO?

- Provides policy direction for planning at the regional and community level
- Sets up region-wide land use by-law regulations
- Establishes the Municipality's intent to conduct future research programs or studies
- Identifies programming or partnership opportunities



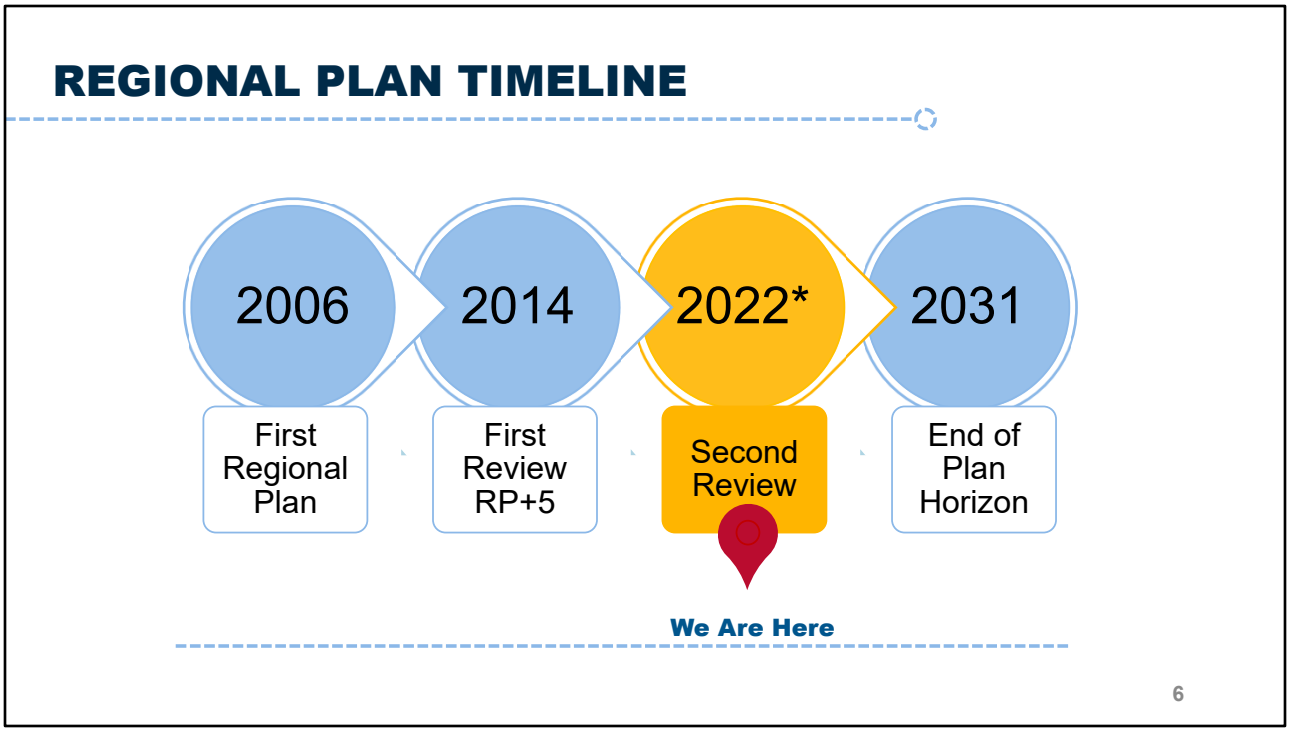
So as a high-level policy document, the Regional Plan does a few different things -

-First, the Plan provides policy direction for planning at the regional and community level – the regional plan sits above the community or secondary plan level documents, and above our land use by-laws, and sets region-wide policy intent.

-The Regional Plan policy can set up land use by-law regulations that will be applied region-wide. So for example, for watercourse buffers, those policies sit in the Regional Plan, and the regulations are rolled out in the community land use by-laws.

-It can establish the Municipality's intent to do future research programs or studies. The Green Network Plan is an example of a study that was identified during our last Regional Plan Review

-And finally, the Regional Plan identifies where there are needs for different types of programming or opportunities to partner with community or other levels of government. Environmental protection requires cooperation across our community, and the Regional Plan can support partnerships with other groups to achieve our goals.



This presents the progression of the Regional Plan over the past 14 years. In 2006 we approved the Regional Plan, in 2014 we conducted our first review – you might recognize the name RP+5 which was the brand for that review. You can see we are aiming to complete this review in 2022.



WHAT ARE THE THEMES & DIRECTIONS?

Key Ideas, Issues and Potential Changes.

The Themes & Directions document **shares ideas about key planning issues and provides details of the work** that will be completed during the Review. The purpose of this document is to demonstrate the scope of the Regional Plan Review to the public, stakeholders, Council, and ultimately to seek feedback on the content.

The feedback will help provide focus and direction for our work during the Review.

HALIFAX



The Themes and Directions document includes 11 Themes. They are all highlighted on the slide, and an overview of each theme is available to you on our website – shapeyourcityhalifax.ca/region-plan.
Today we are focusing on theme 8

Theme 8
Enhancing Environmental Protection

Theme 8 is about enhancing environmental protection and I will go into a bit more detail about how we are considering this through the Regional Plan Review

THEMES & DIRECTIONS

Theme 8: Enhancing Environmental Protection

- Using the Green Network Plan Ecology Map to guide planning decisions
- Reviewing interactions between land use and important ecological areas and wildlife corridors
- Continue to support naturalization and green infrastructure
- Continue to support the implementation of the Urban Forest Master Plan
- Continued development of Watershed Management, Water Quality Programs
- Improved consideration of watercourses and wetlands
- Improve coastal area management



Biggest Moves:

Developing a program of study for the protection of wildlife corridors

Reviewing the Municipality's ability to protect environmentally sensitive or important lands

Improving protection for water course, wetlands and coastal areas

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Environmental management was one of the main focuses of the regional plan when it was first adopted in 2006. It identified the natural environment as one of HRM's defining features, and the plan homed in on this idea that growth and development in HRM had been and would continue to be shaped by a network of open space. The plan set up that when planning for new communities, we should start by examining these places on a watershed basis – this means determining how development should take place to ensure that the health of the watersheds is maintained.

Since that time, we have furthered this understanding with the Halifax Green Network Plan – it provides a high-level overview of the areas and features that contribute to the region's Green Network. The Green Network Plan is being implemented through many different ongoing initiatives across the organization, but our work on the Regional Plan Review will be instrumental in making sure that our region-wide policy is consistent with that plan.

We will be looking to complete some additional study and set up future work related to for example, naturalization and the protection of natural corridors, water resources and coastal areas. I'll talk about each of these pieces of work in a bit more detail in the next few slides.



Planning Tools for Protecting and Conserving Land

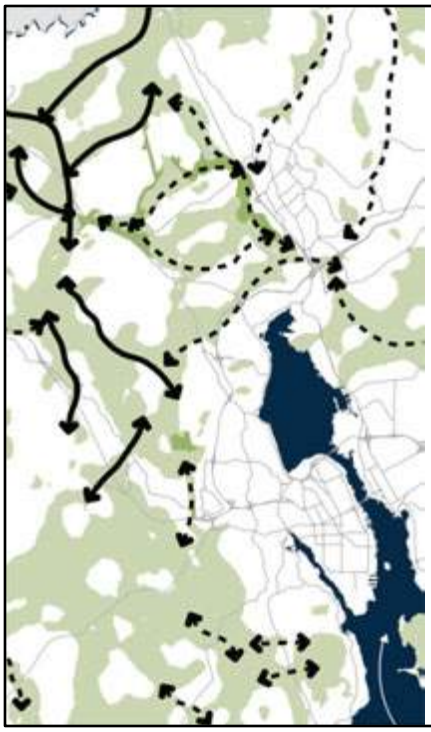
The HRM Charter limits the Municipality's ability to completely prohibit development. However, HRM has some tools to protect the environment which include:

- Mitigating negative environmental effects of development
- Protecting lands around drinking water sources
- Purchasing lands for conservation
- Limiting sprawl through subdivision and road development controls

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One on the most common questions is how the Municipality can protect environmentally significant land from development. The tools available are dictated by the HRM Charter, which –simply put- outlines the powers that the Province has granted the Municipality. In regard to the environmentally significant lands, we have four main tools under the HRM Charter – We are able to prohibit development in certain circumstances, for example in flood-prone areas, or where there are steep slopes and low-lying or marshy areas. This is also how we protect the lands around drinking water sources. We are also able to purchase or support a conservation group's purchase of significant lands to ensure no development takes place, a common example of this is our wilderness parks which we are continuing to work with our community partners to protect given their important role in our green network and as part of our parks spectrum. One of the strongest tools we have is limiting significant residential subdivision outside of the Urban Service Area – the Regional Plan and our Regional Subdivision By-law already do this – this was one of the most significant pieces of the original 2006 regional plan. We've been asked a number of times about whether the Municipality

should be asking the Province for changes to the HRM Charter, and in fact there were some requests that made when the Green Network Plan was adopted - but in the meantime, given the uncertainty around the timing of these requests, we are focusing on how to best use our existing tools to maintain our important environmental lands. So we are continuing to explore the full range of planning tools available to the Municipality, and that is something we will be doing through the Regional Plan Review.



Protecting Natural Corridors

Natural corridors are undeveloped areas that provide linear connections between larger patches of wilderness. These corridors are extremely important as they connect habitats and help to maintain healthy and diverse wildlife populations.

The HGNP identified the need for a clear approach for protecting natural corridors as the region grows and develops.

Additional study is needed to understand how we can best protect these corridors at a regional scale while managing the impact of individual developments.

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One major aspect of the Green Network Plan is the idea of natural corridors, which are undeveloped areas that provide linear connections between larger patches of wilderness. These corridors are extremely important as they connect habitats and help to maintain healthy and diverse wildlife populations. The HGNP identified the need for a clear approach for protecting natural corridors as the region grows and develops. The GNP identified these corridors at a high level, but where our regulations work at the site level, there is some additional study needed to understand how we can best protect these corridors at a regional scale while managing the impact of individual developments. We expect through the Regional Plan Review that we will set up for that future study.



Naturalization

The Halifax Green Network Plan and HalifACT both encourage the inclusion and maintenance of natural areas and the use of green infrastructure in communities where growth is located or planned. The Urban Forest Master Plan provides direction for planning, programming and maintaining HRM's urban forest.

Natural areas and green infrastructure help to:

- manage stormwater
- reduce the heat island effect
- improve water quality
- provide shade; and
- sequester carbon.

This kind of naturalization work is already being piloted in HRM to improve the environmental health in our urban areas.

13

The Halifax Green Network Plan and HalifACT both encourage the inclusion and maintenance of natural areas in communities where growth is located or planned. The Urban Forest Master Plan provides direction for planning, programming and maintaining HRM's urban forest. Natural areas help to:

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- improve water quality
- provide shade
- sequester carbon.

This kind of naturalization work is already being piloted in HRM to improve the environmental health in our urban areas.



Managing Water Resources

Protecting the Municipality's water resources is critical for our potable water supply, supporting wildlife and overall ecological health, recreation use and aesthetic values.

The Regional Plan Review will:

- Adopt policy to support a comprehensive water quality monitoring program
- Update policy to support ongoing work to improve stormwater management practices
- Review wetland and riparian buffer regulations
- Continue to require studies of environmental features as part of planning for future serviced communities

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Protecting the Municipality's water resources is critical for our drinking water supply, wildlife/ecological health, recreation use and aesthetic values. The Regional Plan directs land use policy to regulate water flow, mitigate flooding, reduce water pollution, and protect ecological function. Through the Regional Plan Review, we will both be supporting ongoing work and looking at ways to update our existing regulations.

-Some ongoing work includes the proposed water quality monitoring program. This program is currently being considered and, assuming the proposed approach is adopted by Council, we would plan to write Regional Plan policy which supports that work and the community partnerships that make it possible,

-Another ongoing piece of work has been on stormwater management – we are continuing to work with Halifax Water on updating the joint stormwater standards for private properties – as well as updating our own standards for public right of way and using green infrastructure.

-The HGNP identified the need to further protect riparian areas and establish a consistent watercourse buffer across the region. Greater protection for wetlands is also needed, as these areas serve important

roles for natural stormwater management, provide wildlife habitat and act as carbon sinks. So through the RPR we are intending to review our current land use by-law regulations/policies for these areas and make those updates.
-And finally, the Regional Plan sets out requirements for studying environmental features before development can take place for new communities, and we will continue to do that as we planning for future growth.



Coastal Protection

Sea level rise and extreme water levels, exacerbated by increasing frequency and intensity of storms, is expected to significantly impact the Atlantic Coast.

HRM can expect impacts from sea level rise and extreme water levels in coastal areas, including:

- Flooding
- Saltwater intrusion
- Coastal erosion

All of which can significantly damage infrastructure, property and natural features. Limiting damage to coastal communities and ecosystems will require carefully managing development in these areas.

HRM will continue to work with the Province to develop and adopt revised policies and regulations consistent with the Coastal Protection Act and tailored to the HRM context.

And finally – regarding Coastal Protection –
We expect that sea level rise and extreme water levels, exacerbated by increasing frequency and intensity of storms, will significantly impact the Atlantic Coast.
As a result of climate change, HRM can expect significant impacts from sea level rise and extreme water levels in coastal areas, including: flooding, saltwater intrusion and coastal erosion.
All of which can significantly damage infrastructure, property and natural features. As a result, it is very important to limit damage to coastal communities and ecosystems by carefully managing development in these areas.
The Regional Plan does set out vertical setback requirements that are implemented through the various community land use by-laws, but we've identified a few gaps in the way this regulation works.
The Province is continuing to work on the Coastal Protection Act regulations. We have been meeting with the Dept of Environment to understand their proposed approach. We are hoping that our timelines will align, so that we will be in a position to adopt revised policies and regulations that are consistent with the Coastal Protection Act and also tailored to the HRM context. If our timelines don't align, there are likely still some adjustments to be made to our policies to strengthen them.

To learn more, ask questions, join the project's mailing list and make your voice heard:

Visit: www.shapeyourcityhalifax.ca/regional-plan
Email: regionalplan@halifax.ca
Phone: 902.233.2501

Stay updated on other events and engagement opportunities by following the Halifax Regional Municipality on social media and Shape Your City.

HALIFAX

Thank You For Your Participation!

Regional Planning
regionalplan@halifax.ca
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Public feedback will be collected until July 16

Slide 17

Regional Plan Review
Transcript – Environment Virtual Q&A (June 15, 2021)
This transcript has been edited for content and clarity.

QUESTION: Why the delay in undertaking the further work on natural corridors until after completion of the Regional Plan?

Leah Perrin, Principal Planner, Regional Planning
We are grappling with a huge amount of work. The Themes and Directions report includes the Halifax Green Network Plan which gave us many directions to work on a variety of things. The natural corridors obviously are one of the most important things that we will need to tackle in the coming months and years. We're looking at ways that we can advance that work through the Region Plan Review so I wouldn't describe it as a delay. We are interested in continuing on with that work. Given that the Green Network Plan is at that high level, and there may be a need to do additional field work, potentially ground truthing, to understand exactly what we're looking at on the ground and understanding how we can regulate those corridors at the site level. It's a significant amount of work, and so it may take some time. We will be working to resource our different projects through the Regional Plan Review and we'll tackle that as we go.

Kate Greene, Program Manager, Regional Planning
We know that there are some corridors that are more important than others in the sense that they are more sensitive or may be closer to development and more under threat. We want to prioritize how we work on them and work in a more coordinated fashion on those as quickly as possible. We've also been meeting with community members and have been working with Karen Beazley (Dalhousie University School for Resource and Environmental Studies) and others to try and rely on expertise in the community to learn more about the important corridors and ecologically sensitive areas. We're certainly not delaying the work, but we're trying to be clear about how we're working on it. We won't be able to get all of that done by the time the Regional Plan comes forward for adoption. A lot of it will be setting up to make sure that we can do that work over the next number of years.

QUESTION: Does the Regional Plan have any role to play in preserving and enhancing the health of wilderness environment that is within HRM but is provincially owned?

Leah Perrin, Principal Planner, Regional Plan
The Municipality is a creature of the Province. We're at the whims of the Province to manage their land as they choose. The Regional Plan does set out the Open Space and Natural Resource designation and we have included much of that Crown Land in that designation. There are specific requirements in there around how land can be subdivided. For example, if the Province chose to sell land, that land would be subject to our municipal regulations, our zoning.

QUESTION: Is there a way to measure carbon sequestration to determine the effects of changes in urban development that affects wilderness areas within HRM?

Shannon Miedema, Program Manager, Energy and Environment
That's a tough one. We do contemplate carbon sequestration in HalifACT, our climate action plan, as part of an important way to help us get to our targets of 2030 and 2050. Recognizing that we have to deal with our relationship and treatment of nature if we're going to be able to improve our climate situation and recognizing that preserving what we do have is really important. Not just for climate mitigation purposes, but also on the adaptation side with reducing flood risks, providing shade, those kinds of things. In our climate plan we also have some actions around regreening initiatives. That is slower. We have to do a lot in a really short term. We also are thinking long term out to 2050 and beyond. You might have heard about different tree goals that the federal government and internationally, around – let's just plant millions of trees – and that will help us ultimately in the long term get to our climate targets. It's not going to help us very much in the short term.

Penelope Kuhn, Policy Coordinator, Parks and Recreation
I would just add that it's incredibly complex to understand carbon sequestration changes in a wilderness area, in a forest. There's a lot of academic literature out there. Folks that have tried to do that. Something we could look at, possibly down the road, is partnering with academics that are studying and measuring these types of changes in forests. Again, it's

complex and depends on the types of trees and the climate, for example. There is lots of work to be done on that.

QUESTION: What steps are being taken to protect stream and lake watershed areas in the Sambro and Purcell's Cove wilderness areas? I mean areas outside the Terence Bay Wilderness or outside existing protected areas like the Shaw Backlands. In particular areas around Governors Pond, First and Third Pond, and even Grover Lake -- where is seems there are several major subdivisions being proposed.

Leah Perrin, Principal Planner, Regional Planning
The land use by-law regulations have watercourse buffers around watercourses. We're interested in ways that we can better protect watercourses and wetlands. The presentation covered some pieces of that.

These lakes are outside the Urban Service Area, so there is limited subdivision that is allowed in this rural area. Most large-scale development would need to be considered through a conservation design development process. There are some subdivisions that were approved before the Regional Plan was adopted in 2006, which may just be developing now. Development on those lands will need to meet the watercourse buffer requirements in the applicable land use by-law.

QUESTION (With respect to water bodies): #2) what out of these areas has to be directly protected by the Province, and where are there areas of cooperation needed between the Province and Municipality?

Leah Perrin, Principal Planner, Regional Planning
There's jurisdictional overlap between what the municipality is able to do, what the Province, is able to do. For example, the Province is responsible for approving wetland alteration permits. There is definite coordination required to make sure that we are, from a municipal perspective, using the full range of tools that we have available to us to make sure that we're protecting things as much as we can. Where there are gaps in what we're able to do, that we're coordinated with the Department of Environment to understand their processes and work together on ways to improve.

Shannon Miedema, Program Manager, Energy and Environment
It's almost always a multi-stakeholder partnership when it comes to any

type of water. We do work closely with the Province but also with all the land-owners in the area – developers, quarries, homeowners. There's a lot of moving parts and we know that our urban lakes and watersheds are stressed and it's a whole complicated series of reasons that you can't really tease out. We're talking about the need for multi stakeholder management of these water bodies and we're really excited about some of the work we're doing internally. We've proposed a new water quality monitoring program for a series of lakes within HRM that's gotten the approval of the Environment and Sustainability Standing Committee of Council and it's going to Regional Council at the end of this month[1]. If they approve that, then we'll be launching a new program and we haven't had a program to regularly monitor our lakes for quite a number of years now. That's the piece that we're really looking forward to, and then we continue to do a lot of work in particular lakes like Banook and MicMac and some other lake across the region.

QUESTION: Does the delay in implementing the Lahey report affect the environment within HRM?

Kate Greene, Program Manager, Regional Planning
In our Regional Plan, the focus on Crown land is on protecting it as open space. It plays an important role in our open space network. We're always wanting to work with the Province on continuing to monitor protection of open space and sustainable practices around management of land and forests. I think that's part of an ongoing conversation that we're continually having with the Province. The Regional Plan reinforces the underpinnings of the with a focus on environment and environmental planning. I think the Lahey Report starts to refocus our practices, and I think that aligns with the Regional Plan and what we're trying to do with the outer reaches of the municipality.

[1] This will be discussed at Regional Council on June 29, 2021, see item 11.4.1: https://www.halifax.ca/city-hall/regional-council/june-29-2021-halifax-regional-council-special-meeting

QUESTION: How is the Open Data Initiative being promoted in this process? For example, existing water quality data collection in a Machine Readable format so then it communicated in a community-accessible way.

Emma Wattie, Water Resources Specialist, Energy and Environment
There is open data policy for HRM and that's really what will help guide us moving forward. If the Water Quality Program gets approved by Regional Council that information would be made available in an accessible way but also in a manageable way. Community members will be able to not just see raw data on its own, but also be able to understand it. In terms of open data there are several different open data platforms within HRM. There are other open data platforms that would be for the water quality side and we'd looking to make our data available moving forward.

QUESTION: (FOLLOW UP): Great, how about Open Data with regards to Regional Planning data collection?

Leah Perrin, Principal Planner, Regional Planning
We are interested in getting much better at our data collection overall, for the Regional Plan. We have a set of indicators in the Regional Plan that need to be updated and we're interested in just getting better overall at data collection and tracking as much as we can over time and making sure we're understanding how we're meeting our goals and objectives.

Kathleen Fralic, Planner III, Regional Planning
Some of the open data from our priorities plans, for example, the Halifax Green Network plan data is available through our Open Data portal. There is a fair amount of our grounding data, that is that we're working with for the Regional Plan Review, is available through that portal as well.

(For more information on HRM's Open Data initiative, see here: https://www.halifax.ca/home/open-data)

QUESTION: What will expansion of green infrastructure look like in both municipal right of ways and private/residential properties (as outlined in the presentation) look like and what modifications and policies within the Regional Plan can be implemented to promote putting more green infrastructure in place - including in the Regional Centre?

Leah Perrin, Principal Planner, Regional Planning
The Regional Plan is a high level document and so it will be supportive of other initiatives. The green infrastructure piece has been worked on by our Infrastructure Planning group. In terms of the right-of-ways, we work with a wide range of people, including Halifax Water. That technical aspect may be Energy and Environment.

Shannon Miedema, Program Manager, Regional Planning
Within the Planning department there's some folks working on joint stormwater standards with Halifax Water and looking at what standards would need to be in place for different types of green infrastructure. By that we mean things like bioswales to try and reduce flood impacts, to stormwater to slow heavy rain events before it hits our water bodies to try and limit impacts and limit flooding.

We've also been working closely with the department that deals with their right of ways, Transportation & Public Works, and we actually have a project that's including some green infrastructure in downtown Dartmouth. Climate funding is being put towards that to enable it. That came about as a motion of Councillor Austin's a little while ago so that will be a really interesting project to look at. We've done some work with developers on getting some bioswales in but it's at the early stages. We flagged it as an area of focus as part of environment being a strategic initiative Council over the next four years.

Penelope Kuhn, Policy Coordinator, Parks and Recreation
We do have a naturalization program with a few pilot projects. One of them is in the right-of-way area. That was an initiative that was brought to us from a resident. They've taken a pretty large right-of-way area that was turfgrass and put in hundreds of pollinating plants. It's been very successful. We also have pilots within parks for naturalization, so we've got 3 pilots total and will be going back to Regional Council with the staff report about those pilots at the end of this year. We'll make some

recommendations on moving forward with the full naturalization strategy at that point.

QUESTION: The Urban Forest Master Plan has some neighbourhood goals to increase canopy cover. What role will these goals and/or the Green Network Plan have in the future when HRM urban forests or parklands may be at threat of sale or clearcutting for development. How can these parklands be saved?

Leah Perrin, Principal Planner, Regional Planning
We have an ongoing challenge with trees on private property. We are interested in maintaining as many trees as part of our urban forest canopy as possible and when development is taking place there is always the threat that we will lose some of those trees. It's an ongoing challenge with our regulations. We are typically able to require tree retention through development agreements or if you're around a riparian buffer. We're limited what we can do when the trees are cut when no development is yet proposed. We're continuing to work on a staff report that will address this issue. It is an ongoing issue that we're dealing with our Urban Forester and we are continuing to look for different solutions.

Shannon Miedema, Program Manager, Energy and Environment
We've consulted with other cities across Canada as part of the research for that report to try and figure out what might be the right fit for Halifax. That report is still in draft right now.

QUESTION: What steps are being taken to protect stream and lake watershed areas surrounding the Preston areas? With new development going on close to the city's water supply, are there precautions being taken to preserve the natural function of Lake Major?

Leah Perrin, Principal Planner, Regional Planning
We do work with Halifax Water. They have their own staff, that work on watershed management and source water protection planning. They have source water protection plans for all of our drinking water supplies. We work regularly with Halifax Water to make sure we understand exactly what those source water protection plans are saying and that our

regulations are aligned with them. If there is any development that's proposed in the area that could affect those source water lands, we would be consulting with Halifax Water and making sure that we're taking the right steps to make sure that isn't affected.

Kate Greene, Program Manager, Regional Planning
We are also working on the African Nova Scotian Road to Economic Prosperity which focuses on African Nova Scotian communities and has specific goas for infrastructure and planning around water and land use. We're working with that group of people to try and identify issues that are important to community and I suspect that will be raised as part of that process. We will look at it through that through the road to economic prosperity.

QUESTION: Wondering what HRM is doing about sea level rise and storm surge?

Samantha Page, Adaptation Climate Change Specialist, Energy and Environment
It's a really big issue, especially with hurricane season already starting. We have recently flown LiDAR, which is detailed elevation models for all of HRM. This is really exciting because it allows us to very accurately map climate hazards. We'll be using this to overlay updated sea level rise and extreme water level numbers. We're currently doing an extreme water level mapping project. We're going to update our sea level rise numbers. We're waiting a little bit on the Intergovernmental Panel on Climate Change, they're the international body on climate knowledge and they are releasing their latest numbers next month. The last update was in 2013, so we're excited to get those updated sea level rise numbers and latest climate science which we'll be using to come up with localized projections on sea level rise. Then we'll be mapping those on our detailed LiDAR maps. Those will be made public. Stay tuned for those, but we're excited to be able to update those for all HRM. In the past we've only been able to do certain areas, but now with the LiDAR data we will be able to do it for all HRM.

QUESTION: Could you tell us a little bit more about the Water Quality Monitoring program that is coming forward?

Emma Wattie, Water Resources Specialist, Energy and Environment
It went to the Environmental and Sustainability Standing Committee earlier this month and was unanimously approved and will be presented to Regional Council later. This program, if approved, would monitor water quality at 74 different lakes across HRM, which have been assessed in a previous study that's also available publicly now. That was done by AECOM and these lakes are a mixture of the highly vulnerable and moderately vulnerable, lakes that have been identified through other previous HRM studies and have been qualified to have high concerns. There will be a mixture of different things that will be collected. The main thing about the program is that it will be a hybrid, in partnership with a lot of communities. We'll be looking for community groups to be involved with the program itself and to support some of the data collection. Training and protocols will be in place. That's a quick overview of what that program will look like.

QUESTION: In HalifACT there is an action item about promoting naturalization on private property. I'm just wondering where that stands and what we can do to support that.

Penelope Kuhn, Policy Coordinator, Parks and Recreation
That's an action item (in HalifACT) but I don't really have an update on what's been done, but perhaps after the staff report that I mentioned earlier about naturalization, there could be some synergy with that how the municipality moves forward on that.

Shannon Miedema, Program Manager, Regional Planning
Our first step was really to inventory all natural assets within the boundaries of HRM, whether HRM has any ownership or control over them or not. Looking at the pilot projects that Parks & Recreation is doing on HRM-owned land, then looking to promote or incentivize other people to do similar things on their lands and what the co-benefits are. There's a big public education component, community mobilization component to that, just like there is for a lot of climate action. We're in the very early stages of that particular action. I'll just say there are 46 actions in the climate plan, and they're all very large, long-term, multi-pieced actions. We're trying to

keep our eyes on all of them right now.

Penelope Kuhn, Policy Coordinator, Parks and Recreation
There's also a boulevard gardening administrative order that is new and that allows homeowners or landowners to, instead of just having turfgrass in the boulevard (the area between the road and the sidewalk), have all sorts of naturalized plants, such as pollinator plants. That's a new change for HRM, which is a great synergy with the other naturalization projects that we have started as well.

Kate Greene, Program Manager, Regional Planning
From the planning perspective, we are using the Regional Plan Review to frame up our objectives for our suburban and rural planning processes. That way we create detailed regulations in our suburban and rural areas, similar to the way we created regulations for the Centre Plan. One of the things that Council is talking about a lot is green-oriented design and how we consider open space and natural areas in designing or infilling communities. I think that would be an important part of our work going forward and I would say COVID has created more awareness around the importance of green areas, not just for their environmental function, but also for their health benefits and mental health benefits. We're seeing renewed energy around that as well in terms of community design, which is great to hear from Council.

QUESTION: Earlier we were talking about the Coastal Protection Act which is being developed by the province. How is HRM working with the Province on this on this initiative?

Samantha Page, Adaptation Climate Change Specialist, Energy and Environment
On the Energy and Environment side of things, with an adaptation perspective being such a huge part of HalifACT, we're in really close conversations with them. The Act was passed and they are at the stage where they're working on developing the regulations. We have a little bit of insight as to what those will look like, but we're still like everyone else waiting to see what those regulations are going to be and how they align with HalifACT. We were on the same page of the importance of having smart planning around coastal areas. It will be interesting to see what they come out with. We're going to continue to move forward with our climate

action and making sure that when we do our updated sea level rise and extreme water level maps that those are going to be integrated into our planning and updated vertical allowance numbers for development, how far above sea level you would need to develop and hopefully those align with the Coastal Protection Act. I think it's really important that we will align with them, but we may go above and beyond what the Province has suggested based on our localized context.

Leah Perrin, Principal Planner, Regional Planning
In the Themes and Directions Report there is a little bit of a laundry list of gaps that we've identified about the way our coastal requirements work right now. One example is that we have coastal elevation requirements, but the horizontal set back is the same as for inland watercourses. There really is a difference, obviously between the ocean and inland watercourses and regulations should probably reflect that. Another thing might be, how do we deal with barrier beaches or estuaries? These are partly inland but they're still coastal. They still are subject to storm surge and wave action, and need to be treated differently than a lake would be. It will be interesting to see how the Province moves forward and then it will be great if we're aligned. We can certainly go over and above whatever it is that they propose. We are over and above right now with our coastal elevation requirements anyway. That won’t be much of a change.

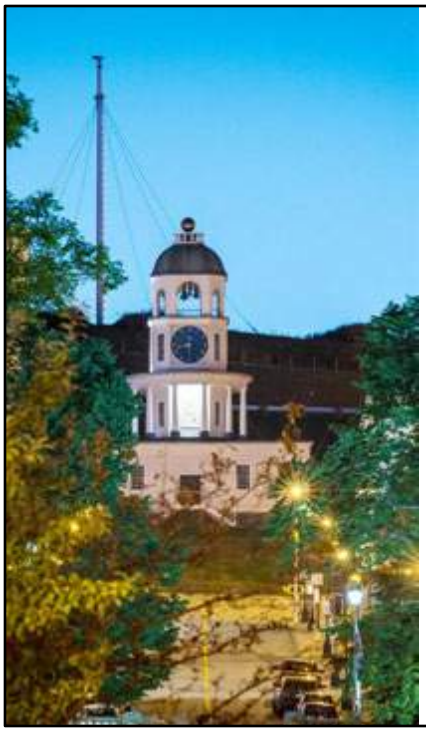


REGIONAL PLAN REVIEW

Themes and Directions

Long-Range Planning Q & A
June 16, 2021

HALIFAX



WHY ARE WE HERE TODAY?

We are reviewing the Regional Plan.

We are here to provide an **overview of the proposed Themes and Directions.** This is the first major deliverable of the Regional Plan Review. We are kicking off a month-long engagement period on this work, including webinars on 6 key themes.

- Social Planning
- Housing
- Climate
- Environment
- Mobility
- **Long Range planning**

3

We are here today because we are reviewing the Regional Plan, which means we are evaluating our land use policies and making sure they represent the direction Council would like to set. We are contemplating how the municipality is physically organized and growing.
We kicked off this phase of public engagement on May 20th at Community Planning and Economic Development Standing Committee – which is the primary advisory body for this work.
This evening's session is focused on Long-Range Planning and is our last webinar for the week.

The Halifax Regional Municipal Planning Strategy (Regional Plan) is a strategic document built on a common vision and principles for the municipality to achieve balanced and sustainable growth.

Originally adopted in 2006, the Regional Plan provided the first comprehensive guide for future growth for the entire municipality following amalgamation. It outlines where, when, and how future growth and development should take place between now and 2031.

Now, just to step back and make sure everyone understands the Regional Plan – it is a strategic document – the first planning document adopted after amalgamation that provided a region-wide vision for land use. First adopted in 2006, it provided a comprehensive outline of how growth and development should take place until 2031.

REGIONAL PLAN TIMELINE



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This presents the progression of the Regional Plan over the past 15 years. In 2006, we approved the original Regional Plan, and in 2014 we conducted our first review – you might recognize the name RP+5, which was the brand for that review. You can see we are aiming to complete this review in 2022.

WHAT DOES THE REGIONAL PLAN DO?

- Provides policy direction for planning at the regional and community level
- Sets up region-wide land use by-law regulations
- Establishes the Municipality's intent to conduct future research programs or studies
- Identifies programming or partnership opportunities



The Regional Plan is powerful in guiding the Municipality's planning and decision-making. As a high-level policy document, it does a few different things -
First, the Plan provides policy direction for planning at the regional and community level – the regional plan sits above the community or secondary plan level documents, and above our land use by-laws, and sets region-wide policy intent.
Where something is important enough that it should apply everywhere, the Regional Plan policy can set up land use by-law regulations that will be applied region-wide. This has been done most often for our environmental regulations, so for example, for setbacks from watercourses, those policies sit in the Regional Plan, and the regulations are rolled out in every community's land use by-law.
It can establish the Municipality's intent to do future research programs or studies. For example, the 2006 Regional Plan called for a series of transportation priorities plans, including a road network plan – which ultimately this became the Integrated Mobility Plan. With its adoption, there is ongoing work related to that plan that will get its own direction in the regional plan.
And finally, the Regional Plan identifies where there are needs for different types of programming or opportunities to partner with community or other levels of government. Our mobility network is managed by different levels of government and can be supported through partnerships with other groups across our community. For example, the Regional Plan supports the rural transit funding program, which provides grants to community-based transit services in rural areas.

CENTRAL QUESTION
Regional-Scale

How do we locate housing and employment in smart (strategic) locations, so that growth can happen easily, and in a way that furthers the municipality's most important goals?

There are a few key questions we are trying to answer through the review. The first is: How do we locate housing and employment in smart (strategic) locations, so that growth can happen easily, and in a way that furthers the municipality's most important goals?



REGIONAL-SCALE QUESTIONS

How Are We Growing?

What is the projected demand for housing and employment over the horizon of the plan and into the future?

Where Should We Grow?

Where are the best places to locate residential and employment growth? Considerations include:

- The current land use framework and development pattern;
- The existing and future location of services and infrastructure;
- The areas we want to preserve, protect, or treat with special attention; and
- Our aspirations for a sustainable future.

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We can break this down into two key questions –

First, how are we growing?

We need to evaluate the projected demand for housing and employment today and into the future. To do this, we are relying on two key pieces of information – our housing and population analysis, and our industrial and employment land analysis.

The second question we ask, is <u>where</u> should we grow?

Once we know how much we are going to grow, we begin to assess where new housing and jobs can be accommodated. It isn't only about where there are pieces of land that can be developed, but where that land is located, as it relates to the location of services and infrastructure.

We think about how and where we can infill, or where we should expand the city into greenfield areas – this is done with careful consideration as to how development can be serviced with water, sewer, transit, recreation – and studying how we should be preserving or protecting important pieces of ecological or cultural land. And as Regional Council has identified aspirations for a sustainable future, such as the Integrated Mobility Plan's mode share targets and the emissions reduction targets in HalifACT, we can update our modelling and assess how different land use growth scenarios might interact with these long-term objectives.

CENTRAL QUESTION
Community-Scale

Now that we have identified the best places to grow and locate residential and employment lands, how do we organize development and enable sustainable, people-oriented design?

As we define how growth should be best located amongst of various communities, we also can assess how that development should be organized to enable sustainable, people-oriented design.



COMMUNITY-SCALE QUESTIONS

How should our communities change as we grow?

What are the vision and community design objectives in our Suburban and Rural Areas?

How are we going to organize brand new communities?

In the places we are going to expand the service boundary how do we ensure a sustainable design? Considerations include:

- Organizing the development pattern to avoid ecological and cultural resources;
- Assessing the impact to receiving waters and the overall watershed; and
- Any required upgrades to regional infrastructure, including any possible shared costs.

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We can also break the community-scale work down into two key questions –

How should our communities change as we grow?

We can define our vision for how this new growth should occur – especially in the Suburban and Rural Areas of our municipality. We can set out community-design objectives are – and start to envision where centres, corridors and important places are and what they should become in the future.

We also need to assess how we will organize brand new communities?

Places we are going to expand the service boundary are usually greenfield areas, without significant amounts of existing development. As we build these brand-new communities, we need to consider how the development can be organized to protect ecological and cultural resources, as well as how regional infrastructure should be upgraded to accommodate the growth.



The Themes and Directions document includes 11 Themes. An overview of each theme is available to you on our website – shapeyourcityhalifax.ca/regional-plan.

Today we will be focusing on content from Themes 10 and 1 – Imaging HRM into 2050 and beyond, and Assessing the Impacts of COVID-19.

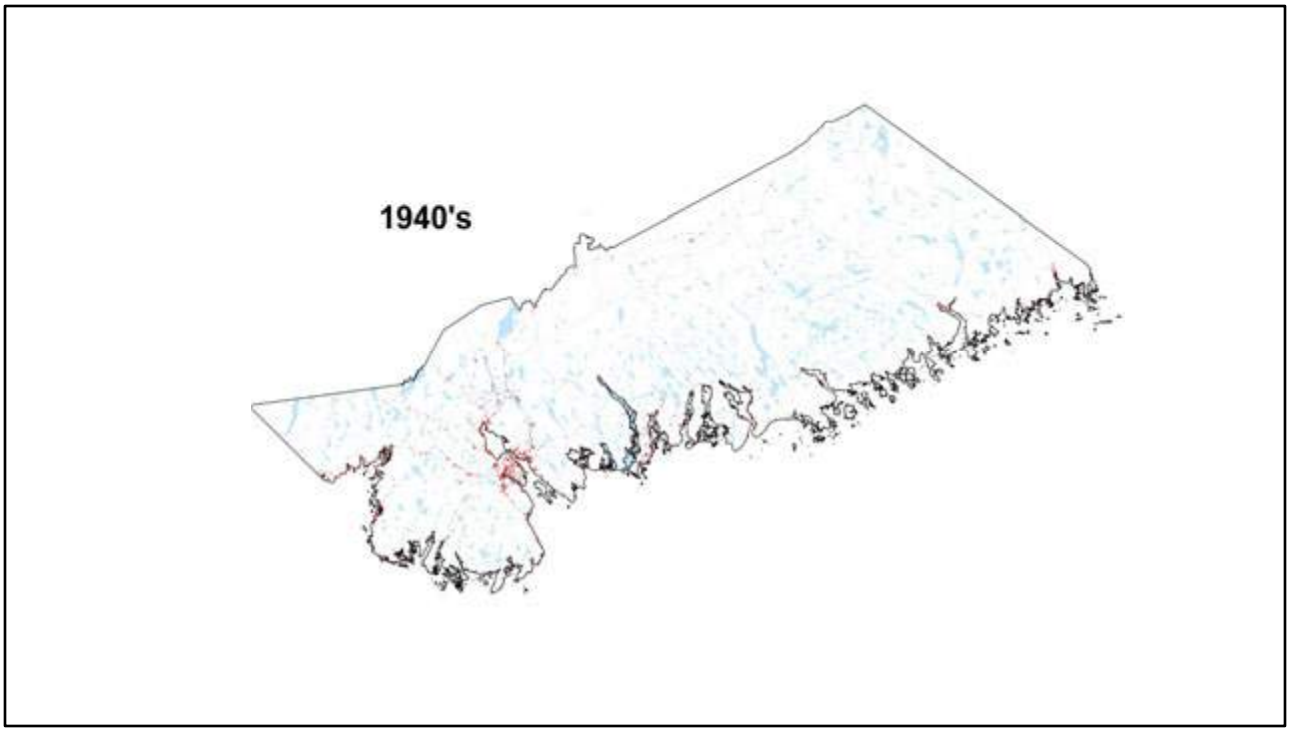
‘We formed the cities, but then the cities formed us.”

(Gehl, 2013)

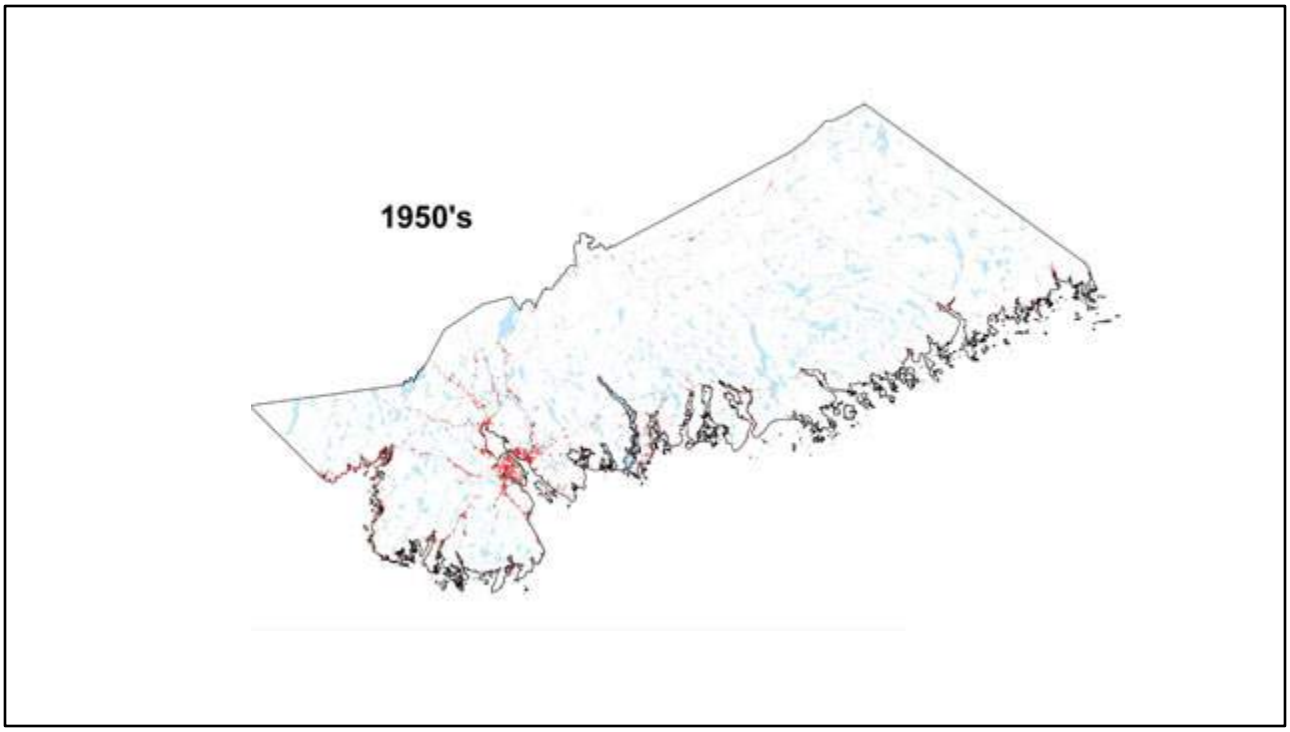


Danish architect and urban design consultant based in Copenhagen whose career has focused on improving the quality of urban life by re-orienting city design towards the pedestrian and cyclist.
Every action has a reaction, and impact - sometimes these are major paradigm shifts.
Sometimes these decisions are systemic, widespread and rooted in culture – these affect all aspects of our life and how our cities have been built, and how we plan for them.
Modern planning was invented in response to inhumane living conditions in 19th century cities and to manage uses in such a way that created healthier cities – where noxious uses were separated from places where people live and recreate.
Although this created many benefits at the time, the idea that uses should be separated – for example, separating residential uses from commercial – has affected our communities over time. As technology has improved, and as we have learned more about the impacts of a car-oriented culture, we are working on integrating uses and being less concerned with use separation.

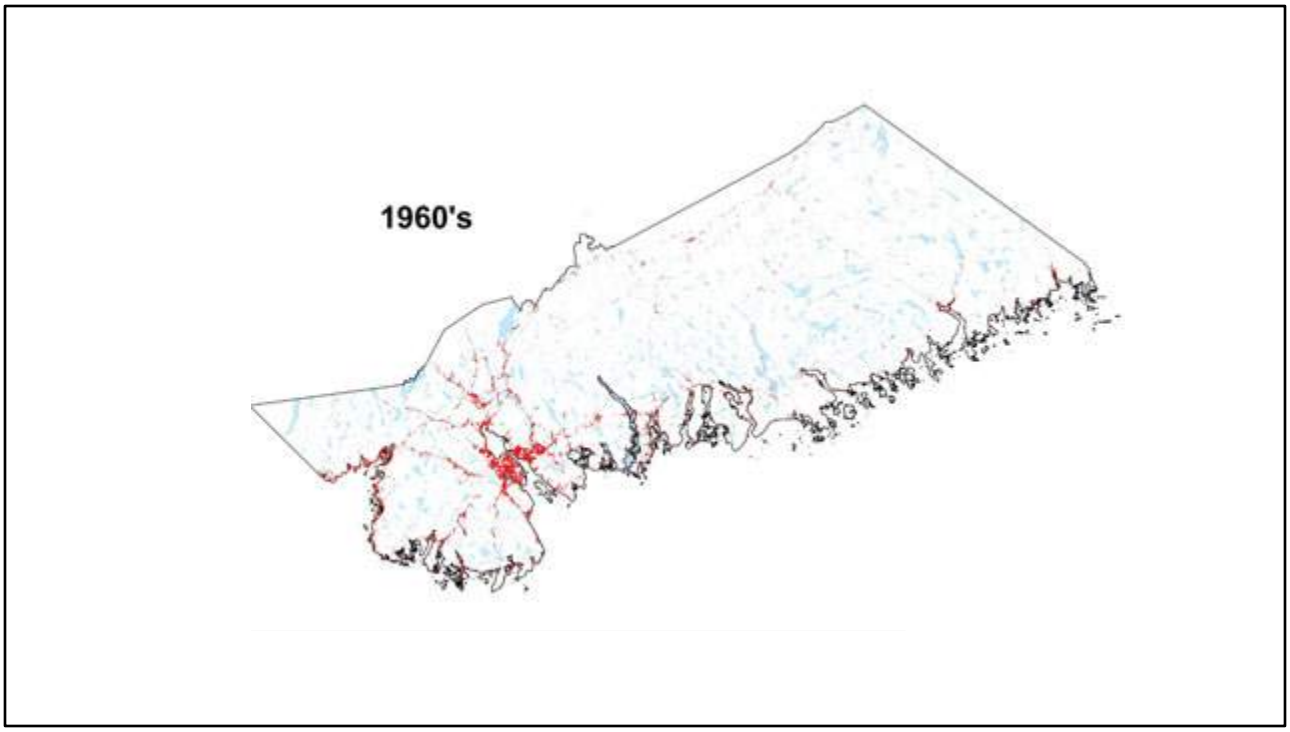
Planning is often thinking about taking an action in building community, thinking about impacts, and then mitigating these impacts.
It can also be about driving towards outcomes, and thinking about what we want to achieve, and creating rules that respond to this.
But what are we trying to create?
What is the community we are trying to build?
What are the ideas we have about where we have come from, and where we need to go?

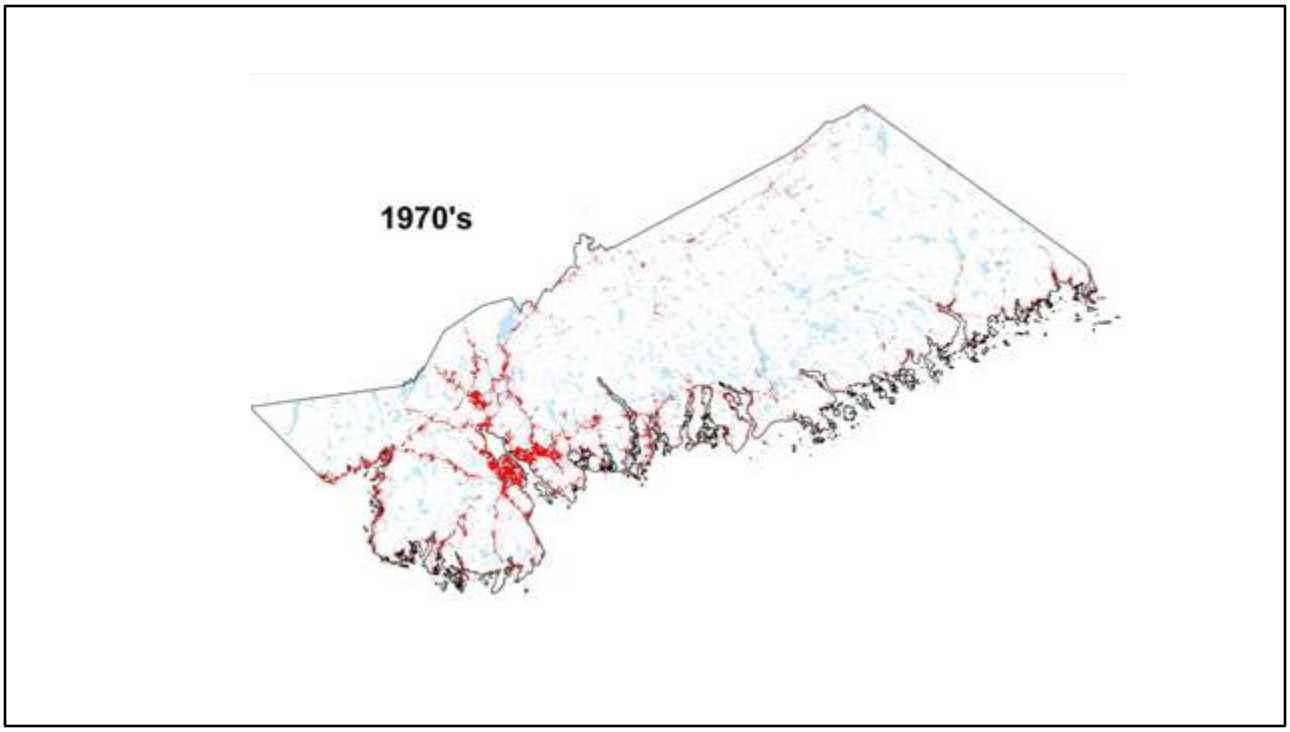


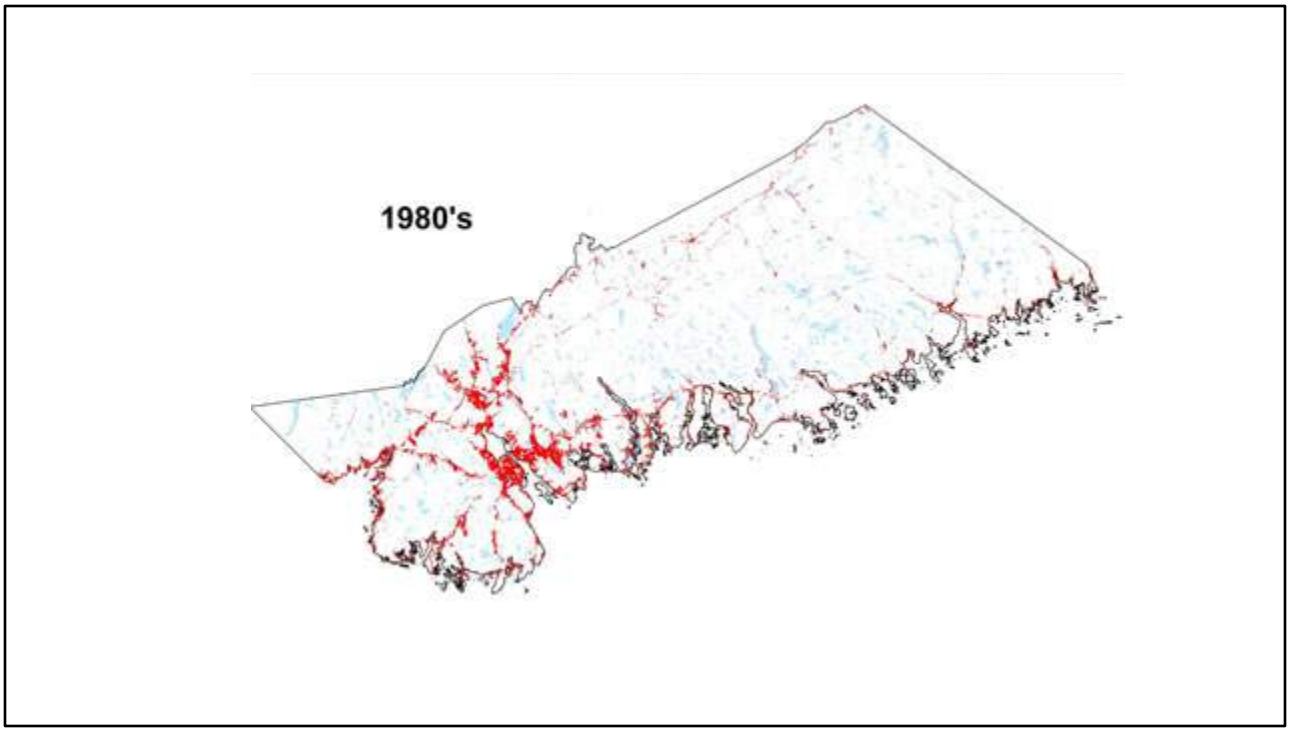
Thirty years ago our region had an unusually compact metro area surrounded by pristine rural landscape and picturesque seashore communities.

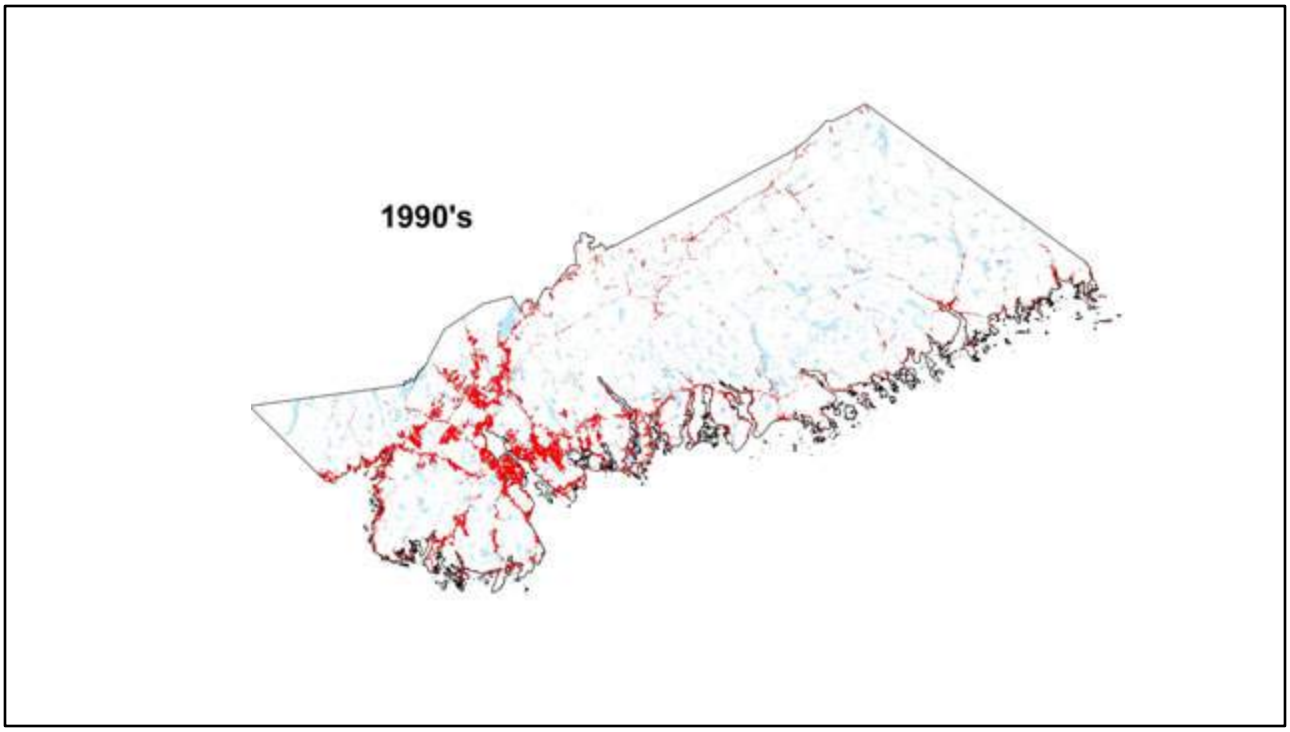


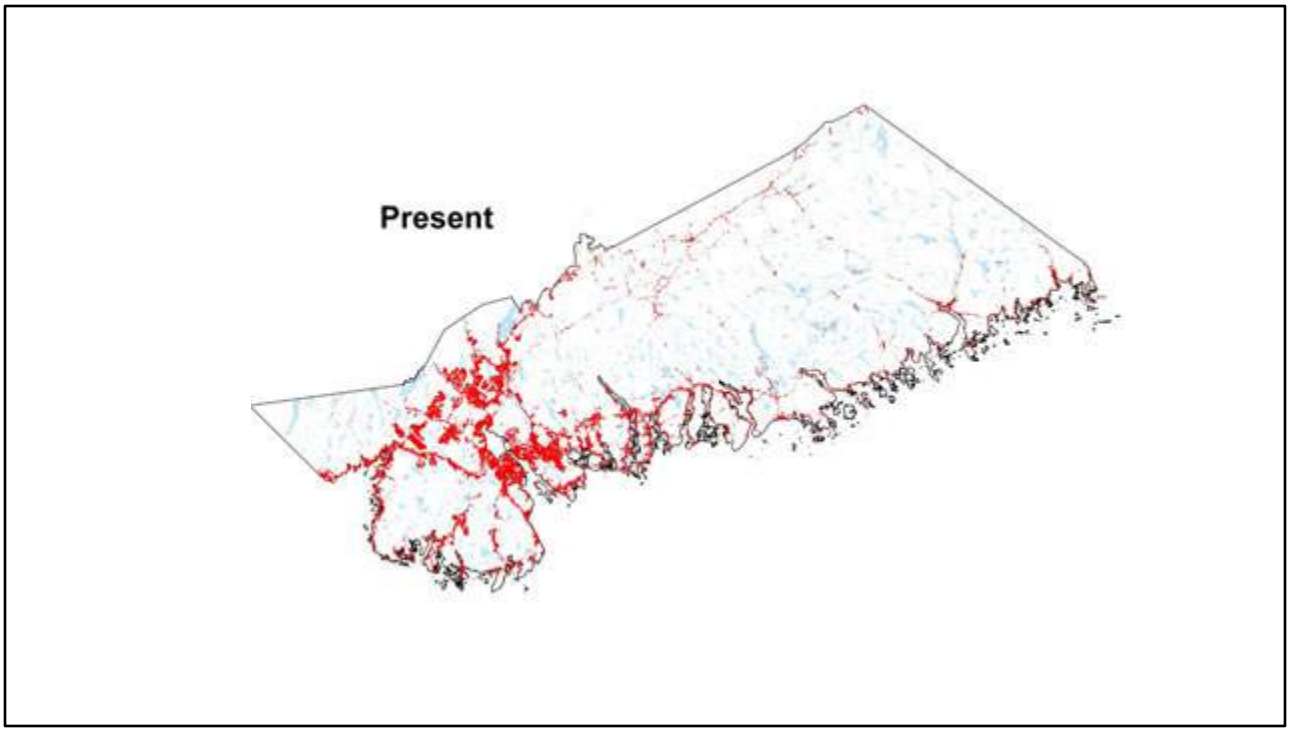
Today twice as many people live in suburban communities and in the rural commutershed. We now occupy four times as much land per person as we did then. This has happened partly because we have fewer people per household, coupled with a growing demand for large houses and lots, and partly because of uncoordinated development and infrastructure, with a lack of control over environmental impacts.


1960's

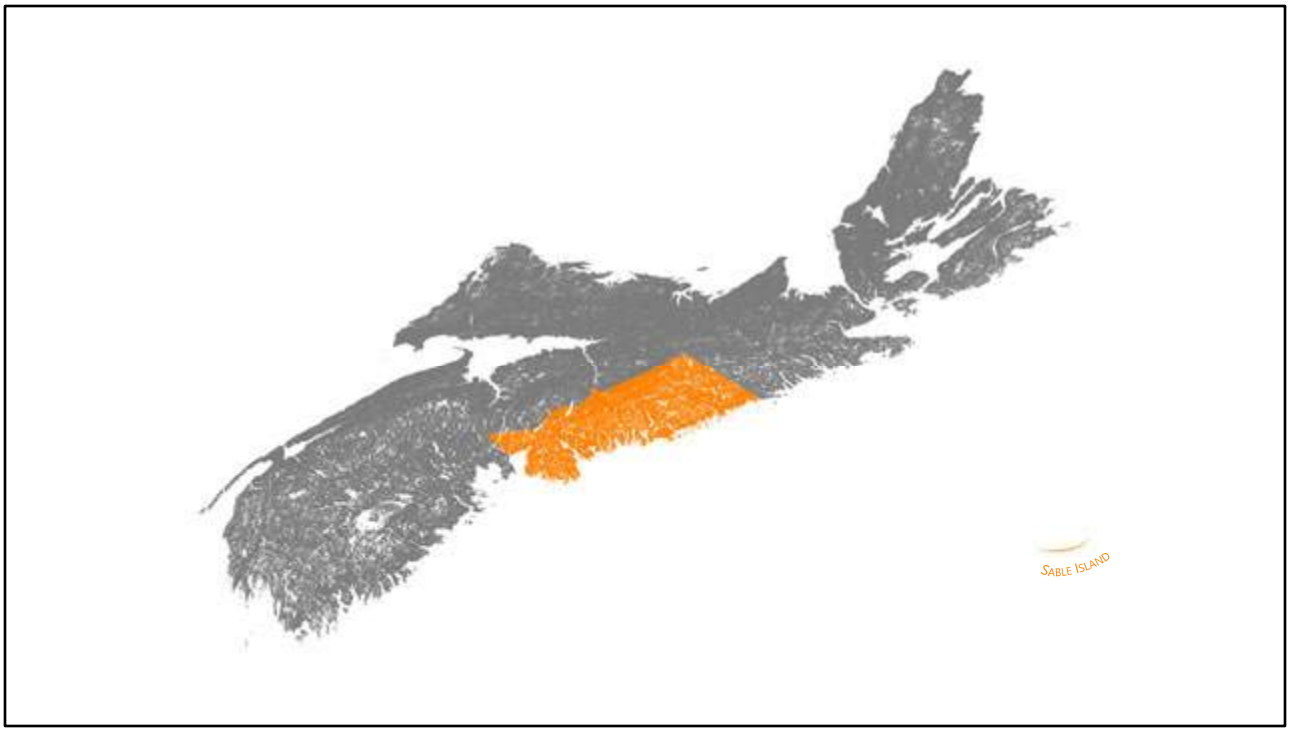

1970's


1980's


1990's



This map (from 2006) shows what our footprint would look like in 25 years if we continued to grow in a dispersed fashion and consumed land at the same rate. The serious financial and environmental implications prompted the development of the Regional Plan.



HRM: 10.4% of Nova Scotia's land area – more than half the population.

While often our planning frameworks tend to look inward, we want to begin to look more closely at our role within the region, and in particular, how connect with the hour commute around Halifax. The Region we are trying to build may extend beyond our borders – how do we engage in conversations with the province and our partners – to ensure long-term health of our province.



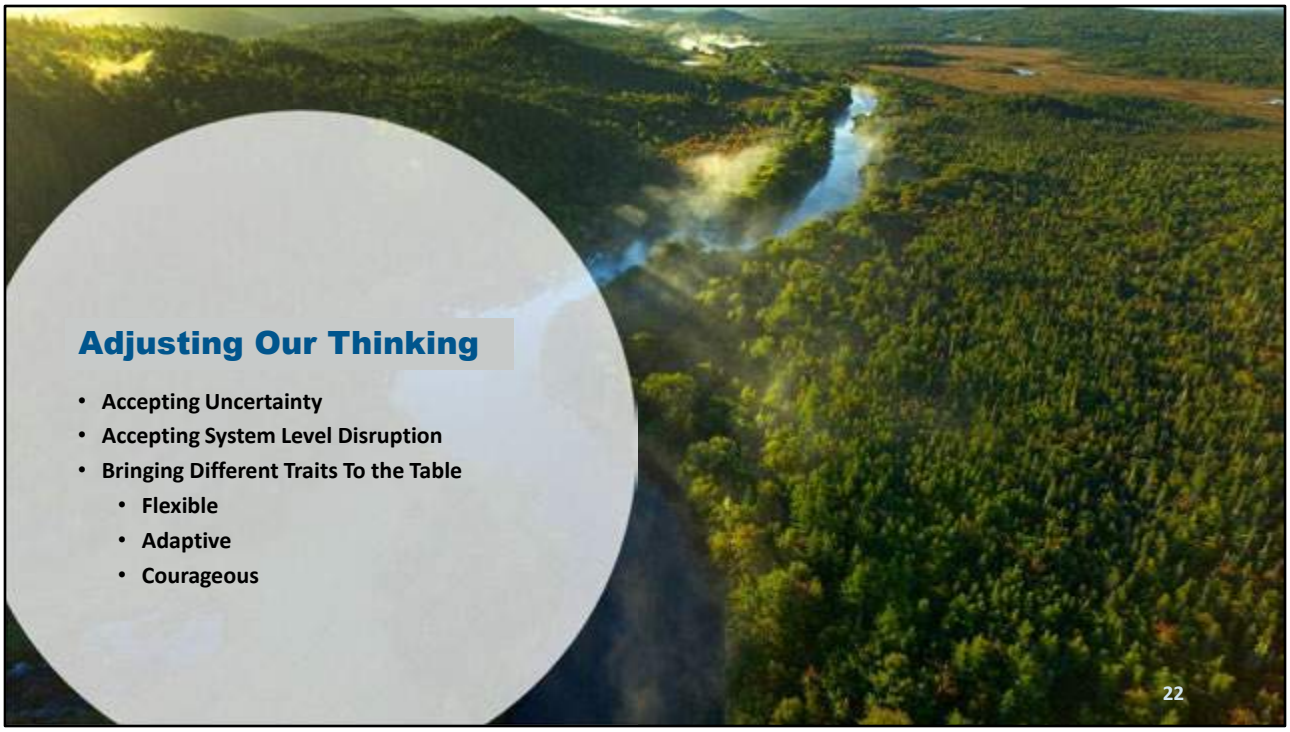
Our ideas about what the future may look like change drastically change over a few decades.

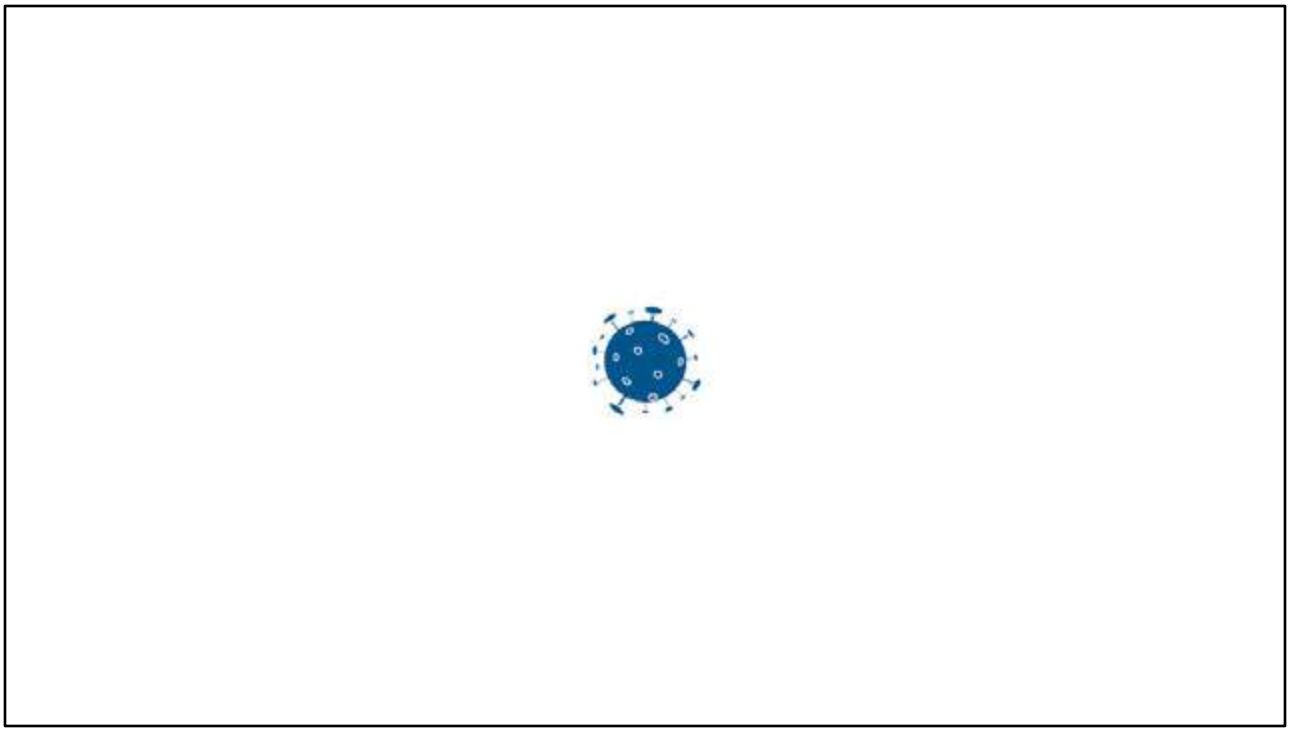
Factors such as immigration, climate change, social movements, and pandemics can all have an impact how we plan our communities.

The regional priorities plans that were initiated through the 2014 Regional Plan Review have started to focus on long-range planning by creating work plans and policies that tackle: climate change, protecting and connecting open spaces, nurturing our culture and heritage, and connecting our communities through a variety of means (automobile, transit, and active transportation).

Now that this plan is nearing the end of its lifespan and our population growth has doubled since the last Plan Review, it is time to begin thinking about what we want HRM to look like further into the future.

As 2020 has taught us, society can change dramatically over a short time. Our planning asks us how the municipality can be better prepared to handle an uncertain future, and to some extent, even direct what the future can look like based on a shared vision.


Adjusting Our Thinking
• Accepting Uncertainty
• Accepting System Level Disruption
• Bringing Different Traits To the Table
• Flexible
• Adaptive
• Courageous
22



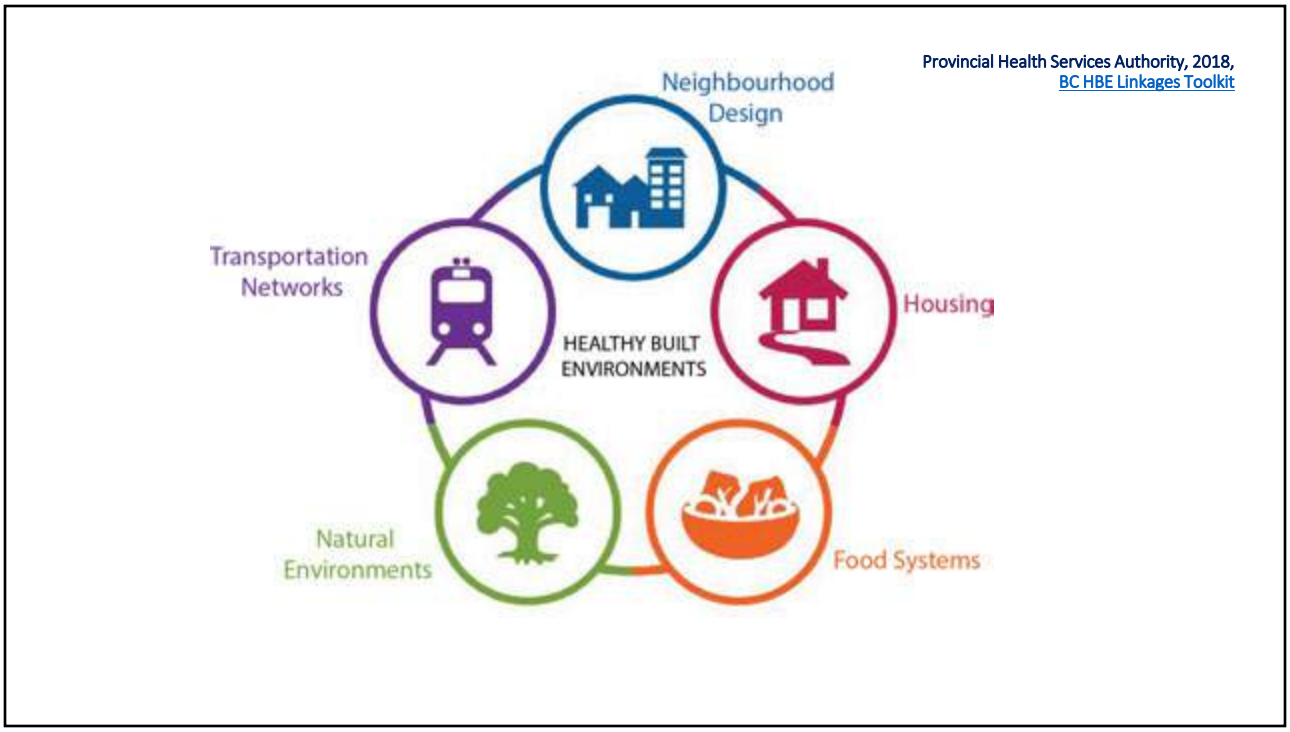
A simple example of something that has seriously impacted us the little elephant in the room.

COVID-19 has seen a major shift to how and where people work, which could significantly impact employment areas and change commuting patterns.

There has been an increased demand in the housing market for larger homes with private backyards, where people have extra space to work from home.

The Regional Plan Review will continue to monitor trends in working from home, housing-form preferences, where people choose to live and commercial and office vacancy rates, and will aim to develop flexible land use policy and regulations that can adapt to changing conditions.

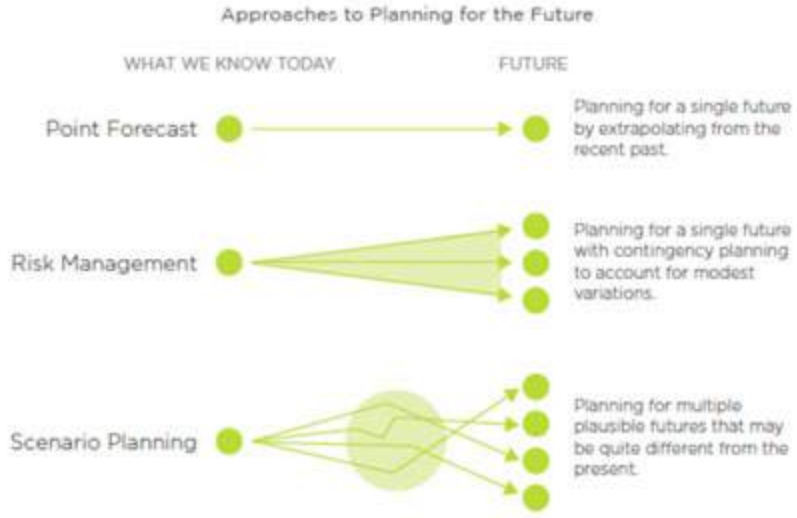
The Regional Plan Review is considering that certain aspects of society may shift for an extended period or indefinitely. Indicators of societal change may include: • how and where people work and attend school; • comfort levels regarding social gatherings; • housing-form preferences (single- or multiunit housing, high density or low density, access to a private backyard); • changes to how people move throughout the Region; and • the importance of outdoor and public spaces and active transportation networks.



A growing body of literature suggests that community design can affect: the modes of transportation used by citizens; the frequency with which they engage in physical activity for utilitarian and recreational purposes; the risk and severity of vehicle-related injuries; local and regional air quality; access to and consumption of healthy and unhealthy foods; social interactions and mental health; and economic opportunities.

To address challenging health concerns, including chronic disease, mental health, and rising healthcare costs. The intersections of these issues with other key matters, like climate change and energy conservation, mean that promoting healthy communities is connected with nearly all aspects of the built environment."

MetroVancouver, 2020,
Long-Range Growth Scenarios



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Our current regional strategies are all premised on a future that looks much like the past. Recognizing that the future is always uncertain, we want to begin working with citizens to imagine different futures - scenarios considering what the year 2050 and beyond may look like

In scenario planning, stories are crafted to represent a range of potential but realistic futures that could come about because of forces beyond our control. Broadly defined, external forces are trends and disruptors that could impact the future of the region in significant ways, change the availability and ways in which land might be used, and affect the ways in which people travel.

Based on these scenarios – we can then determine what policies should be prioritized.

I also have the sense that we are in a place in our growth in Halifax, that we need to leapfrog. I look at the ambitious challenge HalifACT 2050, our climate change action plan has set out for us, and the investment required to deliver on our mobility goals and aspirations through the Integrated Mobility Plan -

"It's so fantastic to be a citizen of a city, where every morning for 50 years when we've woken up we realized - today the city is a little bit better than yesterday."

(Gehl, 2013)



The most important thing I take from this, is have we made our city a little bit better than yesterday.
We've spent a lot of time working with citizens thinking about our future.
But we still need to continue to evolve our thinking and build our skills.
What do you think the next paradigm shift will be?
What are the most important issues we need to pay attention to?

To learn more, ask questions, join the project's mailing list and make your voice heard:

Visit: www.shapeyourcityhalifax.ca/regional-plan
Email: regionalplan@halifax.ca
Phone: 902.233.2501

Stay updated on other events and engagement opportunities by following the Halifax Regional Municipality on social media and Shape Your City.

HALIFAX

Thank You For Your Participation!

Regional Planning
regionalplan@halifax.ca
902-233-2501

Shape Your City: **www.shapeyourcityhalifax.ca/regional-plan**

Public feedback will be collected until July 16

Slide 28

Regional Plan Review
Transcript – Long Range Planning Virtual Q&A (June 16, 2021)
This transcript has been edited for content and clarity.

QUESTION: What are biggest opportunities and an issues that are coming forward in the future in HRM?

Tanya Davis, Program Manager, Transportation Planning

As our municipality grows and grows really significantly over the next number of years, I think our job will be to look at the different advancing technologies like artificial intelligence and autonomous vehicles, as well as really diving into the societal changes that we need to focus on like where people want to live, where they will work and how they want to work as well. As you know, thinking about our infrastructure, to make sure that we're building it sustainably, as well that it's inclusive and accessible for those that use it.

Shannon Miedema, Program Manager, Energy & Environment
A lot of what we're doing right now is focusing on our climate plan, HalifACT, which is a 30 year plan that goes out to 2050. As part of all the work that we did to develop that -- we're coming up on its first anniversary next week -- we imagine different future scenarios based on our level of action and ambition, and the targets we wanted to achieve. And so for us, we think a lot about what Halifax is going to look like in five years, in 10 years, in 30 years, in 100 years from a climate perspective, based on what we're doing. There are a lot of interconnected pieces with planning and with transportation, but there's a lot of opportunity to plan our future growth in a way that really aligns with our climate goals. So for example, looking at hubs of areas where we live, work, and play, that have district energy systems, that allow for energy to be provided to a whole bunch of different buildings that with less greenhouse gas emissions and at a lower cost and with more resiliency to weather impacts and things like that. That's something that we really want to be looking to encourage going forward, and also to be protective of the areas we know we need to maintain for

things like corridors and other natural spaces for animals and plants that require it for their habitats as part of the Halifax Green Network Plan.

We're future thinking all the time with our climate plan.

Leah Perrin, Principal Planner, Regional Policy Program
From a regional planning perspective, one of the biggest shifts for us in this Regional Plan Review is coming to terms with how much our growth rate has changed since we last did this plan review in 2014. The original Regional Plan in 2006, and then again in 2014, we weren't seeing a lot of growth in HRM. The 2014 plan is based on a foundation of 1% growth year over year and years. Our growth rate since 2016 has been about 2% - that that's double, and that's huge for we provide services, how we provide housing, how we service our population in the city. I'm really interested in making those connections, it's great to hear Shannon and Tanya talk about the connections between our departments. One thing I'm really interested in tracking is how we may see more immigration over time as a result of climate change in other parts of the world. We know that some of the most populated places in the world are also some of the most climate vulnerable, so we have an opportunity in Canada to take on climate refugees. That's something that's really interesting to me and I am looking forward to seeing how we can rise to the challenge.

QUESTION: Will the Port of Halifax need to or be able to move out of the Fairview and South End terminals given the limited amount of space and the housing development pressure?

Leah Perrin, Principal Planner, Regional Policy Program
The port is certainly managed, owned and operated by our federal government. It's a higher level of government that us, but it's a great example of a place where we need to work with other levels of government and partner with other organizations to understand their plans. So we would be in regular conversations with the Port Authority to understand how they're planning and make sure that our planning is aligned.

Shannon Miedema, Program Manager, Energy & Environment

From a climate perspective, we've been in conversations with the Port because there are some conversations happening across Canada about hydrogen and green hydrogen hubs. The ports are really well positioned to move hydrogen forward and be distributors of green hydrogen. The port here in Halifax is excited about this idea and we've been exploring it. I don't know so much about the locations of things or if they're going to move, but they are part of our stakeholder network for the climate plan, which is great to see.

QUESTION: Should current and near term future development have designated space for regional light rail?

Tanya Davis, Program Manager, Transportation Planning

As we go through the process of looking at our strategic corridors and seeing where development is going to go, from our bus rapid transit system and all the pieces that go into that - the consideration for future proofing those functional plans and the layout will be really important for the consideration for light rail. So that is definitely on our radar to think about it. I don't think light rail is a short-term goal, but it's certainly something that we're thinking about for a long term goal.

QUESTION: How are you coordinating regional growth with Hants County given its exurban population growth?

Kate Greene, Program Manager, Regional Policy Program

As I mentioned during the presentation, we're very inward-focused in how we do our planning because our political boundaries direct us to really only administer land use over the lands that we have responsibility for. But I think it's important for us to expand our scope a little wider and start to speak with some of our adjacent municipalities. East Hants would certainly be one of those municipalities. We're actually required to consult with other municipalities through this process so that will be part of what we do, but we also want to brainstorm more with them and some of the partners that we have within an hour of Halifax around what they think the big trends are

and what they're seeing in their municipalities. I speak with other planners in other communities and everyone is experiencing some pressure right now and growth that was unexpected, so we really have to stay attuned to one another particularly as things are changing quickly. We will be doing that as part of the review.

Shannon Miedema, Program Manager, Energy & Environment
From an environment perspective we are connected to Hants County because of the way the watersheds work and the sharing of watersheds. I think that's becoming increasingly important to look at and plan from a watershed perspective. I think we'll look to do that even more seriously going forward.

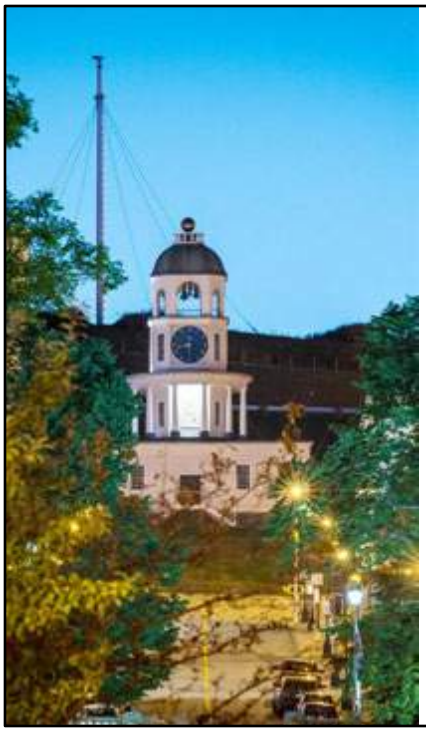


REGIONAL PLAN REVIEW

Themes and Directions

Mobility Q & A
June 16, 2021

HALIFAX



WHY ARE WE HERE TODAY?

We are reviewing the Regional Plan.

We are here to provide an **overview of the proposed Themes and Directions.** This is the first major deliverable of the Regional Plan Review. We are kicking off a month-long engagement period on this work, including webinars on 6 key themes. Today's Webinar is for Mobility:

- Social Planning
- Housing
- Climate
- Environment
- **Mobility**
- Long Range planning

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We are here today because we are reviewing the Regional Plan, which means we are evaluating our land use policies and making sure they represent the direction Council would like to set. We are contemplating how the municipality is physically organized and growing.
We kicked off this phase of public engagement on May 20th at Community Planning and Economic Development Standing Committee – which is the primary advisory body for this work.
This evening's session is focused on Mobility.

The Halifax Regional Municipal Planning Strategy (Regional Plan) is a strategic document built on a common vision and principles for the municipality to achieve balanced and sustainable growth.

Originally adopted in 2006, the Regional Plan provided the first comprehensive guide for future growth for the entire municipality following amalgamation. It outlines where, when, and how future growth and development should take place between now and 2031.

Now, just to step back and make sure everyone understands the Regional Plan – it is a strategic document – the first planning document adopted after amalgamation that provided a region-wide vision for land use. First adopted in 2006, it provided a comprehensive outline of how growth and development should take place until 2031.

WHAT DOES THE REGIONAL PLAN DO?

- Provides policy direction for planning at the regional and community level
- Sets up region-wide land use by-law regulations
- Establishes the Municipality's intent to conduct future research programs or studies
- Identifies programming or partnership opportunities



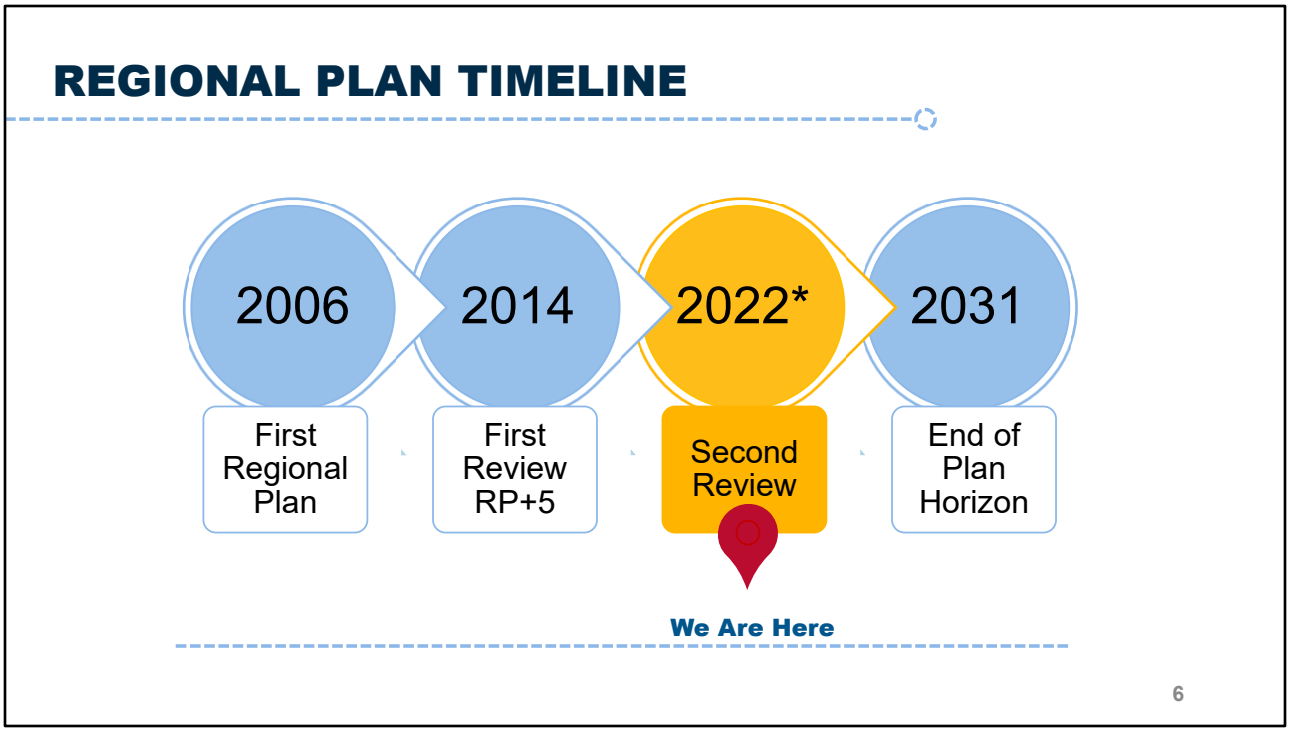
The Regional Plan is powerful in guiding the Municipality's planning and decision-making. As a high-level policy document, it does a few different things -

First, the Plan provides policy direction for planning at the regional and community level – the regional plan sits above the community or secondary plan level documents, and above our land use by-laws, and sets region-wide policy intent.

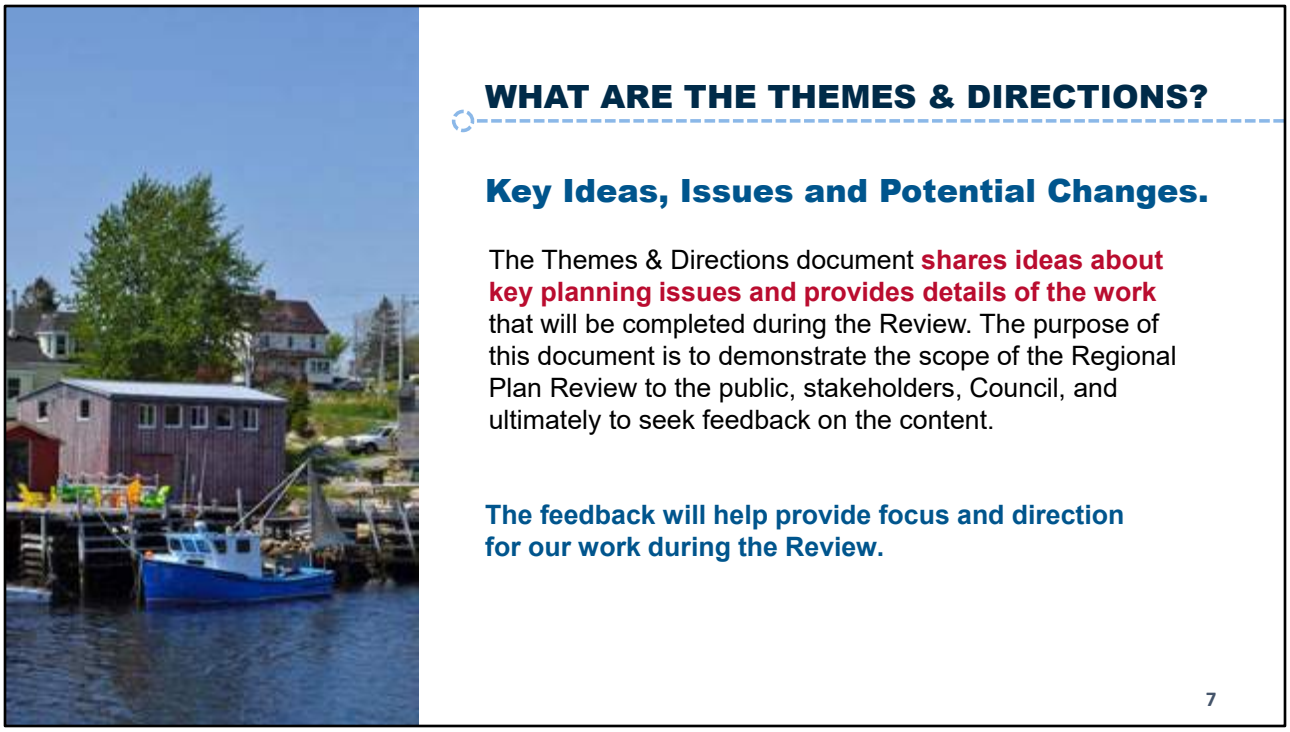
Where something is important enough that it should apply everywhere, the Regional Plan policy can set up land use by-law regulations that will be applied region-wide. This has been done most often for our environmental regulations, so for example, for setbacks from watercourses, those policies sit in the Regional Plan, and the regulations are rolled out in every community's land use by-law.

It can establish the Municipality's intent to do future research programs or studies. For example, the 2006 Regional Plan called for a series of transportation priorities plans, including a road network plan – which ultimately this became the Integrated Mobility Plan. With its adoption, there is ongoing work related to that plan that will get its own direction

in the regional plan.
And finally, the Regional Plan identifies where there are needs for different types of programming or opportunities to partner with community or other levels of government. Our mobility network is managed by different levels of government and can be supported through partnerships with other groups across our community. For example, the Regional Plan supports the rural transit funding program, which provides grants to community-based transit services in rural areas.



This presents the progression of the Regional Plan over the past 15 years. In 2006, we approved the original Regional Plan, and in 2014 we conducted our first review – you might recognize the name RP+5, which was the brand for that review. You can see we are aiming to complete this review in 2022.



The Themes and Directions document was recently released, and it outlines the key ideas and planning issues we will address in the Review. It is chance to step back and ask everyone – do we have this right? Are we headed in the right direction? The feedback we receive will help to provide focus and direction for our work during the Review.



The Themes and Directions document includes 11 Themes. An overview of each theme is available to you on our website – shapeyourcityhalifax.ca/regional-plan.
Today we will be focusing on content from Themes 1 and 4. Theme 1 focuses on our role in enabling growth across the region, and theme 4 focuses on mobility.

The Municipality recognizes that transportation and land use planning are inseparable and the decision-making process for both must be integrated.

CENTRAL QUESTION
Regional-Scale

How do we locate housing and employment in smart (strategic) locations, so that growth can happen easily, and in a way that furthers the municipality's most important goals?

There are a few key questions we are trying to answer through the review. The first is: How do we locate housing and employment in smart (strategic) locations, so that growth can happen easily, and in a way that furthers the municipality's most important goals?



REGIONAL-SCALE QUESTIONS

How Are We Growing?

What is the projected demand for housing and employment over the horizon of the plan and into the future?

Where Should We Grow?

Where are the best places to locate residential and employment growth? Considerations include:

- The current land use framework and development pattern;
- The existing and future location of services and infrastructure;
- The areas we want to preserve, protect, or treat with special attention; and
- Our aspirations for a sustainable future.

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We can break this down into two key questions –

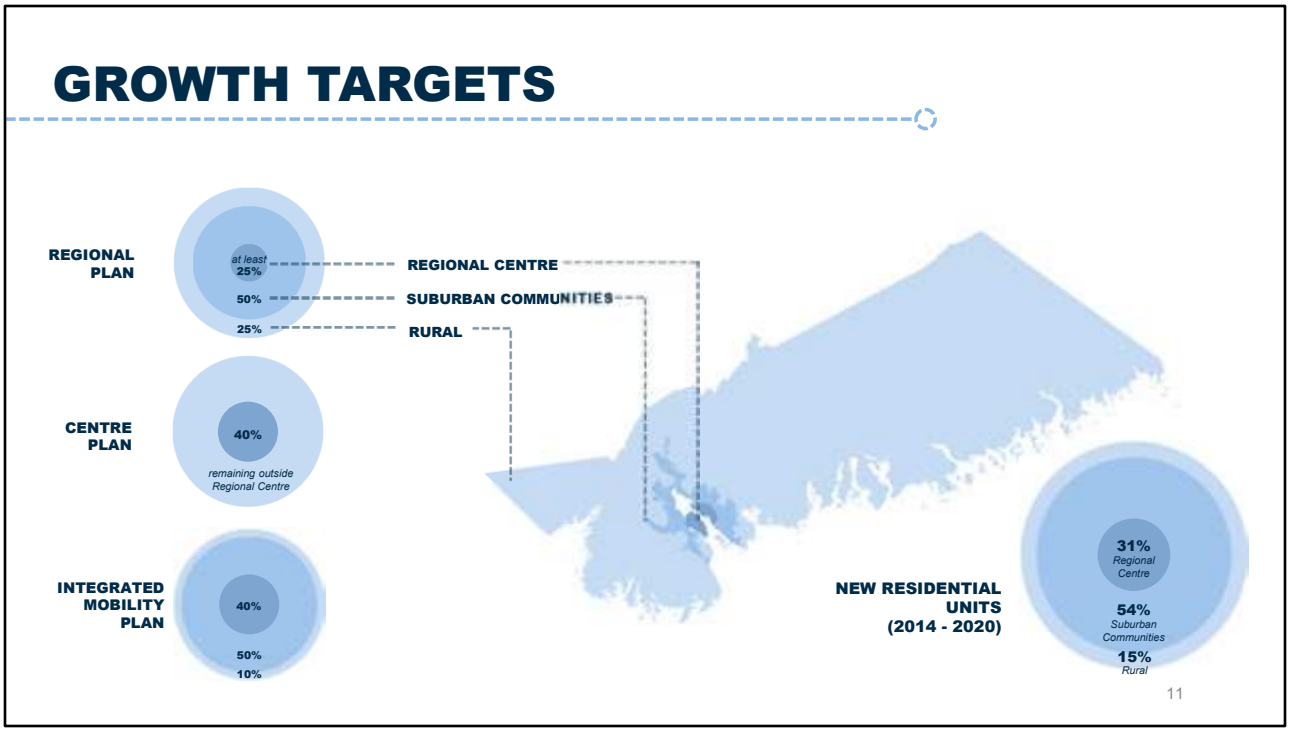
First, how are we growing?

We need to evaluate the projected demand for housing and employment today and into the future. To do this, we are relying on two key pieces of information – our housing and population analysis, and our industrial and employment land analysis.

The second question we ask, is <u>where</u> should we grow?

Once we know how much we are going to grow, we begin to assess where new housing and jobs can be accommodated. It isn't only about where there are pieces of land that can be developed, but where that land is located, as it relates to the location of services and infrastructure.

We think about how and where we can infill, or where we should expand the city into greenfield areas – this is done with careful consideration as to how development can be serviced with water, sewer, transit, recreation – and studying how we should be preserving or protecting important pieces of ecological or cultural land. And as Regional Council has identified aspirations for a sustainable future, such as the Integrated Mobility Plan's mode share targets and the emissions reduction targets in HalifACT, we can update our modelling and assess how different land use growth scenarios might interact with these long-term objectives.



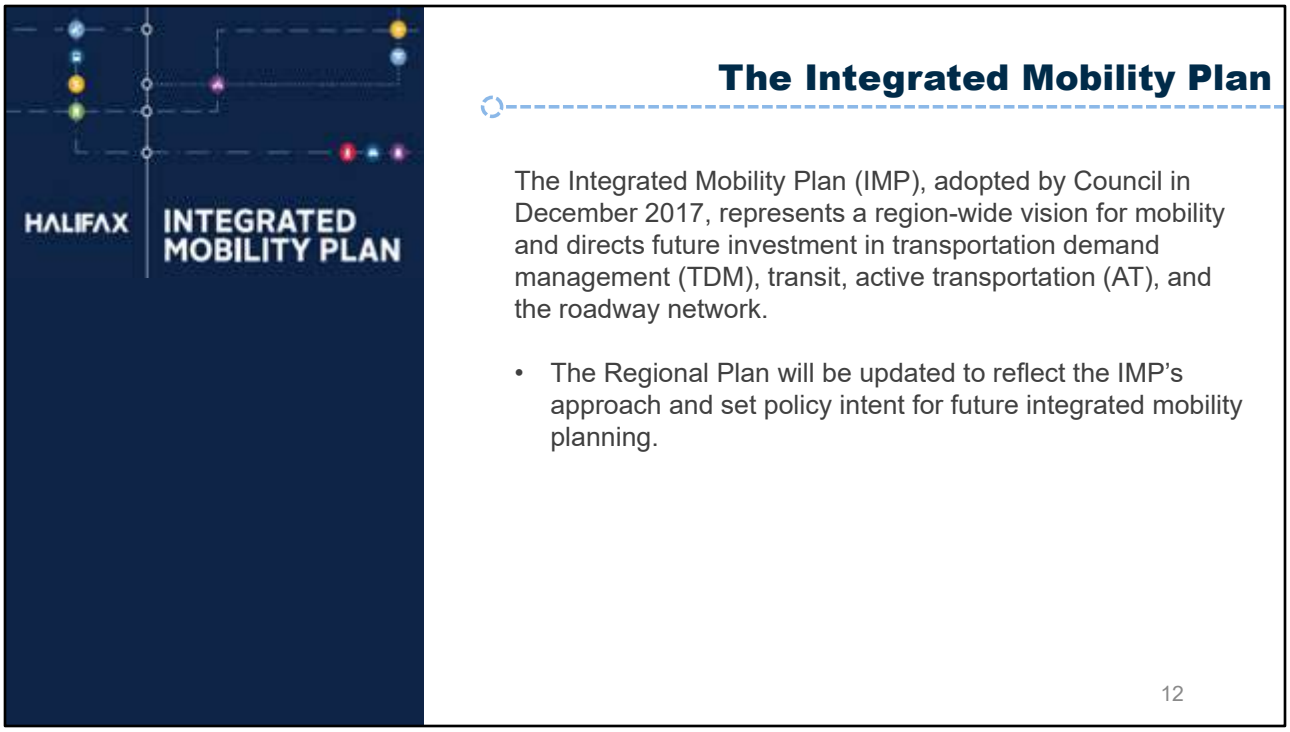
The Regional Plan set growth targets for where new housing should be located.

The 2014 Regional Plan identified that 75% of new housing units should be located inside the Regional Centre and Suburban Communities, with at least 25% in the Regional Centre.

When we completed the foundational work for the Centre Plan, it identified that the Regional Centre could accommodate 40% of new growth.

Following that, in 2017, the Integrated Mobility Plan looked in further detail at the growth targets and assessed our ability to meet our mode share targets (which aim to increase how often residents walk, cycle, roll or take transit, and decrease our reliance on private vehicles). That plan suggested that in order to meet our mode-share targets we need to locate as much growth as possible within the service boundary. So the IMP assumed that the Centre Plan would meet its 40% target, that 50% growth would be achieved in suburban areas, inside the service boundary, with only 10% growth outside the service boundary.

On the right you can see how we have performed against these growth targets in the past 6 years – 31% of new units were built in the Regional Centre, 54% in suburban communities, and 15% in rural communities.



The Integrated Mobility Plan – or IMP – contains a region-wide vision for mobility and directs future investment in transportation demand management, transit, active transportation, and the roadway network. The IMP represents a significant shift in the Municipality's approach to transportation. The movement of people, rather than vehicles, is at the heart of the plan.

Since the plan's adoption in 2017, a team of staff across municipal departments has been working to move the IMP's actions forward.

Our work on the Regional Plan Review will be instrumental in making sure that our region-wide mobility policies are consistent with that plan. We will update the Transportation and Mobility chapter of the Regional Plan to reflect the policies and actions of the IMP and its regional approach to transportation planning. We'll also set policy intent in the Regional Plan for future work that we intend to do as the city grows. This will involve many different actions, and I'll talk about a few of them in more detail on the following slides.



Functional Plans for Multi-Modal Corridors

Some roads across the region have been identified as “strategic multi-modal corridors”. These are important connections for moving people and goods, by vehicle, transit or active transportation.

THE REGIONAL PLAN WILL:

- Update Regional Plan policy to identify strategic multi-modal corridors that connect communities
- Study opportunities for land acquisition tools to inform an acquisition strategy for these corridors

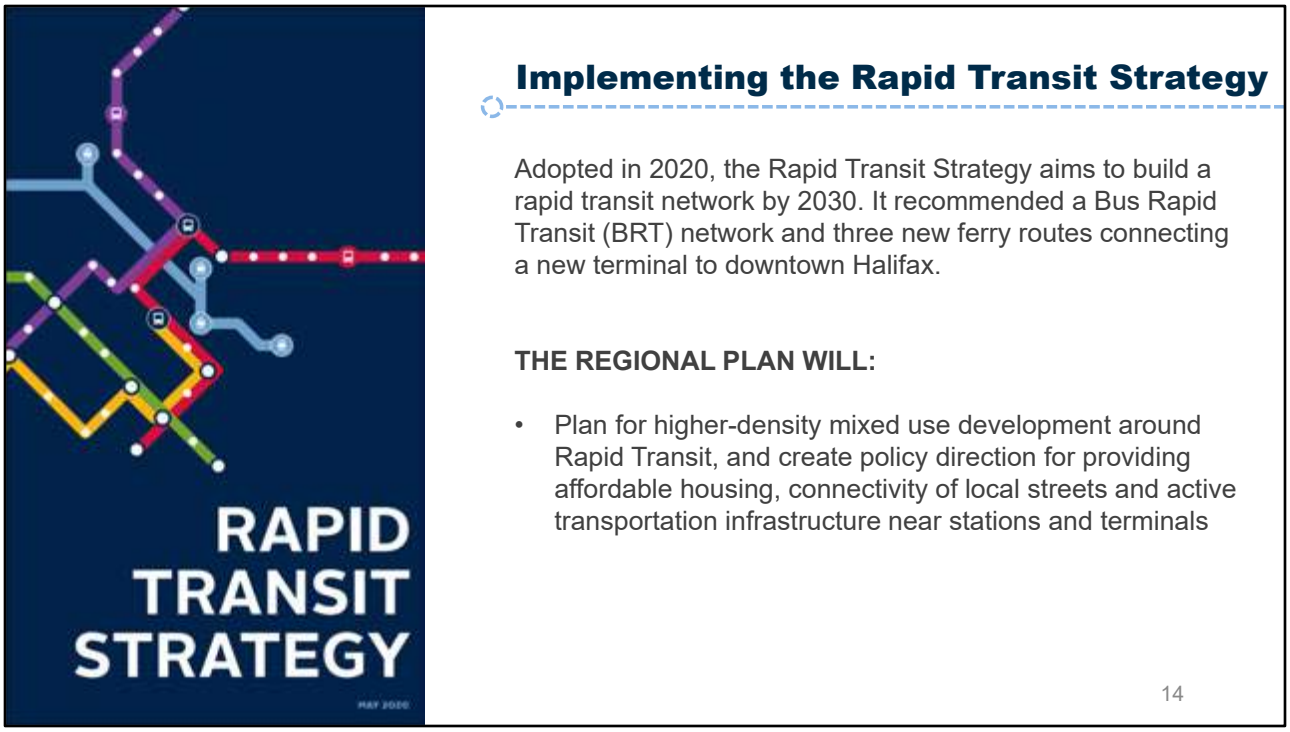
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Some roads across the region have been identified as “strategic multi-modal corridors” - these are important transportation connections for moving people and goods, be it by vehicle, transit or active transportation (walking, using a mobility device or cycling).

These corridors have been identified in the Moving Forward Together Plan, Active Transportation Priorities Plan and the IMP and were further refined in the Rapid Transit Strategy.

We will update Regional Plan policy to identify strategic multi-modal corridors that connect communities. This means we will include policy direction to guide future functional plans for these corridors and direct land use along these corridors so that it supports our mobility objectives.

We will also set up study of land acquisition tools, which will help us in preserving and acquiring right-of-way lands for investments in these corridors and help in guiding a land acquisition strategy.

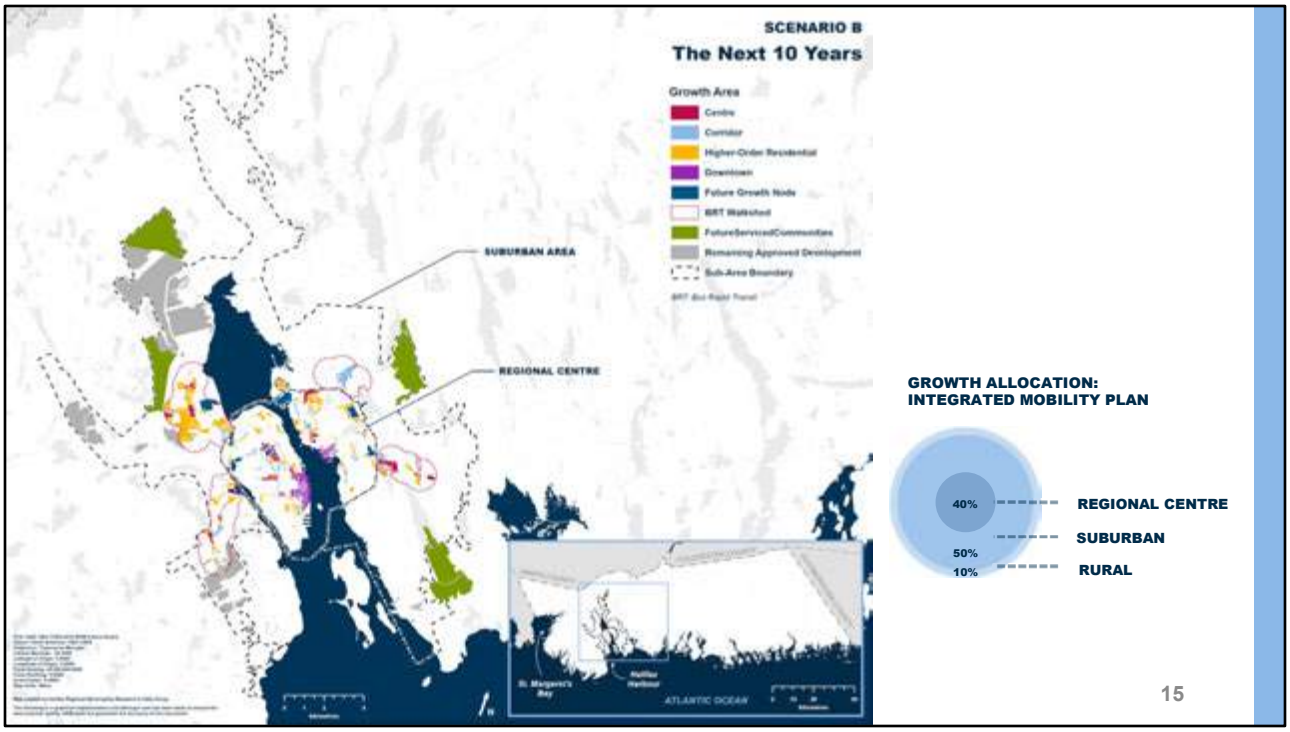


In May 2020, Regional Council approved the Rapid Transit Strategy, which aims to build a rapid transit network by 2030. This strategy builds on the vision of the Integrated Mobility Plan, aiming to improve sustainable transportation options and better support population growth. It directs investment in high-quality transit service and infrastructure, a key to improving residents' mobility and building more sustainable, affordable, and equitable communities.

The proposed Bus Rapid Transit (or BRT) network consists of four fixed-route bus lines which will provide all-day service, including 10-minute frequency from 6am to 10pm. BRT lines will have fewer stops than local routes to reduce travel times. BRT will improve freedom of movement around the municipality, complementing local and express bus routes and increasing access to employment for many residents. The Rapid Transit Strategy also proposes three new ferry routes, each connecting a new terminal to downtown Halifax.

To create sustainable, transit-oriented complete communities, the Municipality is aligning our land use policy and rapid transit by planning for higher-density mixed-use development around existing and planned

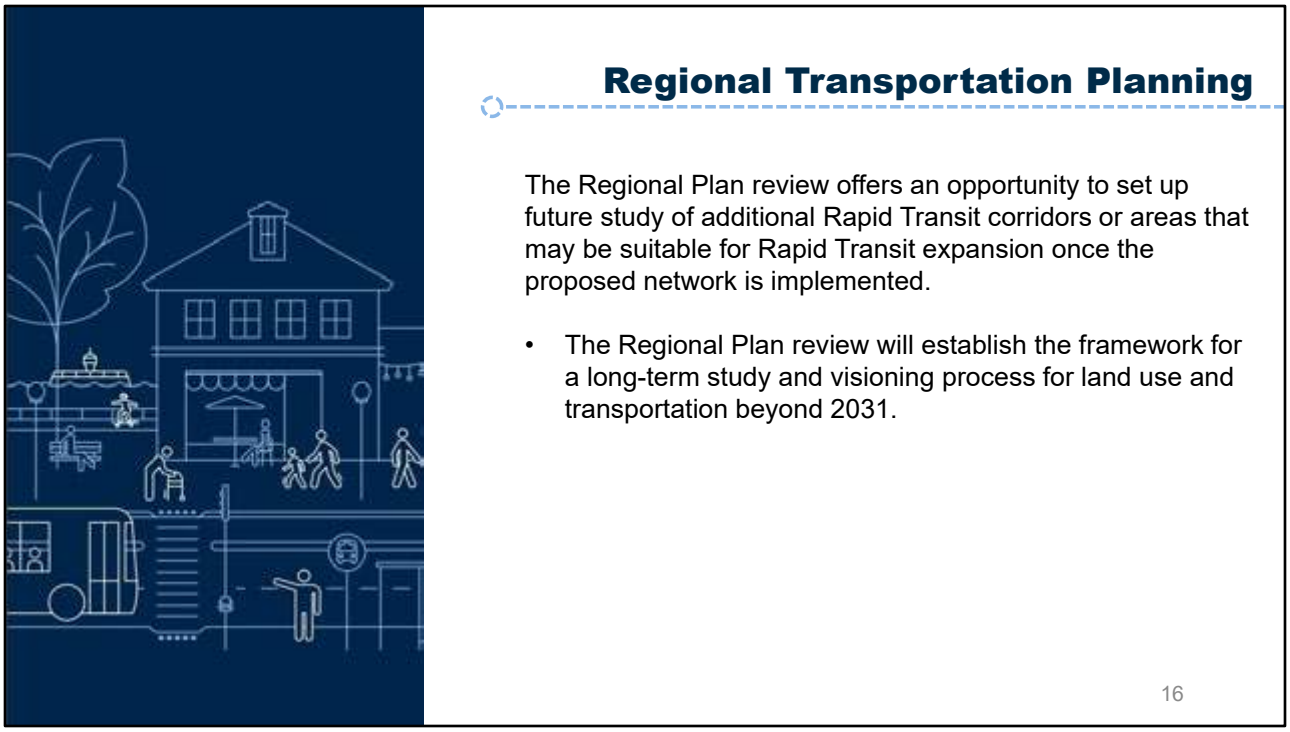
stations and terminals, working to ensure that affordable housing and amenities are available nearby, and improving local street connectivity and active transportation infrastructure.



As I mentioned earlier, the Regional Plan and Integrated Mobility Plan directs that most growth should be located where there are existing services. To achieve the IMP's mode share targets, we know that we have to locate most new housing and jobs where people can easily access the frequent transit network.

During the Rapid Transit Strategy, we looked at a so-called "walkshed" of 800 metres – with the expectation that people that live and work within 800 metres of a rapid transit stop would be able to easily access the network – and we explored how we could update our land use policy to encourage new housing and jobs to locate around the rapid transit network.

We have continued this work during the Regional Plan Review. The map on the slide is a part of our scenario planning from our population and housing analysis, and it shows the BRT walksheds and some preliminary ideas about how growth could happen in these areas. As we update our land use policies for our suburban areas – those areas outside the Regional Centre, but inside the Urban Transit Service Boundary, we will be working to make sure that most growth is aligned with the transit network.



Momentous social and technological changes, from virtual work to autonomous vehicles, are transforming how people move around cities. The long-term implications of these changes for transit and land use patterns are uncertain.

In this context, it is vital that a long-term vision for transit, including Rapid Transit, be considered together with a long-term vision for land use as travel behaviour patterns continue to change.

The Regional Plan Review offers an opportunity to set up future study of additional Rapid Transit corridors or areas that may be suitable for Rapid Transit expansion once the proposed network is implemented. The Regional Plan review will establish the framework for a long-term study and visioning process for land use and transportation beyond 2031.



Accessibility

Many residents are affected by accessibility concerns and with an aging population, the amount of people with mobility limitations will increase. Creating an accessible city helps create barrier-free and safe journeys for everyone.

THE REGIONAL PLAN WILL:

- Review and update planning documents to ensure they support the Accessibility Strategy and work toward making HRM an inclusive

17

And finally, the Regional Plan has important role to play in our work towards making HRM a city for people of all abilities, ages and backgrounds. When we're talking about mobility across the region, accessibility is one of the most important considerations. Our planning and development regulations address a wide range of physical accessibility issues – including access to buildings, the design of the buildings themselves, how our streets and sidewalks are organized, the location of barrier-free parking, signage and wayfinding, etc. Our strategic planning can also support accessible active transportation routes, accessible taxi services and accessible transit. Our planning policies can support how we run our public engagement activities in an inclusive and accessible way, and direct that we partner with community to learn from others' experiences and help to improve the work we do and the services we deliver.

Through the Regional Plan Review we will be reviewing our planning documents to make sure that they are aligned with the goal of bringing HRM closer to being a city for people of all abilities, ages, and backgrounds. Regional Council recently approved the Accessibility Strategy, and the Regional Plan will support that ongoing work.

To learn more, ask questions, join the project's mailing list and make your voice heard:

Visit: www.shapeyourcityhalifax.ca/regional-plan
Email: regionalplan@halifax.ca
Phone: 902.233.2501

Stay updated on other events and engagement opportunities by following the Halifax Regional Municipality on social media and Shape Your City.

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Thank You For Your Participation!

Regional Planning


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Public feedback will be collected until July 16

Slide 19

Regional Plan Review
Transcript - Mobility Virtual Q&A (June 16, 2021)
This transcript has been edited for content and clarity.

QUESTION: Could you provide us with some additional information regarding the rural transit funding program?

Erin Blay, Supervisor, Service Design and Projects, Halifax Transit
The Rural Transit Funding Program was approved in 2014. Regional Council identified a need through the Regional Plan approval that would help the municipality to support not-for-profit organizations that were providing transportation services for members of the HRM community where Halifax Transit service isn't operating and maybe doesn't make sense. The Rural Transit Funding Program is a grants program through which rural transit operators can apply for funding to subsidize the cost of operating their service within HRM. In order to qualify, an organization has to be providing a service that's not competing with Halifax Transit generally, in the rural areas or outer urban area. It has to be available to the public and be operated by a not-for-profit. Grants are awarded to approved organizations in two ways -- One is a lump sum payment and that's either $5,000 or $10,000 per year. Then after that, for every in-service kilometre that they report to us, they are paid $0.50 per kilometre. For example, last year even with the pandemic through this program, we paid out nearly a quarter of $1,000,000 to four service providers in HRM. I think that one of the really cool parts that program is that since it is areas outside of the Halifax Transit Service area, it's likely that a large percentage of the trips that are being made on those services wouldn't have been made if these organizations weren't available.

QUESTION: How is the municipality working to design complete streets?

Tanya Davis, Program Manager, Transportation Planning
As part of the IMP, one of the foundational policies is complete streets. Over the last number of years, we've created a complete streets checklist. As our capital projects come up, we look at each project through a complete streets lens. For example, how can we adapt the street to be more user friendly for all ages and abilities? It's important as we go through that we try to adapt the streets to accommodate that. It's important to note that not all streets will be complete for all users. Some streets will have

certain priorities for different users. It's a great way to make sure that we're looking at how to accommodate people as they move through our streets.

QUESTION: Once the Rapid Transit system is completed in 2030, will the RTS lines all have dedicated bus lanes for the entire route or at least a significant portion?

Erin Blay, Supervisor, Service Design and Projects, Halifax Transit
The Rapid Transit Strategy was approved in the spring of last year and the proposed bus rapid transit network or BRT network includes four fixed route bus lines that will operate all day seven days a week with at least 10 minute frequency from 6:00 AM to 10:00 PM. The Rapid Transit Strategy estimates that approximately 60% of the BRT (Bus Rapid Transit) network will have dedicated lanes – that's subject to functional and detailed design. Sixty percent is a pretty good amount. That's not to say that the rest of the network won't -- the other 40% could have, for example, signal priority. This would be the starting phase. I think we would also be looking to extend beyond that 60% as well.

QUESTION: Great presentation! You mentioned how HRM will be focusing new development of homes and jobs around existing transit and BRT infrastructure. I strongly agree, but how will this be accomplished? Much of this area has already been developed. Thanks for your consideration!

Kate Greene, Program Manager, Regional Planning
When we did the Rapid Transit Strategy, we studied our suburban areas, in particular the opportunities for redevelopment along those corridors. We looked at things like the age of buildings, the size of properties that were directly adjacent to the corridors as well as underutilized sites like parking lots, where do those exist? We explored what the opportunities are to infill in such a way that we can begin to transition those corridors and the densities that are along those corridors. When we set our planning policy through the Regional Plan, one of the things we'll be working on with Council is what do we want those corridors to look like? What's the scale of buildings? How many people do we want to locate along those corridors in order to support rapid transit? There's lots of work out there around how many people you need to put in close proximity to those corridors in order to support transit and high frequency transit in particular. The idea is, as

people move to those corridors and start living in those corridors, they don't actually have to commute by car. They can use the transit system to get around in the city and make a different mode choice.

Leah Perrin, Principal Planner, Regional Planning
The reason that we focused that work on the suburban areas is that the Regional Centre Plan process has already looked at where growth will go in the Regional Centre. With these density targets, you know what level of development you need in order to support rapid transit -- in the Regional Centre we have a lot of places already that will support that level of transit. Our future work is focused on areas where we haven't done that additional research and it will support our future regulations.

QUESTION: What are the BRT routes and ferry routes included in the Rapid Transit Strategy?

Erin Blay, Supervisor, Service Design and Projects, Halifax Transit
The Rapid Transit Strategy included four fixed route bus lines. We call those the Purple line, the Green line, the Red line and the Yellow line.

The Purple line will travel on Larry Uteck and it's a cross town route. It starts on Larry Uteck and goes all the way to Dartmouth Crossing. It travels in Clayton Park via Dunbrack through Bayers Road and Young Street where there's currently construction on transit priority lanes. Through North Street over the bridge across Wyse Rd and Commodore Drive, to terminate in Dartmouth Crossing. The purple line crosstown is a little bit like the existing Route 3 in some ways.

There's the Green line which will travel from Lacewood all the way to the south end of the peninsula, similar to the existing Corridor route 4. It will travel along Lacewood, Joseph Howe, all the way along Robie Street where we've also started to introduce transit priority, terminating at Saint Mary's University.

The Red line will be traveling in from Dartmouth, Cole Harbour, from the Portland Hills Terminal along Portland Street over the bridge, through downtown Dartmouth and into downtown Halifax over the bridge and up Spring Garden Rd to Dalhousie.

The last line is the Yellow line that's connecting Mainland South. It starts

on Greystone and travels along Herring Cove Rd and to the peninsula and downtown via Connaught, Quinpool, Spring Garden Rd and Barrington.

The three ferry routes are also part of the Rapid Transit Strategy, and all of them are planned to terminate at the Halifax Ferry Terminal. The three new routes are proposed from Larry Uteck, Mill Cove, and Shannon Park.

QUESTION: How is the Transit Service Boundary being considered through the Regional Plan Review?

Kate Greene, Program Manager, Regional Planning
The Urban Transit Service Boundary is where we run conventional bus service and it is an important way that we organize growth and consider where we're going to infill or grow. Often what the municipality does is we think about growing in areas where there are existing services -- where there are bus lines already, where there's piped water, where there's piped wastewater -- that helps us to manage infrastructure efficiently, prevent it from sprawling and keep taxes low on the whole of our citizens and residents. When we review the Regional Plan, we take a look at our infrastructure boundaries, one of which is the Urban Transit Service Boundary, and we study how our population has been growing, where we anticipate future demand to bring new land on line, check to see if there's a need to expand or adjust that boundary in order to accommodate development or our growing population. We're going to start in on that exercise. We've just finished our population projections and are about to start in on this additional work now.

QUESTION: Could you talk a little bit about some of the major active transportation projects that are either coming up or are currently underway?

David MacIsaac, Supervisor, Active Transportation, Transportation and Public Works
We've got active transportation objectives across the municipality, within the Regional Centre. We do a lot of work in suburban communities and increasingly Council has asked us to come back with an action on the IMP for active transportation in rural HRM. The Regional Centre has historically had a very good sidewalk network, so in other parts of this municipality we're playing catch up in terms of building new sidewalks, but we're lucky in the Regional Centre for the most part, that infrastructure is in place.

The focus in the Regional Centre right now is on building bicycle facilities that are safe and comfortable. We call for all ages and abilities so really, for people who don't bicycle now, who aren't comfortable riding in mixed traffic. That makes sense, the technical term for a bicyclist in the engineering profession, is a vulnerable road user because you're not protected by steel and airbags and stuff like that. What we need to do is engineer and design the facilities so that they are safer. What that means in the Regional Centre is on busier streets where we have facilities, we're putting in protected bicycle lanes and doing work at intersections to make them safer. What you will see around town right now are for example on Hollis St, we've got a curb and bollards to protect the bicyclists from the vehicles. South Park Street, we now have protected bike lanes.

One of the other facility types that has been quite successful in other places in North America and Europe are local street bikeways, sometimes called Bicycle Blvd. These are local streets that have not too much traffic, where we put in traffic calming measures and that offer that connectivity from where people live to where they're traveling.

Also, for multi-use pathways, a big project for us now is to make a connection from the peninsula to the western mainland of Clayton Park, Fairview, those places. It's not very well connected now. As part of the Bayers Road transit priority project, we built a multi-use pathway and over the next year or two we're working to connect that to the Chain of Lakes Trail that will connect up into neighbourhoods and even to Lunenburg. That gives you an idea what we're doing in the Regional Centre. In more suburban communities, the focus is on a lot of multi-use pathways or trails. In rural HRM, we're looking at community centres and often on provincial roads, putting in sidewalks, multi-use pathways there.
More information about active transportation is available on the HRM website here.

QUESTION: Looking at recent developments, there does not seems to be effective pathways to promote walkability. Does HRM have the ability to direct or advise developers on infrastructure layout? Also could existing neighbourhoods be "retrofitted" with pathways to promote walkability?

David MacIsaac, Supervisor, Active Transportation, Transportation and Public Works
We work in the Transportation and Public Works department, and quite closely with our colleagues in Planning and Development, and they involve us as development applications come in. We work to make them as walkable and connected as possible. I would say there's a challenge. This is something that we talk about as we're doing these regional plans -- sometimes development will get built, the developer as part of that will put in the infrastructure for walking, sometimes bicycling but then there's a disconnect between that and the rest of the network. We have these gaps and we don't have a whole lot of funding and resources as a municipality to fill in those gaps. There's a lot more gaps than we have resources to fill. That's a challenge and we know where a lot of those are, and we're trying to kind of pick them off as we can, but it's certainly a challenge for us.

Leah Perrin, Principal Planner, Regional Planning
I think the question about advising developers on infrastructure layout, certainly through the subdivision process, we do have regulations around how street networks are laid out. There is an ongoing project to review what's called the municipal design guidelines or Red Book that will take more of a complete street lens. I'm not the expert on that, but just thought I would mention it.

Tanya Davis, Program Manager, Transportation Planning
Our municipal specifications are being updated and are coming back to Council on the next steps soon[1]. The other thing that we've been working on is the traffic impact assessment guidelines, which is another tool in the toolbox that speaks to how development and the right-of-way interact There's lots of work being done to continue to move that conversation forward and to make sure that we're getting good infrastructure built.

[1] Update: Regional Council will discuss this matter at their June 29, 2021 meeting – see Item 11.1.11: https://www.halifax.ca/city-hall/regional-council/june-29-2021-halifax-regional-council-special-meeting

QUESTION: Is HRM starting to think about autonomous vehicles (and their implications) in long range mobility and land use planning? We could see lots more of this in 2031++

Tanya Davis, Program Manager, Transportation Planning
We are definitely thinking about autonomous vehicles. We know at some point they will be here in Nova Scotia and I've been working with colleagues nationally on this topic. I sit on a committee through the Transportation Association of Canada to figure out what those impacts are, how we will deal with them because it's not only autonomous vehicles coming, it's how we deal with them from an infrastructure perspective, right down to something as simple as how we paint the lines on our roads in order to guide the vehicles. It's a big topic of conversation in the transportation industry, and something that we're participating in at a national and international level.

Kate Greene, Program Manager, Regional Planning
For the Regional Plan Review, we're asking citizens and residents about their ideas on how we should planning for the long range and what issues are important to begin to imagine possible future states of our community, so we can start to accommodate our rapidly growing population. Part of how we're thinking about this is that there are lots of different possible futures. How do we organize ourselves today to be able to respond to those possible futures as quickly as possible? How do we adapt? Part of that is putting our thinking caps on and thinking about what future state might be most impactful to land use and planning and how our transportation system is organized. Autonomous vehicles could be a major technological change that change how we live. We're wanting everyone's input on that, not just our own.

QUESTION: Great to hear that the priority for transit in the suburbs will be these existing areas where densification will also be prioritized. How do you expect to help prioritize active transportation in these areas to increase, say, walkability and meet community members' needs close to home in these areas, further reducing dependance on cars?

David MacIsaac, Supervisor, Active Transportation, Transportation and Public Works
In more suburban communities some of the things we're doing is working to fill in the sidewalk gaps. Some of those suburban communities are places that were built when the land use planning regulations didn't require sidewalks to go in. We are playing catch up there. The focus when we put new sidewalks or active transportation infrastructure in those suburban communities is to make those connections between where people live and where they access transit and where they shop. I think our suburban communities in Halifax have a bit of a reputation for being car centered. Often when you look at the distances between where people live and where they could shop or access services or go to school, they're not that far. It's very walkable and bikeable, so it's about the infrastructure and making those connections, playing catch up, and then going back and filling in those gaps that weren't put in place in the beginning.

One of the projects that we've started in the past two or three years that are relevant to suburban communities are the street to street walkways that exists behind people's houses. Often those facilities were put in when those communities were built and then haven't been rehabilitated since. That's 20 plus years since -- and what we see in those suburban communities is those end up being quite active for walking, for kids getting to school. We've been making steady progress over the past number of years, rehabilitating and making it possible for them to be cleared from snow in the winter just by having a better-quality surface.

One of the things that we do have in our suburban communities for active transportation is a lot of community groups. Lower Sackville, Cole Harbour, and Spryfield have community trails associations, who are great advocates for active transportation in their communities and have really done some of the work of planning, building, and maintaining some of those facilities. Active transportation is important in suburban HRM and there's some good projects happening. From a mobility perspective it's really one of those

great integrated mobility stories where getting people from their front door to the transit stop requires that active transportation infrastructure in the middle. Working with our colleagues in Transit we are picking those off and making it more accessible and more possible to make those connections.

QUESTION: Are there any plans to install bike paths on Quinpool Road? As indicated there is not much connection in the east-west direction.

David MacIsaac, Supervisor, Active Transportation, Transportation and Public Works
Right now, the plan for bike facilities East-West and that part of the peninsula is to use those local street bikeway facilities. One block north of Quinpool, we've got a segment of local street bikeway on Allen Street. This construction season we're going to build a safer crossing of Oxford to get over to Oak Street and continue further west and eventually across Connaught. Then on the south side of Quinpool we've got a local street bikeway candidate route on Norwood and Shirley. We are looking at the first block of Quinpool from Robie up to Vernon and Quingate that is part of our midtown bikeway planning process. I think that if there were to be bicycle facilities on Quinpool itself in the future, it would have to be a part of a larger planning project. Probably, a complete streets planning project looking at the overall functions, what we need to have on Quinpool from all those modes. But for now, what we're working on is those local street bikeway routes on either side of Quinpool.

QUESTION: Transit infrastructure and plans seem to be focused on transporting people to and from the urban core, especially Downtown Halifax. There are lots of gaps in outer areas like Dartmouth, which will grow exponentially in the near future, yet lacks the plans to support transit in and between non-peninsula communities. Will there be any shift in focus towards inter-community transportation?

Erin Blay, Supervisor, Service Design and Projects, Halifax Transit
There are two things here. First, transit by the nature of the service and the fact that it's not cheap to run, we typically focus our service on the highest trip demand first, providing that with the highest level of service. Right now, our service is very weighted towards those large employment destinations like Downtown Halifax, Burnside, Dartmouth Crossing. These areas also have the highest potential for increased demand. What you would have

seen in the Rapid Transit Strategy routes, that's what those routes were trying to address, those huge demand pockets. All that said, that doesn't include all of the other service that will be on the map, including local service corridor routes, level of service, which can still be 10-15 minute level of service. Other types of routes in the network, many of which will also be able to take advantage of a transit priority measures like those planned or in the works for Portland Street in Dartmouth or Dunbrack. While they're not the same as bus rapid transit, they have always the potential to be upgraded to that in the future. The purpose of those routes is to bring people to locations where they can transfer to other route types and then make those really important connections and they bring people to other locations where they can eat, shop, play, go to school and work near their own community so that they don't have to travel into the peninsula. This describes the hub and spoke style of network that Regional Council approved in the Moving Forward Together Plan.

QUESTION: Many cities are reducing their default speed limits on residential streets to 30km and 40km for safety purposes. Is this something that could be considered in the Regional Plan Review?

Tanya Davis, Program Manager, Transportation Planning
We've had lots of questions around speed limits, over the last little bit around road safety. The way our provincial government is set up we have a NS Motor Vehicle Act and in that, it outlines the default speed limits. The lowest speed limit that we can set currently is 50 kilometers an hour. However, our road safety team in Transportation & Public Works has been working closely with our colleagues at the Provincial Government through the Traffic Authority to work on lowering the default speed limit in neighbourhoods. We as a municipality had to put in an application to say, we think this is a really good idea, we should lower these speeds, these speeds are higher than we would like to see on our residential streets. Can we work together and come up with a new default? I don't know how many neighbourhoods have had lower speed limits put in, but there's been quite a few recently. We're hoping to see more as we go through the process because we know it's one tool in the toolbox to get slower speeds on our streets.

Other tools that we've been looking at though through the road safety team is around traffic calming, bump outs, speed tables, and speed humps. The complete streets lens and guidelines also help when we're designing new

streets, or retrofits, that we're designing them for the speed in which it's intended. Reducing speed limits is only one piece. There are other pieces in the toolkit to do.

David MacIsaac, Supervisor, Active Transportation, Transportation and Public Works

A lot of what we do with mobility in the municipality has to happen in the context of the Provincial legislation. The municipality owns a certain number of roads, but we've got a provincial highway system that surrounds us. That really impacts modal choice in the municipality. Looking at the Regional Plan, there are tools, policies, and programs that Council can approve and help shape how we're going forward from a mobility perspective. A lot of the factors that will influence how people travel will depend on provincial legislation and provincial policy decisions. We have mechanisms to coordinate for that, but it's something to keep in mind, as we're looking at the future and looking at if we're going to change how we move in the municipality, it has to involve all those jurisdictions, coordinating and collaborating on things like speed limits, road safety and some of the decisions that are made about how we use the infrastructure that we've got.

APPENDIX B

SURVEY SUMMARY REPORT

The survey was an exploratory questionnaire to gauge respondents' opinions and priorities with respect to a range of topics across the themes of the Regional Plan Review's Themes and Directions report. The survey examined how and where growth should be directed, what features people value in their communities, and what they would like to see in the future. Key survey topics included: growth, complete communities, housing, the environment, climate change, parks and wilderness areas, transportation, and impacts of the COVID-19 pandemic. The survey was one component of the engagement conducted on the Themes and Directions Report. Due to COVID-19 health restrictions, engagement took place largely online, through the survey, virtual Q&A events, and email submissions.

The survey was available on the Shape Your City website from June 3rd to July 16th, 2021 and was composed of the following types of questions:

- 'Yes' or 'No' questions
- Questions to indicate the level of AGREEMENT or DISAGREEMENT with a statement
- Questions to select top priorities, in no particular order (e.g. "Choose all that apply" or "Choose a maximum of 10")
- Questions to RANK the relative importance of issues
- Open-ended questions

Most types of questions were analyzed using quantitative methods (i.e. tallying the number of responses for each option provided); however, the open-ended responses required a qualitative approach. Staff used content analysis to examine these responses, using an inductive approach to coding. This involved reading through the data, taking note of themes which repeated themselves across multiple responses, and tallying how many responses touched on each of the themes identified. This is a method of quantifying qualitative data and identifying patterns in free-text responses.

Throughout this document, the sample size (number of people who responded to the question) is indicated between brackets, for example (n=800) means there were 800 responses to that particular question.

Since this was a voluntary survey, the sample of respondents is not necessarily representative of the population of the Halifax Regional Municipality. Voluntary sampling bias is a likely issue, meaning that those who feel strongly about a topic are more likely to respond to the survey. The results should be interpreted as an exploratory study, rather than a poll, allowing staff to get a sense of opinions, priorities, and concerns on Regional Plan-related topics.

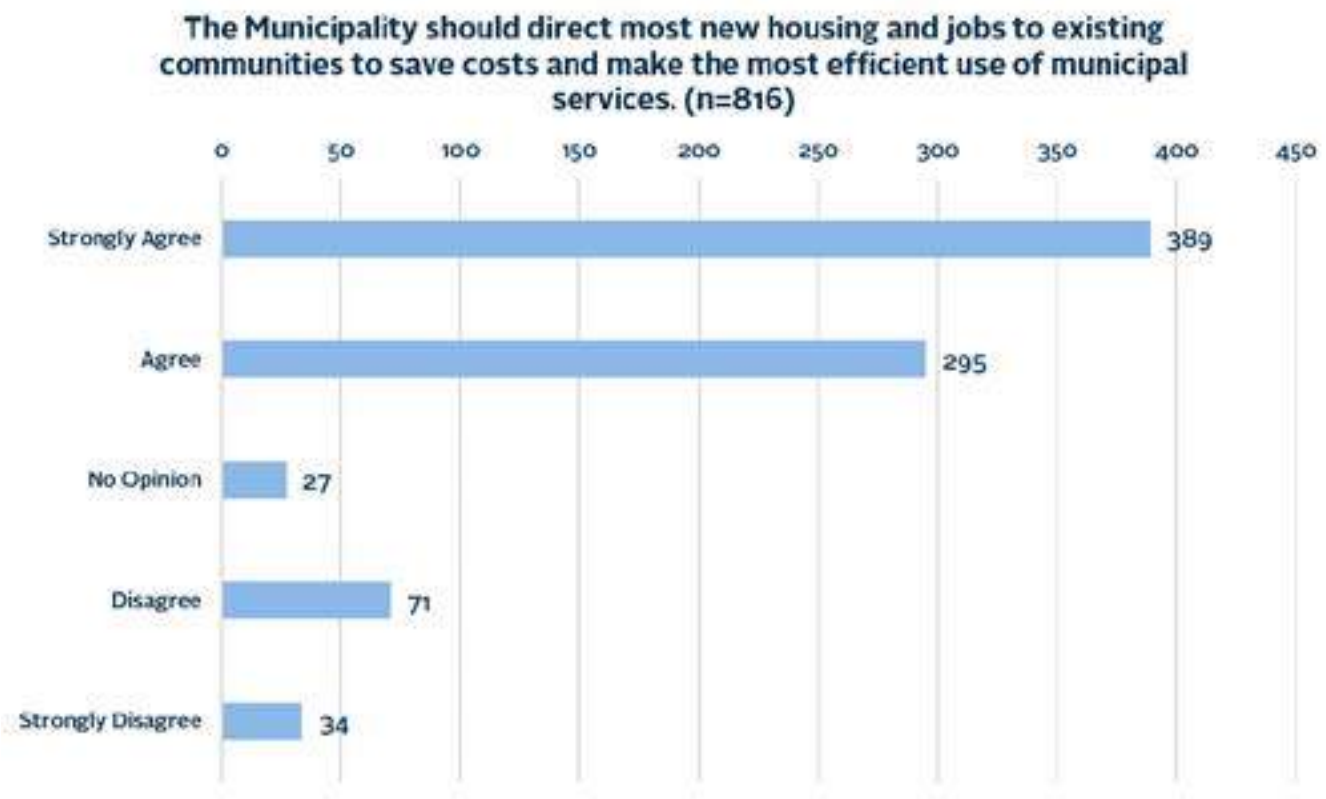
QUESTION 1: AS OUR POPULATION GROWS, THE MUNICIPALITY WILL STUDY AND DETERMINE HOW MUCH LAND SHOULD BE MADE AVAILABLE TO ACCOMMODATE NEW HOUSING AND EMPLOYMENT GROWTH, AND HOW MUCH LAND SHOULD BE PROTECTED. PLEASE INDICATE TO WHAT EXTENT YOU AGREE WITH THE FOLLOWING:

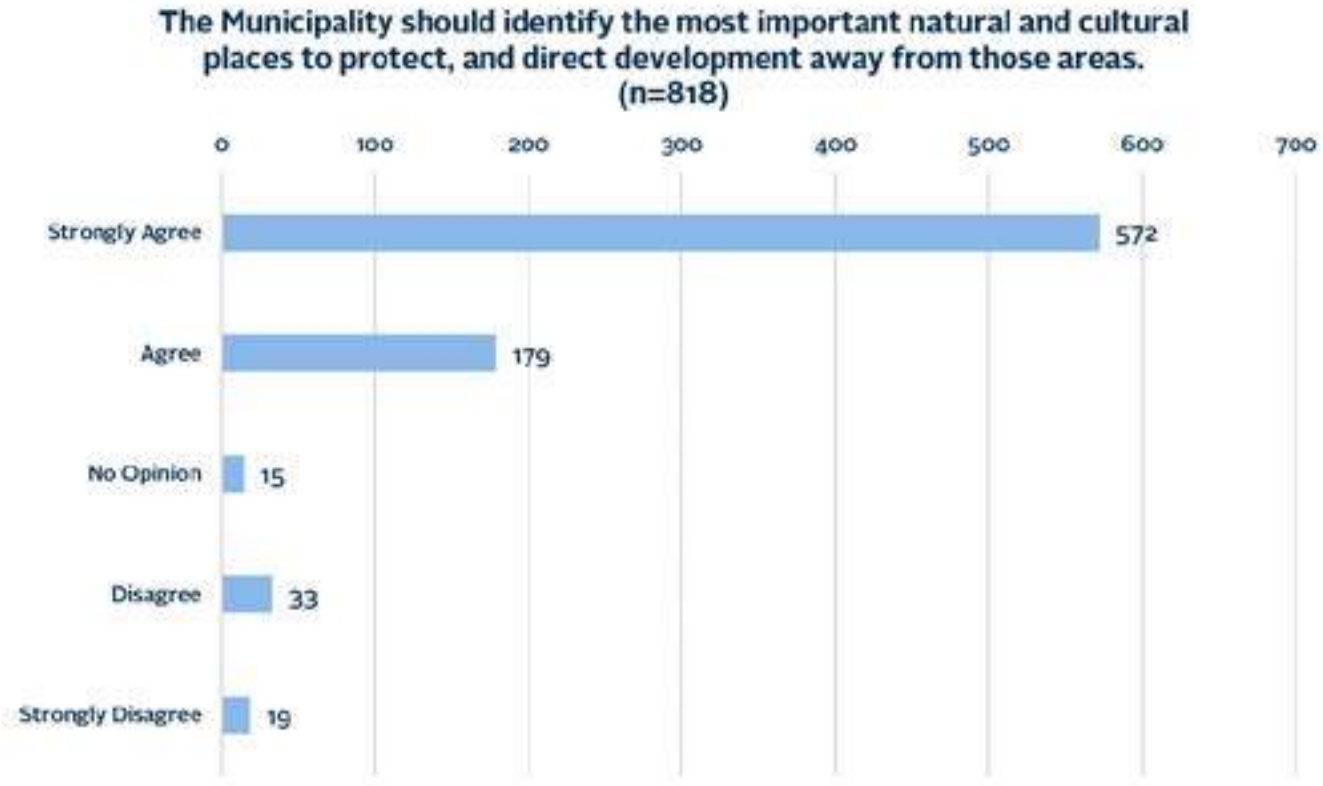
1. **THE MUNICIPALITY SHOULD DIRECT MOST NEW HOUSING AND JOBS TO EXISTING COMMUNITIES TO SAVE COSTS AND MAKE THE MOST EFICIENT USE OF MUNICIPAL SERVICES.**
2. **THE MUNICIPALITY SHOULD IDENTIFY THE MOST IMPORTANT NATURAL AND CULTURAL PLACES TO PROTECT, AND DIRECT NDEVELOPMENT AWAY FROM THOSE AREAS.**
3. **IN THE FUTURE, THE MUNICIPALITY SHOULD CONSIDER EXPANDING THE URBAN AREA TO ACCOMMODATE A LARGER POPULATION.**

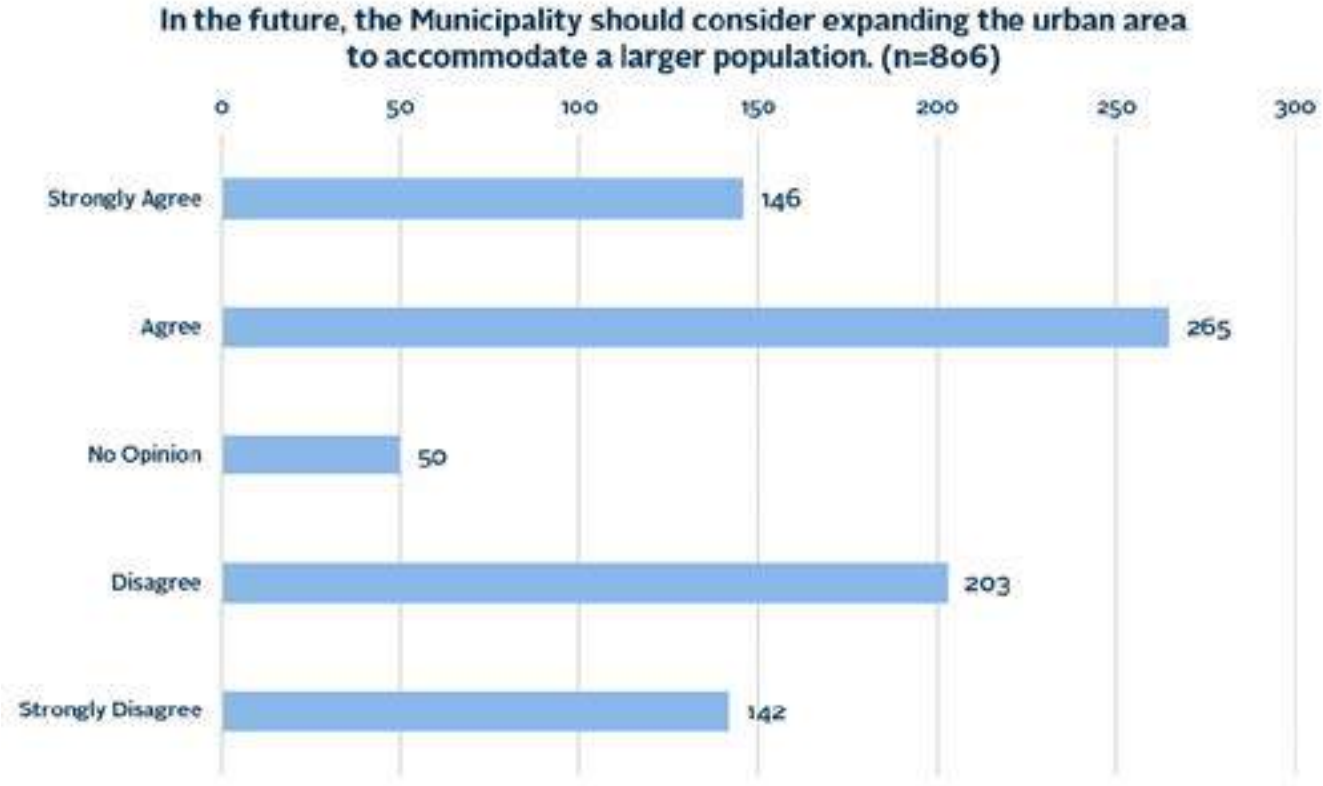
The majority of respondents said that they either agreed or strongly agreed with

- "directing most new housing and jobs to existing communities to save costs and make the most efficient use of municipal services", and
- "identifying the most important natural and cultural paces to project and directing development away from those areas".

However, when asked about expanding the urban area to accommodate a larger population, the responses were much more split. Slightly more respondents agreed with expanding the urban area, but 42% said they either disagreed or strongly disagreed.




The Municipality should identify the most important natural and cultural places to protect, and direct development away from those areas. (n=818)
0
100
200
300
400
500
600
700
Strongly Agree
572
Agree
179
No Opinion
15
Disagree
33
Strongly Disagree
19


In the future, the Municipality should consider expanding the urban area to accommodate a larger population. (n=806)
0
50
100
150
200
250
300
Strongly Agree
146
Agree
265
No Opinion
50
Disagree
203
Strongly Disagree
142

QUESTION 2: DO YOU HAVE ANY OTHER IDEAS ABOUT HOW THE MUNICIPALITY SHOULD GROW?

Of the 496 responses to this question, the most common themes in these responses were:

- a desire to increase density in existing communities to avoid sprawl (140 responses touched on this), and
- to have strong transit and active transportation connections (101 responses).

Other topics that align with the Regional Plan's Themes & Directions came up frequently as well, such as

- environmental/wilderness protection (62 responses),
- affordable housing (49 responses),
- •recreation & greenspace (46 responses),
- sustainability (40 responses – both in terms of concerns with eternal growth, as well as reducing emissions and green building/transportation technology),
- complete communities (32 responses), and
- protection of heritage, existing communities as they are, and cultural resources (28 responses).

Another idea which was mentioned in 20 responses, was the notion of several "satellite" complete communities outside the Regional Centre (throughout suburban and/or rural areas), containing the necessities of daily life (like schools, places of work, greenspace, services) and connected to each other by transit.

TOPICS MENTIONED MORE THAN ONCE	FREQUENCY
Increase density in existing communities/avoid sprawl	140
Transit & active transportation	101
Environmental/wilderness protection	62
Affordable housing	49
Recreation & greenspace	46
Sustainability (over eternal growth, reduce emissions, green building techniques)	40
Complete Communities	32
Protect heritage, existing communities, areas of cultural importance	28
Satellite communities	20
Growth in rural areas	19
Expand service boundary to accommodate growth	14
Create more transportation connections to the core	14
More growth/housing construction	13
More low-density/no high-rise	11
Economic growth	11
Increase services to existing communities	11
Deal with traffic congestion	9
Focus growth on other population centres, not just Regional Centre	9
Stick to regulations	8
Bring back Beaverbank bus service	8
Infrastructure before growth	7
N/A	7
Reduce regulation/red tape/taxes	6
Accessbility	6
Mix of housing types	6
Maintain/plant trees	6
Remove height restrictions	5
Avoid coastal development	5
Limit height to mid-rise	5
Specific road requests	5

TOPICS MENTIONED MORE THAN ONCE	FREQUENCY
Income diversity within neighbourhoods	4
Low-rise density	4
Tiny homes	4
Growth with intention	4
Equity	3
Seniors housing	3
Concerns with short-term rentals	3
Access to schools	3
More parking	3
Speed up approvals process for development	3
Concerns with gentrification	3

Topics mentioned once each:

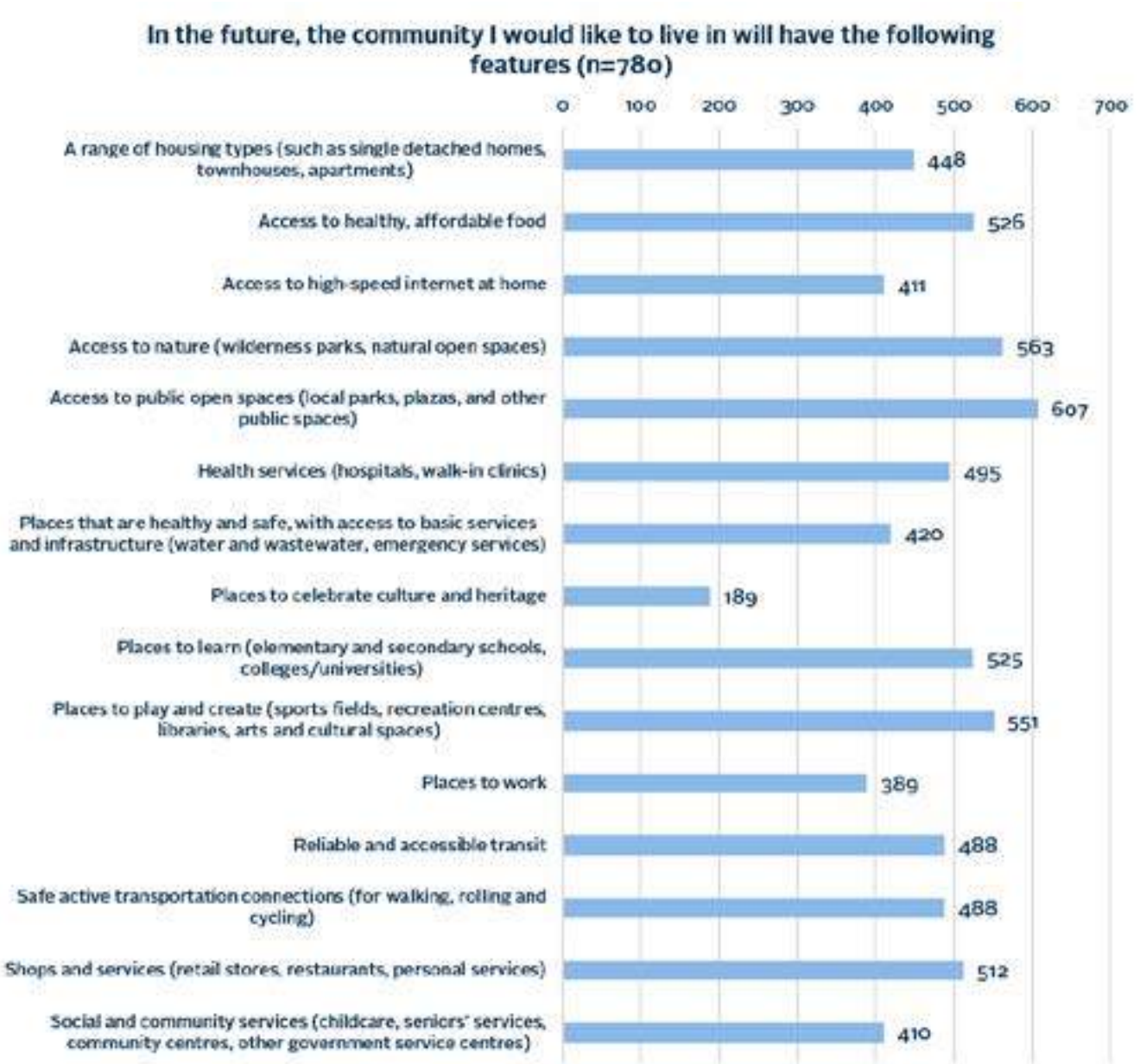
- Housing should be affordable for single person households too, not just families
- HRM should have a festival ground
- ATVs on roads
- Against mixing housing types
- Cluster housing in rural
- Do not allow infilling of waterways
- More smaller emergency shelters
- Incentives rather than restrictions to direct growth
- Eliminating food deserts
- Stormwater treatment systems
- Living off-grid
- Concern with renovictions
- Importance of public participation in designating places for protection
- Remove on-street parking in favour of off-street parking garages
- Repurpose office space to residential
- Suburban form better suited to post-COVID world
- Remove protected bike lanes
- Decision-makers not informed
- Avoid all metal and glass architecture
- Cost of growth should be calculated holistically, not just a monetary measure
- Developers should be required to pay all capital costs of new infrastructure outside serviced areas
- Development should be allowed as long as it bears the cost of infrastructure
- Houseboat communities
- Create restrictions on number of vehicles per household
- Tourist beach resort town
- More vehicle friendly
- Representation from people who care
- Urban/suburban focus is so important
- Transparent criteria for regional growth decisions
- More lupins
- Small communities
- Tax underutilized urban land

- Transport, health services, roads
- Secondary suites
- Consistency with Province (affordable housing, schools, hospitals)
- Commercial should be separate from residential
- People will leave the city (COVID trend)
- Slow and steady
- Can see both pros and cons to living in areas of increased density
- Relocate container port to Eastern Passage
- No more growth
- Better transportation
- Retain land surrounding service boundary for future dense growth
- Protect shorelines with public access
- EAC priorities
- Farmers markets at transit terminals
- Focus on design with new construction
- Marine parks network for eco-tourism
- Need family-friendly communities
- Communal housing, townhouses
- Halifax county independence
- Consultation with Mi'kmaq on all development
- Avoid development immediately adjacent to major transportation connections to avoid traffic
- Move downtown to Washmill Lake/Bayers Lake
- Landlord licensing
- Large yards are waste of space
- Limit foreign ownership
- Arts
- Grow Ragged Lake areas
- Off-grid housing
- Against bike lanes
- Reuse buildings
- Public access to coast
- Work with the Province on issues like Owl's Head
- Transit not just for commuting, but other kinds of trips
- Flexibility
- Inclusivity
- Setbacks for tall buildings
- No waterfront development
- Suburbs on a grid
- Reduce streetlights in rural
- Supports for people experiencing homelessness should exist throughout the municipality
- Pedestrian rooftop culture
- EV infrastructure
- Separate rules urban vs rural
- Monorail, stop bus and biking
- Reforest the suburbs
- Universal Basic Income, Rental Regulation, new NSCC campus
- Listen to people, not developers
- New provincial highways
- Integrate nature into communities
- Smart immigration
- Slow growth, road safety, public washrooms

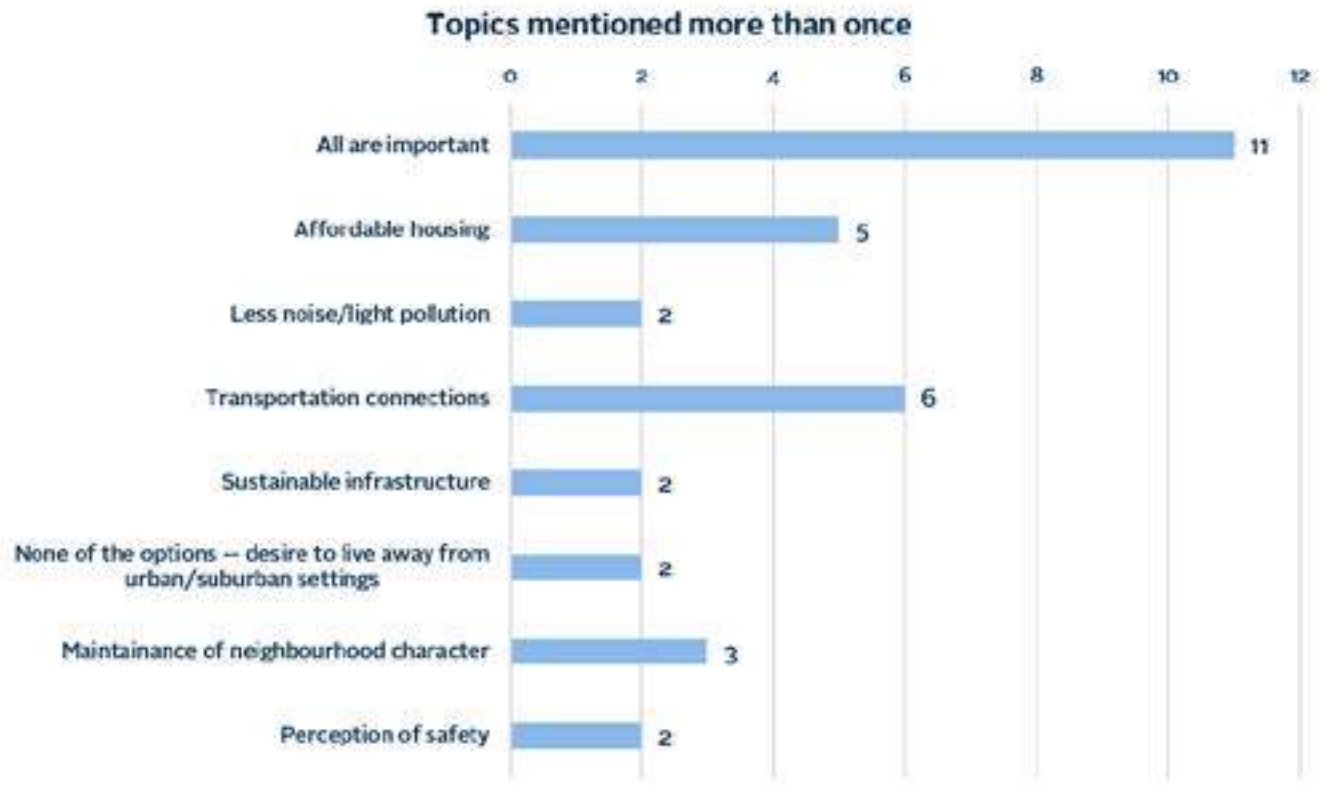
QUESTION 3: IN THE FUTURE, THE COMMUNITY I WOULD LIKE TO LIVE IN WILL HAVE THE FOLLOWING FEATURES (CHECK A MAXIMUM OF 10).

The results demonstrate that the respondents value all the options provided, with most options occupying between 6 and 8% of the selections. The most common topic mentioned in the "Other" category, was that all of the features listed were important, and some respondents expressed frustration at only being able to select 10 of the 15 options.

The most-selected option was "Access to public open spaces (local parks, plazas, and other public spaces)", which occupied 9% of the selections. "Places to celebrate culture and heritage" garnered the least interest, occupying only 3% of the selections.



OTHER (N=41)



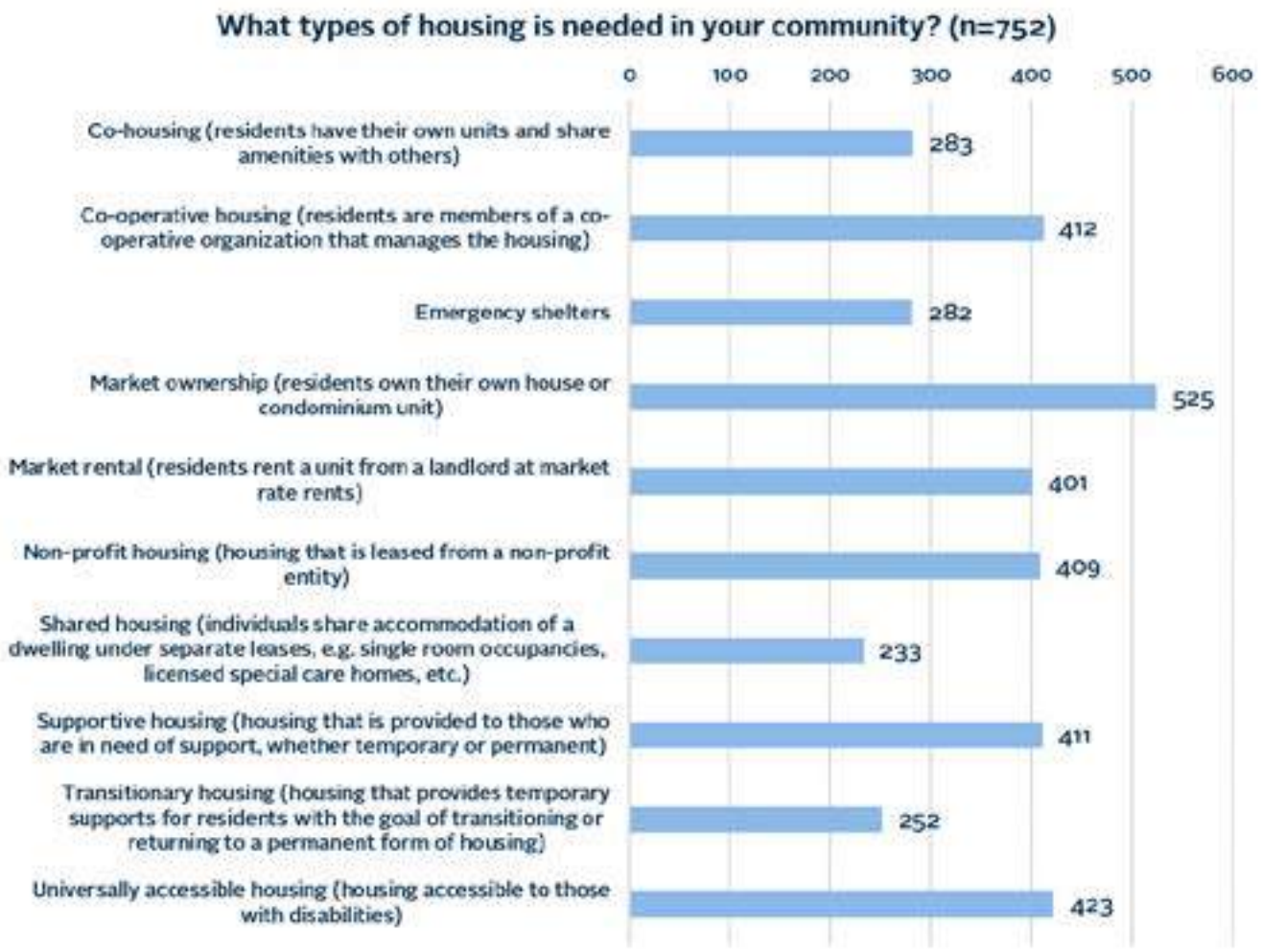
Topics mentioned once each:

- Affordable property taxes
- Space for vehicles
- Marine parks
- Recreation Programming
- Privacy
- Safe drinking water
- Preservation of wilderness areas
- Public restrooms
- Accessibility/Universal Design
- Places of Worship

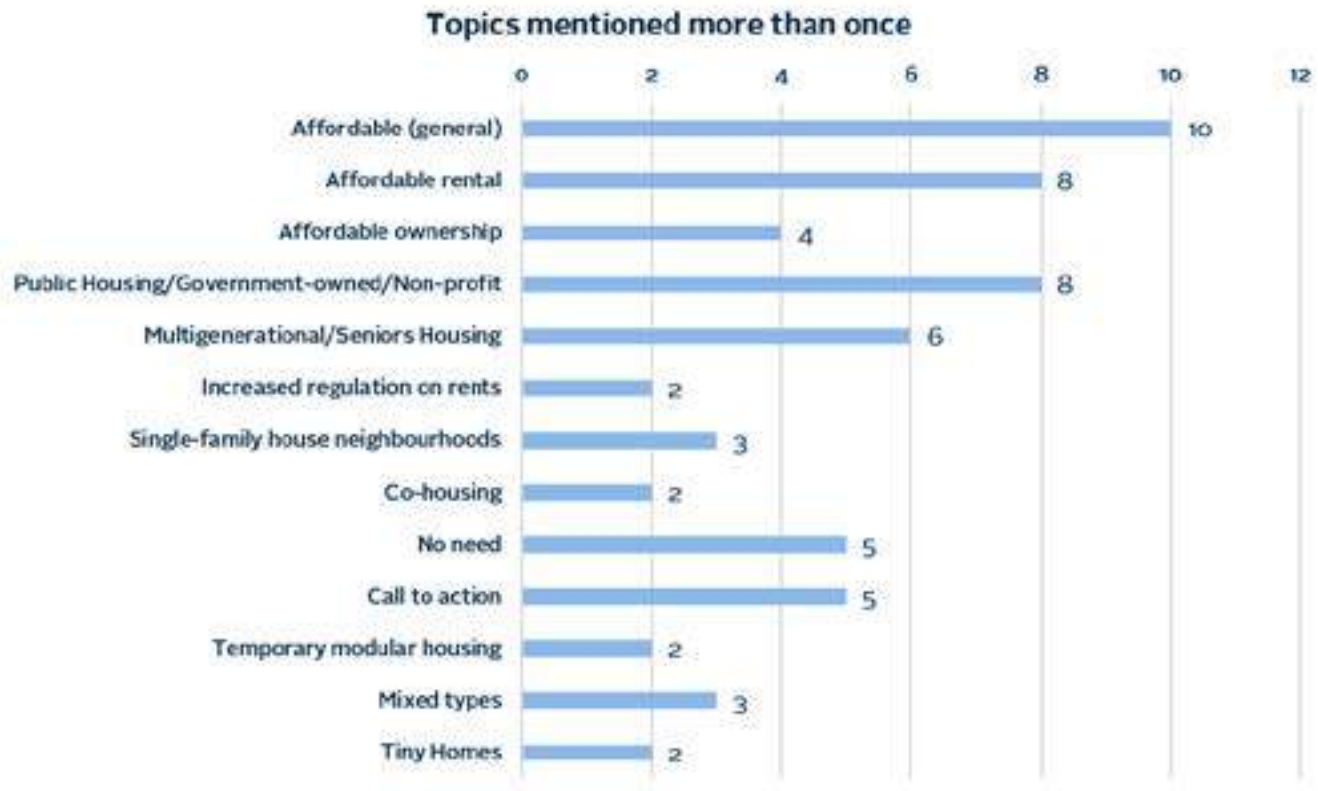
QUESTION 4: THE REGIONAL PLAN ENVISIONS THAT COMMUNITIES WILL HAVE A MIX OF HOUSING TYPES FOR PEOPLE OF ALL AGES, ALL ABILITIES AND ALL LEVELS OF INCOME. HRM NEEDS MANY DIFFERENT TYPES OF HOUSING SO THAT ALL RESIDENTS HAVE A PLACE TO LIVE. WHAT TYPES OF HOUSING IS NEEDED IN YOUR COMMUNITY (CHOOSE ALL THAT APPLY)?

The most-selected response was for "Market Ownership", which made up 14% of the selections. There were several other options which made up 11-12% of the selections each: "Co-operative housing", "Market rental", "Non-profit housing", "Supportive housing", and "Universally accessible housing". The remaining options made up 6-8% of the selections each: "Co-housing", "Emergency shelters", "Shared housing", and "Transitionary housing".

The responses under the "Other" category had a strong focus on affordable housing, whether specifically ownership (4 responses) or rental (8 responses), or affordable housing in general (10 responses). Eight respondents expressed there was a need for public/government-owned/non-profit housing, and five responses stressed urgency with a call to act on the housing situation to address the needs that currently exist.



OTHER (N=55)

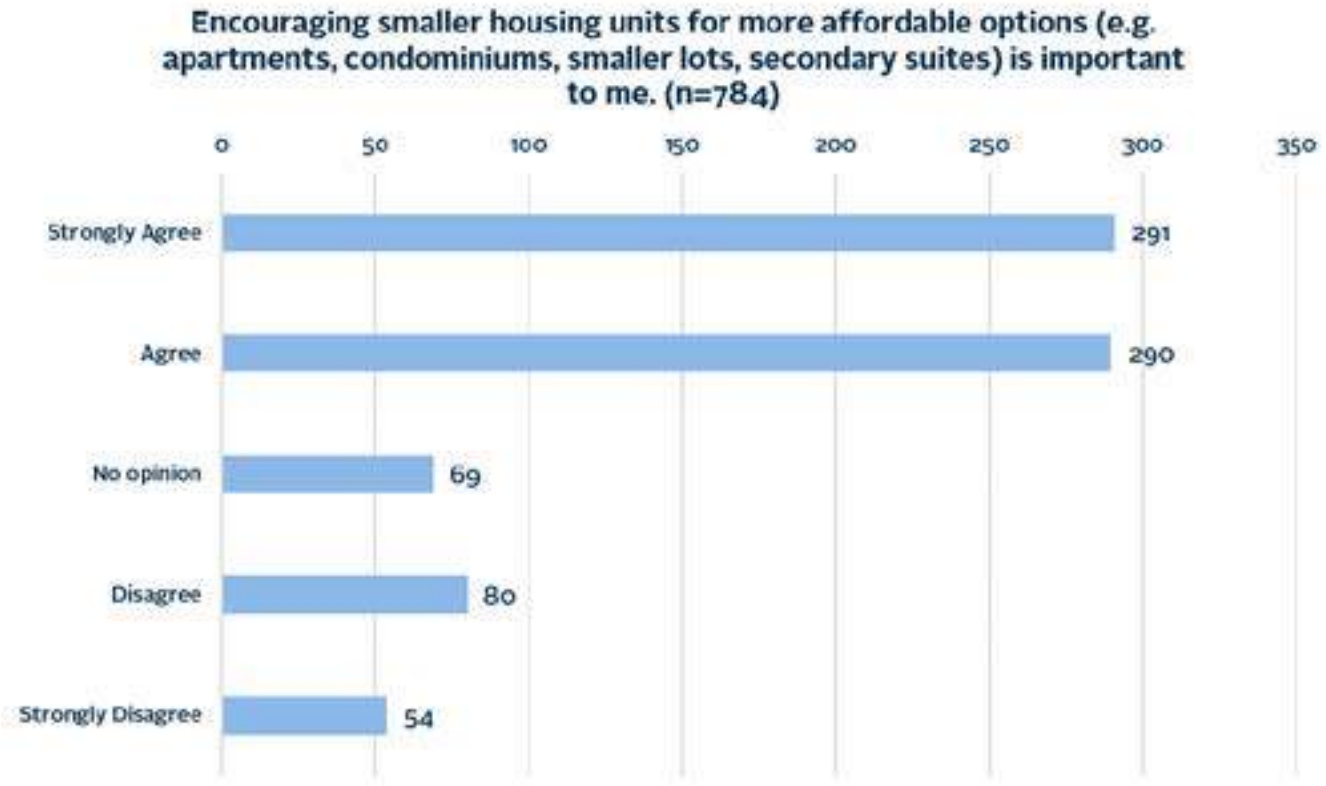


Topics mentioned once each:

- All of the above
- Taller
- Historic neighbourhood preservation
- Smaller homes
- Moored floating homes, traditional housing wigwams, long houses and natural buildings
- Units with enough bedrooms for families

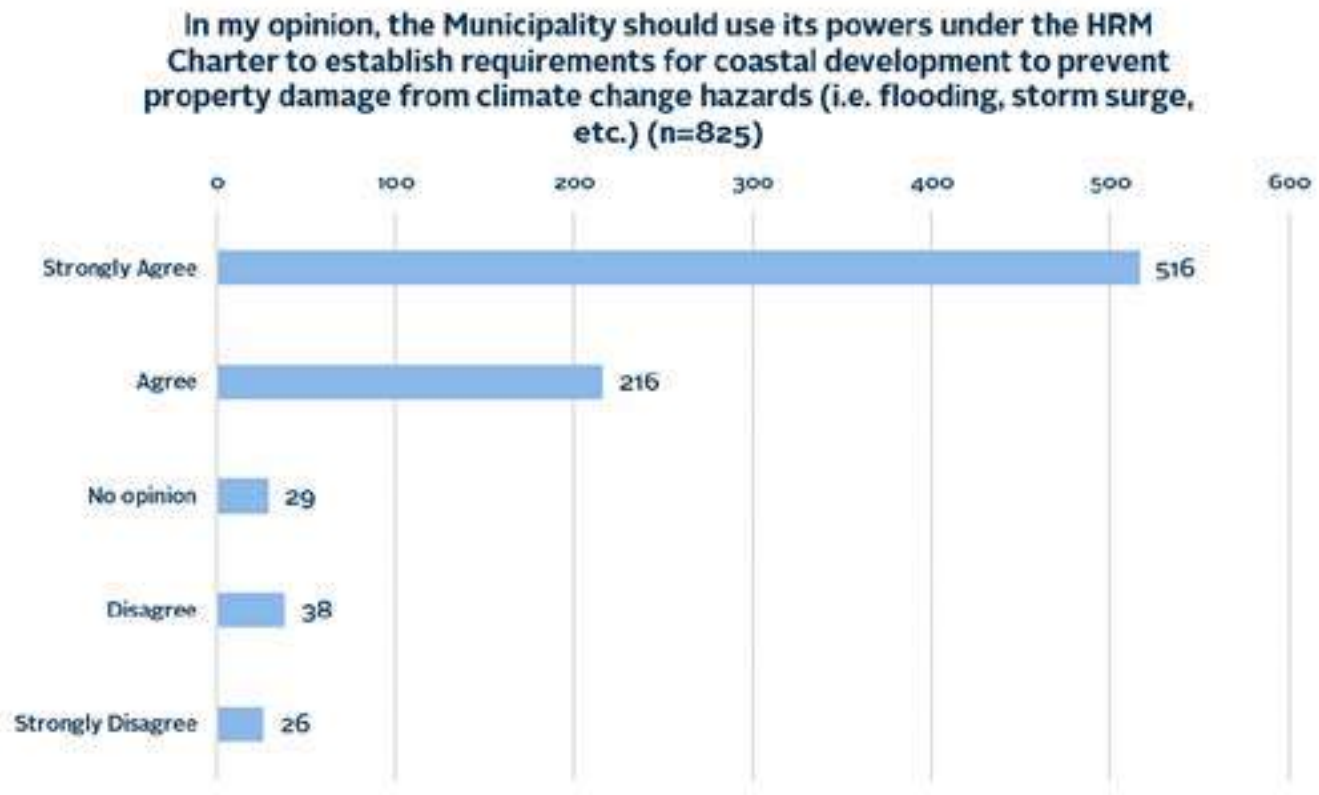
QUESTION 5: ENCOURAGING SMALLER HOUSING UNITS FOR MORE AFFORDABLE OPTIONS (E.G. APARTMENTS, CONDOMINIUMS, SMALLER LOTS, SECONDARY SUITES) IS IMPORTANT TO ME.

The majority of respondents (74%) indicated that encouraging smaller housing units for more affordable options was important to them.



QUESTION 6: THE PROVINCE IS CURRENTLY DEVELOPING REGULATIONS UNDER THE COASTAL PROTECTION ACT TO MANAGE DEVELOPMENT IN COASTAL AREAS. IN MY OPINION, THE MUNICIPALITY SHOULD USE ITS POWERS UNDER THE HRM CHARTER TO ESTABLISH REQUIREMENTS FOR COASTAL DEVELOPMENT TO PREVENT PROPERTY DAMAGE FROM CLIMATE CHANGE HAZARDS (I.E. FLOODING, STORM SURGE, ETC.).

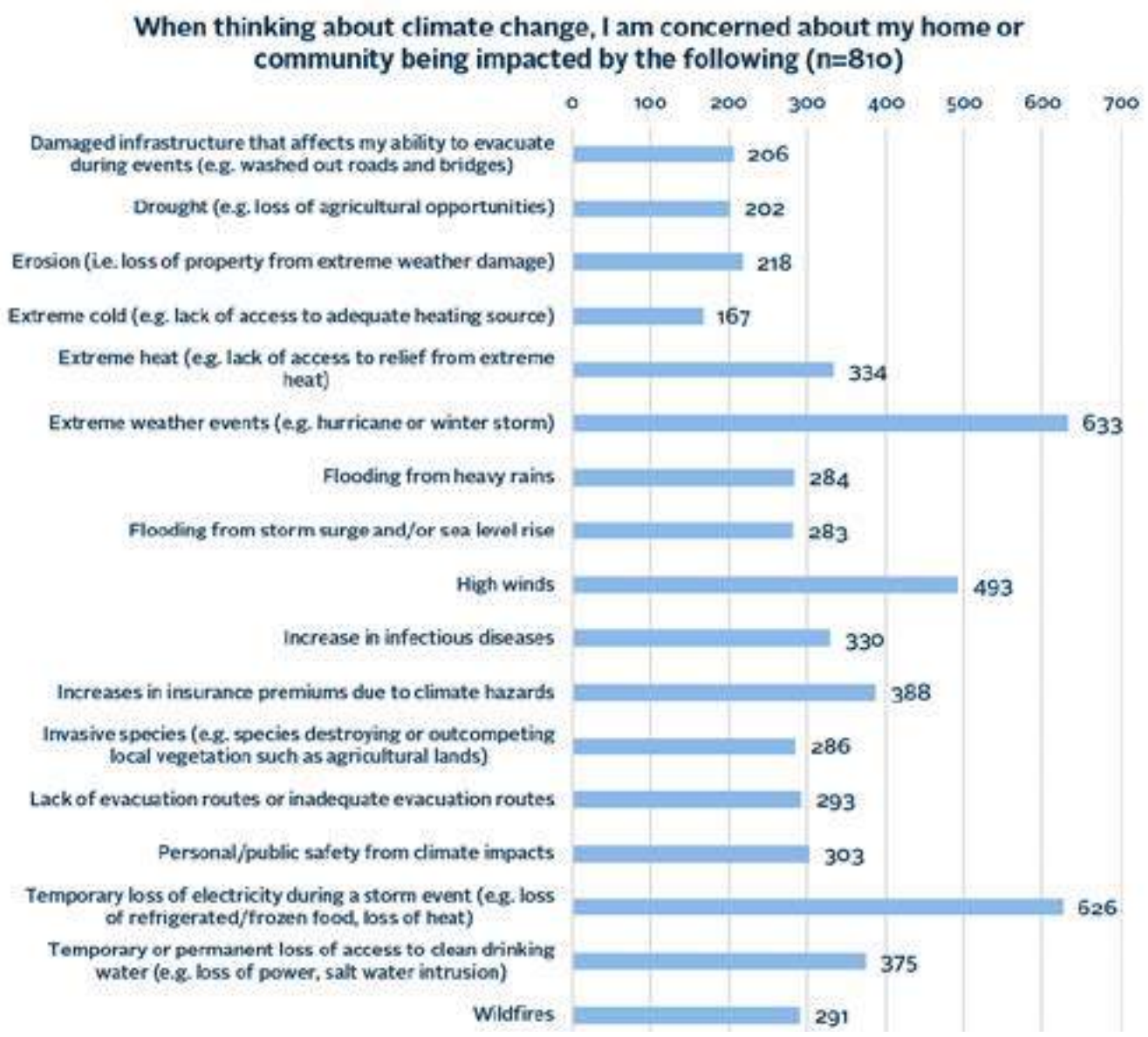
The responses indicated a strong support for establishing requirement for coastal development to prevent property damage from climate change hazards. 63% of respondents said they strongly agreed with that, with an additional 26% saying they agreed. Only 8% of respondents said they disagreed or strongly disagreed and 4% had no opinion.



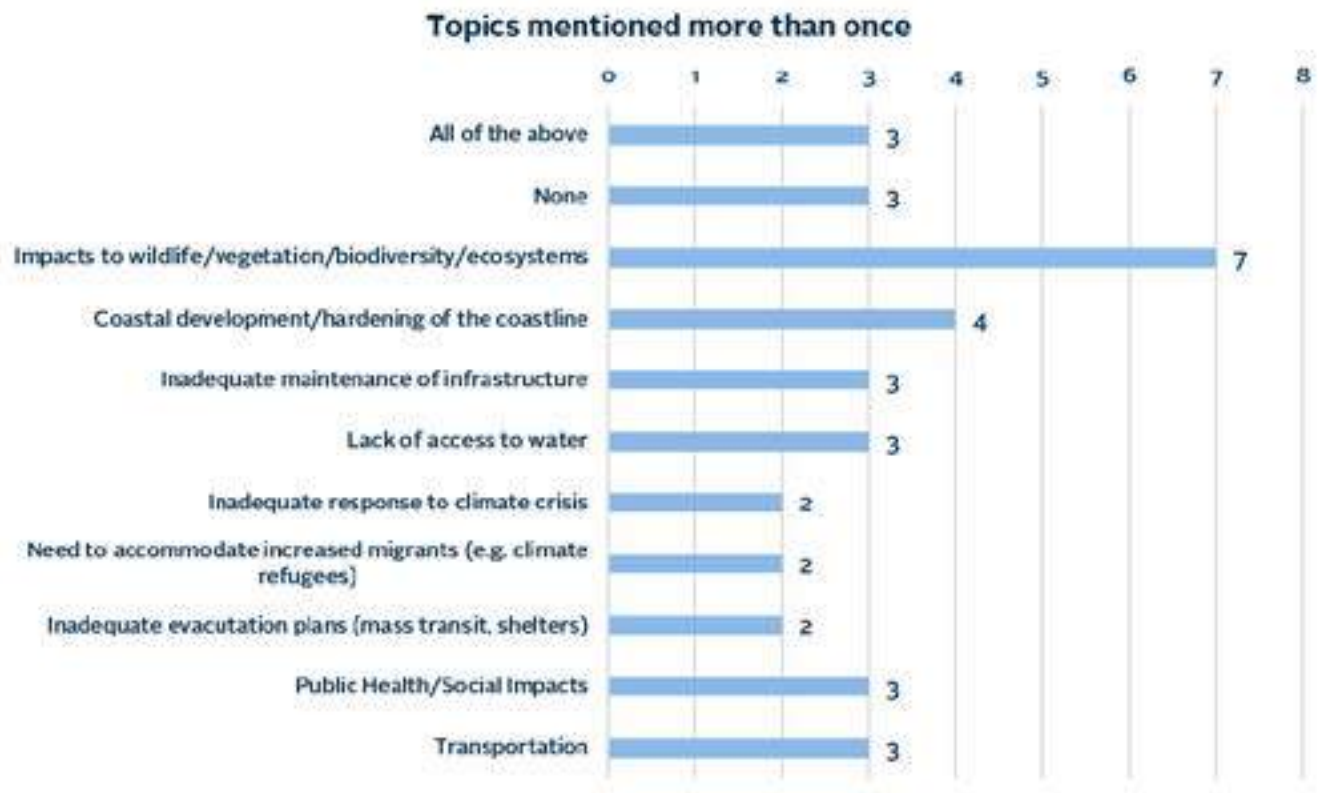
QUESTION 7: WHEN THINKING ABOUT CLIMATE CHANGE, I AM CONCERNED ABOUT MY HOME OR COMMUNITY BEING IMPACTED BY THE FOLLOWING (CHOOSE ALL THAT APPLY).

The two most common responses were "Temporary loss of electricity during a storm event" and "Extreme weather events", each representing 11% of the selections. These options – as well as the third most common response, "High winds" (9%) – are impacts that residents of HRM already commonly experience. The remainder of the response options are less commonly experienced, but there was concern for each of them. Each of the remaining responses made up between 4 and 7% of the selections.

The most common topic raised in the "Other" category was the impact to wildlife, vegetation, biodiversity and ecosystems. Respondents also had concerns relating to public health and social impacts of climate change, and coastal development, among others listed below.



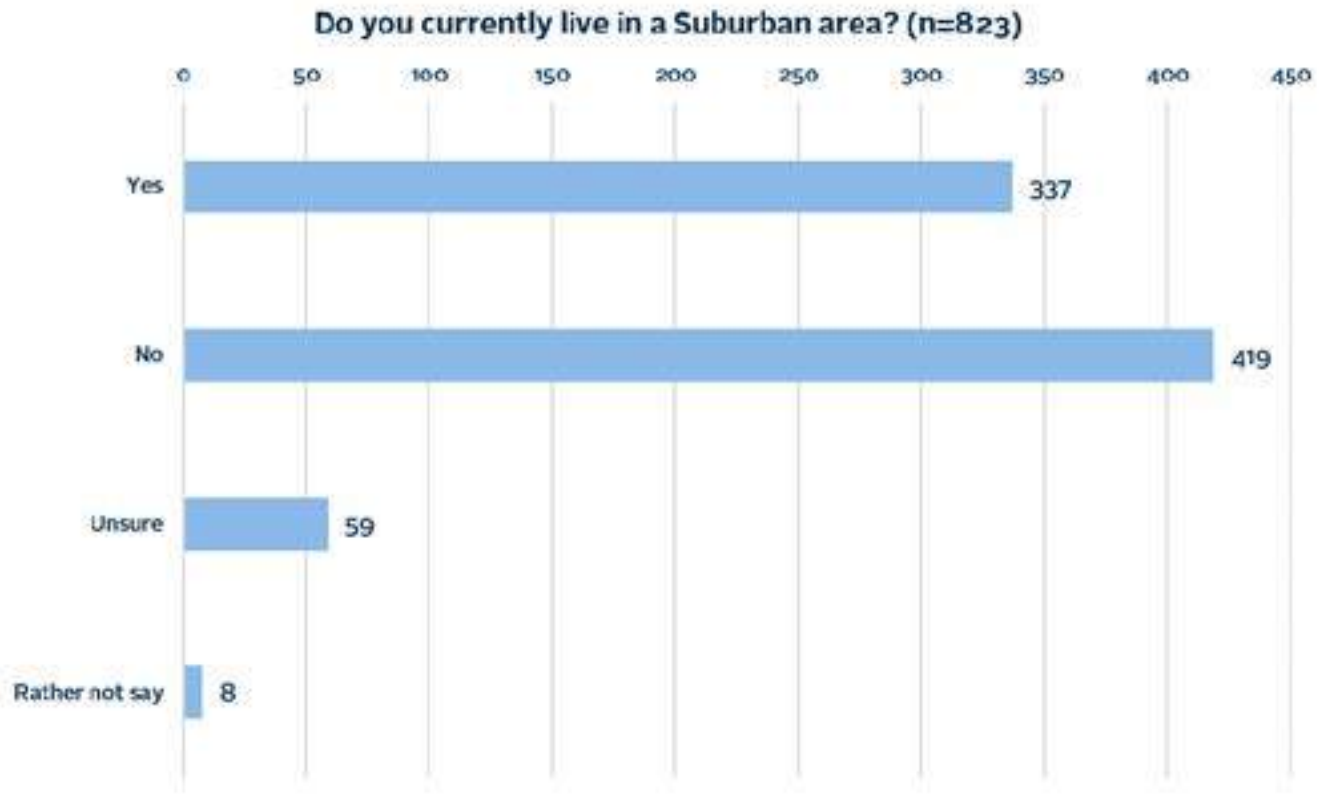
OTHER (N=39)



Topics mentioned once each:

- Too much government intervention
- Placement of Construction and debris processing or transfer centers in residential areas
- Industrial forestry practices and gold mining
- Ticks
- Opposition to the Coastal Protection Act

QUESTION 8: DO YOU CURRENTLY LIVE IN A SUBURBAN AREA?



QUESTION 9: IN THE FUTURE, I WOULD LIKE TO LIVE IN A SUBURBAN AREA WHERE I CAN (CHOOSE ALL THAT APPLY)...

There were a few options which generated approximately equal interest, each garnering between 11 and 13% of the selections:

- "Access public parks and community facilities by walking, cycling or using a mobility device",
- "Access shops and services by walking, cycling or using a mobility device",
- "Be close to natural parks and open spaces",
- "Easily access public transit",
- "Live in the housing type of my choice (such as a single-detached, townhouse, apartment)", and
- "Walk, cycle or use a mobility device safely and comfortably around my community".

Three of those six most common responses involve using active transportation to get around suburban communities, indicating that this is a priority among respondents. This is echoed in the "Other" category, as the most common response (11 people) discussed not wanting to be car-dependent.

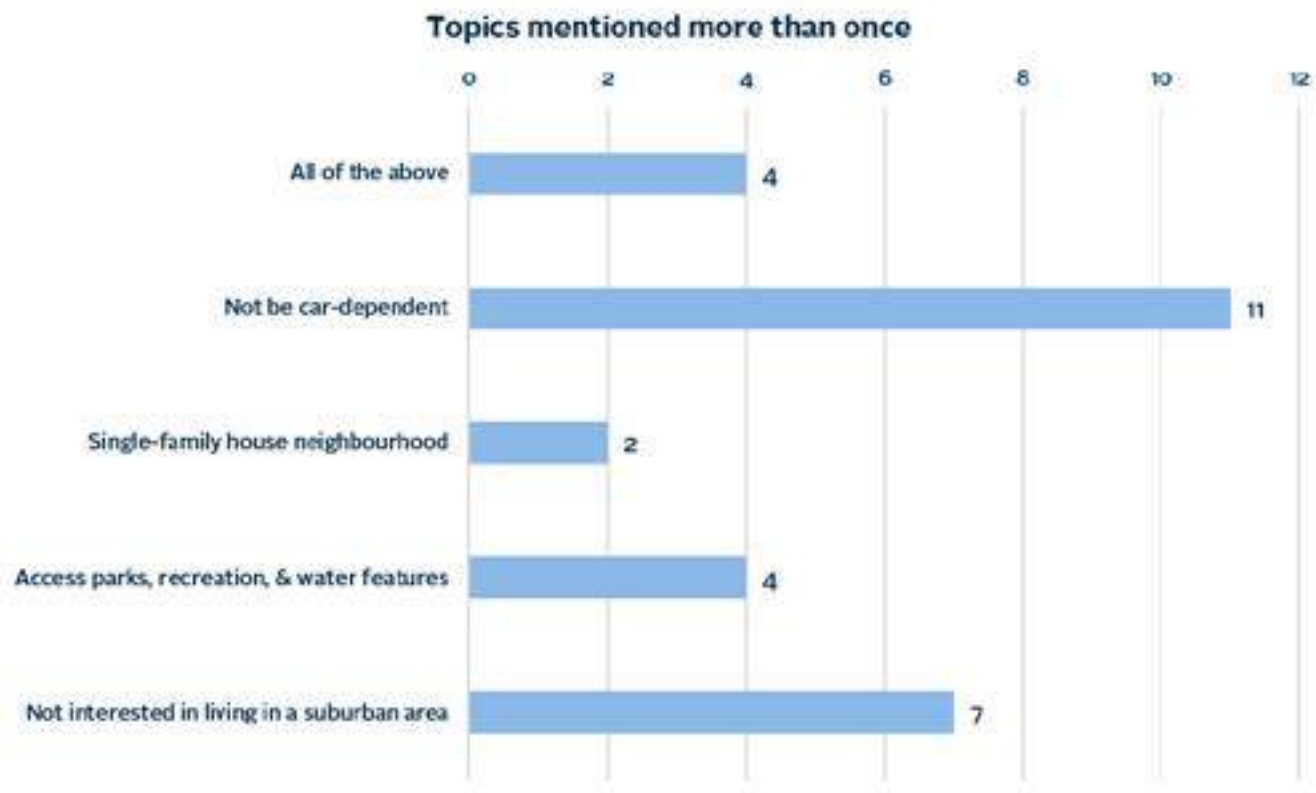
"Work or go to school within a short trip of my home" had 9% of the selections.

The remaining options had the fewest selections, making up 6% each. These include:

- "Experience and share my community's culture and heritage",
- "No opinion, I'm not interested in living in a suburban area", and
- "Operate a home-based business"



OTHER (N=38)



Topics mentioned once each:

- Bypass for Main and Portland street
- Grid street pattern, increased density of low-density housing
- More density in urban areas to mitigate the need for new suburbs
- Quiet, safe and friendly neighbourhood with local small businesses
- Have access to efficient vehicle infrastructure
- Services for suburban areas outside the service boundary
- Reduce the number of streetlights
- Museums

QUESTION 10: THE INTEGRATED MOBILITY PLAN AND RAPID TRANSIT STRATEGY DIRECTS THAT NEW HOUSING AND JOBS SHOULD BE LOCATED IN SUBURBAN AREAS WHERE THERE IS OR WILL BE FAST, FREQUENT AND RELIABLE TRANSIT SERVICE. THIS WILL ALLOW MANY PEOPLE TO LIVE AND WORK WHERE THEY CAN EASILY ACCESS TRANSIT. IN THE FUTURE, I WOULD LIKE TO SEE THE FOLLOWING TYPES OF USES ALONG THE BUS RAPID TRANSIT NETWORK (CHOOSE ALL THAT APPLY).

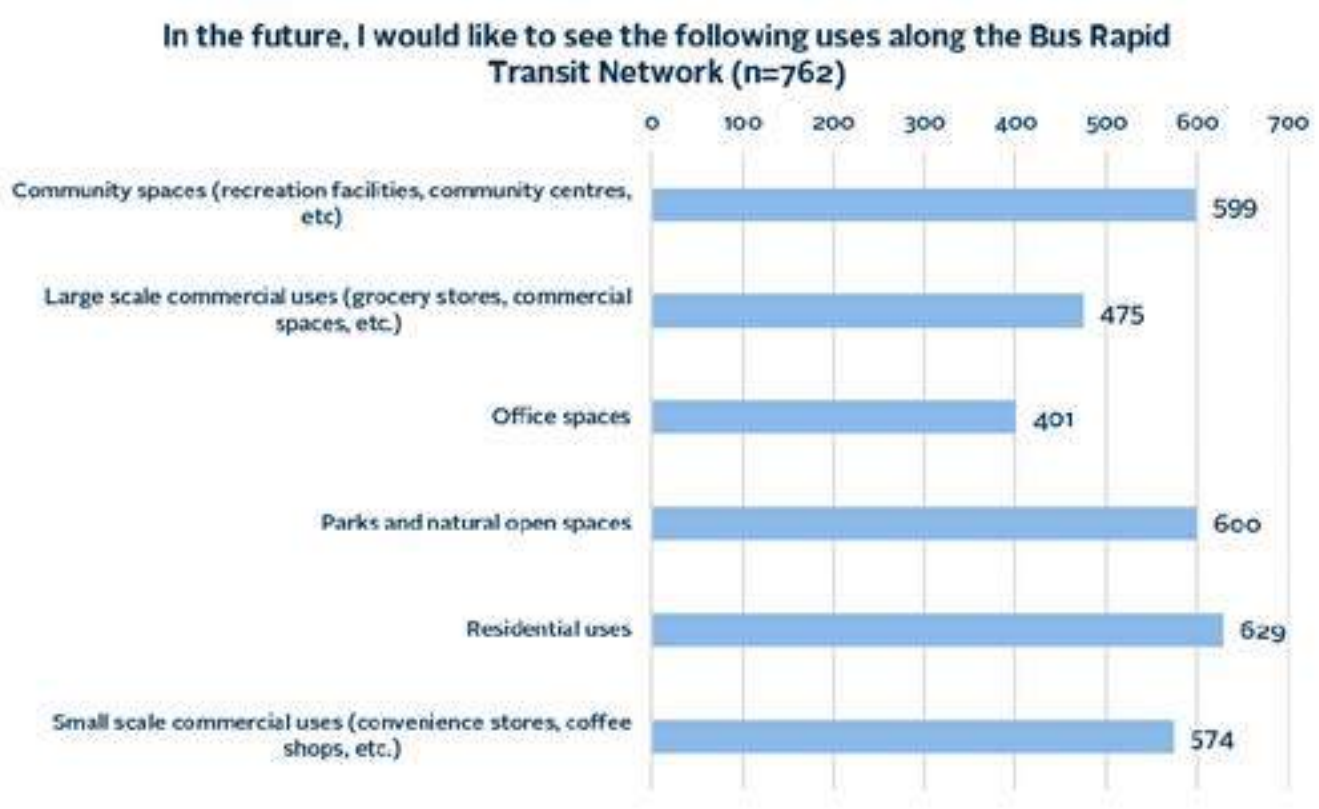
There were a few options which generated approximately equal interest, each garnering between 18% and 19% of the selections:

- "Residential Uses"
- "Community spaces (recreation facilities, community centres, etc)"
- "Parks and natural open spaces"
- "Small scale commercial uses (convenience stores, coffee shops, etc)"

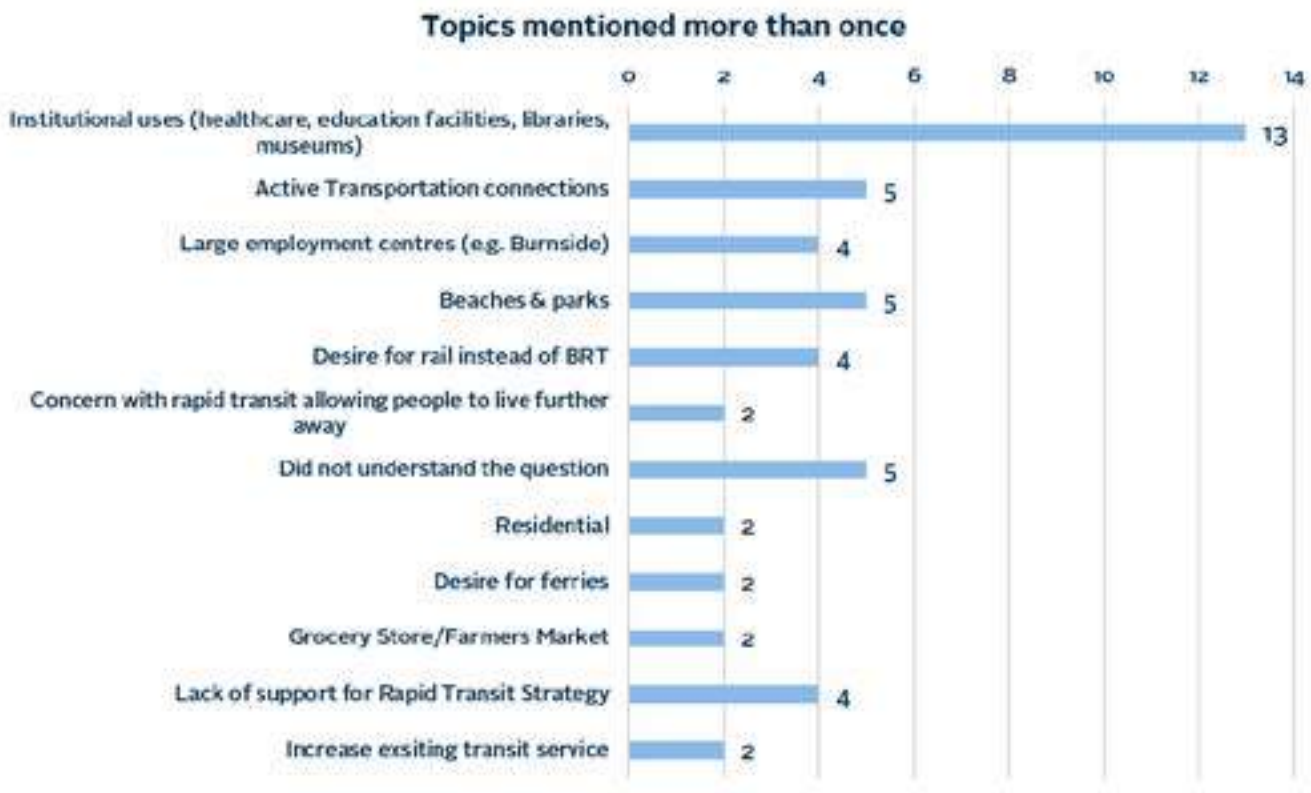
The remaining options had the fewest selections, making up 12% and 14% each. These include:

- "Office Spaces"
- Large Scale commercial uses (grocery stores, commercial spaces, etc)"

The most common land use discussed in the "Other" category (13 responses) was institutional, which includes healthcare, education facilities, libraries, and museums.



OTHER (N=51)

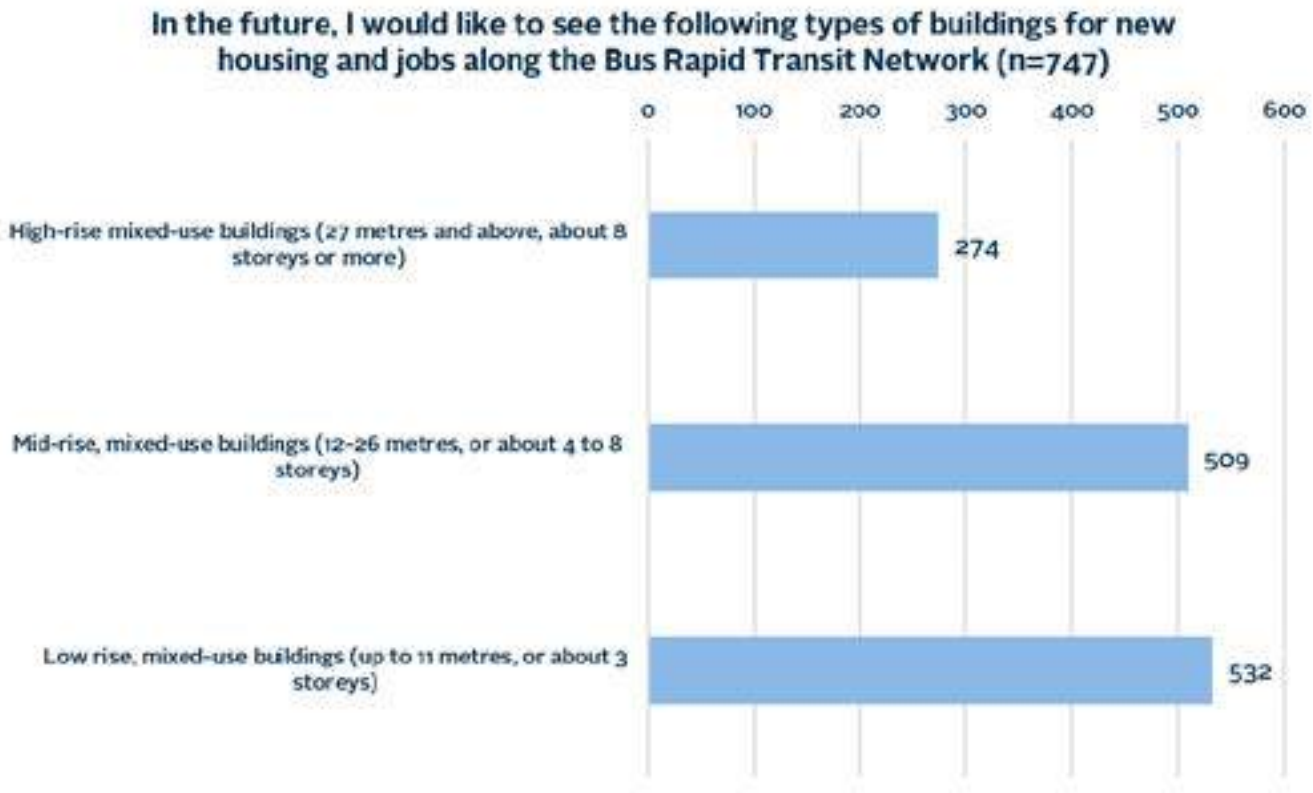


Topics mentioned once each:

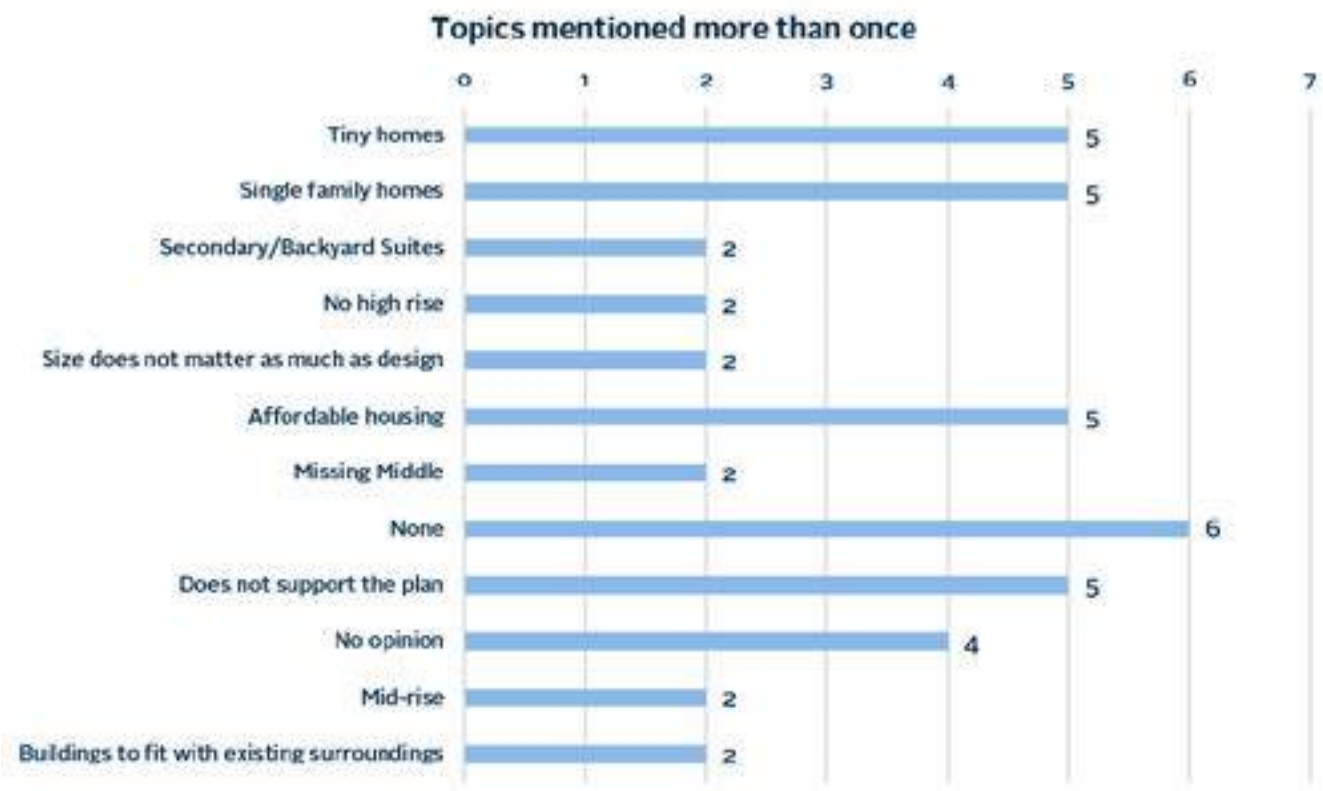
- Support of transit connecting services
- Artistic spaces
- Rural areas
- Flexibility in regulations to allow for multiple land uses

QUESTION 11: IN THE FUTURE, I WOULD LIKE TO SEE THE FOLLOWING TYPES OF BUILDINGS FOR NEW HOUSING AND JOBS ALONG THE BUS RAPID TRANSIT NETWORK (CHOOSE ALL THAT APPLY).

The majority of respondents wanted to see mid-rise and low-rise mixed-use buildings along the Bus Rapid Transit Network, making up 39% and 40% of selections, respectively. There was more limited support for high-rise mixed-use buildings along the Bus Rapid Transit Network; only 21% of respondents chose this option.



OTHER (N=50)



Topics mentioned once each:

- Townhouses and parks
- Transit changes before land use changes
- Interconnected village - discrete small private dwellings with a communal building in the centre
- All housing types, not just high-density
- Commercial only
- Tree-lined
- As tall as the infrastructure will allow
- Buildings on existing apartment lots
- Decrease time to process permits
- Housing for older adults
- Co-op, co-housing

QUESTION 12: IN THE FUTURE, I WOULD LIKE TO MAKE MOST SHORT TRIPS IN AND AROUND MY COMMUNITY USING THE FOLLOWING MODES OF TRANSPORTATION (RANK YOUR TRANSPORTATION MODES, WITH 1 BEING THE MOST COMMON MODE YOU WOULD USE).

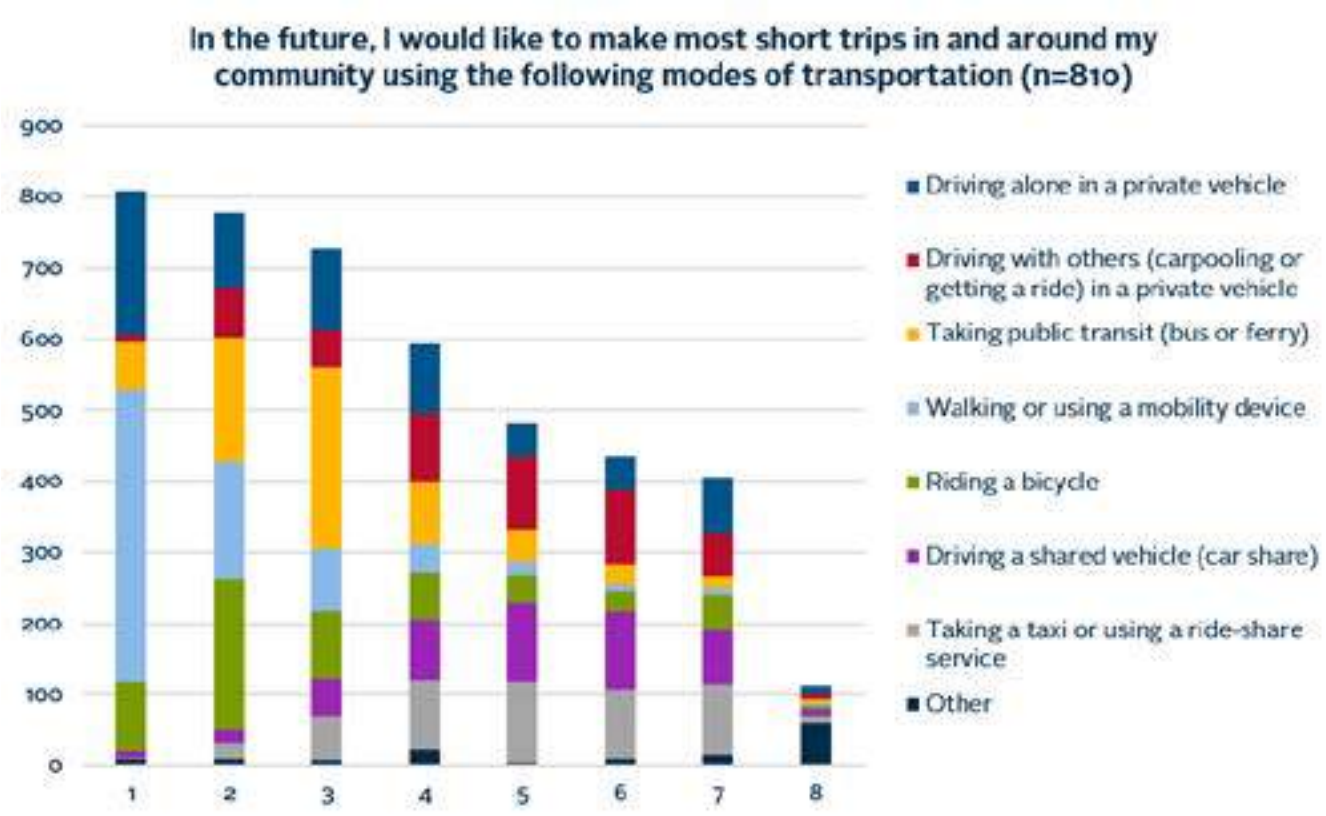
"Walking or using mobility device" was, by a wide margin, the most common option respondents ranked "Most important", garnering 51% of the selection for the top-ranked position. The next most common selection for the top rank was "Driving alone in a private vehicle" (25%).

The most common selections for the second-ranked position were "Riding a bicycle" (28%), "Taking public transit (bus or ferry)" (23%), and "Walking or using a mobility device" (21%).

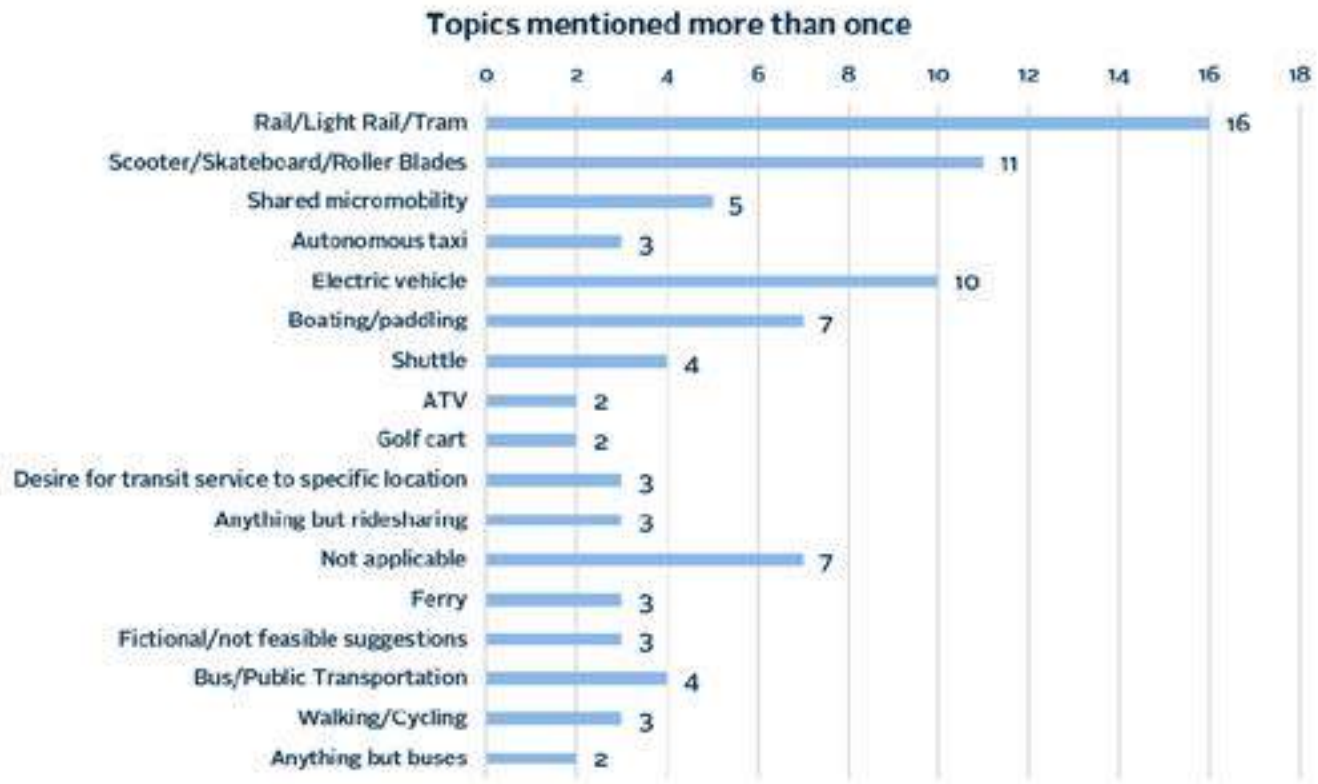
"Taking public transit (bus or ferry)" was the most common selection for the third-ranked position, at 35% of the selections.

"Driving a shared vehicle (car share)", "Driving with others (carpooling or getting a ride) in a private vehicle", and "Taking a taxi or using a ride-share service" were more commonly ranked lower on the scale, making up less than 10% of the selections for the highest-ranked positions, and making up between approximately 15-25% of the selections for the lowest-ranked positions on the scale.

The most common modes identified as part of the "Other" responses, were rail (16 responses), scooters/skateboards/roller blades (11 responses), and electric vehicles (10 responses).



OTHER (N=101)



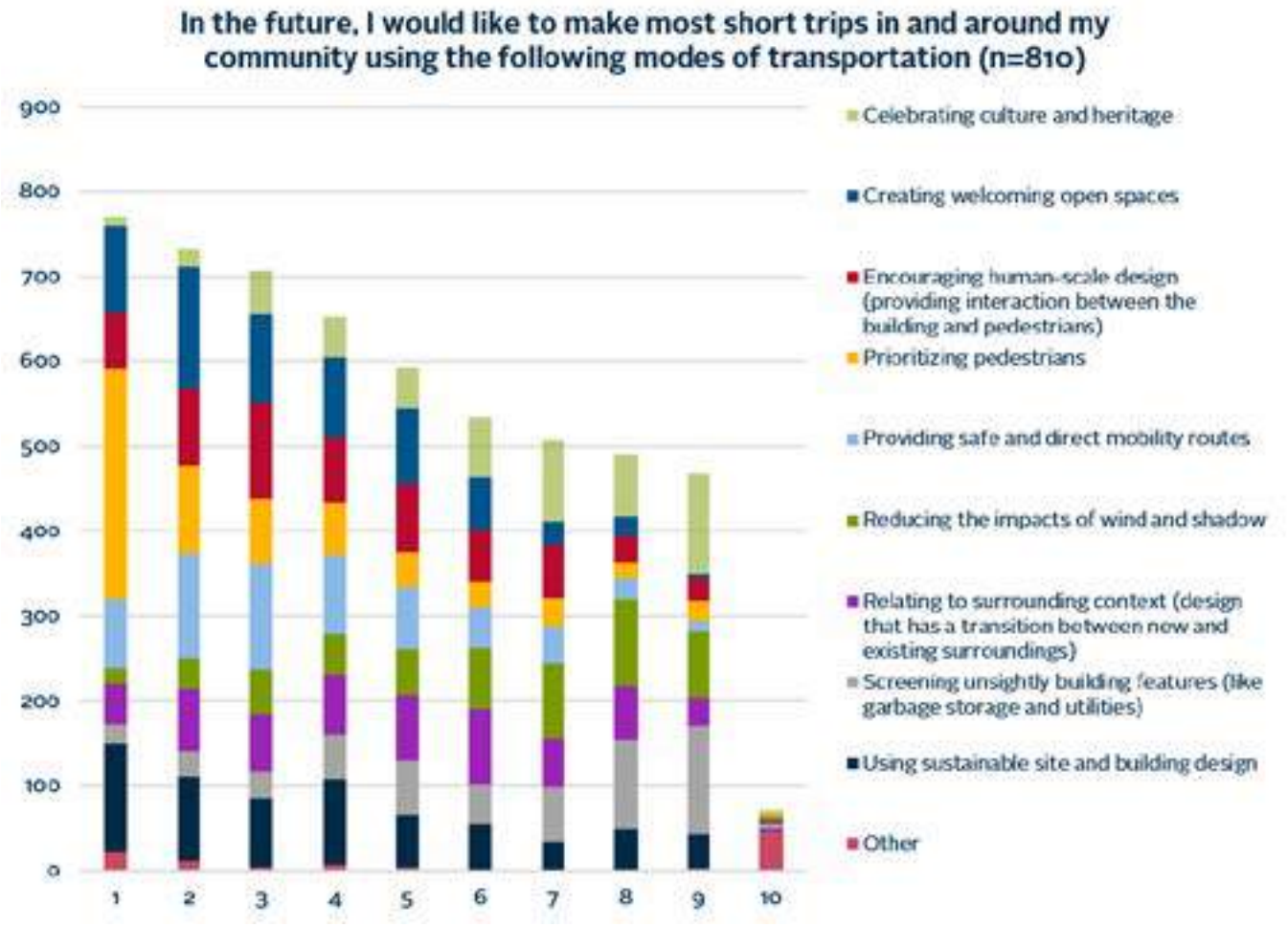
Topics mentioned once each:

- Hoverboard
- Running
- Public transit other than bus/ferry
- Depends on season/weather
- Have no other options but private vehicle
- Desire for less expensive parking
- Shorter commute time and distance to work
- Motorcycle
- Anything but private vehicle
- Opposition to bike lanes
- Concerns around the safety of electric scooters/ segways on sidewalks
- Any type of transportation taking people to urban areas

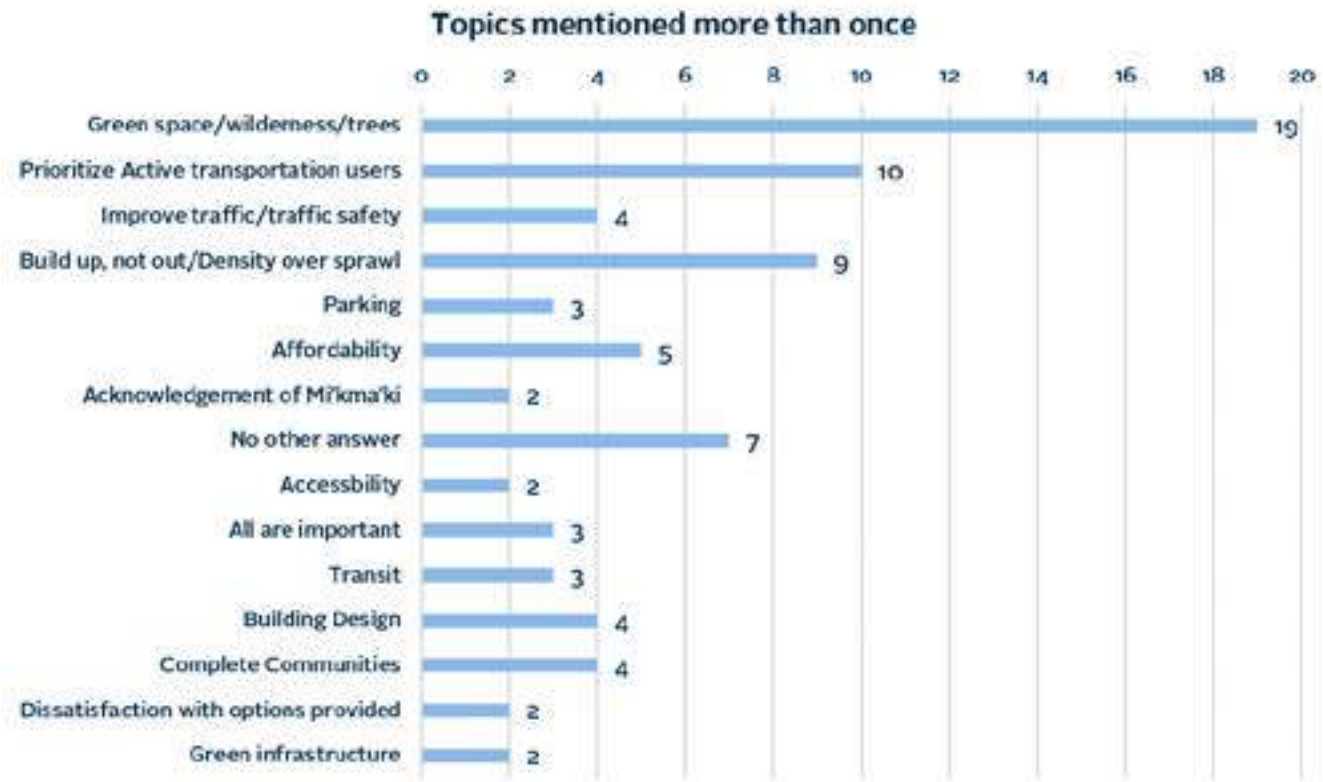
QUESTION 13: IN DESIGNING AND SHAPING THE PHYSICAL FEATURES OF SUBURBAN COMMUNITIES, THE FOLLOWING ARE MOST IMPORTANT TO ME (RANK THE FEATURES BELOW, WITH 1 BEING THE MOST IMPORTANT).

The most common response ranked first (or "most important") was "Prioritizing pedestrians", which made up 35% of the selection for the top rank. "Creating welcoming open spaces", "Using sustainable site and building design", and "Providing safe and direct mobility routes" were consistently ranked highly, each making up between 10 and 20% of the selection for the first five ranking positions. "Celebrating Culture and Heritage", "Reducing the impacts of wind and shadow", and "Screening unsightly building features (like garbage storage and utilities)" were more commonly rated lower on the scale, each making up between 1 and 10% of the higher ranking positions, and 10 to 30% of the lowest ranking positions.

Through the "Other" responses, 19 respondents identified green space, wilderness, and/or trees as being important to them.



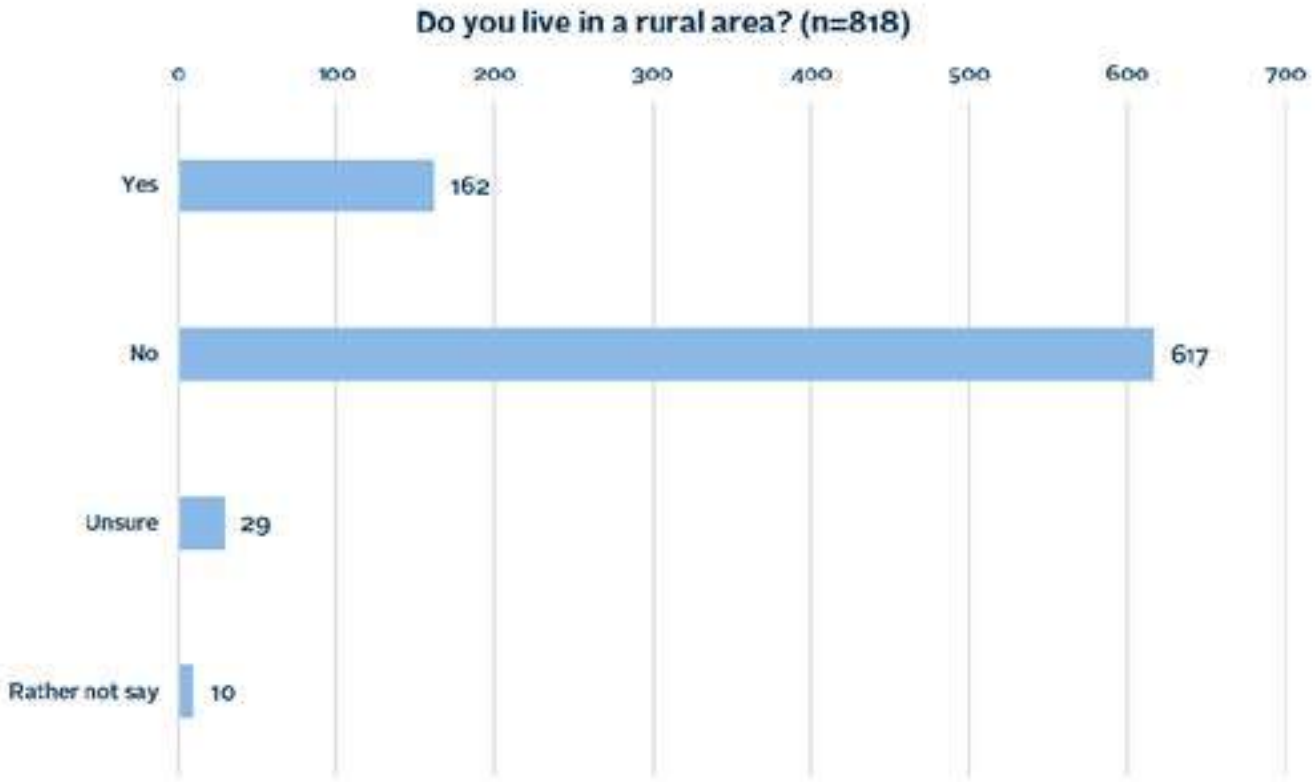
OTHER (N=85)



Topics mentioned once each:

- Low-density, exclusively residential suburban areas
- Private vehicle access to downtown
- Coherent urban form with small front yard setback
- Grid street patterns over serpentine layouts
- Priority infrastructure for vehicles
- Repurposing or reusing existing structures & making driving difficult
- Access to schools
- Privacy
- Protect from gentrification
- Transportation (general)
- Efficient travel in and out of the city

QUESTION 14: DO YOU LIVE IN A RURAL AREA?



QUESTION 15: IN THE FUTURE, I WOULD LIKE TO LIVE IN A RURAL AREA WHERE I CAN (CHOOSE ALL THAT APPLY).

The two highest ranking responses at 14% and 15% were:

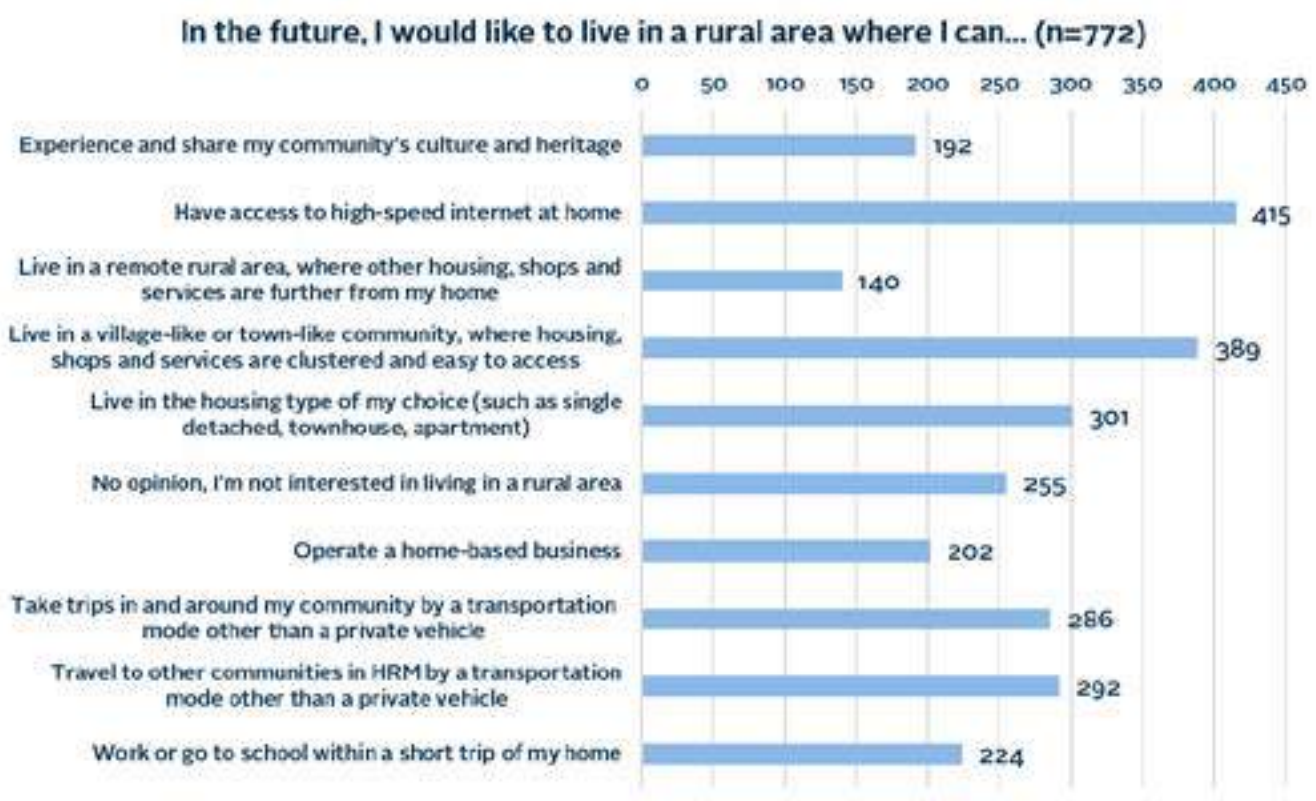
- "Live in a village-like or town-like community, where housing, shops and services are clustered and easy to access"
- "Have access to high-speed internet at home"

The mid-range responses between 9% and 11% of the selections were focused on transportation and housing choice and include:

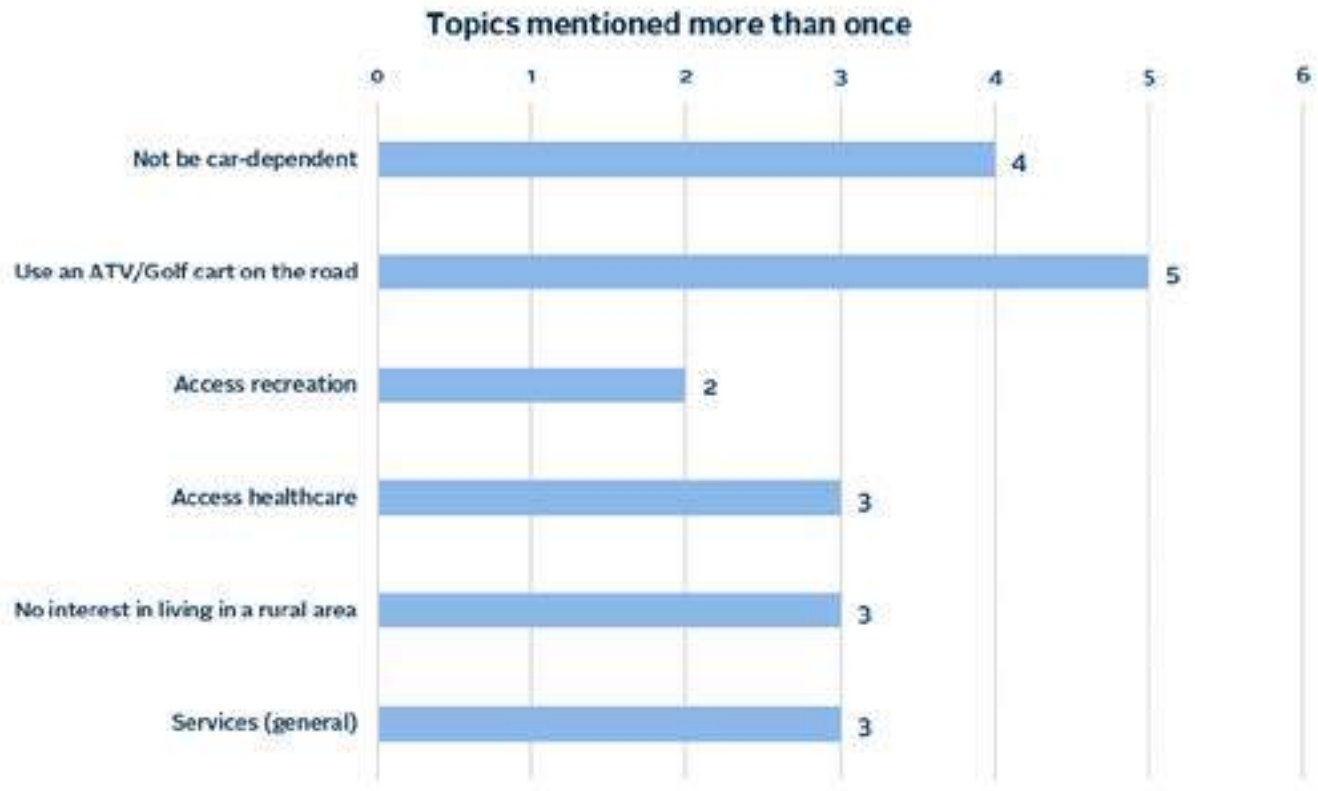
- "No opinion, not interested in living in a rural area"
- "Take trips in and around my community by a transportation mode other than a private vehicle"
- "Travel to other communities in HRM by a transportation mode other than a private vehicle"
- "Live in the housing type of my choice (such as single detached, townhouse, apartment)"

The least popular responses ranging between 5% and 8% of the selections included:

- "Live in a remote rural area, where other housing, shops and services are further from my home"
- "Experience and share my community's culture and heritage"
- "Operate a home-based business"
- "Work or go to school within a short trip of my home"



OTHER (N=35)



Topics mentioned once each:

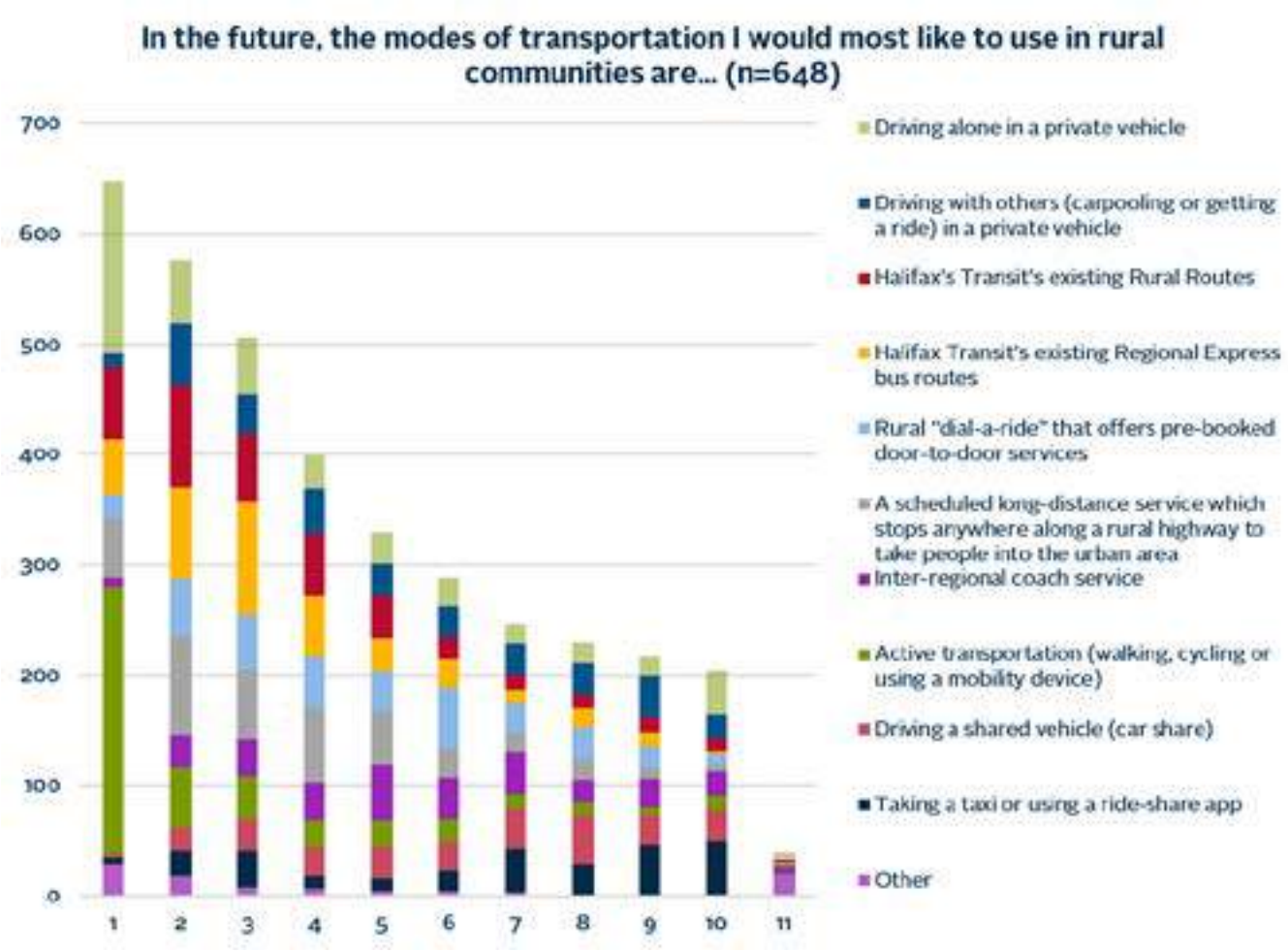
- Improved reliability of water
- Opportunities for intergenerational partnerships
- Green spaces
- Quiet
- Divide family land without subdivision
- Live on a lake
- Hovercraft ferry
- Smaller complete communities, rather than growing the urban area
- Free internet access
- Marine transportation network
- Agriculture & animal husbandry
- Protection of existing community character
- Minimal government interference
- Arts and library
- No streetlights shining into windows
- Home office & electric vehicles

QUESTION 16: THE MUNICIPALITY IN INTERESTED IN IMPROVING RURAL MOBILITY. CONVENTIONAL PUBLIC TRANSIT (BUS ROUTES) CAN BE DIFFICULT TO OPERATE IN RURAL COMMUNITIES WITH LOW POPULATIONS WHERE PEOPLE LIVE FAR APART. WE PLAN TO EXPLORE ALTERNATIVES THAT COULD ALLOW RESIDENTS TO MORE EASILY MAKE TRIPS IN RURAL AREAS. IN THE FUTURE, THE MODES OF TRANSPORTATION I WOULD MOST LIKE TO USE IN RURAL COMMUNITIES ARE: (RANK AS MANY OF THE FOLLOWING TRANSPORTATION MODES AS YOU WOULD LIKE, WITH 1 BEING THE MOST COMMON MODE YOU WOULD USE)

The most common option respondents rated as "Most desired" was "Active transportation (walking, cycling, or using a mobility device)", making up 37% of the selection for the top-ranked position. The next most common option for the top-ranked position was "Driving alone in a private vehicle" (24%). Interestingly, not many respondents ranked this option in the middle of scale, but it made up 20% of the selections for the "least desired". This demonstrates two groups of respondents: those who rated "Driving along in a private vehicle" as their first choice, and those who rated it as their last.

The most common responses for the second-most desired mode were

- "A scheduled long-distance service which stops anywhere along a rural highway to take people into the urban area",
- "Halifax Transit's existing Regional Express Bus Routes (providing a few limited-stop trips per day between rural Park-and-Ride Terminals, urban jobs/campuses and other transit services, such as routes 310, 320, 330, 370)", and
- "Halifax's transit's existing Rural Routes (providing a few trips per day with frequent stops



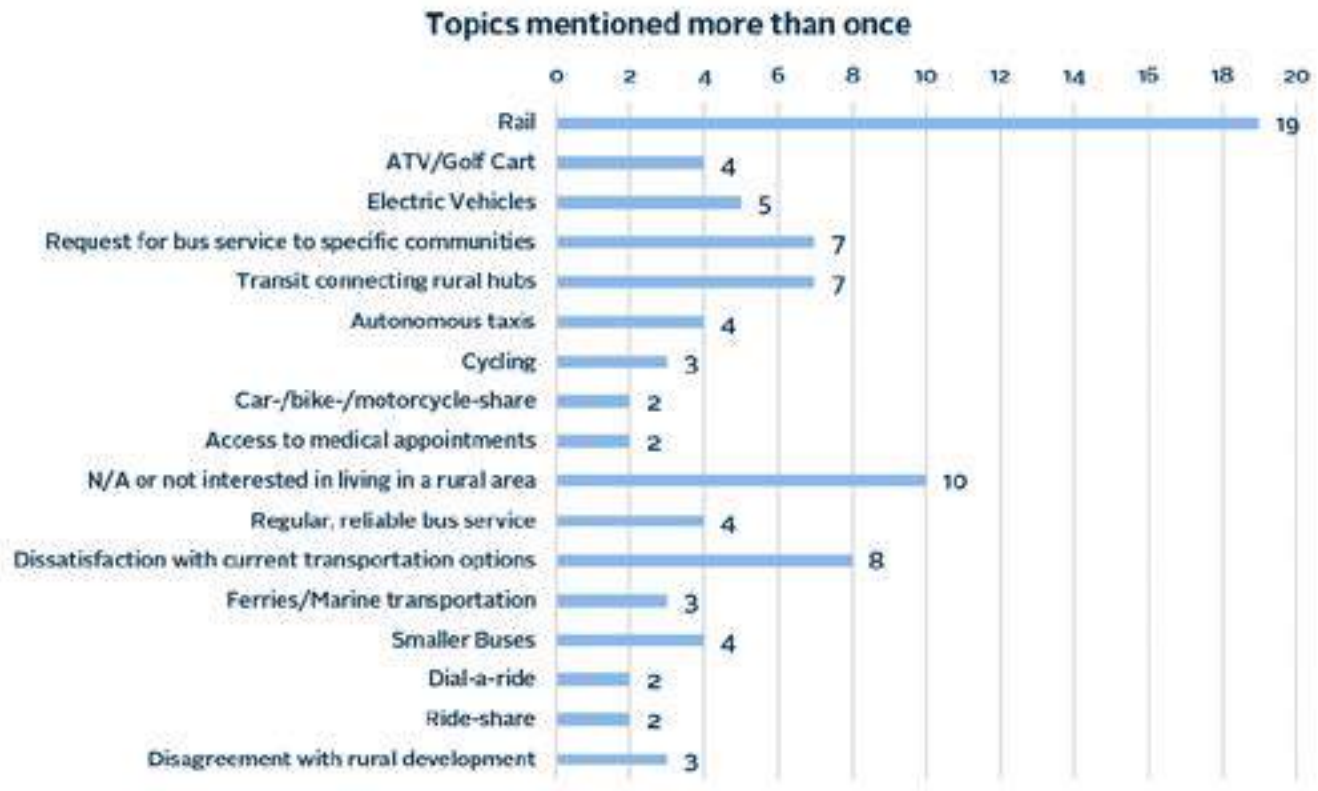
in rural communities outside of the Urban Transit Service Boundary, such as routes 401, 415, 433)", each making up 15-16% of the selections for the second highest ranking.

"Inter-regional coach service (like Maritime Bus)" and "Rural "dial-a-ride" that offers pre-booked door-to-door services (like MusGo Rider, Bay Rides, East Hants Community Rider, Chebucto Community Transportation Service)" were the most common selections in the middle of the ranking, making up between 10 and 20% of selections in these positions.

"Taking a taxi or using a ride-share app", "Driving a shared vehicle (car share)", and "Driving with others (carpooling or getting a ride) in a private vehicle" were the most common selections at the lower end of the ranking, making up between 10 and 20% of selections at these positions.

Similarly to Question 12, rail was a common mode identified in the "Other" category (19 responses).

OTHER (N=35)



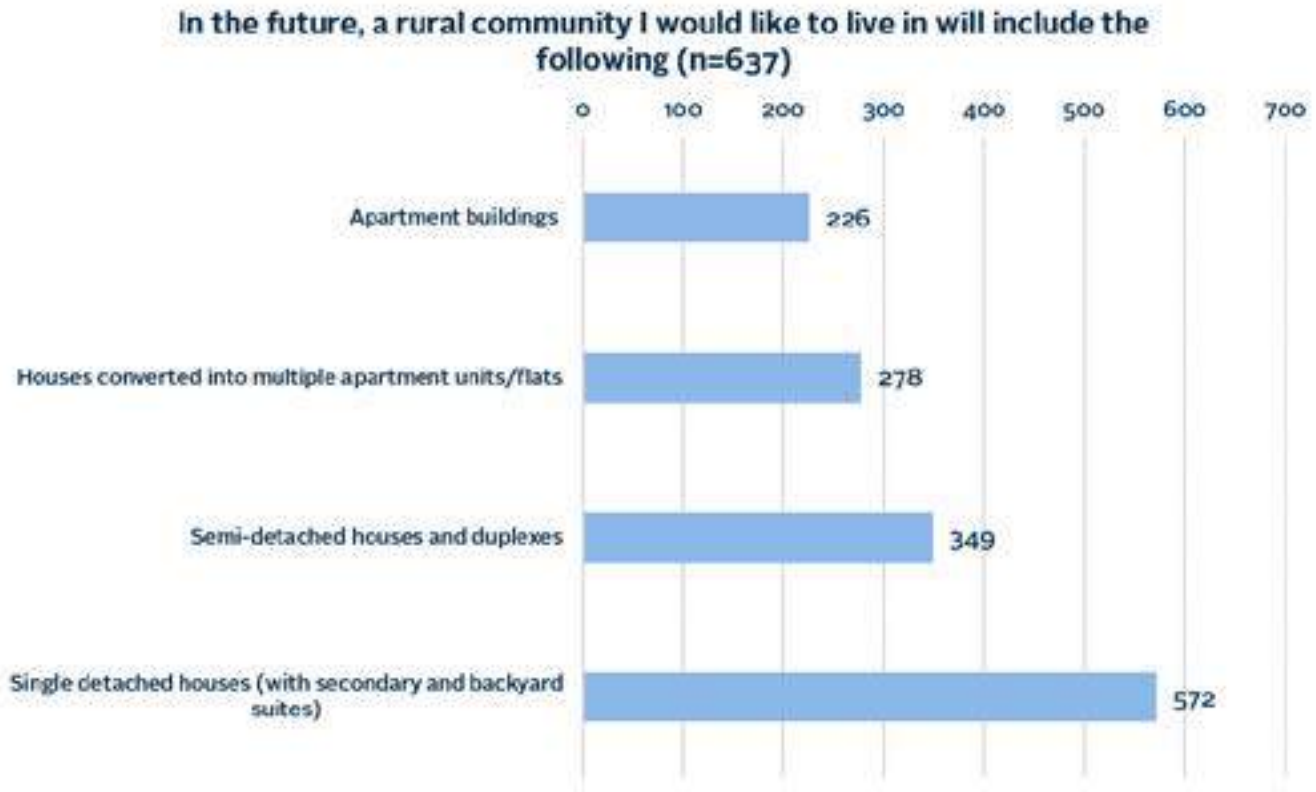
Topics mentioned once each:

- Better pedestrian access to Park-and-Rides
- Extended hours for transit service
- Dissatisfaction with question
- Personal driver
- Express bus
- Connections from rural areas to the airport
- Property taxes should reflect services
- Anything but private vehicle
- Private vehicle

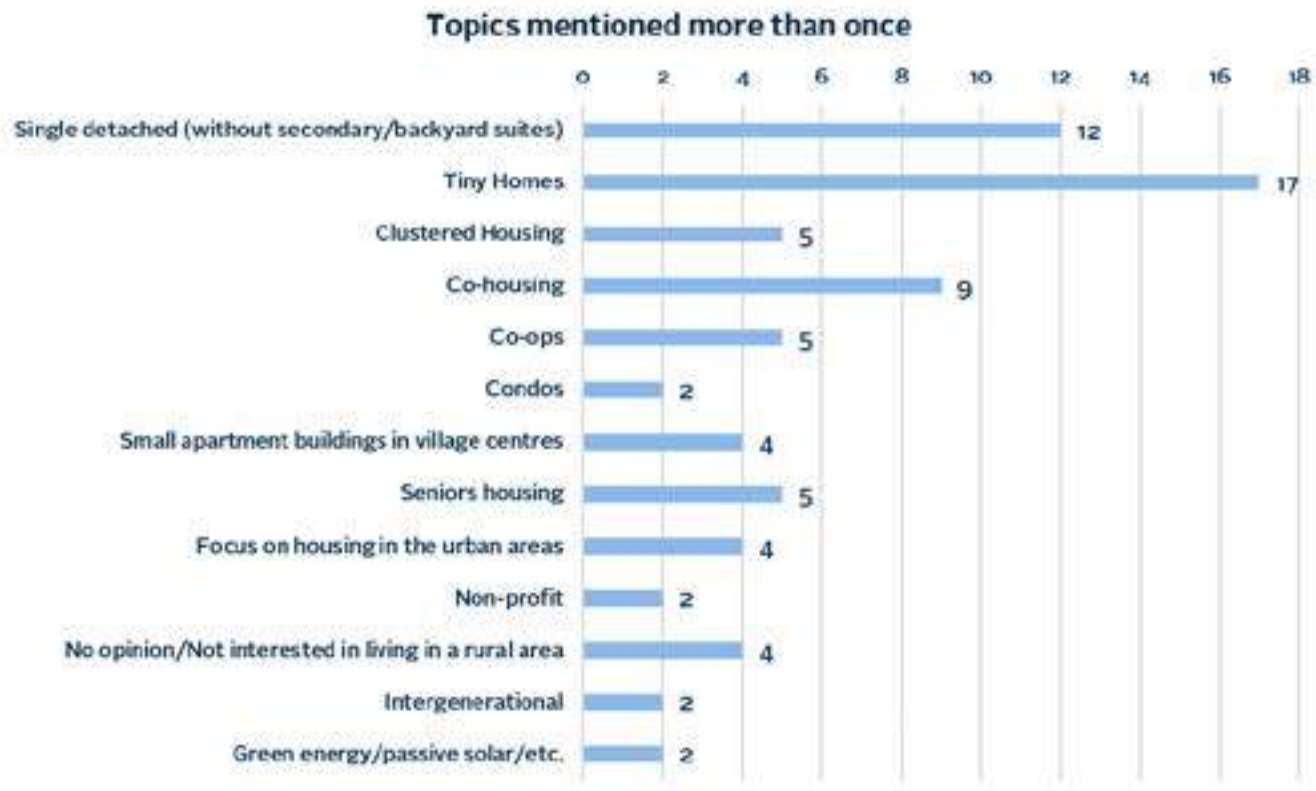
QUESTION 17: THE MUNICIPALITY IS INTERESTED IN ENSURING THAT A RANGE OF AFFORDABLE AND ACCESSIBLE HOUSING OPTIONS ARE AVAILABLE IN RURAL COMMUNITIES. IN THE FUTURE, A RURAL COMMUNITY I WOULD LIKE TO LIVE IN WILL INCLUDE THE FOLLOWING TYPES OF HOUSING.

There was a clear interest in single detached dwellings with secondary or backyard suites as a housing type for rural areas, this option made up 40% of the responses. The second and third choices were semi-detached housing (24%) and houses converted into multiple apartment units/flats (20%). The least popular housing type was apartments at 16%.

The most common housing types identified through the "Other" category were tiny homes (17 responses) and single detached dwellings without secondary or backyard suites (12 responses).



OTHER (N=64)

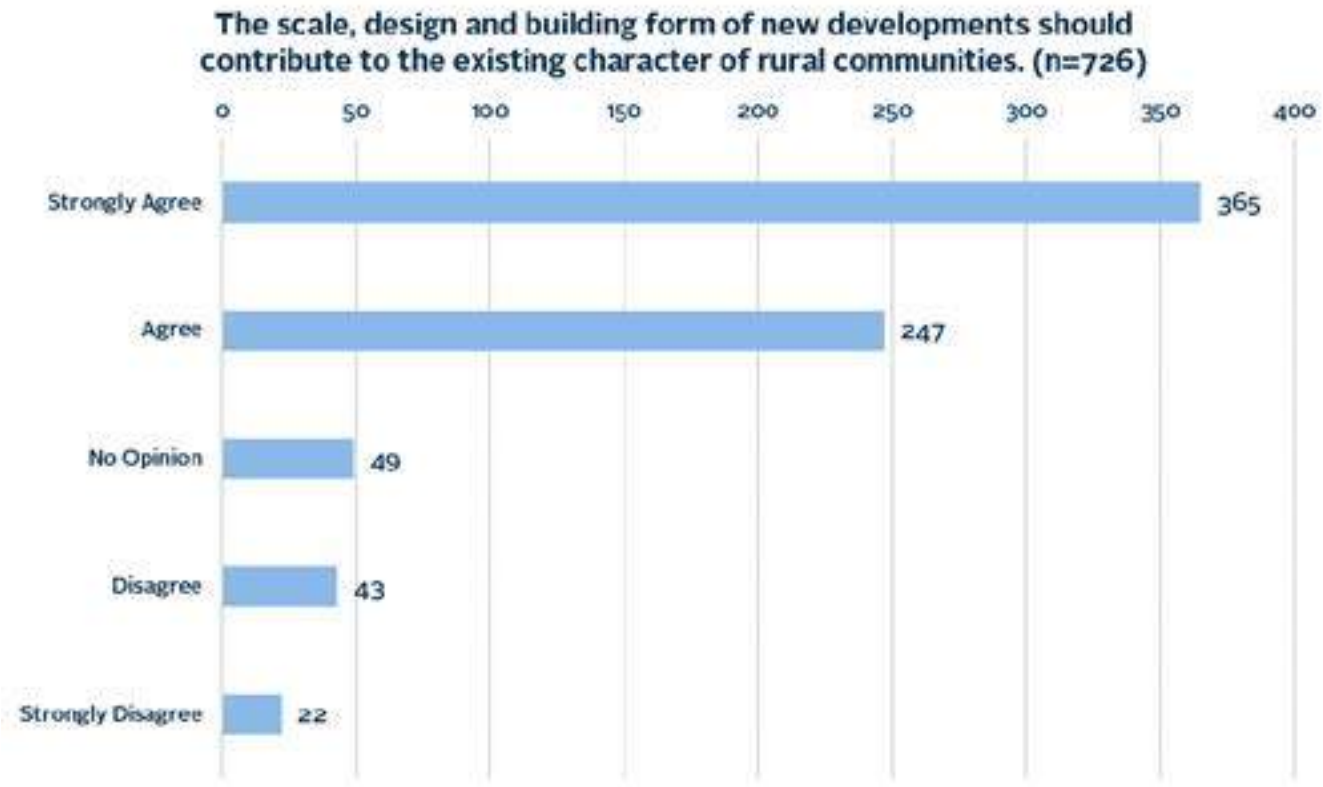


Topics mentioned once each:

- Planned Unit Development
- No apartments
- Townhouses for seniors
- Boarding houses
- Design needs to fit the context
- Bungalow community
- Reduce building permit costs
- Need for development
- Access to transportation and healthcare would make it possible for more older adults to live in rural areas
- Cottage as primary home
- Bungalow townhomes

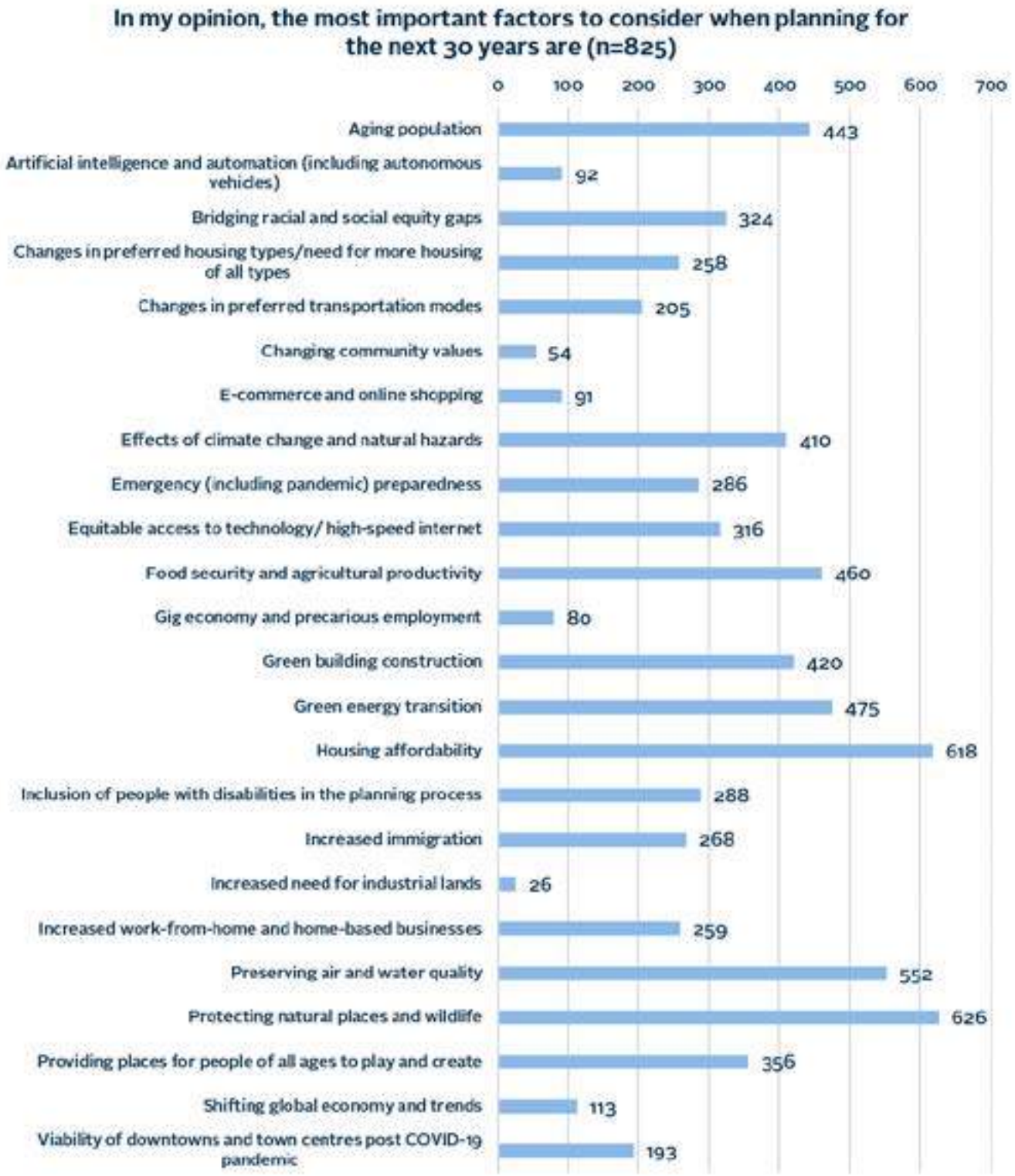
QUESTION 18: TO WHAT EXTENT DO YOU AGREE WITH THE FOLLOWING: THE SCALE, DESIGN AND BUILDING FORM OF NEW DEVELOPMENT SHOULD CONTRIBUTE TO THE EXISTING CHARACTER OF RURAL COMMUNITIES.

The majority of respondents either strongly agreed (50%) or agreed (34%) with the statement that the scale, design and building form of new development should contribute to the existing character of rural communities. The remaining respondents had no opinion (7%) or either disagreed (6%) or strongly disagreed (3%).



QUESTION 19: IN MY OPINION, THE MOST IMPORTANT FACTORS TO CONSIDER WHEN PLANNING FOR THE NEXT 30 YEARS ARE (CHECK YOUR TOP 10).

The two highest ranked factors to consider when planning for the next 30 years were "Housing affordability" and "Protecting natural places and wildlife" which were tied for 9% of all selections. "Preserving air and water quality" followed closely behind at 8%.



Additional factors that were rated important at 6% and 7% of responses included the "Effects of climate change and natural hazards", "Green building construction", "Food security and agricultural productivity", "Aging population", and "Green energy transition".

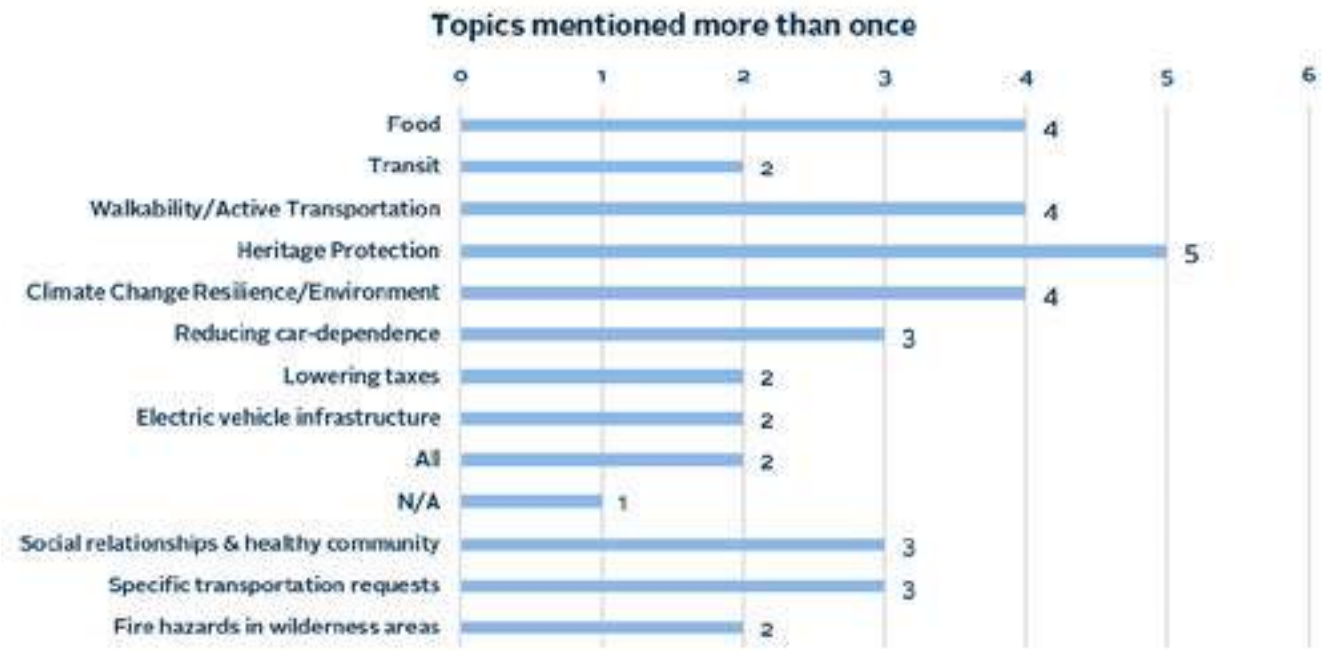
At the lower end of the scale at 4% and 5% of responses were "Bridging racial and social equity gaps", "Inclusion of people with disabilities in the planning process", "Increased immigration", "Changes in preferred housing types/need for more housing of all types", "Emergency (including pandemic) preparedness", "Equitable access to technology/ high-speed internet", "Increased work-from-home and home-based businesses", and "Providing places for people of all ages to play and create".

The least popular selections at 1% to 3% included "Artificial intelligence and automation (including autonomous vehicles)", "Changing community values", "E-commerce and online shopping", "Gig economy and precarious employment", "Shifting global economy and trends", "Viability of downtowns and town centres post COVID-19 pandemic" and "Changes in preferred transportation modes (transit, active transportation, vehicles) post COVID-19 pandemic".

There were no responses for the increased need for industrial lands.

Topics raised in the "Other" category included heritage protection (5 responses), walkability/active transportation (4 responses), food (4 responses), and climate change resilience/environment (4 responses).

OTHER (N=36)



Topics mentioned once each:

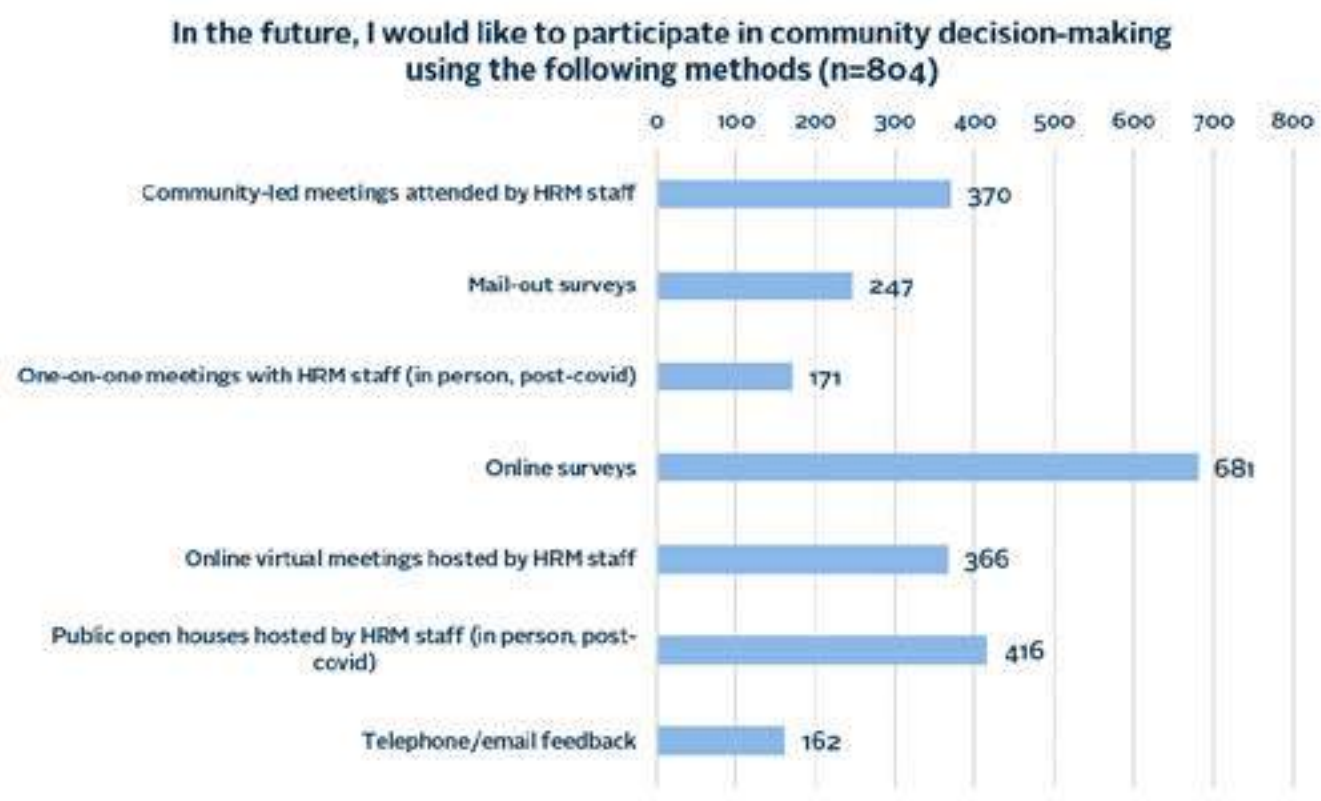
- Supporting local businesses
- Access to reliable clean water
- Housing affordability & gentrification
- High speed internet
- Aging in place, complete communities, air quality
- Urban vitality, areas for off-leash dogs
- Cybersecurity
- Schools and recreation
- Maintain rural identity
- Limiting high rises in downtown Halifax
- Flexibility, attention to those who are affected by change
- Arts and culture
- More police and law enforcement
- Need building boom of small detached homes

QUESTION 20: IN THE FUTURE, I WOULD LIKE TO PARTICIPATE IN COMMUNITY DECISION-MAKING USING THE FOLLOWING METHODS (CHOOSE ALL THAT APPLY).

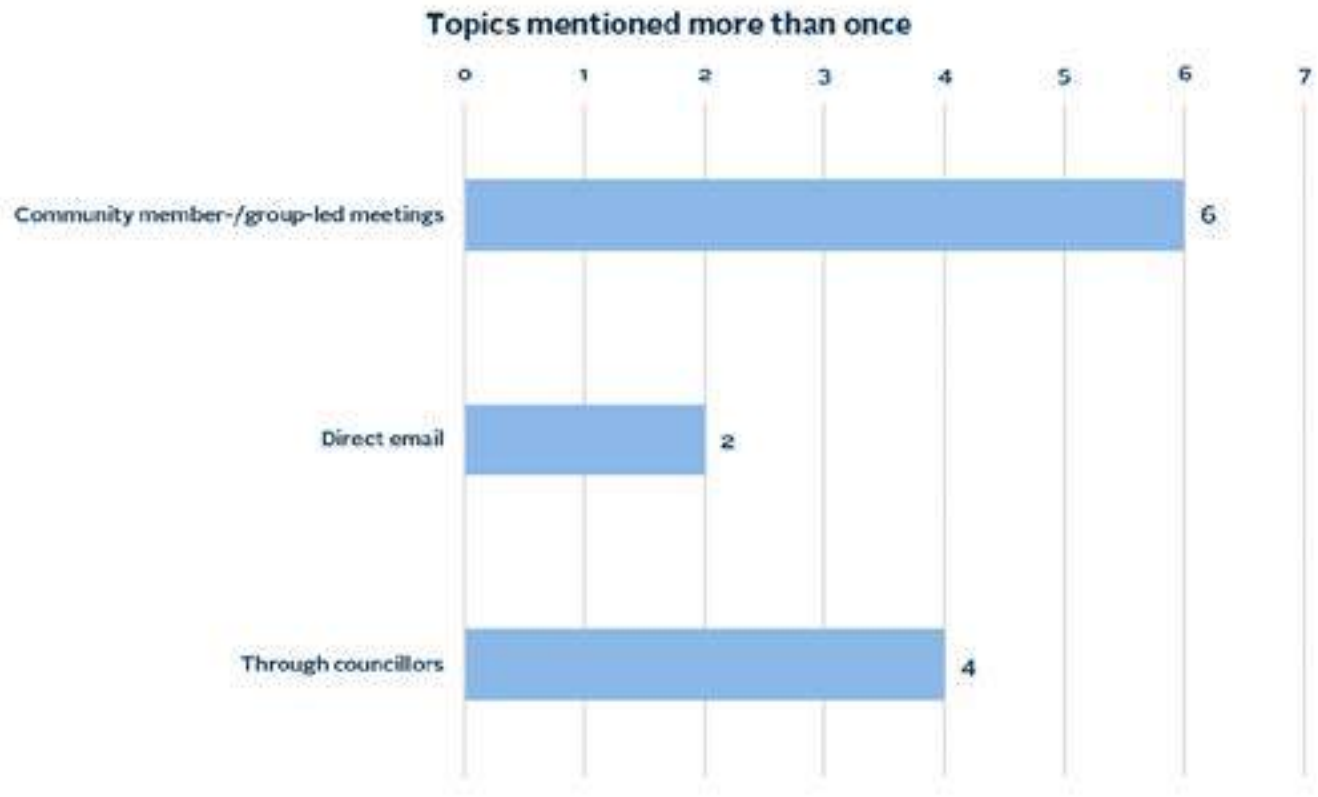
Most respondents indicated a preference for participating in online surveys (this response made up 28% of the selections). In the mid-range between 15 and 17% of selections each were for community-led meetings attended by HRM staff, online virtual meetings hosted by HRM staff, and public open houses hosted by HRM staff (in person, post-COVID). There was less interest in one-one meetings with HRM staff and telephone (7%).

It should be noted that the propensity of respondents to prefer online surveys is likely skewed by the fact that this question was being asked within an online survey (i.e. those who prefer online surveys would be more likely to have filled out this survey). However, this question, and the survey response overall indicates that there is significant interest in engaging via online surveys for community decision-making.

In the "Other" category, six respondents indicated an interest in participating in meetings led by community members or groups, and four responses indicated that they wanted to participate through their District Councillor.



OTHER (N=24)



Topics mentioned once each:

- No more engagement, just implementation
- Small group meetings on specific local topics
- Mail-in still critical in rural areas
- Walkabout with staff & elected officials to attempt to understand gaps and opportunities
- Community engagement events
- Concern with virtual engagement leaving people out
- Voting online
- Online, make planning process transparent
- Methods other than Facebook, like radio and television ads

QUESTION 21: THE MUNICIPALITY IS CONTINUING TO LEARN ABOUT WAYS TO BETTER SERVE AND SUPPORT UNDERREPRESENTED COMMUNITIES. IN THE FUTURE, I WOULD LIKE TO SEE THE MUNICIPALITY WORK WITH THESE COMMUNITIES BY...

There were two main ways this question was interpreted by the respondents, relating either to

- How HRM conducts engagement, or
- Supporting underrepresented communities in general.

The most common response to this question (60 of the 325 responses) was simply to ask for feedback and listen to the community.

Some common topics mentioned were:

- Working with community leaders or groups to get the community involved (28 responses),
- Employment – both more jobs within underrepresented communities and hiring members of those communities to HRM staff (20 responses),
- Collaborative or participatory planning process at all stages of a project (18 responses),
- Providing more affordable housing (17 responses),
- Having more town hall/community meetings (15 responses),
- Improving awareness of engagement opportunities (15 responses),
- Visit communities to see their needs first-hand (14 responses),
- Improving access to services (including water, schools, greenspace, healthcare, transportation, internet) (14 responses),
- Action on the engagement that is conducted (12 responses),
- Creating committees of community members or representatives of underrepresented communities on HRM committees (11).

TOPICS MENTIONED MORE THAN ONCE	FREQUENCY
Asking for feedback/Listening to the community	60
Working with community leaders/ groups to get community involved	28
Employment (more job opportunities, hire representative staff at the Municipality)	20
Collaborative/participatory planning at all stages	18
Affordable housing	17
Community meetings	15
Improve awareness of engagement opportunities	15
Visit communities to see their needs first-hand	14
Access to services (water, schools, greenspace, healthcare, transportation, internet)	14
N/A	14
Action	12
Community committees/ Representation on HRM committees	11
Transit/active transportation connections	10
Diversity/Inclusivity/Democratic Process	10
Equal treatment of all/ underrepresented not a priority	9
Engagement/accountability of Councillors	8
Online surveys/forums	7
Environmental protection	6
Education/workshops	6
Return Beaverbank Bus Service	5
Indigenous involvement	5
Transparency	5
Active recruitment/outreach for engagement	5
Integration (including mixed-income neighbourhoods)	5

TOPICS MENTIONED MORE THAN ONCE	FREQUENCY
Investing in these communities	4
Traffic safety	4
Mail outs	4
Confusion about question	4
Compensation (financial, transit, childcare, food) for engagement	4
Engagement in other languages	3
Focus not just on downtown	3
Specific road request	3
Defund police/don't over-police	3
Acknowledgement of wrongdoing & efforts of reconciliation	3
Engaging youth	3
Seniors housing/care	3
Income assistance/Universal Basic Income	3
ATV trail development	2
Removing bias/leading questions	2
Localized surveys	2

Topics mentioned once each:

- Respecting communities that want to stick together, celebrate culture and sharing, encourage interaction
- Respect desire to not participate
- No more outreach/community meetings
- Publicly identifying underrepresented communities and how selected
- Taking down the tent cities and eliminating bike lanes (accessibility/safety)
- Equal opportunities, not guaranteed equal outcomes
- Stop the use of lie detectors in HRP interviews
- Restore Halifax County
- Ensuring a percentage of participation
- Resolve rural/urban split, remove Regional Centre Community Council
- Collaboration among levels of government
- Libraries, arts & culture
- Tax breaks and/or grants/loans for black owned businesses and a reduction in property taxes for historically black communities like North and East Preston
- Not relying on councillors
- More greenspaces
- Quarterly meetings
- Concerns with renovictions
- Integrating engagement with existing community events
- Accessibility
- Government sensitivity training
- Need engagement on mini home parks
- Housing security, community supports
- Various types of communication
- Have communities propose an annual list of priorities
- Understanding that not all disabilities are physical
- Traditional media
- Return portions of unceded land to the Mi'kmaq
- More mental health supports, stronger workplace laws
- Personal contact from staff
- Facilitate relationships between Indigenous and

non-Indigenous residents
- Encourage community members to come together
- Sports fields outside Halifax/Dartmouth
- Changing district boundaries so all councillors represent the rural-urban transect
- Decolonize the planning process
- Acknowledgement of challenges, work quickly to remove barriers
- Human-centered design
- Adopting the principle of asking 'who is not at the table and should be' when beginning planning and design discussions.
- Improve quality of surveys
- Different times of day for engagement
- Infrastructure, neighbourhood beautification
- Marine parks network
- Attention, respect
- Prioritize community over private industry
- Play space, open fields, splash pad, boat launch, community garden, volleyball court
- Focusing on a "smart" technology-oriented transition to a eco-friendly and sustainable expansion. Protecting core values of our community (friendliness, care and sharing).
- Remove the blue signs that confuse tourists
- Decision-makers required to live as part of marginalized communities to understand the needs
- Plebiscites
- Means that have proven effective in the past, and by piloting new approaches to engagement
- The opinion of locals should have more weight than others living elsewhere
- Share the budget equally among all ridings
- Consultation method tailored to each community
- Concerns with tokenism
- Deeper conversations, engage people who can't participate in surveys
- Desire to return areas historically occupied by African Nova Scotian and Indigenous communities to those communities
- Moving beyond the notion that underrepresented populations fall largely under the jurisdiction of the province
- Extend notification area beyond 300m
- Housing policy
- Plain language
- Reach out to tenants, not just homeowners
- Accounting for undercoverage of underrepresented people
- Do consultation like a jury (don't rely on those that have the time/vested interest)
- End implicit racial divide in housing
- Engaging women, girls, non-binary and gender diverse people. I would like to see HRM providing childcare for engagement sessions and using a gender lens in the planning process.
- Less performative action and more meaningful engagement
- Cultural places to celebrate immigration
- Flexible engagement options
- Recognition of unceded territory
- Spend time
- Get to know the community
- Help them to advocate for themselves in ways that are respectful and do not alienate any other groups. Help them to meet their needs for building communities in ways that don't harm the other communities around them.
- Engagement that resonates with the communities
- Supporting existing projects rather than creating new initiatives
- Meeting regularly with the Mainland Grand Council, and the local bands instead of dealing with KMKNO
- Engage all age groups, don't disadvantage one community over another
- Represent all communities
- Consistent community presence
- Concerns with building design
- Consider what the rural communities really need to grow with the municipalities.
- Sincere, genuine

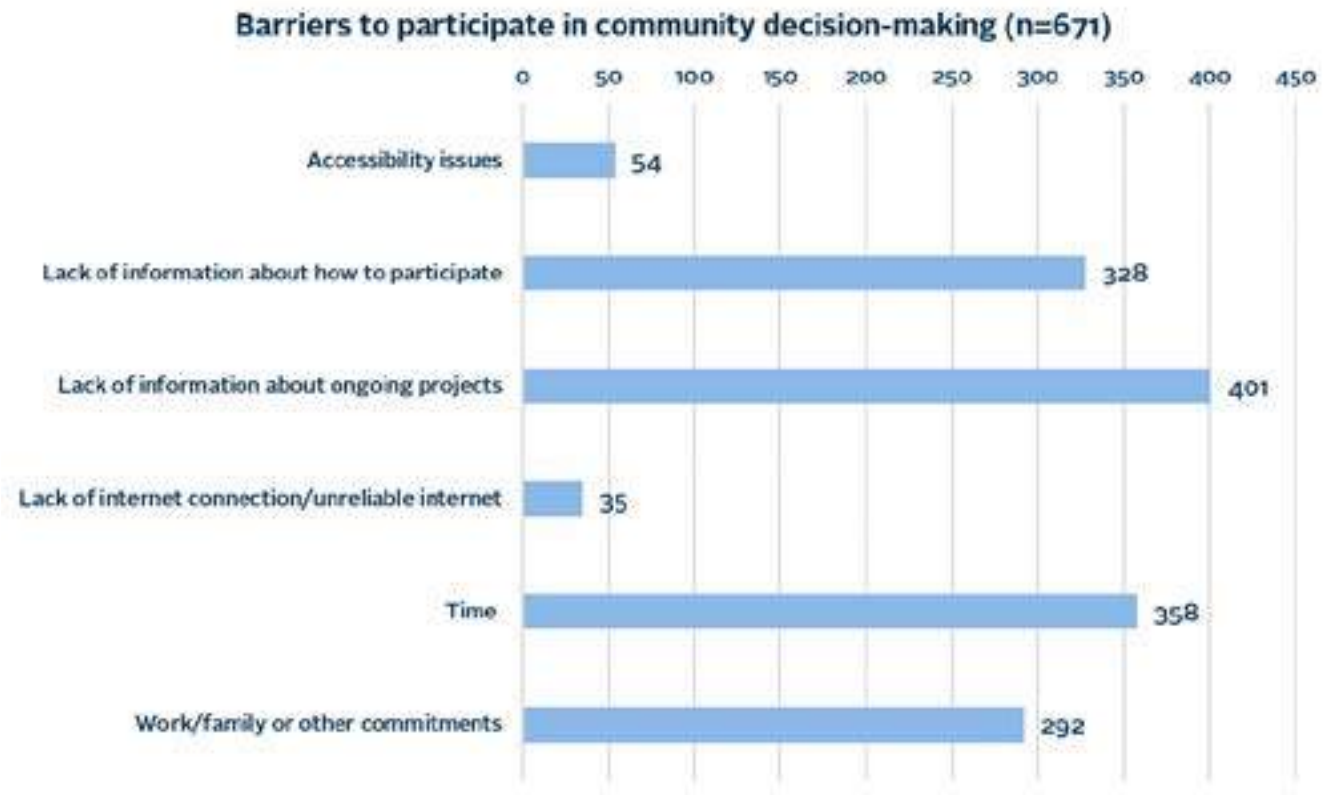
QUESTION 22: THE FOLLOWING ARE BARRIERS FOR ME TO PARTICIPATE IN COMMUNITY-DECISION MAKING (CHOOSE ALL THAT APPLY).

The most common barriers for participation cited were:

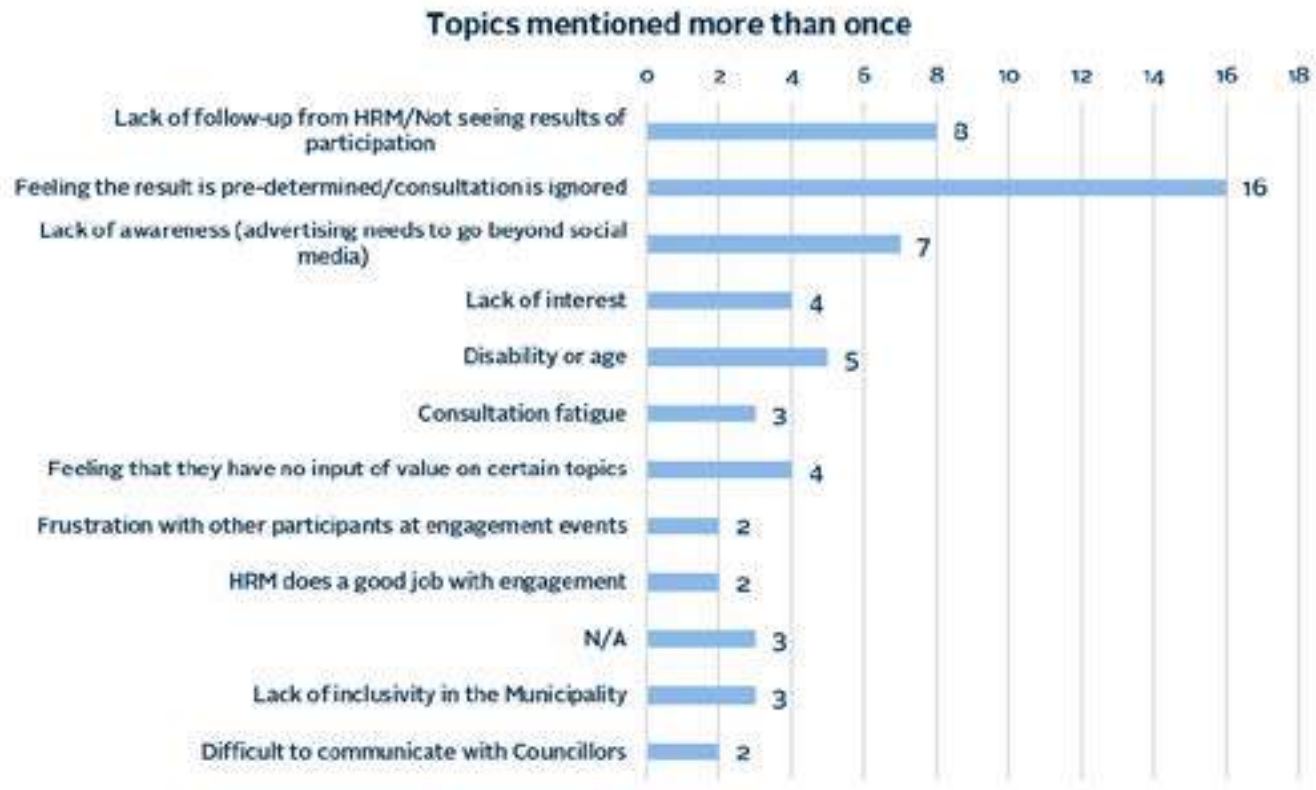
- "Lack of information about ongoing projects" (27%)
- "Time" (24%)
- "Lack of information on how to participate" (22%)
- "Work/family or other commitments" (20%)

The remaining barriers were significantly less common, but were still identified by some respondents, including accessibility issues (4%) and lack of internet connection/unreliable internet (2%). However, these two barriers may be underrepresented in this sample, because of the format in which this question was asked (i.e. in an online survey – these barriers may have prevented people from responding to the survey at all).

The most common barrier identified as part of the "Other" responses, was a feeling that the result was pre-determined, so there is no point in participating (16 responses). This perception was represented in the answers to Question 21 as well, where one of the most common suggestions for supporting underrepresented communities was to ask for feedback and listen to the feedback received.

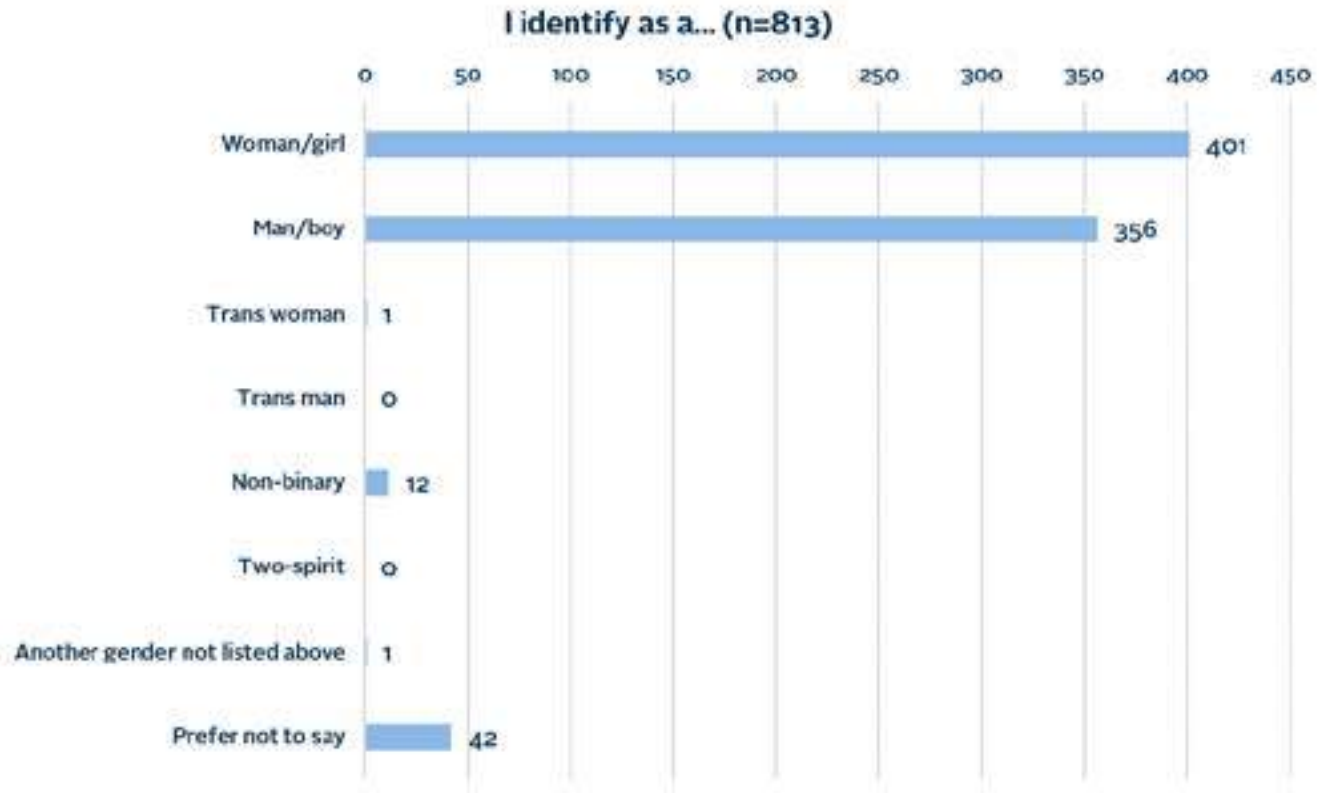


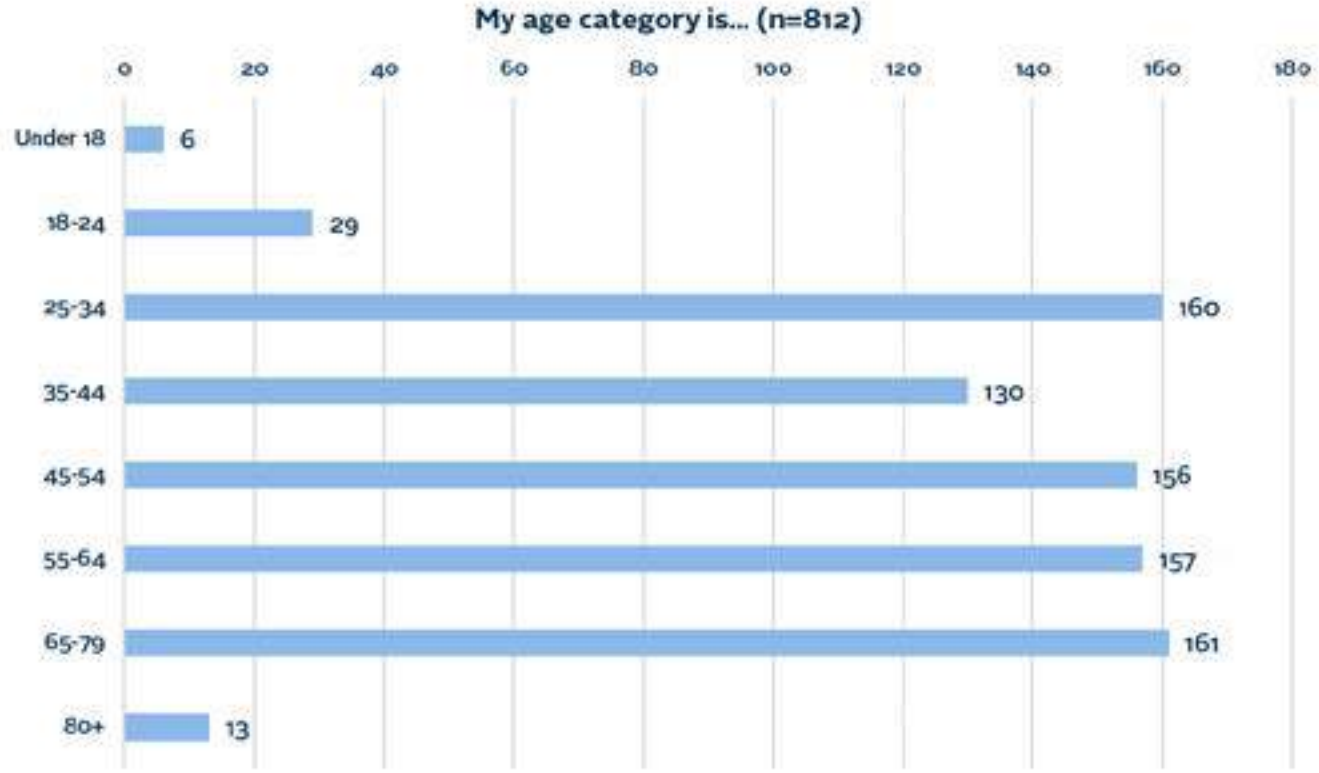
OTHER (N=65)



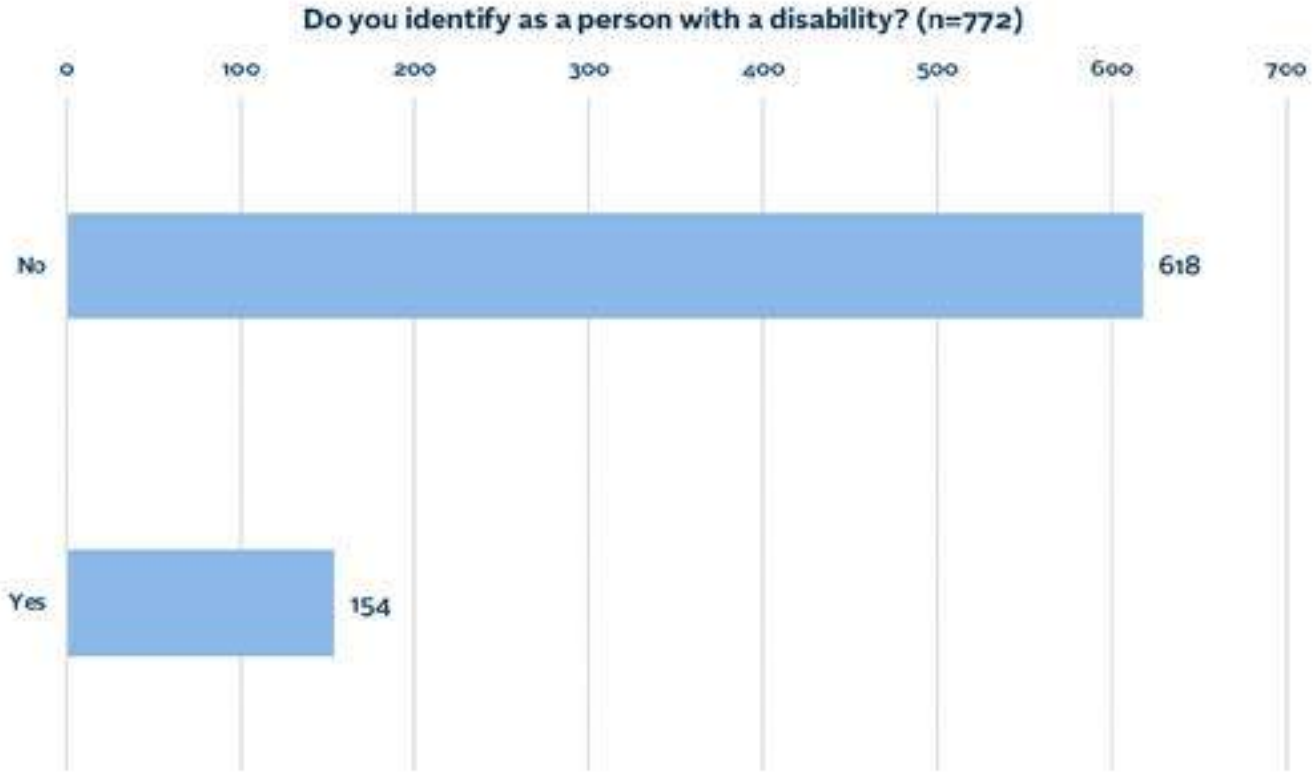
Topics mentioned once each:

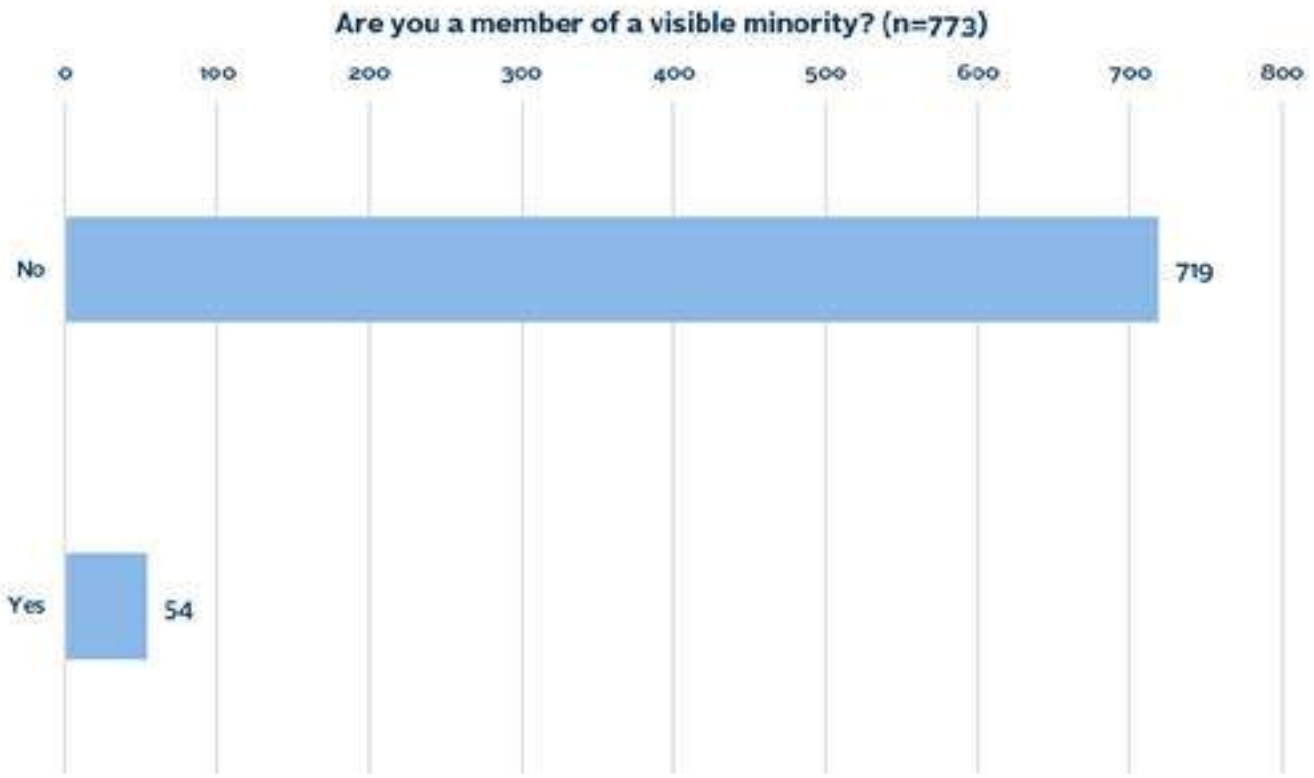
- Fear of online harassment
- Time consultations are held
- No more engagement, time for implementation
- Feeling of disenfranchisement
- Desire for less government involvement in community decision-making
- City waits too long and things fly under the radar
- Concern with virtual-only engagement excluding people
- Need for more human communication


I identify as a... (n=813)
0
50
100
150
200
250
300
350
400
450
Woman/girl
401
Man/boy
356
Trans woman
1
Trans man
0
Non-binary
12
Two-spirit
0
Another gender not listed above
1
Prefer not to say
42


My age category is... (n=812)
0
20
40
60
80
100
120
140
160
180
Under 18
6
18-24
29
25-34
160
35-44
130
45-54
156
55-64
157
65-79
161
80+
13


What best describes your current housing situation? (n=814)
0
100
200
300
400
500
600
700
I live in a house/apartment I own
588
I live in a house/apartment I rent
199
I live in a co-op
5
I live in a room within a house shared with others
18
I live in supportive housing
1
I do not have access to permanent housing
3


Do you identify as a person with a disability? (n=772)
0
100
200
300
400
500
600
700
No
618
Yes
154


Are you a member of a visible minority? (n=773)
0
100
200
300
400
500
600
700
800
No
719
Yes
54

APPENDIX C

COMMENT FORUM RESPONSES

USER NAME	COMMENT
KFB	Think about parks as helping with climate change and biodiversity conservation. They are not solely for playgrounds. They are nature-based solutions that also reconnect people with nature, sequester carbon, cleanse water and air, cool the temperature, absorb precipitation, allow for active transportation, and provide stepping stones of habitat for urban wildlife. Develop a parks strategy. A well-planned strategy would support coordinated initiatives and accountability for parks. A coherent strategy would provide short and long-term planning in a systematic way, for an effective network of core parks with corridors linking them together, for people and for other species, such as birds, bees and butterflies. Incorporate diverse native plantings in parks, including: both deciduous and evergreen trees for summer and winter bird habitat; flowering trees and shrubs for butterflies and hummingbirds; edible berry, seed and nut bearing plants for robins, waxwings and squirrels; and ground cover other than grass, for frogs, snakes and salamanders. Cities are their home, too. :-) We can live in co-existence.
KEITH JACKSON	Residents who purchase houses for retirement or long term investments do not want their neighborhoods invaded by apartment buildings and businesses. We want to know that we can live in a neighborhood whose zoning will be stable and who do not have worry about disruptions that destroy the stability and character of the neighborhood. How will HRM ensure residents can find and live in a stable neighborhood?
KEITH JACKSON	I have no problem applying the concept of complete communities to undeveloped areas where a master plan can be put in place to implement the concept. I have a lot of difficulty with injecting apartments, density and multistory residential/commercial buildings into mature, stable neighborhoods where the vast majority of residents are opposed to them, despite the wishes of developers and planners. There is a fatal flaw in the process where planners and developers get authorization from Regional Council to pursue a study or development agreement before the neighborhood gets to provide input. Residents are already behind in the process because the planners have agreed to change the zoning, developers have produced preliminary plans and Regional Council has approved the planning project. The public is supposed to be protected by zoning but this can be changed in an instant by planners at the request of developers. Why are developers allowed to change zoning so easily? What is the purpose of zoning if HRM does not follow their own zoning bylaws but change them constantly to suit developers at the expense of residents? How do frequent zoning changes protect residents who invest in housing based upon zoning?

USER NAME	COMMENT
KEITH JACKSON	I don't know why Sunnyside Mall is considered a growth area. The rail transit terminal issues seems to be dead. The mall area itself is underutilized and could be revitalized, but the Sackville Floodplains indicates that much of the area is under flood risk. The areas of Fort Sackville, North St, Eaglewood, Ridgevale, Admiral's Cove and Shore Drive are all mature established neighborhoods. The current SPS values and protects RSU neighborhoods and residents bought into the RSU zoning when they retired, bought and/or built in the area. Put density where it will not destroy existing neighborhoods. Build high and higher density in the Sunnyside Mall area, but protect the mature neighborhoods from developers and planners who only see density and growth, not quality, character and stability. Forcing apartments and density upon settled RSU neighborhoods creates panic and upset amongst current residents who resent developers and planners invading their neighborhoods with multistory concrete buildings that do not belong there. HRM needs a policy to protect these neighborhoods such as the “established,” “mature” or “stable” neighborhood policies that exist in other municipalities. The Bedford SPS is in fact a stable neighborhood policy for all Bedford RSU neighborhoods. If the Bedford SPS is changed, there needs to be a similar policy to continue to protect these established neighborhoods. Refine or narrow the policy but don’t kill it. Why is the “protection of rural character” important, but not the protection of neighborhood character? Plan amendments should be used for undeveloped lands and special circumstances, not for changing zoning in existing stable neighborhoods. Development agreements are abused by developers and HRM should clamp down on this method of violating zoning laws.

USER NAME	COMMENT
ENVIROCARES	Fall River was designated as a Secondary Growth Centre in the earlier version of the Regional Plan. I would like to bring attention to two items in that plan related to environmental protection and potential damage to water quality in the lakes in the Fall River area - Lake William, Lake Thomas, Lake Fletcher and Grand Lake. Most of the area was unserviced for water and wastewater when the original development plans and the the land-use bylaws were developed; and the, mostly, residential properties relied on dug/drilled wells or withdrawal from the above lakes for domestic water, and septic tanks and dispersal fields, with periodic septic tank pumping, for wastewater disposal. Over time a few communal sewage treatment systems (STS) were installed, and portions of the area were serviced by Halifax Water for domestic water; part of that was achieved by Halifax Water establishing water witdrawal facilities on some of the lakes noted above. Most of the residential development was for single family dwellings on relatively large lots, required by the septic system dispersal beds. As well, the municipality passed a number of land use by-laws, including the requirement for buffer zones around all water bodies and watercourses, to protect them from pollution and nutirient loading from the septic dispersal fields. Increased residential development in Districts 14 & 17 has occurred since the designation of the area as a Secondary Growth Region along with the increased provision of central water to the area by Halifax Water. I would like the new review to examine the Land-use Bylaw (LUB) as it relates to buffer zones and the introduction of enhanced STS to the area as part of the review. The LUB Bylaw for Districts 14 &17, subsection 4.17: Setback From Watercourse is provided, in part, below for reference to my comments: WATERCOURSE SETBACKS AND BUFFERS (a) No development permit shall be issued for any development within 20m of the ordinary highwater mark of any watercourse, except on lots zoned R-1C. (b) Where the average positive slopes within the 20m buffer are greater than 20%, the buffer shall be increased by 1 metre for each additional 2% of slope, to a maximum of 60m. (c) Within the required buffer pursuant to clauses (a) and (b), no excavation, infilling, tree, stump and other vegetation removal or any alteration of any kind shall be permitted in relation to a development.

USER NAME	COMMENT
ENVIROCARES (CONT.)	(d) Within the required buffer pursuant to clauses (a) and (b), activity shall be limited to the placement of one accessory structure or one attached deck not exceeding a footprint of 20 m2 or a combination of an accessory structure and attached deck not exceeding 20 m2, fences, boardwalks, walkways and trails not exceeding 3 metres in width, wharfs, boat ramps, marine dependent uses, fisheries uses, conservation uses, parks on public lands, historic sites and monuments, and public road crossings, driveway crossings and wastewater, storm and water infrastructure, and water control structures (added in 2014) Within the buffer required pursuant to clause (e), no excavation, infilling, tree, stump and other vegetation removal or any alteration of any kind shall be permitted in relation to a development. Note that subsections 4.17 (1)(a), (c), and (f) preclude any distrubance of the 20m buffer zone for residential development. Also note that subsection 4.16(1)(d) completely ignores those subsections in specifying that wasterwater, storm and water infrastructure, [and water control structures added in 2014] and completely eliminates the function of the buffer zone in filtering wastewater and other pollutants before it reaches the watercourses. Some of the more recent development proposals for the area propose to use the buffer zone for the septic dispersal area or for the creation of vegetated swales to deal with runoff from the impervious surfaces to be developed on the site. An undisturbed buffer zone has the purpose to filter runoff and subsurface water flow before it reaches the watercourse, and the 20m distance is a minimum distance for such a function to be effective. The new review should aim to eliminate any disturbance of the pre-development vegetation or underlying ground that would relate to wasterwater and surface runoff, as a minimum.

USER NAME	COMMENT
ENVIROCARES (CONT.)	The second item relates to the introduction of enhanced STS as a means for increasing the density of people living on plots of land previously occuppied by a single family dwelling. An enduring regulatory requirement is that any development proposal must provide a phosphorus loading analysis which will prove that measures are taken to ensure that the phosphorus loading will not increase beyond pre-development levels as a result of the new development. In recent months several development proposals have been submitted to HRM which would increase the phosphorus loading by one or more orders of magnitude above the pre-development levels; but by the use of enhanced STS units, the phosphorus would be precipitated out of the effluent by electrodes to maintain pre-development levels, or lower. However studies by the manufacturers have shown that the electrodes in these systems tend to oxidize quickly, and other studies have shown that in the caustic environment of the septic tank, the electrical terminals also corrode quickly; the result is that the enhanced units, without frequent maintenance, will be reduced to standard STS in terms of phosphorus removal. And there lies the problem. Neither HRM nor NS environment have regulations in place to put the responsibility on the owner(s) of the enhanced STS to ensure regular maintenance is provided, no requirement for documentation by a certified operator to be supplied to any government agency as proof of a regular maintenance schedule, and no regulations giving authority for legal or other action if non-compliance occurs. Without this protection, the enhanced STS units could/will fail and that failure will be undetected for an extended period; the result will be greatly increased nutrient load entering watercourses. The recent problem with blue-green algae bloom in Grand Lake is a realistic result scenario for all the lakes noted above. The enhanced STS situation is not a problem unique to the Fall River area. With the increasing population density occurring throughout HRM, and across the Province, more and more proposals will be made for such systems and every district will be threatened by such outcomes. The review should consider these consequences and interact with NS Environment to ensure regulations are in enacted to ensure the owners are responsible for the maintenance of the systems, required to submit proof to a governing agency of the maintenance, subject to legal action if they are not in compliance, and financially responsible for the clean-up costs due to non-compliance.

USER NAME	COMMENT
LBHORNE	We all just got a postcard with a free stamp on it and a beautiful aerial photo of the sun rising over the harbour above the phrase "JOIN ME IN HALIFAX." I wholeheartedly agree: this city needs immigration. Especially with the global warming and the relative peace and stability of the region, we can expect the need to welcome thousands if not millions of new climate refugees in the coming decades. At the same time, we need to acknowledge that we do not have a plan for safely housing and integrating new migrants to the province. Even when we bring Family Doctors in with foreign credentials, and relatively high wages, they often do not stay here. Why is that? Affordable housing is disappearing in this city, and with it, the entry-level experience of joining us here in Halifax. Meanwhile land speculators like the George Armoyan and Wadih Fares proliferate, and predatory landlords like Stephen Metledge scoop up more and more of the space for low income people and force them to live in substandard conditions. The city needs to have a plan for this. This year a community group popped up to build tiny homes for people without a home, and they helped many people achieve needed safety and stability. The city councils response was to dismantle these safe houses and push homeless people back into living in fabric shacks i.e. tents. This is not in line with “JOIN ME IN HALIFAX”: we are guests on stolen Mi’kmaq land. We have no jurisdiction to be kicking homeless people out of parks. We need bold vision and to stop passing the buck to the province when it comes to solving problems, here.
DEB H	The city has a transit route that goes from Cole Harbour, turns at Ross Road, goes down Highway 107 to Porters Lake, crosses over to Highway 207 and drives to Seaforth. At this point, it turns around and goes back along the same route. For some reason, Lawrencetown and Five Fatham Harbour are totally ignored. I live in east Lawrencetown, right beside Lawrencetown beach. I have friends and family who do not have any other modes of transportation besides the transit. Why are they not able to visit this beach, when we have a bus route that could easily take them here? Please change the route so it continues in a complete circle to allow people to visit this beach and allows people to access the city or Porters Lake to get staples such as groceries.

APPENDIX D

CORRESPONDENCE LOG

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C002(1)	Mary Ellen Donovan, Friends of Blue Mountain Birch Cove Lakes	Leah: This document was never designed as a direct response to the Themes & Direction document. We have some specific comments re Themes & Directrons which we will address at the August 5th mtg. I leave you to distribute as appropriate. M.E.Donovan on behalf of the Friends of BMBCL	Yes – C002(1)	Email
C002(2)	Diana Whalen, Friends of Blue Mountain Birch Cove Lakes	Hello I am writing to ask for certain elements relating to the environment and to Sandy lake & BMBCL in the regional plan. I want to express my support and dedication to the preservation and protection for both these amazing wilderness areas. First - postpone any secondary planning decisions for sandy Lake and for BMBCL areas. There is adequate approved lands for the next Five years. I support postponing this decision for both proposed park areas and taking the “growth zones” designation off both areas. Second - use and include the wildlife corridor charette information in the updated regional regional plan. It was a comprehensive exercise and is needed for the city. Third - conduct a flood plane study of the Sandy lake park area and a thorough ecological study of the environmental assets and features of sandy Lake. These are needed in light of changing priorities related to the climate crisis (that city council has recognized as an urgent danger) Fourth Push for amendments to the Halifax Charter to give planners more tools to create parks and level the playing field for parks vs development. Section 237 is a perfect example. The time limit needs to be 5 years for the city to acquire declared park lands and NOT one year as currently written. It needs to the same time horizon as the city has	n/a	Email

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		fir planning roads. Please allow time for the further studies to be conducted and postpone secondary planning on both BMBCL and Sandy Lake areas. There is a lot at stake about approving development in such valuable ecological zones. The public understand the great benefit to our health and wellness that comes from preserving wilderness for our use. This is also a matter of our future as climate change must be accepted and mitigated. Preserving these ecologically rich areas close to the city - will help ensure that we are doing our part to help the world		
C011	John Whyte	Dear Ms. Fralic, My comments pertain to the toolkit available to planning staff to maintain the integrity and water quality of our coastal areas. I share my passion for coastal issues below and will always welcome questions from your team. John Whyte, Head of St. Margarets Bay 902.802.0813 Current challenges that need to be addressed: -Coastal areas are being “hardened” at an alarming rate in the HRM area. Typically, this work involves backfilling the land area behind the high-water mark., the removal of naturally filtering riparian vegetation. The result is increased flooding pressure on neighboring properties, unclean runoff from land areas that degrade coastal water quality, loss of beauty related to natural shorelines, and compromised opportunity for shore biodiversity and wetland development. Buffer zones should be more aggressively protected. Coastal landowners need better education on hardening and buffer excavation regulations and implications. -HRM planning has not operationalized a culture of coastal protection. While HRM has created strong coastal protection policies they tend to receive little or no attention in the operational day-to-day exercise of planning approvals. An “As of right” development mindset positions planners as agents of developers rather than protectors of the environment. The planning team is staffed with extremely talented people. Energy	n/a	Email

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		should be invested to spend more time exploring the power inherent in existing regulations to protect the coast and the ability to say no to bad developments. Coastal issues sensitivity training might be a way to think of it. -Coastal development is a privilege and not "As of right": The coastline is a shared public asset, not unlike the road system. What happens on the coast impacts all of us. Just as driving is not a right, the public nature of the coast suggests that coastal development is a privilege and not a right. This "privilege" mindset needs to be communicated to developers, planning staff, and the public at large. The term "as of right" should be eliminated. -Land use regulations are not just development permit regulations: If they were, we should have named them building permit regulations and not land use regulations. Land use bylaws need to address the infinite lifecycle of land use and not just the period when development occurs. Recently I have learned that the enforcement of buffer regulations is considered to have force or "teeth" only during the time during which a development permit is active. If this is the case a developer or property owner can do whatever they would like with a coastal property once they occupy the site. I don't think that would be the intention of the bylaws and this change in thinking should be operationalized or specifically captured in HRM regulations. -Vertical height above high-water regulations encourage extreme infilling. Vertical setbacks must act in coordination with reasonable horizontal setbacks. -Infilling is an ongoing threat to vegetative buffers and thus water quality. Landowner education and enforcement are required to slow this practice -HRM must raise the gating power of its own coastal development criteria. Too often I have heard that a development should proceed because TIR and DOE have said it is OK. Even with external approvals the city needs to take a more rigorous approach to ensuring its own criteria should be met. This gets back to the theme of coastal development as a privilege vs a right. Furthermore if a site can only be developed with		

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		compromises, for example to the buffer, to accommodate a waste treatment system then that is a sign that the lot is not developable. The HRM regulations should not be compromised to accommodate other government regulated needs. In the waste water example the developer should be asked to come up with an alternate design or to not develop the property if no acceptable design is possible. Coastal development is a privilege. -Undersized lots are given development rights beyond what they historically had. Too many undersized coastal lots in HRM have historical assessments that suggest they would never be eligible for use other than swimming, picnicking, fishing. Their owners and local communities have known this historically. Prior to amalgamation these micro-sized lots were governed by a Halifax County setback of 25' from the ocean which eliminated the option of development for many undersized coastal lots. Current application of grandfathering and buffer reduction rules has now encouraged the development of these compromised sites resulting in dwellings being placed as close as 8ft from the ocean, on 3800 sq ft lots that offer no resiliency to address future well or wastewater needs. HRM should immediately bring forward the 25ft setback in any discretionary buffer reductions. I'd propose that this is an operational interpretation issue that needs no change to bylaws or regulations. Undersized lots should not be given rights that they did not previously hold. That is the fundamental philosophy behind grandfathering, -Variance Process transparency for coastal developments: Given my assertion that coastal areas are a common good the traditional variance notification of adjacent property owners is not satisfactory. Coastal developments impact a much wider swath of stakeholders. A more appropriate process would see all candidate coastal development approvals be posted online with a comment period. Sincerely, John Whyte		

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C021	Houssam Elokda	Thank you Kathleen, I will check it out. We are keen to ensure the transit service boundary remains intact, in close alignment with the MFTP and the IMP. Changes could compromise the integrity of the work done on these plans. Looking forward to hearing further on the project. Regards Houssam	n/a	Email
C023	Simon Ryder-Burbridge	Dear Ms. Fralic, Thanks for this opportunity to contribute to the regional plan. I have been a resident of the North End now for five years and I love the city. I would really like to see more green space and more bike lanes (ideally protected behind parked cars) in the city. Bike lanes, or at least larger shoulder for walking, in places like St. Margaret's Bay and other more rural areas of the HRM would be great. We really need bicycle / pedestrian infrastructure for the Mackay Bridge. Really inappropriate that only cars can cross. I recommend taking a page out of Edmonton's book and developing a multi-use trails hanging down from below the bridge. We really need a bus that travels from the North End of Halifax over the Mackay to Shannon Park / the Bedford Institute. We have to get rid of the cash system at the bridges. Not to have tap after a global pandemic is kind of an embarrassment. Africville should be much better connected to the city. There should be a pedway connecting the north and south parts of the park over the highway. Also the other entryway from Barrington needs to be made a lot more welcoming / accessible. Please work with the community on this.	n/a	

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Please, PLEASE do something about the affordable housing and homelessness crises going on in our city. Find ways to resist the urge to hollow out the affordability and culture of Halifax in favour of rich developers and wealthy tenants. Help people find places to live and we will all be better off. I would love to see some more work to make the Halifax Harbour a fun place for people to recreate. Why not a pilot program for oyster and mussel reefs to help clean things up? Would love to see a maximization of ecosystem restoration work done in places where it's still possible in the HRM. Let's start giving some of the city's unused or underused spaces back to nature. I am also in full support of recommendations by the Ecology Action Centre: - Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. - Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. - Prioritize increasing density in existing suburban areas rather than developing wilderness. - Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. - Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands. - Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services.		

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		- Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. - Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. - Prevent development from occurring too close to the coast! - Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. I'm sure there are other things but that's probably good for now, eh? Sincerely, Simon Ryder-Burbidge		
C024(1)	Wendy McDonald	Hello, I have been following the Reg Plan updates. I noted mention of the 102 West Corridor lands along with Sandy Lake are up for review (?) or discussion as a part of one of the many Themes. Please share with me the backgrounder currently associated with the need to bring this forward now. I understood there was a plan to maintain this Urban Reserve until the end of the life of the Plan as mentioned in past reviews. I could not find the context in posted materials. I look forward to a response and background text linking this justification and how this fits into public engagement. I may have missed it. Another topic that seems to be minimized with this review is Biodiversity. The province has recently approved provincial legislation but only related to crown lands. HRM must move forward with its own steps for Biodiversity as it crosses many areas including the	n/a	Email

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		Environment, Parks and the Green Network Plan. Give it some status. There is a need for professional and knowledgeable staff such as a Park Ecologist to help guide decisions related to this and other matters such as Invasive Species, Water Quality and Parkland Stewardship. As an alternate to contracting out on some of these issues it would be much more successfil and sustainable with the addition of professional staff. Thanks for your attention to these important issues that are coming out as a result of the review. There are others that will await the opportunity for a community event perhaps where the public and residents can become more informed and engaged. One simple one is to impose a No Idling rule at all HRM owned and commercial sites...it's just common sense! W McDonald District 12		
C024(2)	Wendy McDonald	Hello, I am pleased to share some thoughts on the Regional Plan Review, targeting the Green Network Plan and the environmental themes. If you have questions, please get in touch, Wendy McDonald	Yes – C024 (2)	Email
C032(1)	Shalom Mandaville	I wish to register and ask a couple of questions on behalf of my applied limnology group, the Soil & Water Conservation Society of Metro Halifax (SWCSMH) (URL= http://lakes.chebucto.org/). Since the Q&A is only for 1 hour and if there are lots of people participating, I will ask only one (1) focused question. As an FYI, our team has participated in all of your Regional Plans dating back to the early 2000's. 3 of our key members including myself also attended most of the extensive workshops your predecessors organised during the first major Regional Plan evolution.	Yes – C032(1)	Email

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		We also made extensive written submissions and progressively diminished the size and frequency since the HRM was not following them at all although they were all based on extensive published literature in the specialty of limnology (i.e., freshwater sciences). If interested, you can view them in our OneDrive with the URL, https://1drv.ms/f/s%21Au0xeIA-MCofgT6hH_HmNC5EW7Oe (see the folder titled "Our select submissions to Government agencies", then access the subfolder "Halifax Regional Municipality", onto the sub-sub folder "Regional Plan"). Only important submissions are included there for simplicity. Further, I am attaching 2 acknowledgements out of scores; first is from senior planner, Maureen Ryan MCIP, when she was with the former Halifax County (1996), and second from Dr. Tony Blouin PhD., when he was with the HRM's CAO's office (1998). Both of them have retired and Tony is now a volunteer member of the RWAB, HRM. Kindly preserve this email in your records under our name and thank you, Shalom Mandaville Post-Grad Dips., Soil & Water Conservation Society of Metro Halifax (SWCSMH)		
C032(2)	Shalom Mandaville	Preamble: Thank you for your speedy response, Kathleen. There is summary info for all of you planners and relevant URLs here, and pardon this somewhat lengthy email but I thought this is an opportune time since we can never summarize this in 5 minutes during the future public hearing of the RP+10. This email does not need response(s), but if you have any questions, please let me know. I have lots of time to attend to them. There are six (6) items below marked as Aspect #s 1 to 6 as well as 3 attachments to avoid potential confusion. Please add this to your file on the RP+10 process, and thank you profusely. Pardon me for any typos/grammar/omissions. Based on your below response of June 7, 2021 2:25 PM, I decided not to participate next week. If after the N.S. health emergency is lifted in full and there are in person public	Yes – C032(2) *Excel spreadsheet for Phosphorus comparisons of select lakes in HRM was also submitted. This document is available upon request	Email

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		meetings/conferences, perhaps during year-2022, I would love to participate and have a little discussion going not unlike at scientific workshops. But we (the SWCSMH) have already made six (6) submissions along with a consolidated submission to your RP+10 process. Aspect #1 (of 6): What I was planning to ask next week though is why you are allowing major consulting firms of the HRM to recommend/set phosphorus (TP) standards which are not based on the Canadian CCME (2004) TP policy. Even prior to the CCME's (2004) formal policy, the concept described there has been known to us who specialize in limnology (i.e., freshwater scientists) dating back to the ~1970s. Aspect #2 (of 6): We already made a written brief submission (3 pages only) to the ESSC in June 2016 and I am attaching it here (Lake Carrying Capacities.pdf). That explains quite clearly. I recall staff of the Energy & Environment may have been there since they attend many of the ESSC meetings. Essentially, your consulting firm recommended that HRM accept even higher TP values in the Shubenacadie Lakes subwatershed, perhaps resulting in even more algal blooms some of which could be toxic depending on other environmental conditions. It is very costly, if at all possible, to restore lakes to their pre cultural values. Aspect #3 (of 6): You can view the CCME TP (2004) policy (6 pages) easily in our web site, http://lakes.chebucto.org/DATA/PARAMETERS/TP/ccmefactsheet.pdf Aspect #4 (of 6): Re the potential of cyanobacterial toxins, I herewith attach a small scan that I made of the World Health Organisation (WHO)'s report of 2011 (WHO2011.JPG). Aspect #5 (of 6): We are not the only ones `critiquing' the major consultants to the HRM. As just one other example, please view the strong critique of Dr. David Patriquin (Retired biology professor, Dalhousie Univ.) and this is about a HRM consultant study of Sandy Lake (Bedford). The shortcut URL is http://versicolor.ca/sandylakebedford/waters/lakes/#critique		

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		Aspect #6 (of 6): Attachment of an MS Excel file, Phosphorus comparisons of select lakes in HRM.xlsx: Previous versions of this went to all present and former municipal councillors as well as NS Environment ministers and present/former staff there. As we stated in one of our submissions to the RP+10, we carried out predictive TP modelling of one thousand (1,000) lakes/ponds over 1ha in size, mostly within HRM. The Phosphorus comparisons of select lakes in the HRM.xlsx Excel file does not contain all the thousand lakes/ponds since it is too time consuming to tabulate. But they are available to you on request per our submissions to your RP+10. Field sampling archives are also summarized there. This attachment also summarizes the modelling of your consultants and you can see a major difference between AECOM and Stantec re high priority lakes, Banook, MicMac, and Charles, all of Dartmouth. We had not modelled Banook and MicMac (although some of our associates live there) since we could not obtain the info on storm sewers from the former Engineering Dept., of the City of Dartmouth as they were mapping them at that time. We did not go back since we had 1,000 lakes/ponds to do. Best wishes to all four of you planners, Shalom Mandaville Post-Grad Dips., Soil & Water Conservation Society of Metro Halifax (SWCSMH)		
C035	Mike Crosby	"I understand that the Regional Plan is considering placing a housing development in the Sandy Lake – Sackville River watershed. Yes, the city needs more housing, but Sandy Lake is a valuable part of the Sackville River watershed and 33 years of effort have gone into making that water system support Atlantic Salmon again. I request that the city preserve the area as park." Have a great day. Mike Crosby	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C038	Janet Barlow	I write on behalf of Hike Nova Scotia in response to HRM's 2020-22 Regional Plan Review Consultation. We know that Haligonians love our natural areas, green spaces and outdoor recreation areas. We think they deserve protection and investment. Attached is a submission from Hike Nova Scotia for the Regional Plan Review. Thank you for your consideration.	Yes – C038	Email
C039	George Hudson	Please accept the attached as the submission on behalf of the residents of Uplands Park through the Board of the Neighbourhood of Uplands Park Association in support of the protection of Sandy Lake and its environs.	Yes – C039	Email
C042	Kathleen Hall & Martha Leary, Backlands Coalition	Dear Planners, Thank you for your patience. Attached you will find our written response to the Themes & Directions report. We look forward to our stakeholder meeting with you on August 3, 2021. Sincerely, Kathleen Hall - WLCC Director, Co-Chair Backlands Coalition Martha R Leary - WLCC Director, Member Backlands Coalition	Yes – C042	Email/ Stakeholder Meeting
C043 (1)	Walter Regan	Hi Kate In the new Regional Plan Could you include 1)more Staff for Urban Forestry 2) Increase set back to 30 metres from 20 and change set bracket to Public Owned Buffer 3) More A/T Staff 4) Start 3rd Mode Funding for A/T	n/a	Email

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		5) More Environmental Staff (at least 10) 6) Test al Lakes, Rivers and water courses HRM Wide 7) Start Water Quality Montoring Functional Plan 8) Increase Sandy Lake Regional Park by an additional 1,800 acres 9) Finish Floodplain Mapping of the Little Sackville River and Sackville River and Sandy Lake 10) Aquire Little Lake on Little Sackville River (head water lake) 11) Start treating Storm water before discharge into water courses 12) Green the Red and White Books 13) Daylight more Brooks and Rivers in HRM (e.g Howe Brook and Freshwater Brook) 14) Repair storm surge damage to feeder Brooks and streams 15) Start floodplain mapping of ALL rivers in HRM 16) Stream Gauage all rivers and Brooks in HRM 17) Increase Bedford Basin to Class A waters 18) Increase Top soil Inspectors of Constriction Sites 19) Start entire Watershed Studies of all 100 watersheds in HRM 20) Buy Union Street Houses on Floodplain Bedford Thank You Walter N Regan President, Sackville Rivers Association		

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C043 (2)	Walter Regan	Submitted attachments for discussion during a meeting.	Yes – C043(2)	Email
C046	Burkhard Plache & Charles Cron	Please see the attached document, submitted on behalf of Burkhard Plache and Charles Cron, Presidents of the Halifax Field Naturalists and the Nova Scotia Wild Flora Society. Please confirm receipt of the document.	Yes – C046	Email
C048(1)	Gary Edwards	Hi Kathleen Thanks very much for sending me this info and keeling me in the loop ! I am glad to see this process has begun and anxious to participate in the review. Having said that, I am re-sending my original letter of Sept 2020 and offer the following additional comments: As previously stated, the commercial area must be extended geographically(perhaps along Cow bay road to include the intersection of Caldwell and Cow Bay) as this will eventually be a central part of the community as the Caldwell Road connector becomes a reality, as well as allow for additional square footage, height, and footprint. The ability to put higher density along the main road on the waterside is a must as the demand for housing in desirable locations has become more dominant.(leaving peninsular Fisherman's Cove as is ,restricted) These are only a few additional comments/suggestions for your consideration as this process progresses, and I again thank you for the ability to provide my comments and wish to be involved as it does. Thanks Gary	Yes – C048(1)	Email

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C048(2)	Gary Edwards	Hi Kathleen I have previously submitted a small letter of introduction as well as a few specific suggestions. I have a few more suggestions for consideration if that is ok (and I do get somewhat confused in regards to your review, as I don't know whether it pertains to the whole of HRM or the smaller surrounding areas) My comments however only pertain to the communities /land use and by laws of Eastern Passage and Cow Bay. 1/ Is there any consideration to extend municipal services (Water only) to Cow Bay (more specifically the area of Spruce Drive as they are on central wells provided by Halifax Water) This would lead to potentially new development of Cow Bay (Cow bay is a beautiful area and a desired place to live) and when I say new development I mean to mirror the existing (At least 30,000 square foot lots with septic) However, this would involve removing a current by law applicable only to Cow Bay which states (only one lot per year may be developed) by doing this a few more lucky people will get to enjoy living in Cow Bay ! 2/ As previously stated in my initial letter in regards to extending commercial corridor in Eastern Passage, I feel that the intersection of Cow Bay and Caldwell Roads will eventually become the Central area in the community (especially if and when the "connector Road" to the hwy 111 is complete) I feel size and height of commercial buildings also need to grow ! People do want more services and retail in Eastern Passage but will never get it if the current by law (max 12 units, max 35' height and max 15,000sq ft with 7500 sq ft footprint) remains in effect. I feel these numbers must grow to allow for (Max 30units, max 70' height and max 60,000 sq ft with 15,000 sq ft footprint) and these sizes should be considered in ALL of the commercial area Including that along the water, with the exception of Government Wharf Road (Fisherman's Cove) There is also some confusion now as far as watercourse setbacks are concerned which needs to be addressed (Map 4 does not include the area of pleasant street to civic 1600 Shore Road) and nor should it: Map 4 was the coastal erosion map for properties exposed to the open ocean water: the area mentioned above (pleasant to 1600 shore) is harbour	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		waters which are not in risk of erosion from open ocean . Thanks again for the opportunity to put forth my thoughts Gary Edwards		
C049	Chris Miller, Canadian Parks & Wilderness Association	To whom it may concern: Please find attached the written submission from the Nova Scotia Chapter of the Canadian Parks and Wilderness Society (CPAWS-NS) for the HRM regional plan review currently underway. We are specifically commenting on the need to strengthen protections for Blue Mountain-Birch Cove Lakes. We would also like to take this opportunity to request a virtual meeting to discuss our concerns in more detail. Thank you for your consideration. Sincerely, Chris Miller	Yes – C049	Email
C051 (1)	Paul Berry	Dear Councillors Lovelace and Stoddard, With the support of Our HRM Alliance, we ask to meet with you to discuss an urgent general environmental problem in HRM. We propose a solution that has been tried and proven in your districts. Your leadership is needed for us to apply it more broadly and make it a part of the Regional Plan now under review. The problem is the damage caused inadvertently to our green open spaces when tens of thousands of HRM residents flood into these public lands seeking fresh air, relaxation, and peace. Being in nature is a good thing, but the lack of adequate stewardship programming and planning on these lands has had for a long time a negative environmental impact and the problem worsens each day. The damage has major negative implications for promoting biodiversity and combating climate change. Though the problem is large, it can be resolved.	n/a	Email

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		The solution that we propose is: Municipally Supported Volunteer Stewardship. This approach has been tested and proven to be effective in your Districts 13 and 12 on The Bluff Wilderness Hiking Trail. We need your help in getting discussion of this solution on the agenda of the Regional Plan review. Our proposed solution (detailed in links below) is low-cost, accessible, health giving, and resolves the environmental problem. Moreover, it bears directly on five Regional Plan Themes, e.g., # 9 Leading to Action on Climate. The solution, endorsed by 62 community organizations in HRM, is to create an Office of Community-Based Wilderness Stewardship (CBWS) to enable citizens to steward public land to prevent its deterioration. Our CBWS proposal and evidence of four years of success (Mike Lancaster's BTSP report) are linked below. https://wrweo.ca/wp/wp-content/uploads/2021/04/CBWS-2021-04-29.pdf https://wrweo.ca/wp/wp-content/uploads/2021/04/2020-BTSP-Year-In-Review-Report-Final-1.pdf Background and Context In 1995 volunteers co-founded a not-for-profit, environmental group: the Woodens River Watershed Environment Organization (www.wrweo.ca). WRWEO, working with some thirty local community groups, persuaded our province to provide legal protection to the public wilderness in District 13. This wilderness is accessible from 2890 St. Margaret's Bay Road in District 12 by means of The Bluff Wilderness Hiking Trail opened in 2005. In October 2011 the Province protected some 10,000 hectares in Five Bridge Lakes Wilderness Area (FBLWA). Many thousands of hikers use our hiking trail that has played a key role in achieving wilderness protection in FBLWA. Rationale for Community-Based Wilderness Stewardship (CBWS) Parks and other open spaces, including protected wilderness areas, have been popular with the public, especially during the pandemic when trail use has risen an estimated		

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		30%. We expect this level of usage to continue if not increase even after the pandemic. But a serious problem comes with it. The very open space needed for carbon sequestration to fight climate change, for preservation of biodiversity, and for citizens' mental and physical health is gradually damaged through use—unless the users of the land learn how to care for it. WRWEO in collaboration with St. Margaret's Bay Stewardship Association (SBBSA) introduced a program in 2017 to create a culture of stewardship among users of the Bluff Trail. It continues to this day. Its success is the basis of our proposed CBWS. See the above links for details. HRM Commitment to Stewardship in Green Network Plan The Halifax Green Network Plan that was approved by Regional Council two years ago explicitly includes community stewardship. We have spent months discussing CBWS with the communities who are members of Our HRM Alliance. All sixty-two (62) groups who are members (see list in the linked CBWS document) support CBWS. Our Relationship to Districts 12 and 13 Paul Berry, a former resident of District 12, is the chair of WRWEO; Mike Lancaster is stewardship coordinator for both WRWEO and SMBSA; Richmond Campbell, a former resident of District 13 for 27 years, is a co-founder of WRWEO and lifetime member of FBWHT: the Five Bridges Wilderness Heritage Trust. Councillor Stoddard knows Paul and Councillor Lovelace knows Mike. Richmond worked closely with Reg Rankin when he was the councillor in this area. We hope that, as Councillors of Districts 12 and 13, you can guide us in presenting this landmark idea to the Regional Council. We would be pleased to meet with you on Zoom to discuss this proposal and answer any questions you may have. Premier Rankin We are copying this letter to Premier Rankin, since we base our proposal on work done in Timberlea - Prospect and he is committed to support the natural assets in our province, as was his father, Reg Rankin, who was councillor for this area.		

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		With gratitude for your attention, we are: Paul Berry, Chair and Treasurer, WRWEO Mike Lancaster Stewardship Coordinator, WRWEO & SMBSA Richmond Campbell Co-founder of WRWEO, lifetime member FBWHT Copies (28): Elected Representatives: The Honorable Iain Rankin, Premier of Nova Scotia; The Honorable Keith Irving, Minister of Environment and Climate Change; The Honorable Chuck Porter, Minister of Lands and Forestry; Hugh MacKay, MLA, Chester – St. Margaret (Mike Lancaster's residence); The Honorable Mike Savage, Mayor of Halifax Regional Municipality; Councillor Tony Mancini, District 6, Environment & Sustainability S. C., Chair; Councillor Waye Mason, District 7 (Richmond Campbell's residence); Councillor Lindell Smith, District 8 (Paul Berry's residence); Councillor Kathryn Morse, District 10, Environment and Sustainability S. C.; Councillor Patty Cuttell, District 11 (active in wilderness stewardship)		

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		Provincial and HRM staff: Peter Labor, Director, Protected Areas and Ecosystems, NSECC; Oliver Maass, Policy Program Coordinator, NSECC; Dawn MacNeil, Protected Areas Coordinator , Central Region, NSECC; Heather OKeefe, Regional Mgr., Western Region, NSECC (worked with WRWEO); Kathleen Fralic, Halifax Green Network Plan and Regional Plan, HRM; Penny Kuhn, Parks and Recreation, HRM; Haruka Aoyama, Legislative Assistant, Environment & Sustainability S. C., HRM; Citizens: Meredith Baldwin, Coordinator, Our HRM Alliance, Ecology Action Centre; Raymond Ploude, Wilderness Coordinator, Ecology Action Centre; Ben Armstrong, Secretary, WRWEO (resident of District 12); David Patriquin, Ecologist, WRWEO and other environmental groups; Jim Carwardine, WRWEO (resident of District 13, Chester – St. Margaret); Susan Sherwin, C.M., WRWEO founding member (resident of District 7); Ariella Pahlke, contributed to CBWS document (resident of District 11); David Bryson, WRWEO (resident of District 7; developer of Three Brooks); Geoff Le Boutilier, WRWEO & SMBSA (resident District 13, Chester – St. Margaret); Jacob Killawee and Matt Morash (residents of Chester – St. Margaret.		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C051 (2)	Paul Berry	Hello, The Woodens River Watershed Environmental Organization (WRWEO) is part of the coalition to protect Sandy Lake. We are writing to support the expansion of the Sandy Lake – Sackville River Regional Park (SL – SRRP) by an additional 1,800 acres as advocated by the SL – SRRP Coalition. WRWEO built and maintains The Bluff Wilderness Hiking Trail located in Hubley. We oppose the efforts of developers to destroy the wilderness located in the unprotected lands in this area to accommodate a new housing project. That would be contrary to what is needed to fight climate change and protect biodiversity and also contrary to the conception of the Halifax Green Network Plan adopted by Regional Council in 2018. There are two major reasons for our support of the proposed Sandy Lake-Sackville River Regional Park and to stop development in that area: 1. Population and outdoor recreation continue to grow in HRM, while greenspace declines. We have experienced greatly increased use of The Bluff Wilderness Hiking Trail over the last 5 years and already we are at or over our capacity to accommodate this use. The Jack Lake lands within the proposed Sandy Lake-Sackville River Regional Park lie between major growth areas and have extensive informal trails currently. Many of them are old logging roads through magnificent forests and would require little modification and maintenance to accommodate much more use than they receive currently. 2. The lands west of Sandy Lake within the proposed SL-SRRP are part of an existing wildlife corridor important for connectivity between the lands of the Chebucto Peninsula and the greater mainland, as identified in a recent report (Appendix G in the submission from the SL-SRRP Coalition). The Halifax Green Network Plan highlighted the need to ensure such connectivity, although not this particular corridor apparently because parts of it south of Hammonds Plains Road are now committed to development (Halifax Bedford West). Regardless, even if partially fragmented in that way, as the Green Network Plan says in section 4.1.3.1 "...maintain the largest possible remnant patches and	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		encourage best management practices in intervening areas to provide opportunities for wildlife movement between patches." It is still worth retaining the lands west of Sandy Lake in their natural state as "stepping stones". They might be considered analogous to the ferry system between Halifax and Dartmouth, not carrying as much as the bridges, but still vital for many people. Thus for the sake of both wildlife and healthy outdoor recreation well into the future, it is urgent to incorporate measures that will protect the integrity of the lands of the proposed SL-SRRP in the Regional Plan. We urge that the Regional Plan Review expand the protection of this invaluable municipal wilderness park for all the reasons above. All the best, Paul Berry Pronouns: he/him Woodens River Watershed Environmental Organization, Co-Chair		
C058	Maggy Burns, Ecology Action Centre	Dear Kathleen, I am writing to submit to you the Ecology Action Centre's feedback on the Regional Plan Review Themes & Directions. Thank you for your email (via Leah Perrin) inviting us to meet with the Regional Plan Review team in August. I'm conferring with my team around scheduling and will be in touch. Please don't hesitate to reach out if you have any questions regarding our submission. Sincerely, Maggy	Yes – C058	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C066	Karen Robinson	Hello Kate and Regional Plan team, Please go to this Drop Box to retrieve our coalition's second submission to the RP+10, and appendices : https://www.dropbox.com/sh/vnke3ksddyhz5pi/AAAbnue8yiOCZukO42Yn8h3xa?dl=0 Please confirm its receipt. If you have any difficulty retrieving it, please let me know and I will find another way to get it to you. All the best, Karen For the SL-SRRP Coalition	Yes – C066	Email
C067	Meredith Baldwin, Our HRM Alliance	Hi Kathleen, Leah, Shilo and Kate, I am writing on behalf of the 65 members of Our HRM Alliance to share the Alliance's feedback on the proposed Themes & Directions. I'm more than happy to discuss any items in this response further when we meet in August. Many thanks, Meredith Meredith Baldwin (she/her), Sustainable Cities Coordinator Kjipuktuk, Unceded Mi'kmaw Territory? 2705 Fern Lane, Halifax, NS, B3K 4L3 ecologyaction.ca <http://www.ecologyaction.ca/>	Yes – C067	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C090	Andrew Hurst	Please do what you can to prevent the terrible loss of unique wild coastline ecosystem that would happen should the golf and real estate development proceed at Owls Head. HRM could be a strong voice for reason. Sincerely, Andrew Hurst, Port Williams	n/a	Email
C091	Pam Rubin	Thank you for continued support to save owls head provincial park. Overall please keep going with the efforts to save natural areas! Pam Rubin	n/a	Email
C093	Jessie Legate	Hello, My name is Jessie Legate and I am a Physical Education teacher and a member of the Disc NS (PSO) board. I am writing to request the opportunity to be involved in the regional plan public engagement opportunities. I would love to meet with someone on the planning team to provide information and data on disc golf in HRM, or anything else that might be helpful in potentially integrating a plan for disc golf in HRM moving forwards. As you may know there has been exponential growth in disc golf participation globally, and specifically in HRM over the past 5 years. This being despite the fact that we only have one publicly available course on private land in Hammonds Plains. As someone who is passionate about providing low barrier lifelong recreation opportunities for my community, region and province I truly believe that you will not easily find an activity that can provide the mental and physical health benefits that disc golf can provide. With low cost and low maintenance requirements, it is also one of the most economical options to provide year round outdoor recreation opportunity to the citizens of HRM. Myself and many members of the disc golf community are dedicated to providing opportunities for the public to learn and try the sport through volunteer clinics and events, but we need to have spaces designated to provide this opportunity in as many communities as possible. Many citizens can not access the course in Hammonds Plains, and it would be beneficial to consider having smaller beginner friendly micro courses distributed throughout the region to increase opportunity.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Thank you, Jessie Legate Physical Education		
C094	David Knowles	Attention Kelly Denty and Eric Lucic I am attaching a letter enclosing some of my comments on the results of what I would call questionable planning decisions. I am copying the Northwest Community Council because my comments refer to areas under their "jurisdiction", more specifically, District 16. Regards, David Knowles	Yes – C094	Email
C099	Neil Lovitt, Turner Drake & Partners	Hi Kate, Please see attached for a letter detailing our review of the Preliminary Population & Housing Analysis. In and of itself, we found this analysis to be well done, with only minor comments and suggestions, some of which I expect will not be a surprise to you and your team. That said, we are suggesting that the scope be expanded to include consideration of current conditions, and not just those forecasted. This would result in a fairly significant change to the results of the demand analysis. The letter was prepared as part of a consulting assignment for Clayton Developments which is concluded with this email. However, we are more than happy to meet/discuss the content of our letter further with your team after you've had an opportunity to consider it. At that point, I consider it part of our role as a local stakeholder in the plan review process. Best Regards, Neil	Yes – C099	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C106	Collins Park Watershed Advisory Board	Submission to the Rural Planning team regarding concerns with planning applications within the Collins Park watershed. Request to increase watercourse buffer to 30 m	Yes – C106	Email
C108	Karen Foster, Dalhousie University	Hi Kate, Finally had a chance to really sit down and review your materials. I think there are lots of interesting potential questions that would interest and help both of us. A few that come to mind: - how do HRM residents across the entire municipality classify its neighbourhoods? In other words, what kind of subjective definitions of rural, suburban and urban are 'out there' in the populace? Knowing this could help connect the regional plan to peoples' lived experiences. - Do HRM's rural, suburban and urban communities tend to attract 'clusters' of people (i.e., do rural communities actually have more people working in natural resources as is assumed in a few of the documents here? Are the people within each of HRM's communities more similar to one another, and more different from the people in other communities, along some key variables (education level, income, family composition, even values/attitudes?) - Where does it make most sense to actually draw the boundaries between rural, suburban and urban, and are we missing other categories (like rurban, or different types of urban/suburban/rural that should be broken out)? Any of these could be tackled in stages, starting with a student doing a literature review to see what's out there from other jurisdictions, and proceeding to data collection in HRM (the first two Qs) and/or an analysis of existing data (the third Q). And actually, these three questions could actually be combined into one mega-project if we wanted to shoot for some funding... Karen	n/a	Email / Stakeholder Meeting

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C114	Karen Beazley, Dalhousie University	Good Day, Please find attached the final Summary report of the Wildlife Corridor Design Charette held in November 2020. Please feel free to circulate and use for your purposes. For those who participated, organized and helped facilitate, many thanks. Thank you to Caitlin Cunningham, Dalhousie University, for compiling the maps and drafting much of the report. For community groups who wish to speak about the report publicly (e.g., with the media, or councillors), Karen McKendry has created key messages that can be used (attached). These do not have to be used, but common messaging could help clearly communicate with decision-makers and the public about the report and its implications. Karen M is also available to any group who would like to have a conversation about how to talk about the report publicly. Please contact her via email at karenmckendry@ecologyaction.ca. Karen Beazley, Chair, Nova Scotia Crown Share Land Legacy Trust	Yes – C114	Email
C114	Karen Beazley, Dalhousie University	1. Think about parks as helping with climate change and biodiversity conservation. They are not solely for playgrounds. They are nature-based solutions that also reconnect people with nature, sequester carbon, cleanse water and air, cool the temperature, absorb precipitation, allow for active transportation, and provide stepping stones of habitat for urban wildlife. 2. Develop a parks strategy. A well-planned strategy would support coordinated initiatives and accountability for parks. A coherent strategy would provide short and long-term planning in a systematic way, for an effective network of core parks with corridors linking them together, for people and for other species, such as birds, bees and butterflies.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		3. Incorporate diverse native plantings in parks, including: both deciduous and evergreen trees for summer and winter bird habitat; flowering trees and shrubs for butterflies and hummingbirds; edible berry, seed and nut bearing plants for robins, waxwings and squirrels; and ground cover other than grass, for frogs, snakes and salamanders. Cities are their home, too. :-) We can live in co-existence. Thank you for the opportunity to comment. I have also posted this on line. My dream municipality is one that is ecologically and bio-culturally just, diverse and resilient. To get there, I urge the following: 1. Refine and expand the Halifax Green Network Plan to delineate an ecological network comprised of (1) several large, core protected areas, (2) numerous smaller stepping-stone protected areas in between them, and (3) ecological corridors connecting them all together and to the broader natural matrix and system of protected areas in NS, beyond HRM boundaries. These areas are not intended to be off-limits to people, but rather to provide space for more-than-human bio-cultural interactions and ecosystems services in ways that do not compromise the ecological values. Humans are part of nature and need natural (more-than-human) areas for health and wellbeing 2. The ecological/green network will help to retain and restore our life-support system. It is a prerequisite for continued human (and other species) existence in a context of the twin existential crises of biodiversity loss and climate change. It should not be thought of as frivolous or a discretionary "perk", or merely as a collection of "parks" for the recreational and leisurely enjoyment of the rich and idle. That said, the health aspects of their compatible use for active past times should not be disregarded. 3. Plan the other components of urban centre, suburban and rural land uses in areas that are outside of and in-between those delineated as parts of the ecological/ green network.		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		4. Target new development in ways that build upon, enrich, renew and diversify existing communities and developed areas, aiming for "complete" communities where people can live, work and meet most of their life needs. 5. Focus on active and sustainable transportation, prioritizing (1) infrastructure for safe walking, cycling and or modalities (e.g., scooters and electric wheelchairs for those with mobility challenges) and (2) other forms of shared transportation (e.g., transit), and discouraging further road building and private vehicle use. 6. Incentivize, standardize and regulate "green" building, infrastructure and construction that is energy and material efficient and wildlife friendly (everything from energy-efficiency standards, to bird-friendly glass, to wildlife-crossing structures on roads and other linear infrastructural developments). 7. Design communities for human/pedestrian scale, not vehicular-traffic scale. 8. Support infrastructure and other developments required to transition to a service-based, value-added and green economy and away from an industrial-scale and natural-resource-extraction economy. 9. Transition to "green infrastructure" (e.g., green roofs, coastal softening, retention ponds) to bring biodiversity/nature into the city, buffer against sea-level rise and other climate changes, and provide other associated ecosystem services. 10. Diversity communities in ways that reduce inequalities and provide greater equity and support for typically under-represented, marginalized and disadvantaged groups, especially black, Indigenous and peoples of colour. 11. Implement mechanisms to prohibit new developments along the coast and in other flood-prone areas, including those projected to be at risk in the future due to sea-level rise, storm surges, and increased intensity of precipitation events. Develop plans for transitioning existing infrastructure further inland, away from the coast.		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		12. Concentrate new developments within areas of existing development, so as to minimize or prohibit further loss of natural ecosystems. At the same time, retain and restore nature and natural areas within these areas of development (e.g., limit removal of existing trees; require natural areas and tree planting as part of the development approval process). 13. Reduce/limit the amount of area zoned for industrial-scale shopping and associated parking for private vehicles. 14. Increase density of sub-urban and peri-urban developments and limit sprawl and the associated need for infrastructure, including roads, so as to decrease servicing costs and fragmentation of wildlife habitat and populations. 15. Increase publicly-held lands around lakes, rivers and coastal areas for public use, conserving biodiversity values and other ecosystem services. Daylight previously buried streams wherever possible. 16. Be guided by principles of ecological economics rather than neoliberal capitalism. Listen to the youth and the women. And, be the eyes, ears and mouth for the other species who cannot speak. 17. Be a leader in green, liveable, smart municipal planning for a socially- and ecologically-just future. Karen F. Beazley, PhD		
C115	Brenna Walsh	Hello Kathleen and Regional Plan Review Team Please see attached my feedback for phase 2 of public engagement. Thanks very much for your work, Brena Walsh	Yes – C115	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C116	David Barrett	Phone call to discuss the impact of the Regional Plan Review on the Beaverbank area and to express concern about the impact of planning post-Amalgamation on the rural area.	n/a	Phone Call
C118	Wendy MacDonald	Hello, I am interested in who the key contacts and initiatives are for Halifax for Municipal Natural Assets Initiative (MNAI) after a visit to the website. I note that Halifax is on the list of participating municipalities. (mnai.ca) Thanks to the Councillor for recently posting the link. To date, as residents, we are not learning about this nature based potential. Perhaps I missed it. How does it fit with the current Regional Plan Review? Please share any Halifax related info. I did note Halifax Water connections. However, the larger and overall HRM connections are key as well. How can residents participate as citizen scientists or other initiatives? Thanks, I hope to hear from someone on this important and current topic. Wendy McDonald District 12	n/a	Email
C119	Hank Huizinga	Hello, Please find attached documents "Planning_Committe_response.pdf" and "Public Engagement Survey.docx". The first PDF document is our response to your request for input on the new regional plan specifically as it pertains to Fairview where we have lived for 50 years. In addition we enclosed a copy of our response to the "Public Engagement Survey Westerwald Street and 2-4 Melrose Ave" we sent last month. We would appreciate meeting with you to discuss this document and look forward to hearing back from you.	Yes – 119	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Regards, Hank Huizinga & Darlene Loke		
C120	Corinne Duffy	To Whom It May Concern, I will keep this brief. There is no need to reiterate the list of reasons (biodiversity, climate change, human health and recreation) why a development adjacent to Sandy Lake is at best a bad idea and at worst an ecological disaster. I want to add my voice to that of the Sandy Lake - Sackville River Regional Park Coalition, and all other concerned citizens, who believe strongly in the need to preserve this area. We live in a finite province, on a finite planet. We cannot continue to construct sprawling housing tracts at the expense of nature. We need to live more simply and gently on this planet. Thank you for your attention, Corinne Duffy	n/a	Email
C122	Cecilia Basic	Dear Regional Planning, I am writing to ask that the HRM please delay the decision one secondary planning in the Sandy Lake area until the next Regional Plan Review in 5 years. This delay will provide time to conduct independent ecological and floodplain studies to measure the negative impact on housing developments inn this ecologically significant and irreplaceable area. I just moved to Halifax in 2018 and have been struck by stunning natural areas within HRM and the quality of life they have given myself and my family. There are many areas to build homes, but Sandy-Lake is just not one of them. It is too valuable for future generations of people, and for the current generation of wildlife to lose. Thank you. Cecilia Basic, Ph.D.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C124	Beechville Community Development Association (received internally via HRM Planning)	Request to remove Beechville from the list of RP growth centres (see pg. 29 of the September 8, 2020 report to Regional Council): "... we are surrounded by residential commercial development, Lovett Lake Project and Raines Mills. For our community to develop Beechville must be removed as a growth area for external development to allow us to revitalize our community now and for the future. Any further commercial housing development, other than the ones we plan as a community, will mean the death of our community."	n/a	Email
C125	Joanne Roy	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. HRM needs to get serious about dealing with embodied carbon. When a new building is constructed about 80% of greenhouse gases have already gone into the air through the manufacturing of construction materials. When a building is demolished that embodied carbon is wasted. This is the third largest source of greenhouse gas emissions in Canada, and look and the quantity of construction and demolition taking place in HRM! Please take the issue of embodied carbon seriously and find ways to significantly decrease this waste and GHG emission. Sincerely, Joanne Roy	n/a	Email
C126	Patricia De Meo	Dear Ms. Fralic, Though the Themes & Directions report for the Regional Plan Review covers many important areas, many important aspects were not addressed and require further action. We would like to see the Regional Plan strengthened to address climate change, biodiversity, and build livable communities including to: Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Patricia De Meo		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C127	Gearge Ruta	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. We are at a critical time to address climate change and its effects on out region. Please give consideration to mandating a significant vegetative buffer for waterways and shorelines, especially shore lines as oceans rise and Nova Scotia sinks. Please protect what wilderness access we have left, and prioritize increasing density rather than developing wilderness areas. Make the decision making process and criteria as public and transparent as possible. Thank You. Sincerely, George Ruta	n/a	Email
C128	Robert Rut-kowski	Dear Ms. Fralic, HRM theThough the Themes & Directions report for the Regional Plan Review covers many important areas, many important aspects were not addressed and require further action. The Regional Plan should be strengthened to address climate change, biodiversity, and build livable communities including to: Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch	n/a	Email

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		Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM.eds to take ambitious action through the Regional Plan Review Sincerely, Robert Rutkowski		
C129	Mary Kate Needler	Dear Ms. Fralic, Thank you for seeking public input regarding the Regional Plan. Here are my thoughts: I'm encouraged by recent efforts to recognize and incorporate Mi'kmaq people, culture and rights. Please continue! We need more Mi'kmaq street and place names, more language on our signage, more cultural events, more education, more recognition of Treaty and inherent rights. Protect existing wilderness by increasing density in existing suburban areas. We must stop encroaching upon our natural world - we are already pushing it to the margins! Safeguard wilderness. Prevent the slippery provincial government from secretly selling off (at rockbottom prices!) HRM land that has been earmarked as protected parkland.		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		The theft of Owl's Head Provincial Park is scandalous!!! If it's permitted to go ahead, this unique precious landscape will be razed, destroying the ecosystem forever. Please convince the provincial government to stop the sale!! Prevent development from occurring too close to the coast! This includes golf courses, which are a threat to land and aquatic ecosystems (I'm talking about Owl's Head again here!). Protect wildlife corridors and ensure that municipal growth is guided by accurate, up-to-date mapping of wildlife corridors within HRM. Thank you! Sincerely, Mary Kate Needler		
C130	Anna de Vries	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Would like to see the plan strengthened to protect the environment and encourage use of renewable energy, and to protect wilderness areas including wetlands. Prevent development too close to waterways and the coast. Encourage landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Anna de Vries	n/a	Email
C131	Dawn Burstall	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Dawn Burstall	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C132	Barbara Pritchard	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. We need to remember that we are in Mi'kma'ki. We need to remember that a connection to nature and wilderness areas is important for all of us. "Livability" is not a luxury, it is a necessity. Please, please keep these things in mind. Sincerely, Barbara Pritchard	n/a	Email
C133	Susan Pirie	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. Please protect as much land as possible before it's too late! Sincerely, Susan Pirie	n/a	Email
C134	Cameron Edwards	Dear Ms. Fralic, Hello, I am a local resident to Halifax who is involved/employed in architectural service in the city. I have a number of concerns that I feel like the Themes and Directions either does not address of does not sufficiently address. This first is in the cities recognition of HRM's connection to Mi'kma'ki. My understanding is that the Themes and Directions does not recognize HRM as being park of Mi'kma'ki, and does not include language towards recognizing Treaty rights and the process of reconciliation. The city has made steps in this direction, but I think that this is a critical issue that needs to be part of our cities identity moving forward.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		The second concerns growth in the city. We need more transparent criteria for where growth is being encouraged and guidance on creating complete communities. I see these issues with transparency when I complete some of the surveys that are sent out. I have never once seen a description of the outcomes of take-aways from these surveys, both when I have gone looking for this information, and especially not in the form of a follow-up email. Our city is growing fast and we need to make sure that our communities have access to the transportation and services they need! Prioritizing growth in established communities would go a long way by focusing this growth where there is existing infrastructure, a win-win. These decisions need to value the importance of access to nature as part of human health and well-being. So in addition to concentration growth, these areas of growth need to be informed by data, especially access mapping for parks and nature concentrated through an equity lens to respond to the historic lack of access to nature for marginalized groups. This ties into the third area of concern for me in the Themes and Directions which is ecological sustainability. Our city needs to address is close relationship to nature and the opportunities and vulnerabilities that come with it. Wilderness needs to be protected and stewarded so its benefits can continue to be enjoyed while enhancing HRM unique character as a city with beautiful lakes and forests. As I am sure you are aware places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands are vulnerable ecosystems that need further formal protection. A specific type of important wilderness is wetlands, which make up a significant system that helps to protect our city and absorbs GHG's. There should be a commitment to no net-loss of these ecosystems and their services. The protection that wetlands provide against flooding can be enhanced by an increase to riparian areas, establishing 100m vegetative buffers on all watercourses, and 50m vegetated buffers from the high-water mark established in the HRM LUBs. These additions should be part of a larger Storm Water Management Plan which helps protect our city. This plan should encourage landowners to use naturalization techniques on their properties to contribute of our cities defenses against a rapidly changing climate.		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		These concerns are not only for rain and fresh water. The Themes and Directions needs to recognize the climate emergency as a major area of concern. This includes preventing development that is too close to the coast! Wildlife in HRM need to be protected through establishing corridors and mapping these routes so that we avoid building in these sensitive areas. We need to appreciate the impacts that we are having and make strides to mitigate that impact and prepare for its consequences. I see no better opportunity for this then in announcing our priorities through the Themes and Directions. I know I am not alone in these concerns which is why future surveys need to measure these priorities. People should not be choosing between basic services and complete communities. It is not a matter of one or the other. Sincerely, Cameron Edwards		
C135	Rachel Matthews	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I would like to see the Regional Plan strengthened to address climate change, biodiversity, and build livable communities including to: Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Rachel Matthews		
C136	J. Purcell	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I would like the following points to be seriously considered for the Regional Plan which will more adequately address climate change, bodiversity and healthier communities: 1. HRM should include Mi'kma'ki in the Regional Plan 2. Criteria used to decide where growth and development occurs must be transparent and measurable 3. Increase density in existing suburban areas rather than developing in wilderness areas and destroying wildlife habitat	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		4. Prior to making decisions about development and growth map access to parks and nature, using an equity lens that looks at the lack of parks access for marginalized groups. 5. Protect wilderness places still existing, like Purcell's Cove Backlands, Sandy Lake, Blue Mountain-Birch Cove Lakes 6.Protect wetlands by creating a wetlands policy to ensure no net loss 7. Protect riparian areas by having vegetative buffers of 100 meters along all watercourses. 50 Meters above the high water mark. 8. Create a stormwater management plan to help land owners use naturalization methods on their properties. 9. Prevent development happening too close to all coastlines, especially in the Northwest Arm where infilling is causing serious ecological damage. This must be addressed! And stopped! 10. Protect wildlife corridors; map the locations of all wildlife corridors and update regularly. Create wildlife corridors along highways in HRM to reduce many accidents where both humans and wildlife are killed. 11. Committ to putting the climate, the environment and the water before constant growth. Manage the growth in a more ecological way. We cannot have healthy communities unless this happens. Sincerely, J. Purcell		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C137	Andrew Glencross	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I am glad this plan is being created, and welcome the opportunity to provide feedback. I have been campaigning for climate action and studying the root causes of our global climate emergency for many years now. The more I learn, the more convinced I become that our environmental crisis is deeply entwined with our health, economic, and social issues. Solving any of them is going to require solving them all, by digging deep and undoing some historically entrenched injustices that we the benefactors are just beginning to notice. I have come to the conclusion that there is one single direction that will have a positive impact on all of the human-caused problems our planet faces, and that is giving land back to the Indigenous people who have been its traditional caretakers. They did a great job of cultivating the land sustainably for many thousands of years before Europeans arrived a few hundred ago and systematically abused it. And they would love to take that job back, now making room for the current settlers, if we will only give it to them. That is of course not a purely municipal project and cannot be fully implemented by this proposed plan alone. However, there are advances toward that goal that the Regional Plan can make, and they are elements that should be in there in any case: 1. Recognize HRM as part of Mi'kma'ki in the Regional Plan. 2. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people. 3. Recognize the importance of advancing reconciliation. I believe all three of these points need to be explicitly stated in the final Plan, in a way that takes them seriously, so that they may guide HRM going forward in how we rethink our relationships with our environment and our fellow citizens.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Thank you! Sincerely, Andrew Glencross		
C138	Susan Bennett	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Please prioritize cycling lanes, sidewalks for walking and rolling over the car. Do not pave a highway through nature anywhere but particularly Blue Mountain /Lakes. Do not let any in-filling in the Arm or anywhere else that changes the natural land or water. We have an opportunity to enact laws to protect our environment NOW. Please Sincerely, Susan Bennett	n/a	Email
C139	K.E. Graves	Dear Ms. Fralic, HRM needs ambitious biodiversity and climate mitigation policy program. Sincerely, K.E. Graves	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C140	Silver Frith	Dear Ms. Fralic, I would like to see the Regional Plan strengthened considerably in order to address climate change, and biodiversity, as well as to build livable communities. It seems particularly important to protect wild areas, create parks, and to prevent the encroachment on rural areas of suburban infrastructure. We have to protect biodiversity in order to survive as a species. And if we do not address climate change in a meaningful way we will not survive. I urge HRM to go further, be bold with the Regional plan, have the courage and strength to turn away from business as usual that perpetuates the policies that are killing the planet and all of us. The time is now to do things differently and be world leaders in implementing meaningful change. Sincerely, Silver Frith	n/a	Email
C141	Mallory Smith	Dear Ms. Fralic, As traditional stewards of our environment, Indigenous persons and communities must be consulted before any expansion of infrastructure or environmental adaptations. New development and gentrification has left the city unwalkable, and creates traffic jams which produces additional emissions. Additionally our streets are full of construction waste. Developers should not have free reign over our streets, sidewalks and low-income neighbourhoods. It would also be useful to have recycling and organic waste receptacles in public spaces. The government should enable Halifax energy consumers in access green energy producers, and end Emera's coal-based monopoly over energy delivery. Sincerely, Mallory Smith	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C142	Brook Thorndy-craft	Dear Ms. Fralic, I am emailing to request that you integrate a greater focus on biodiversity, climate change issues, and equity and decolonization into the HRM Regional Plan. I feel strongly that the extent to which development is being prioritized over the wellbeing of the ecosystem and all living beings that live in it (including humans) is a dramatically wrong direction that we will all come to regret in the next few decades. I request that you begin by formally recognizing Mi'kmaw treaty rights and the importance of reconciliation, and make tangible steps in that direction. I also request that you develop transparent criteria around growth and development, and make sure that any development that happens is not at the expense of liveability, including for poor and precariously housed people, and that there are strong conditions to ensure the protection of biodiverse and environmentally fragile environments. This includes leaving remaining wilderness in the area untouched, and prioritizing density over expansion. I ask that you create a strategy to protect and steward wilderness, and ensure that places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands are not over developed, and create a policy to protect wetlands in the HRM. This also involves protecting wildlife corridors, and not allowing development close to the coast. And finally, create incentives for property owners to retrofit properties to be more ecological and sustainable in terms of energy use and resource use, such as water. Sincerely, Brook Thorndycraft	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C143	Frances Jamieson	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review, with the Ecology Action Centre I believe that the proposed Themes & Directions do not go far enough in order to act on climate change and the biodiversity crisis. 1.Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. 2. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. 3. Prioritize increasing density in existing suburban areas rather than developing wilderness. 4. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. 5. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands 6. Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. 7. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. 8. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. 9. Prevent development from occurring too close to the coast!	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		10. Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Frances Jamieson		
C144	Jen Georgeff	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. We need to commit to setbacks from watercourses and protecting more natural areas. Specifically, it would be good to Use Halifax Green Network Plan maps to guide growth - Adopt a 30-meter buffer for all wetlands - Preserve and activate the remaining agricultural land in our community - Plan to protect 3 of Halifax's last, large wild areas: Sandy Lake – Sackville River, Blue Mountain - Birch Cove Lakes, and the Purcell's Cove Backlands Sincerely, Jen Georgeff	n/a	Email
C145	Rick Fullerton	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Rick Fullerton	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C146	Mitchell MacFarlane	Dear Ms. Fralic, Universal Basic Income is the only way forward. UBI gives citizens the power to stand up to abusive employers, and say no to job positions that are more of a detriment to our environment and community than anything. All test programs for UBI have been greatly successful, and can actually lead to more people starting their own businesses and giving to their communities in ways they actually care about. HRM needs to take ambitious action through the Regional Plan Review We would like to see the Regional Plan strengthened to address climate change, biodiversity, and build livable communities including to: Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Mitchell MacFarlane		
C147	Colin Wilson	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review No infill on the arm Sincerely, Colin Wilson	n/a	Email
C148	Sydnee McKay	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Sydnee McKay	n/a	Email
C149	Alissa Spinney	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review towards maximizing efforts against climate change. Stop taking the homes of wild animals by building up rather than into nature. Improve city town hall and offices belonging to HRM as well as other buildings like Halifax transit terminals by making them LEED certified at the lowest level and then work on moving towards the gold certification. This certification	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		includes so many earth friendly things like solar panels. Add a seat to your committee meetings for a representative from the Ecology Action Center to attend. Look at the efficiency of the city busses, can they be upgraded to hybrids? Do we have enough hazardous waste collection sites for batteries, used paint, light bulbs and electronics or are landfills still receiving these? Do research by speaking to employees at landfill sites. Let's work on getting apartments to recycle and compost. If you can afford rent over $1000 per month then you are educated enough to be able to recycle and compost. Hotter summers aren't fun. When I was a kid, I could play outside with the annoyance of earwigs but now I worry about going outside due to the danger of ticks. There's hardly any earwigs anymore which shows the ecosystem's biodiversity has changed. To keep the rural area of HRM safer, we must stop the rise of the ticks and create more awareness. Sincerely, Alissa Spinney		
C150	Jan Timberlake	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review to Stop the Sale and Save Owls Head Provincial Park. A pristine ecosystem must not be ground into sand to build a private gated community and golf courses. This secret backroom deal must be stopped! As well, there needs to be more and safer beach access and parking for kayakers and paddlers to be able to enjoy our beautiful coastline. Sincerely, Jan Timberlake	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C151	Joy Reyno	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I want to see climate, nature, and livability prioritized in the Regional Plan Review. There must be a mortorium on tree cutting during times of birds nesting. We need more trees to be left in place. Also the waterways need protecting. Who in heavens name would be foolish enough to allow millionaires to fill in our waterfront areas such as the Arm. We do not need a highway going through Blue Mountain Wilderness area. Protect the wilderness areas and the wetlands!!! Sincerely, Joy Reyno	n/a	Email
C152	Sandra Selva	Dear Ms. Fralic, Dear Councillor Waye Mason, HRM needs to take ambitious action through the Regional Plan Review. Though the Themes & Directions report for the Regional Plan Review covers many important areas, many important aspects were not addressed and require further action. I am pasting this info as it reflects everything that I value in taking care of what we have here in HRM and beyond if possible. I would like to see the Regional Plan strengthened to address climate change, biodiversity, and build livable communities including to: The following are the views of the EAC but also mine. Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Sandra Selva		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C153	Katerina Bakolias	Dear Ms. Fralic, Hello, I am a resident in the south end of Halifax and honestly I've been very impressed with discussions happening in HRM, and Nova Scotia, about creating a more eco-friendly city and making a plan to cut our co2 emissions and want to share my hopes for the future of our municipality. As climate change continues to devastate our province (our country, our world), we need to consider a more ambitious and aggressive strategy for municipal growth that is focused on reducing our environmental impact and is led by indigenous peoples. HRM needs to take ambitious action through the Regional Plan Review. This is the time for us to be a leader in environmentalism in Canada, we have the privilege to live on this land and we need to take care of it more aggressively than ever before by recognize HRM as part of Mi'kma'ki in the Regional Plan, recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation by facilitating opportunities for indigenous peoples to be at the helm of our planning and development. We need to create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities, create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties, and so much more. We need to create a strong plan that addresses climate change, biodiversity, and builds livable communities in HRM. Thank you for taking the time to read my letter. Sincerely, Katerina Bakolias	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C154	Rebecca King	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review I agree with all of the Ecolgy Action Centre points. In addition I think building heights should not exceed 10 stories. There are reduced economic returns as the costs increase over 10 stories. Not to mention wind tunnel effects. Also each developer or group of developers should be required to plan for Green space and recreational services as part of their plan. These should be in addition to recreational space that already exist in an area. Rockingham South is an excellent example of what not to do. The concentration of apartment buildings and the thousands of new residents overwhelm existing well used recreational lands adjacent to the development. It is also unfortunate that all the trees were stripped from the landscape turning what had been pleasant woodland to a moonscape. Considerations of making a walking friendly neighbourhood are also important. And everything the Ecology Action Centre has suggested: Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Rebecca King		
C155	Robert Angus	Dear Ms. Fralic, With the rising cost of home building many more people will not be able to own their own home. It's not easy to find out what developments are occurring in any area. Is there a easier way to that would provide the public with news of developments in their area, like a page dedicated to each separate District that would outline new construction/ proposed developments in each District? Sincerely, Robert Angus	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C156	Nancy Dorey	Dear Ms. Fralic, Please be bold and take action now. Our lands (really the unceeded lands of the Mi'kma'ki) need protection and support that is in your power to give with a Regional Plan that truly addresses the realities of climate change and promotes a green economy. In particular, I care care about the shrinking wild spaces in HRM. Blue Mountain Birch Cove, the Purcells Cove Backlands, and Williams Lake (which is rapidly dying due to a faulty dam) come top of mind. They represent vital ecosystems for plants and animals, and needed green space for humans. The Regional Plan puts these areas, and more, in danger from needless development and neglect. Do not put the interests of developers first, when they don't extend the same priority for nature. We can all agree that Halifax (HRM) is one of the best places to live in Canada - but not without care and planning. Do right by all Haligonians: Create a Regional Plan with clear, enforceable policies and regulations to ensure we become nothing more than a towering, concrete, lifeless urban jungle. Sincerely, Nancy Dorey	n/a	Email
C157	Rebecca Robertson	Dear Ms. Fralic, HRM needs to take more ambitious action through the Regional Plan Review. Please consider the following: Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Rebecca Robertson		
C158	Jackie Mitchell	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. While the need for housing and development is necessary I urge you to plan for healthy communities that comprises green space, support for biodiversity and actions to address climate change. I believe Halifax has the capability to become a model for sustainable development but it will require political will to see it through. I urge you to take that leap	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		and become leaders who show what is possible. Sincerely, Jackie Mitchell		
C159	Sandy Mattice	Dear Ms. Fralic, I have concerns that HRM's Themes and Directions Report on the regional plan does not adequately reflect the opinions of residents. What I value most about the HRM region is its proximity to history and nature. These are rare gifts that are easily squandered in the pursuit of property tax and growth. Bigger is not always better. Please do no allow the city to become one endless Larry Uteck Blvd !! Protect and respect the value of our wild places and historic properties. Build on the strengths unique to HRM...the coastline, the forests, woodlands and waterways, and the history. Keep Halifax livable. Thank you for listening. Sincerely, Sandy Mattice	n/a	Email
C160	Donald Gordon	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. Here are some of the most important actions that I think must be taken to make HRM a more liveable community in the challenging years of change ahead. - Recognize that climate change is for real and take steps to reduce inputs of greenhouse gases into the atmosphere and mitigate the coming changes (e.g rising sea level, changing weather, etc.). - Limit new development to the city core and protect the surrounding wilderness areas (in particular the Blue Mountain-Birch Cove lakes area). Do not expand the existing development area boundary.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		- Increase public transit, especially a ferry from Bedford to downtown Halifax. Promote walking and biking. Restrict cars in certain downtown areas and promote conversion to electric vehicles. - Continue to create a green network of parks and protected areas for the use of citizens and wildlife. Nature must be readily accessible to all HRM citizens. - Think fifty years ahead so our grandchildren can enjoy the benefits we did. Sincerely, Donald Gordon		
C161	Peter Renowden	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Peter Renowden	n/a	Email
C162	Thomas Miko	Dear Ms. Fralic, I want to see climate, nature, and livability PRIORITIZED in the Regional Plan Review. Sincerely, Thomas Miko	n/a	Email
C163	Ann MacVicar	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Please follow the guidelines suggested by the Ecology Action Centre to ensure that communities within Halifax maintain enviromental protections , such as maintaining wetland, preserve and enlarge parklands and natural areas, and make growth a safe way to provide housing and amenities for families and communities - not for developers.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Thank you for your consideration and work on our behalf. Careful planning now will help us all! Sincerely, Ann MacVicar		
C164	Gail Tricebock	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review ... to priorize actions to mediate climate change and to priorize increase in green spaces to promote biodiversity. All future development must consider these factors first! Thank you for your consideration. Sincerely, Gail Tricebock	n/a	Email
C165	Théa Meeson	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review The Regional Plan needs to be strengthened and include the following: HRM must recognize the importance of Treaty and inherent rights of the Mi'Kmag people in the Regional Plan. The Regional Plan needs to have transparent criteria to determine where growth and development occurs. The Regional Plan should intensify density in existing suburban areas rather than developing wilderness areas. The Plan should protect wildlife corridors, prevent development too close to the coast and increase the protection of riperian areas.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Thank you for your consideration. Sincerely, Théa Meeson		
C166	Dana Lipnicki	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Dana Lipnicki	n/a	Email
C167	Women's Advisory Committee	Good morning, Please take notice that at the July 8, 2021 Women's Advisory Committee special meeting, the Committee finalized the written submission for Regional Plan Review. Please see the attached. Thank you so much!	Yes – C167	Steering Committee
C169	Jamie Harper	I contact you today in regards to the Sandy Lake area in Bedford. The area currently owned by Clayton Developments and that they are seeking approval to develop around Sandy Lake are critical to the ecology of the Sackville River and surrounding area. Reports show that the area has already suffered from the clearcutting of trees that was performed a number of years ago. This proves that the wildlife is extremely vulnerable to development. As a long term resident, parent, and Lions Club Representative for Bedford Lions Sandy Lake park I wish to express concern over the long term planning for this area. I recognize that HRM has made significant progress expanding the park area, and Councillor Tim Outhit has been a staunch supporter of preservation and conservation of the area, however I feel it's important that the regional plan clearly state an intention to preserve this area in perpetuity.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		I am happy to answer questions or participate as may be required. I'm not a scientist or expert in any way, but I do care about the region. Thank you, -Jamie Harper		
C170	Sylvie, Aaron, Alec & Eva Stewart	Hello, I'm writing because I have heard of a possibility of house development around Sandy Lake. We moved to Bedford in 2016 from The Netherlands and we absolutely love Sandy Lake, we are there everyday with our dog, it's a fantastic place because we feel we are in complete nature – this feels so like the Canada we were looking for! We really don't like the idea of starting seeing building around the lakes and destruction of the forest. Please let further house development stay away from Sandy Lake area and instead make it a protected regional park. The suburban expansion in central Nova Scotia is going to keep on in the future, and needs to be managed so we have trees to balance pollution. How about thinking ahead and making sure to protect this area so that people keep on living in a healthy and breathable environment? We really hope that you will follow through with the 2014 proposal to create a regional park rather than choosing for a housing development project. This park makes Bedford special, please preserve it. Best regards, Sylvie, Aaron, Alec & Eva Stewart	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C171	Maddie Sherman	I am writing to voice my opposition to the proposal for housing development adjacent to Sandy lake park. This park is a wonderful asset to the community and should remain. Regards, Maddie Sherman	n/a	Email
C172	Stephanie Gustys	I just saw that there's a proposal to put housing near sandy lake. I'd like to voice my opinion that this is not a good idea. The health of our lakes depends on keeping them clean. Our lakes are threatened by blue green algae, partially due to lawn maintenence from homes. I regularly clean sandy lake, and the amount of litter is disgusting. This would increase exponentially if there were housing on the lake. I know there's a housing crisis in Halifax, but it's an affordable housing crisis. I highly doubt housing near the lake would be affordable. Please protect our lakes. We're in an environmental crisis and need to keep our waterways clean. Stephanie Gustys	n/a	Email
C173	Helena Sergakis	Hello, I appreciate the efforts of HRM staff to review the Regional Plan. It's an important exercise to ensure that the vision embarked on well over a decade ago is still relevant today. And I'm hopeful that you will consider my comments as someone who wants to see a vibrant and sustainable future for this incredible city. HRM has grown and changed a lot in the past 10 years. This is great, and it shows that it is a desirable place to live. I strongly believe that a key aspect of HRM's desirability is the quality of life, and for many (including myself), that's closely tied to how easy it is to access nature.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Development is important - we need it (especially high-density housing) more than ever. Sprawl and single-dwellings seem to me like the least sustainable approach, both environmentally and in terms of future growth. And as the saying goes, location is everything. I hope that you will give due consideration to the importance of Sandy Lake and HRM's other key green spaces when you review growth areas. Because if we lose that wilderness, either through development or as an indirect result of it (environmental impacts, say), we can never get it back, and that desirability that comes with having readily accessible green spaces goes away permanently as well. There is another important aspect to consider as well, I think: the long-term sustainability of the green space itself. The popularity of Sandy Lake as a recreational area has skyrocketed in the past 15 years. I've witnessed it firsthand. I run, hike, bike, swim and generally lose myself there (in more ways than one), and I'm no longer alone. Families, mountain bikers, dog walkers - everyone finds their joy, or thrill, or escape in that wilderness. The right thing to do would be to provide permanent protection for Sandy Lake's wilderness, and make sure that it also can grow sustainably. Without protection, it has been left largely unmanaged and the haphazardly created trails (both hiking and biking) will eventually become unsustainable as visitor traffic increases. Please look at any opportunity that this review affords to preserve Sandy Lake by not permitting development on adjacent lands AND giving protection to Sandy Lake. Thank you very much for the opportunity to comment. I'm grateful for your work toward the sustainable growth of this great city. Sincerely, Helena Sergakis		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C174	Chantal Routhier	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Sincerely, Chantal Routhier	n/a	Email
C175	Matt Lucas	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Matt Lucas		
C176	Shelley Adamo	Dear Ms. Fralic, Any new development plan for the city must take climate change into account. New regulations should prevent building too close to the coast and ensure coastal setbacks are sufficient based on predicted sea level rise and future storm surge levels. No development should be exempt from such restrictions. Allowing people to build on areas that will experience repeated flooding due to storm surge and/or sea level rise is likely to place a financial burden on all levels of government. Maintaining roads and services in newly developed coastal areas will require continued funding for flood-related repairs. Governments are often considered the insurer of last resort, meaning that as insurance companies reduce coverage for water damage on these homes and businesses, there will be pressure on governments to pay for repairs of these buildings. Additionally, the city could be liable for loss of life if people are killed during the flooding of their homes, given that there are now detailed maps showing areas that are at high risk of flooding and storm surge. Yours sincerely Shelley Adamo, Professor, Dalhousie University	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C177	Darlene Mullin	Dear Ms. Fralic, I am writing to add my name to those saying more needs to be done to address concerns regarding these issues: - Increasing density in populated areas rather than taking over existing green spaces. There is a plan for a new school to be built in Clayton park and the current proposed site is a large green space. This is an important wildlife corridor. This decision needs greater input from residents before moving ahead. Once our green spaces are gone they will not be coming back. - our waterways need protecting... Fresh water and the shore line. - green spaces and parks need better planning to ensure wide access and equal distribution. Existing areas like Blue Mountain wilderness and others like it must be protected from encroaching development. These are just a few of the concerns I have and I hope more time and consideration will be given to the planning needed prior to deciding being made and acted on. Sincerely, DARLENE MULLIN	n/a	Email
C178	Gerry DeVan	Dear Ms. Fralic, I am concerned that not enough emphasis is being placed on climate change when it comes to decisions regarding Municipal development. Please, when you are in deliberations regarding the future of HRM, please place importance on what impact urban development has on the climate. It is very obvious that climate change is real, and the effects can be cataclysmic. The time is now to take steps to protect the planet. Sincerely, Gerry DeVan	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C179	Paul Turner	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. A number of key areas need to be addressed. These include: 1) water quality as it pertains to impact from both flow areas as well as environmental impact; homes & businesses MUST adhere to these rules; 2) air quality that is compromised by vehicles, equipment and buildings that do not meet operating standards already established. Sincerely, Paul Turner	n/a	Email
C180	Hannah Cameron	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review To whom it must concern, I am writing to you today to express my concern, bordering on panic, at the lack lustre attempts the HRM is putting forth with regards to our environment in these development plans. When the focus is so centered on development with no regard to the true effects on our ecosystem you put us all in a dangerous situation. This Regional Plan is set to move forward within Mi'kma'ki. How can this be? The Mi'kmaq have stewarded this land for thousands of years, acting within delicate balance of our environment and ecosystem as a whole. If we are to have a hope at all we must follow Indigenous-led initiatives and you must acknowledge that any themes and directions this Regional Plan indicates is simply not enough. And, to move forward with a plan like this, knowing it contradicts this balance modelled by Indigenous Peoples, disrupts and violates our shared Treaty (even further).	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		With so much of the land in Mi'kma'ki already destroyed, I would caution you to change course and instead focus any further development on areas that have already been through this process rather than looking to the relatively untouched land and wilderness. Our biodiversity is already at an extreme risk and further development on these lands and waterways would be a critical tipping point. In fact, plans need to be set in motion to protect wetlands and subsequent ecosystem services within the HRM _as well_ as outside of this area. Notoriously these plans perpetuate environmental racism and do not put the needs of the community as a whole (inclusive of wildlife) in the forefront of their minds. We are in the midst of an environmental and climate crisis. The ocean is literally on fire in three areas. Wildfire and drought is sweeping across Turtle Island. It is time to focus any development on how we even provide livable areas for us and for nature rather than focusing on a capitalist mindset with development, centering the economy as a main concern. The economy will not matter if the world burns. The damage that has been done to the world already is irreversible in our lifetimes. Be innovative and create plans that work and defer to Indigenous-led movements and have mutual respect for community, wildlife, and environment. With great expectation, Sincerely, Hannah Cameron		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C181	Derek Bruce	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I strongly urge you to make sure the following issues are in the Regional Plan. 1. HRM must be recognized as part of Mi'Kmaki 2. Further development of wilderness must be stopped or at least greatly minimized. 3. Wetlands must be 100% protected. 4 Wilderness areas like Sandy Lake, Purcell's Cove Backlands and others must be protected and put under good stewardship. Do the right thing by doing everything possible to address climate change and biodiversity. Sincerely, Derek Bruce	n/a	Email
C182	Janet Shotwell	Dear Ms. Fralic, I would like the HRM Regional Plan to really focus on environmental and climate change concerns. These include to: Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Stopping the sale of Owl's Head. Creating protected bike lanes everywhere. Reducing the speed limit in urban areas to 35kph. Sincerely, Janet Shotwell		
C183	Heather Himmelman	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I have a five year old son Charlie and I fear for his life, safety, mental health, quality of life and his experiences as a climate change victim in the future. This is my priority concern - Charlie and his generation are so powerless unless we do something now to make it possible for him to pick up the efforts when he is older There is so much development in HRM and I am very worried that we are not being careful about making suburban areas more dense instead of developing natural land.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		My family hikes in the Blue Mountain / Birch Cove area regularly and it is imperative that those wild spaces be preserved. It is very possible - we can do better. Charlie wears orange often to "respect the people we stole the land from." Let's all be accountable the way he is and listen and do what we can to aid reconciliation. We can do more. Charlie talks often about being a daddy and I want him to have that joy in the future without the certainty that he would be bringing his child into a life of suffering. He is a sensitive kid and cares about his friends and bugs and animals. Please give him a chance at a livable life and do everything you can about climate change. Please do more. Thank you. Sincerely, Heather Himmelman		
C183 (2)	Heather Himmelman	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Heather Himmelman	n/a	Email
C184	James Heyman	Dear Ms. Fralic, HRM should prioritize the following: - prioritize smart development over fast development. The rush to grow and figure it out later should be resisted. - HRM to take the governmental lead to find a way to stop Halifax arm infilling. Despite the regulatory grey area, make this your issue. This is a pure and obvious land grab on the behalf of some proporty owners at the expense of neighbors, the environment, and every haligonian in the city.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		- Creating transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. - Prioritize increasing density in existing suburban areas rather than developing wilderness. - Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. 20+ year Halifax voting resident. Sincerely, James Heyman		
C185	Jasmine Smart	Dear Ms. Fralic, HRM could make incredible positive changes to this wonderful city in the Regional Plan Review. I'd love to see the plan include: Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups.	n/a	Email

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		Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Jasmine Smart		
C186	Todd Calder	Dear Ms. Fralic, Here are some of my thoughts regarding the Regional Plan. 1. Make better use of currently developed spaces. Do not approve develop in natural landscapes that will adversely affect wildlife, etc. 2. Protect the coast from land filling. 3. Promote livable urban spaces and provide active routes to hiking trails, beaches, etc. 4. Promote cycling and walking to get to work and for shopping	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		5. Make cycling a viable option for transportation throughout HRM. There are lots of destinations that I want to cycle to where I need to take the sidewalk to feel safe, such as travelling from Quinpool to Purcell's Cove. Fix these problems 6. The bike rack situation in HRM is getting worse, not better. Here's why. First, by removing conventional parking meters HRM has removed a lot of good quality bike racks. Second, the bike racks that are being installed are only adequate for temporary daytime use, and there are too few of them. These racks are bolted to the street which can be easily removed by a thief who has a bit of time if few people are around. A good bike rack should be cemented into the street (like a conventional style parking meter). 7. The city should work to be carbon neutral as soon as possible, whatever that takes. 8. HRM should have it's own energy grid using solar panels. 9. New buildings should be required to be green and fit into the carbon neutral agenda. 10. The public should have access to waterfront as much as possible. Industrial development and private industry should be away from the waterfront. 11. There should be some attention to the heritage character of the city. Old buildings that have character should be preserved, not torn down. Old character buildings should not be replaced by ugly cheaply built ones. Sincerely, Todd Calder		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C187	Jen Powley	Dear Ms. Fralic, I know the importance of the regional plan. Work on implementing the points below. Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Sincerely, Jen Powley		
C188	Charles Blackhall	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review ; I am concerned the municipality is not taking climate change and it's implications seriously. Forestry, is a prime example...it seems kicking the scientific reports down the road for later doesn't cut it anymore. I am sure like myself most of the municipal and government decision makers, and influencers have families and children or grand children. These are the days, the time is now, on your watch, that needed changes to the status quo, business as usual inertia that has obstructed movement forward to more sustainable ways of working with the reality we all share and live with daily. Please be courageous and be the change we all want to see. Never underestimate the wisdom and support of new sustainable initiatives the are here in the public arena. Thank you, Sincerely, charles blackhall	n/a	Email
C189	Beth Sinnis McKenna	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. We need to preserve and protect our natural resources. Sincerely, Beth Sinnis McKenna	n/a	Email
C190	Reid Macpher-son	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I have reviewed the key points that the Ecology Action Centre would like to see included in the Halifax Regional Plan. These four points are how I prioritize their key points. In general, the Halifax Regional Plan must harmonize with provincial and federal initiatives to build for an environment where we regulate development to adhere to policies that reduce fossil	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		fuel use, encourage electrification of public transportation, discourage personal vehicle traffic, eliminate food outlet deserts, and substantially increase low income housing located in neighbourhoods with diversity of economic status. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Reid Macpherson		
C191	Hilary Marentette	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. As citizens of the world, we need our council to ensure we are stewarding our corner of the planet. Ensure that there is no in-filling along shorelines as this has dire effects on the ecology and health of our oceans and waterways. Similarly ensure that there is no development allowed on shore lines and wetlands. These areas need protection to remain ecologically viable. Ensure wild lands such as the backlands in Purcell's Cove area are preserved in their natural state.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Create green spaces throughout the city and continue tree planing to help mitigate climate warming. Ensure that there is adequate community input into development that takes place. Sincerely, Hilary Marentette		
C192	Natalie Burgat-Tough	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review, it is vital to all of us that measures be taken to protect the treasures that we have. The heat waves that we are seeing this summer are proof that this is the most urgent task to tackle. Stop selling natural habitats that deserve protection like Owl's Head to individuals, stop clear cutting without thought, and get clean water access for everyone! Sincerely, Natalie Burgat-Tough	n/a	Email
C193	Eliz Holly Woodill	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review We would like to see the Regional Plan strengthened to address climate change, biodiversity, and build livable communities including to: Create a healthier (mental and physical), environment greenways and trailways, active living municipality, with recreation and active transportation options for everyone. Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities.	n/a	Email

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		Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Police or eliminate the abuse and destruction of the species, waters, sensitive areas, trails and greenspaces being caused by reckless, thoughtless, mostly motorized OHVs riders in these areas. Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services, and adjoining areas. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 90-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Make these areas floodable parkland as they do in Alberta and some US states. Prevent development from occurring too close to the coast! Most especially protect the sensitive areas. That includes the control of or preventing use of any kind to these sensitive areas. Protect wildlife habitats and corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Eliz Holly Woodill		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C194	Anna Weinstein	Dear Ms. Fralic, Thank you for reviewing the Regional Plan. This is an important moment to strengthen every element that can protect our communities from the impacts of climate change that we are already feeling here, and seeing across the country. The fact that we just had a tropical cyclone indicates that we are already seeing unprecedented weather events and we must take every step we can to mitigate what will certainly be increasingly extreme effects in the future. We must protect our wilderness areas, to keep large intact green spaces for biodiversity, ecological services, and human health benefits they provide. That includes increasing buffers around riparian areas, protecting wetlands (which are essential zones for carbon sequestration, among other critical services they provide, preventing development close to the coast, prioritizing development to increase density in existing residential areas rather than developing wilderness, and incentivizing homeowner naturalization efforts through a comprehensive stormwater management plan. We must also recognize that the Regional Plan and its ecological impacts are inseparable from its social impacts. Recognizing that HRM is part of Mi'kma'ki is an important step in demonstrating the link between the environment and human rights by recognizing the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. We can't miss this change. Time is running out. As a resident, a Canadian, and a human being, I want to believe that my government can take bold steps to help be prepared for - and fight against - the ecological crisis that we are already in. Thank you for your work, and for doing everything you can. Sincerely, Anna Weinstein	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C195	Melanie Hepditch	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review and have a stronger focus on the environment, biodiversity and land protection. More climate focus is required for our city and province to stay competitive and viable for our communities. We need to focus our city's growth within our current footprint and stop taking over wilderness areas. Please continue to protect current parks and expand protection of areas such as Blue Mountain Birch Cove and other important waterways and green spaces. We know better and now we need to do better. Sincerely, Melanie Hepditch	n/a	Email
C197	Maggy Burns	Dear Ms. Fralic, The Regional Plan Review is an essential opportunity for HRM to take action on issues that matter now and for future generations. There are critical areas where HRM falls woefully short: protecting nature and biodiversity, focusing on livable communities and directing growth, protecting marginalized communities, and putting resources behind its climate ambitions. It is critical that the Regional Plan do a better job to protect wilderness and biodiversity. Densify, don't build on wilderness. Ensure we have stewardship plans for the wilderness we have. Protect wildlife corridors. Ensure better buffers to protect freshwater areas and a no-net loss of wetlands policy. We need stronger and transparent rules around where development happens (and to adhere to them) and they need to prioritize livable communities where people can walk or bike to pick up groceries, for example. The plans need to ensure park and nature access for all, not just the wealthy and privileged - if nothing else COVID should have taught us this.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Climate change is here. That is painfully obvious. The Plan must recognize this and put a stop to development too close to the coastline and bring in a Stormwater Management Plan. Finally, commit to meaningful reconciliation with the Mi'kmaw. Sincerely, Maggy Burns		
C198	Jeanine Goulet	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Please consider the Mi'kmaq communities (who own this land) and take care of this land. We need protection for our wetlands, marshes, and places like Owl's head, Blue mountain, Sandy Lake & Purcell's cove. I urge you to factor in how significant these lands are, and acknowledge who's land it is on. Also, tourists don't want to come to Nova Scotia for skyscrapers and hustle and bustle. We need to conserve our green space and unique ecosystems not only for the greater good of the planet and all living things, but for our industry as well. We need to focus on building within the city-systems we have instead of clear-cutting to develop more housing. Infrastructure should be build around this model as well. It would help if you gave incentive to residents to use public transit and renewable water and energy sources to lessen the stress of pollutants. Urging you to consider the long-run of our province and climate, Sincerely, Jeanine Goulet	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C199	Kathleen Henderson	Dear Ms. Fralic, I live in a small rural part of HRM, Dean, and I am concerned with the regional government not taking the climate emergency and biodiversity loss seriously at all. Not only is there a polluting, destructive gold mine operating in our region, clear cut logging is still going on at a high pace destroying even more of our rural, forested and farm land section of this Halifax regional district. I am writing with only hope. Hope that we have enough environmentalists working within the government of HRM and the province to vote for protection for all our forests, waterways, creatures who require wilderness and our oceans. Humans created this mess and humans must reverse the damage done or all life on Earth will perish. Sincerely, Kathleen Henderson	n/a	Email
C200	Christy Mingo	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. Although the themes & directions report for the Regional Plan Review covers several important areas, there are still extremely important areas that remain either inadequately, or completely unaddressed. I would like to see the Regional Plan address the following: - Prevent commercial development from occurring too close to the coast, particularly when said development will block public access. - Create AND IMPLEMENT transparent criteria and processes to decide where growth and development occurs as well as measurable criteria for complete communities. - Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. -Create a strategy to protect and steward wilderness: e.g. Purcell's Cove Backlands, Blue	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Mountain-Birch Cove Lakes, etc. -Create a municipal policy which will better protect wilderness areas and their subsequent ecosystem , and ecosystem services. -Recognize the importance of Treaty and inherent rights of the Mi'kmaq, and other Indigenous people, as well as the importance of advancing reconciliation. -Recognize, and prioritize addressing the historical racism and misogyny that has infiltrated our systems - healthcare, education, justice, etc. - and continues to negatively impact women and non-Caucasians. We should really want, and demand, more for our community than for just a select few to have opportunities. - Protect wildlife corridors around HRM and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors around the municipality. Sincerely, Christy Mingo		
C201	Marilyn MacDonald	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Priority MUST be given to environmental concerns as they apply to biodiversity and climate change!! Government must NOT take action (such as Owls Head) without consultation with the public and recognition of protection of biodiversity, especially with respect to endangered species!!!! Also give priority to poverty and homelessness - which are due to lack of adequate action by our elected officials!!! Wake up, polititions!!!!! You are elected to care for all creation and ALL people - you are not free to subsidize your friends!!! Sincerely, Marilyn MacDonald	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C202	Carol Peters	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Carol Peters	n/a	Email
C203	Casey Durette	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. The regional wilderness preserves BCBM, Terrance Bay, Waverly, and Owls head all need full protection and park status. Sincerely, Casey Durette	n/a	Email
C204	Peter Stokdijk	Dear Ms. Fralic, HRM needs to preserve as much of our natural world and environment as possible. Sincerely, Peter Stokdijk	n/a	Email
C205	Jack Duffy	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I want to see strong commitments to arresting climate change and housing for the homeless. I am also concerned about developers disregard for biodiversity. We should not be a concrete jungle that was shot by the “Condo Gun”! Sincerely, Jack Duffy	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C206	Janet Dalton	I am writing to say how important our woodlands and water bodies are especially as the summers grow hotter and we want to swim in our lakes and keep our cities cool because of tree shade and fresh air. What we see happening in the west makes it more important to reserve the woodlands wisely and even more important to help the water ways stay pristine. Corridors are so important to the deer, moose, and bears and when we see them in our cities something has gone terribly wrong. Their natural habitat has been destroyed. As a member of the Halifax Field Naturalist, I applaud the work of people who realize how important green spaces are to everyone. Builders and Land-Developers would be very wise to design their Neighborhoods leaving mature trees and the natural parkland within their development. Janet Dalton	n/a	Email
C207	Richmond Campbell, Susan Sherwin	Susan Sherwin and I are grateful for the opportunity to present feedback to the Regional Plan Review. We will focus on Themes 8 and 9 on the Environment and Climate Action in HRM as they pertain to HRM's open green space, roughly 84% of its land. In this connection Theme 2 on Community Health is relevant too, as we shall indicate. I have lived in HRM for more than five decades and spent most of my free time exploring with map and compass the stunning wilderness that surrounds us. Susan is often at my side. When we moved to Hubley from the urban core several decades ago, we became passionate about protecting the wilderness at the headwaters of the Woodens River. With Susan's encouragement, I co-founded the Woodens River Watershed Environment Organization (WRWEO) in 1995. In 2005 WRWEO opened The Bluff Wilderness Hiking Trail, breathtakingly beautiful and 30 km long. In 2008 the Canadian outdoor magazine Explore voted it "one of the eighth best urban escapes in Canada." A few years later Nova Scotia protected some 10,000 hectares of land surrounding the trail, known as Five Bridge Lakes Wilderness Area.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Preserving wilderness is good news for biodiversity, carbon sequestration to combat climate change, and the physical and mental health of HRM citizens. It thus bears on Themes 8, 9, and 2, respectively. But there is a problem. In order to get this wilderness area protected many citizens had to fall in love with it and to do that they needed easy access to it. But now you see the apparent paradox. We needed to build the trail for citizens to love the wilderness and have it protected, but in doing so we risked destroying precisely what we want to protect. That is because careless use of the trail leads to braiding of trails, cutting trees, increasing trash and human waste, introduction of invasive species, and risking a forest fire, among other ills. In little time we lose much of what we had gained through protection. This conservation paradox is not unique to The Bluff Trail. The Regional Plan names five Municipal Wilderness Parks: Sandy Lake – Sackville River Regional Park, Blue Mountain – Birch Cove Lakes area, Western Common Wilderness Common, Shaw Wilderness Park, and McIntosh Run Regional Park. These municipal parks are subject to the same dilemma. We need to care about and grow healthier from the wild spaces around us, yet our use of wilderness threatens its health, devastatingly when it causes a forest fire. Excluding all of us from the wilderness, even if it were possible, would rob us of the physical and mental benefits of contact with wilderness. The only way out of this problem, we suggest, is to change our culture and teach ourselves how to enjoy the wilderness without harming what we care about so deeply, to teach ourselves to be stewards of what we love. Is this possible? In 2017 WRWEO began a steward-training program on The Bluff Trail and tracked the effects of the program in detail. The results are summarized in this link. For further detail and background, please see the presentation that Mike Lancaster and I made to the Environment and Sustainability Standing Committee on July 7, 2021, under the title: Community-Based Wilderness Stewardship.		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Let us give you the big picture. We propose a pilot program of steward training in one of the municipal wilderness parks. It would be low-cost and modeled on the successful program on The Bluff Trail. An HRM staff person, working with community partners, would coordinate this community-based wilderness stewardship program. An apparent complication is the fact that Municipal Wilderness Parks can include provincial land, for example, Blue Mountain – Birch Cove Lakes area. To practice wilderness stewardship on these lands letters of authority from the Province would be needed, but they can easily be provided, as they were when volunteer groups in the Halifax Regional Trails Association built trails on provincial land. The Bluff Wilderness Hiking Trail is an example. What we propose has the endorsement of Our HRM Alliance that comprises 62 HRM community groups. See this link. The expertise, the community groups, the passion to steward the Municipal Wilderness Parks, and the legal structure are all in place. It remains only for HRM to take action and promote the community-based wilderness stewardship necessary to preserve and enhance the wilderness environment in HRM and thereby to move ahead in combatting climate change. Richmond Campbell, Co-founder of WRWEO Susan Sherwin, CM		
C207 (2)	Richmond Campbell, Susan Sherwin	To the Regional Plan Review, We are writing to support the expansion of the Sandy Lake – Sackville River Regional Park (SL – SRRP) by an additional 1,800 acres as advocated by the SL – SRRP Coalition. We oppose the efforts of developers to destroy the wilderness located in the unprotected lands in this area to accommodate a new housing project. That would be contrary to what is needed to fight climate change and protect biodiversity and also contrary to the conception of the Halifax Green Network Plan adopted by Regional Council in 2018.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		One reason for our advocating expansion of the park is that the headwaters of the Sackville River above Sandy Lake need protection in order not to risk negatively impacting the restoration efforts downstream to bring salmon back up to Sandy Lake. Another reason is that the biodiversity of this area needs to be preserved. There are more than 200 species identified in the area, including rare birds, reptiles, fish, and forest types, with 15 species identified as species of concern and 7 others as species at risk. The area includes a prominence of wetlands and old forest, even patches of old growth, as well as proximity to the coast for migrating birds. Human health is relevant as well since the area supports a wide variety of outdoor activities, such as bird watching, swimming, paddling, fishing, cross-country skiing, and snowshoeing. In an age when jobs are more portable, good quality of life is an asset that can attract resourceful, innovative people, especially to a city with easy access to unspoiled nature. We urge that the Regional Plan Review expand the protection of this invaluable municipal wilderness park for all the reasons above. Thank you for your attention, Richmond Campbell Susan Sherwin, CM		
C208	Sybil Nunn	To whom it concerns: The 2014 version of the Regional Plan proposed that the area next to Sandy Lake be an expanded regional park. How does that proposal jibe with a housing development being lobbied for by a developer for the west side of Sandy Lake ? Any decision on secondary planning in the Sandy Lake area should wait until the next Regional Plan Review 5 years from now and should reflect the results of independent ecological studies and an independent floodplain study of the watershed including how it relates to the Sackville River.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Past studies have identified the area as ecologically important. Our priorities should not be toward supporting over-priced 1-percenter water-front housing but rather toward protecting the environment for future generations. I support the Sandy Lake - Sackville River Regional Park Coalition in its call to expand the Regional Pary by an additional 1,800 acres. I also support the Coalition's request to have the Halifax Green Network Plan be included in its entirety in the Regional Plan. I support protecting the environment over exploiting it. Sincerely, Sybil Nunn		
C209	Neil Holm-berg	To: The Regional Plan Review Staff: Subject: Sandy Lake Development plan Bedford Nova Scotia Ladies and Gentlemen of the Regional Planning Staff. I would like to voice my concerns over the proposed development of the Sandy Lake area in Bedford. As a longtime resident of the Sandy Lake area I have been very fortunate to have raise my kids in the natural environment that the lake affords. We enjoyed many hikes and camping trips to Marsh Lake, Jacks Lake and the surrounding area. We particularly enjoyed the west side of the lake before it got clear cut in 2013. Having spent many years overseas in the oil industry in numerous countries I have seen the negative impacts of urban sprawl. Many places I have travelled had poisoned there waters and ruined the land by developers interested in their own profits. In Europe laws were created to protect valuable farmlands and sensitive ecosystems for urban development. An approach of higher density in the cities should be mandatory for protecting the lands for future generations. Once it's gone it's lost forever. There has been many studies over the years on the impacts to the watershed and wildlife around Sandy Lake. No matter how careful people are there will always be pollutants that will negatively impact the lake.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		I can't help feeling that the land has been protected thus far from development due to its natural beauty. People that visit it are astounded by its large trees rolling land scape and numerous wildlife. I believe it has a positive impact on people and should be spared from the ravages of development. Sincerely Neil Holmberg Concerned citizen		
C210	Karen Peters	Good Morning, I live in the Sackville area and would like to say that more trails would be a much better use of the land in the Sandy Lake development than more homes. I see the full parking lots on the First Lake trails and know that as Halifax expands, we need more wild spaces that are accessible to Haligonians. Our natural spaces are a huge draw, and we need to create more trail systems and park areas. Karen Peters	n/a	Email
C211	Tara Dent	Hello, My name is Tara Dent and I wanted to show my support for the Sackville Rivers Association in making Sandy Lake a regional park and protecting it from development. I 100% agree Nova Scotia needs more housing, but once we lose gems like Sandy Lake, they're gone forever. We can brainstorm with the public about areas that are better suited for development that can avoid damaging such a beautiful and valuable natural area. It is home to rare and biodiverse species of plants and animals, is an important part of the Atlantic Salmon repopulation plan, and wetlands and old growth forests are desperately needed to maintain Nova Scotia's wild ecosystems. I swim at Sandy Lake every summer, the locals love the lake, especially children, and it's fantastic having such an enjoyable park so close to the urban core. Many people also enjoy taking their dogs through the trails, and creating a liveable, green city should be the	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		primary goal of developers. No one wants to live in a concrete jungle. Future generations are caring more and more about wild habitats and their importance, and developers need to realize how valuable it is to protect places like Sandy Lake. We can all enjoy this area together and make Halifax a great place to live. Thank you, Tara Dent		
C212	Rich Peckham	I have enjoyed the Sandy Lake and Marsh Lake areas since we moved to Bedford in 1991. For walking, birding, and cross country skiing. It should continue as a natural area and be a Park for our growing population. Rich Peckham	n/a	Email
C213	Grace Beazley	To Mayor Savage and all HRM Council Members: My name is Grace Beazley and I am a resident of the HRM. Now in my 12th year, I live at 804-5800 South Street in Halifax. Before that, I lived for 20 years on Bauer Street, also in Halifax. And prior to that, I lived for 18 years in Dartmouth. My years total 50 and counting! I have seen much growth and many changes and therefore, I am writing to share my views during the public consultation about the 2021 REVIEW of Halifax Regional Municipal Strategy (or the Regional Plan, for short). First and foremost, I value NATURE each and every day of each year. I spend a great deal of time with my husband, family and friends during all seasons in many places within the HRM. The HRM is a special place; let's ALL work toward keeping it so. Secondly I have been a member of the Halifax Field Naturalists for 18 years. Therefore, I want you to know that I fully support the recommendations being submitted to YOU in a joint document from the Halifax Field Naturalists and the NS Wild Flora Society, as well as those by Our HRM Alliance.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Thirdly, as a member of the Ecology Action Centre (EAC), I concur with the submission of their top priorities for the Regional Plan: regional growth, complete communities, environment & climate, suburban communities, and longterm planning. Fourthly, rather than repeat content/ideas from the above submissions, I want to mention about good stewardship of our green spaces being vital part of the Regional Plan. I think that HRM residents need more education and encouragement to do their part. My way to care for NATURE has always been "leave only footprints." I offer one example to support my point. During the Covid restrictions when we were limited to where we could walk or hike, my husband and I welcomed being able to walk the trail above the railway cut at the bottom of South Street where we live in Halifax. We were totally aghast at the amount and type of garbage in that one area. Being responsible citizens and being very grateful for a special place to walk, we decided to pick up the garbage, section by section, during a number of trips. We continue to do so during the pandemic; and we'll continue long after too as our health permits. (FYI, I'm now 78 and my husband is 82.) There is so much that I could add, but I want you to read my email so I will stop. In closing, suffice to say, please do the right thing for all the challenges and issues faced Sincerely, Grace Beazley		
C214	Ann Crosby	To the Regional Plan Committee – regionalplan@halifax.ca <http://regionalplan@halifax.ca> I am writing to you as part of your review of the current Regional Plan to ensure that the committee and other governing bodies prioritize the protection of Sandy Lake and the surrounding areas, including the Sackville River. The 2014 version of the Regional Plan proposed that the area next to Sandy Lake be an expanded regional park that would benefit ALL of the citizens of HRM. Somehow the subsequent versions changed that plan and now has Sandy Lake listed for development.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Any decision on secondary planning in the Sandy Lake area should wait until the next Regional Plan Review 5 years from now and should reflect the results of independent ecological studies (not simply planning & housing studies) and an independent floodplain study of the watershed including how it relates to the Sackville River. These are critical studies that should be an integral part of the planning process. Past studies have identified this area as ecologically important. Please do not be swayed by the current Real Estate climate or the strong voice of developers who are singularly focused on the income-producing side of this land. I support the Sandy Lake - Sackville River Regional Park Coalition in its call to expand the Regional Park and its request to have the Halifax Green Network Plan included in its entirety in the Regional Plan. Thank you for your attention to this matter and for adding my comments to The Regional Plan Review process. Yours truly Ann Crosby		
C215	Dusan Soudek	To Whom It May Concern, I am writing to you on behalf of Canoe Kayak Nova Scotia; an association representing recreational canoeists, kayakers, and stand-up paddleboarders throughout the province; with respect to the ongoing Regional Plan Review process. We recommend that the updated planning document ensures that HRM's wetlands and waterways are protected, by increasing the mandatory riparian buffers for new construction to 30 meters. More public access points to our waterways are needed, both on freshwater and saltwater.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Moreover, we recommend that more attention be paid to land acquisition for suburban HRM's regional parks, in particular Blue Mountain – Birch Cove Lakes, Purcells Cove Backlands, and Sandy Lake –Sackville River. The above areas represent islands of biodiversity and oases of tranquility within the ever-expanding suburban and exurban belts that surround HRM's urban core. Yours sincerely, Dusan Soudek Director of Environment Canoe Kayak Nova Scotia		
C216	Andrew Stout	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Climate action, liveability and biodiversity need to be a priority. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Complete communities have all the essentials within walking or at least easy biking distance. Our wetlands must be respected and prioritized. Coastal areas need to consider both sea level rise and increasing storm surge. Prioritize increasing density in existing suburban areas rather than developing wilderness. All people need access to green spaces (not including golf courses), for their physical and mental health. Protect and preserve wilderness places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands, for biodiversity and nature enjoyment. Increase the protection of river side areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Create a Stormwater Management Plan and program which encourages landowners to use rain gardens, bioswales etc. on their own properties. Protect wildlife corridors in HRM. Sincerely, Andrew Stout		
C217	Brenda Ryan	Dear Ms. Fralic, HRM needs to embrace the fact that we are in a climate emergency and start acting like it. We need a sense of urgency. Change is coming and it is going to be ugly. First though, I have to share that I do not like a lot of the new construction on the peninsula. We are looking more and more like Toronto. I don't want Halifax to look like Toronto! Why is it all glass, steel and concrete? Where are the trees? Where is the green? Where is the shade? We have lost the unique landscape of Spring Garden Road. The new work on Spring Garden Rd should be banning buses. I don't know why anyone would want to sit outside and enjoy a coffee as buses roar by. It makes no sense. The Halifax Common is not sufficiently protected and is continually being reduced in size. HRM is not safe-guarding it. Have we not learned anything from the pandemic? People have realized that they love nature. I am totally against the plans for the QE2 redevelopment. They should be keeping the radiation bunkers where they are now. Did HRM even stand up to the Province on this issue? I think that whole area is going to be a traffic nightmare and with all the traffic lane changes in the area, I fear that the planners have not understood the implications of this development. 2 parking garages indeed. 1. Protect our coastline. Stop building on the waterfront! Does no one look at the flood maps? And you can't even see the waterfront anymore. It's shameful. 2. Protect nature. Protect all wetlands. Create wildlife corridors. Protect our biodiversity. Stop mowing the public lawns everywhere. We need less Kentucky Blue Grass. Instead mow a pathway through wild flowers. We need to think about "wilding" everywhere	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		3. Liveable Communities. All new buildings should have roof-top solar and heat pumps. We need to think about heating and cooling our buildings. We need roof-top grass, awnings, more trees, more vegetation, more green. We need to reduce the cars coming on the peninsula, so better public transportation, bike lanes, trails, etc. Stop developers from removing all the trees on the land they wish to develop. How ridiculous is that? And then they plant new ones. That practice needs to stop. 4. Better stormwater management: We need to start capturing the water from our roofs with integrated systems of rain barrels. We need to build rain gardens and bioswales. As our drinking water becomes challenged we will need to use our collected storm water to water the vegetation on our land and any vegetables we have growing. 5. Does HRM have a water supply protection plan? Our drinking water supply will be increasingly challenged as our lakes heat up. We are experiencing blue green algae blooms now. 6. Does HRM have a fire evacuation plan? We are going to be experiencing droughts and then fires and smoke. What is the plan? 7. We need a land bank. We need more affordable housing on the peninsula. We need a rental registry. It is shameful what HRM is doing to those people in the makeshift shelters; one week notice is not sufficient. This is a solvable problem so please solve it. 8. We need to plan for more community gardens and vegetable gardens on our properties. Our food supply is challenged and we need to invest in growing our own food. 9. We need to plan to better address the needs of marginalized communities. 10. And while we address climate change through all the actions we need to take so that we have a future, we need to ensure that there is appropriate consultation with indigenous people. In many respects they are fair more respectful of nature than we colonists are who think nature is there for our exploitation. Unfortunately, we were wrong.		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		We have lots of challenges ahead. The climate emergency needs to take front and center in any plan HRM prepares. Thanks very much, Brenda Ryan		
C218	Johanna Nesbitt	Dear Ms. Fralic, I urge you to include the following in the Regional Plan: 1. Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. 2. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. 3. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. 4. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands 5. Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. 6. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. 7. Create a Stormwater Management Plan and program which encourages landowners to	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		use naturalization efforts (rain gardens, bioswales) on their own properties. 8. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Thank you. Sincerely, Johanna Nesbitt		
C219	Christopher Margeson	Dear Ms. Fralic, I believe the HRM has an obligation to take ambitious action through the Regional Plan Review to better protect and serve the environment and the wilderness around our city - for example, to create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands; likewise, a plan to prioritize increasing density in existing suburban areas rather than developing wilderness. I feel this isn't adequately represented in the regional plan's themes and directions yet. This city has a chance to take meaningful action for a better life for everyone that calls this city home - and a chance to ignore that opportunity for short term gains. I sincerely hope you choose the right way forward. Sincerely, Christopher Margeson	n/a	Email
C220	Sue Moxon	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan ReviewTo Whom It May Concern, Please consider wildlife corridors between the Purcell's Cove Backlands,Birchcove Blue Mountain Wilderness Park And Sandy Lake.Imagine Wilderness spaces so close to an urban area.This has to be a first in Canada.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Please cease developing areas near our coast. Sincerely, Sue Moxon		
C221	Paul Jessen	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. There needs to be a moratorium on the in-filling of marshlands for immediate or future development; I live in the LWF area and have seen too much of this. Not only do these areas support wildlife, they are purifiers for natural water systems. Also, the implementation of a one for one system for re-forestation to balance any development that HRM deems necessary, would be beneficial; the terrifying threats of climate change should provide sufficient justification for this. Sincerely, Paul Jessen	n/a	Email
C222	Anne Marie Conn	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. Our city is expanding and changing quickly in these last few years. Some for the better and some not so much. With the rising tides caused by climate change the build along our coasts is very concerning. We seem to be in filling more and more along both the harbour and Arm and this will have negative effects on our environment. We need to continue to work together to protect our open areas and our ability to connect with nature. We are totally dependant on nature for our very breath. Trees are our life breath and so are our oceans. We need to do everything we can to protect and live sustainably with our parks and waterways. Affordable housing in HRM is becoming a major issue with the result we are seeing more and more persons homeless on our streets. As a municipal government something can be done about this if we demanded that all new building designate 15 percent of their	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		rental space to affordable space for low income persons. As we push people out of the city to the suburbs public transit becomes even more important. At the moment public transit for low income families is just not possible. We are forcing people to choose between food on the table or getting to work. We count on our government to consider all of its citizens not only those who can afford decent housing and transportation but those who are working in many lowering paying jobs which we have discovered during this pandemic are essential services for all of us. In our racially divided city we need to continue to reform our treatment of people of colour and our First Nations people. Apologies need to be followed up with actions which are just. No longer can we tolerate the injustices handed to people because of their race or colour. Everyone needs to feel safe in our city, everyone needs to feel they have a place here and they do not have to fight to find that place. We are surrounded by natural beauty. Let us do everything to protect that for everyone who lives here. Thank you for the work you are doing for all of the citizens of HRM. Sincerely Anne Marie Conn		
C223	Tristan Crane	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review to protect our wildlife. Firstly, it is important to recognize that the HRM is part of Mi'kma'ki in the Regional Plan. We need to uphold the Treaty and advance reconciliation. This would be a good first step into understanding the kind of climate problems we are soon to face if not already facing.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Second, we need better transparency on where growth and development is occurring in the HRM. Halifax itself is known internationally as the "city of trees" and the surrounding HRM is no slouch on this end either. We need to understand what makes the HRM wonderful is not the one-hundredth condo with rentable business suites in the bottom, but the nature that exists within the city limits as well as within the greater HRM. In less than ten years that could all be gone. We need stewards to protect these areas of the HRM. We need better protections for our wetlands. Worldwide, wetlands are some of the first areas climate change affects. I cannot stress how important it is to keep these ecosystems around and that starts with simple protections for these biodiverse areas of our region. Lastly, we get a lot of storms and rain. If you live in the HRM you probably pack a raincoat no matter where you're going. Because of this, it would benefit the people of the HRM to implement a strong stormwater management plan. Runoff from a roof can be toxic to our plant life and land, but encouraging property owners to install rain gardens would be an good first step to quell this and help create microbiomes for insects to move about and spread pollination. More than ever I have heard from people that they are gardening and microfarming as much as possible and it's not just because they get to grow their own basil. People are microfarming and gardening because we need that level of urban reclaimation to happen. We need bees and moths and hornets (etc.) to pollinate our plants and a plan that gives these gardeners a leg up in helping create these biomes would benefit all within the HRM and the province as a greater whole. Thank you for your time and for reading this request. Sincerely, Tristan Crane		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C224	John Loder	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review, with priorities to: - reducing our carbon footprint and urban sprawl, and - protecting and enhancing natural ecosystems that uptake carbon, preserve and store water, and provide habitat and outdoor recreational spaces. Steps should include: - better use of existing buildings with through green enhancements (e.g. insulation, solar power) in already developed areas (rather than more destruction of our natural environment); - improved and more efficient public transportation, and infrastructure for electric vehicles; - more stringent regulations on new developments, and preservation of neighbourhoods with affordable housing; - protection of green spaces; and - increased property taxes on luxury homes. Thanking all involved for their continued efforts on this very urgent challenge to reduce climate change. Sincerely, John Loder	n/a	Email
C225	Stephanie Power	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. There are multiple themes that I hope will be addressed critically and thoughtfully, engaging a variety of stakeholders.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands. Make these accessible spaces for all to enjoy. Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Create a Stormwater Management Plan and program which encourages and empowers landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors, ensuring safe transit for our furry friends. Sincerely, Stephanie Power		
C226	Cheryl Kane	Dear Ms. Fralic, HRM needs to take Immediate action through the Regional Plan Review.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Its been disappointing to watch the devastating impacts of unchecked, unmanaged growth on the areas around West Bedford and Kearney Lake and its waterways, in particular. Until very recently, at a perilously late stage in development, there's been no control by the City or Province over the silt that's constantly made its way into the lake. Total reliance on the goodwill of the developer (generally exhibited in this case) cannot/did not replace good policy/oversight. Garbage in the area is an embarrassment and may be found in shameful abundance everywhere around the sites, through the paths and in the waterways and brooks. Tax revenue will dry up, Halifax, once everything is ruined. Why are we continuing to follow the many other examples readily found in HRM? We are watching. thanks for listening. Sincerely, Cheryl Kane		
C227	Amanda Loder	Dear Ms. Fralic, I am writing to address my concerns on the Regional Plan Review. After reviewing the information that has been made available to the public, I am afraid that HRM is not planning to take adequate action through the Regional Plan Review to address the climate and biodiversity crises. More specifically, I have concern that development is occurring with a lack of consideration for wetland protection (noting that wetlands provide several benefits including wildlife habitat, carbon sequestration and flood attenuation) and maximizing green space HRM residents. As we have seen during the pandemic (particularly under heightened restrictions), access to parks is of utmost importance in order to maintain physical and emotional well-being. Without strong measures to control development so that dense communities are prioritized in urban and suburban areas that already exist, wilderness and critical habitat that provide biodiversity and climate moderation will be put at risk.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Mitigation efforts are needed to prevent the irreversible implications of direct and indirect alteration of ecosystems. In a positive lens, the Regional Plan Review provides a valuable opportunity for Halifax to be a leader on natural climate solutions through conservation and preservation of nature and wilderness, while simultaneously providing means to protect carbon stocks. By prioritizing environmental sustainability, we can use the Regional Plan Review as a means to ensure and maintain a healthy environment for future generations. Sincerely, Amanda Loder		
C228	Sara Kirk	Dear Ms. Fralic, We are in a climate emergency. While HRM has made such a declaration already, actions speak louder than words. Unfortunately, action is severely lacking to address the climate change threat we are facing as a community. HRM MUST take ambitious action through the Regional Plan Review. Specific actions that I would like to be taken include: 1. To recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. 2. Accelerate actions to reduce dependency on fossil fuels, particularly in transportation. Make is easier and safer for people to move actively around their communities without using single occupancy vehicles and enhance public transit to get more people out of cars. 3. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Recognize the importance of well-being as a goal for the plan. 4. Prioritize increasing density in existing suburban areas rather than developing wilderness areas.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		5. Recognize and address the impacts of systemic racism in how land is used. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. 6. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands 7. Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Prevent development from occurring too close to the coast. 8. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. 9. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. 10. Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. We are running out of time to take action to mitigate the impacts of climate change. I implore you to act on the above with urgency to protect our communities now and in the future. Sincerely, Sara Kirk		
C229	David Lovas	Dear Ms. Fralic, I greatly appreciate the efforts made in the Halifax Regional Municipal Strategy. However, as a resident of this beautiful city and province, I am concerned that it does not take important environmental concerns into consideration that makes our lives here so rich	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		and worth fighting for. There are significant environmental shifts underway that as a city with foresight we can address with a more progressive environmental plan. These features would include: - Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. - Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. - Prioritize increasing density in existing suburban areas rather than developing wilderness. - Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. - Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands - Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. - Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. - Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. - Prevent development from occurring too close to the coast!		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		- Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Many thanks for your consideration. Sincerely, David Lovas		
C230	Roy de Vries	Dear Ms. Fralic, I would like to see the Regional Plan strengthened to address climate change, biodiversity, and build livable communities including to: - Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. - Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature. - Create a strategy to protect and steward wilderness places like Blue Mountain-Birch Cove Lakes - Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. - Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. - Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties.	n/a	Email

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		- Prevent development from occurring too close to the coast! - Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Roy de Vries		
C231	Phillip Mansour	Dear Ms. Fralic, Having been born and raised in HRM I am deeply to connected, invested and concerned about the future of this region. The lack of leadership and cowardess around taking bold action to stave off climate change and biodiversity loss is extremely frustrating. This region should be leading the way on the these issues. As well as making it a fair and safe place for its citizens to live in. Which should include affordable and sustainable housing for all. As well as better public transportation, including active transportation such as bike lanes which the region has been dragging its heels on for years. The recognition of indigenous rights and listening to their leaders on all these issues should be at the fore front. Protecting as much nature as possible and stop back door deals which line the pockets of city officials and city councillors. Also save Owl Head!! Stop Alton Gas and stop criminalizing the poor. Sincerely, Phillip Mansour	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C232	Carla MacLellan	Dear Ms. Fralic, HRM met many issues during the past Covid year, and hopefully have learned that moving forward must include new ideas, and 'big picture' thinking. Our environment is changing, and we all have parts to play in dealing with new realities. We've seen how important it is, physically and mentally, to be able to access parks, trails, safe walk/ride/roll paths...and so to be able to get to these places is crucial too. I sincerely hope you think of our future when you are drawing up plans. Good luck. Sincerely, Carla MacLellan	n/a	Email
C233	Connor MacEach-ern	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. This is a chance to show courageous leadership by prioritizing our relationship with the local environment. I would like to see more attention paid to climate change, biodiversity and creating liveable communities. Any high level document should include how HRM plans to advance reconciliation with Mi'kmaq people. The municipality needs a transparent environmental assessment process with clear, measurable criteria to ensure development is done with the lowest possible affect on the natural environment. The criteria should be strong enough that some development is denied if the plan falls short. I'd love to see current natural spaces protected either through designation, like the Purcell's Cove Backlands, or through policy, like prioritizing increasing density in developed areas before destroying any wilderness for new development. HRM has declared climate change to be an emergency. It's time to treat it like an emergency.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Sincerely, Connor MacEachern		
C234	Irwin Barrett	Dear Ms. Fralic, Dear Deputy Mayor Tim Outhit: HRM needs to take ambitious action through the Regional Plan . I am advocating for more wilderness protection in the HRM in places such as Blue Mountain-Birch Cove Lakes, Sandy Lake and Purcell's Cove Backlands and other endangered areas near existing developed areas. Transparent criteria should be decided where growth and development is to occur as well as measurable criteria for complete communities. Prioritize increasing density in already existing suburban areas rather than developing/ destroying wilderness not yet developed. This will mean avoiding making development and growth decisions until mapping access to parks and nature considers historical lack of parks access in the HRM. Create a municipal wetland policy to ensure no net- loss of wetlands within HRM, including the protection of all riparian areas by implementing a 100 meter vegetative buffer for all watercourses and a 50 meter vegetated buffer from the highwater mark in the HRM land use bylaw. Our coastal lands should be protected from allowing development too close to our coasts. Lastly protect wildlife corridors and ensure that development is guided by accurate and up- to-date mapping of the locations of wildlife corridors within HRM. Thanks for all your very worthwhile efforts over the past number of years for all your constituents ! irwin barrett irwin.barrett@bellaliant.net, bedford, nova scotia, b4a 2m3. Sincerely, irwin barrett	n/a	Email
C235	Laura Brady	Dear Ms. Fralic, To whom it may concern, HRM needs to take ambitious action through the Regional Plan Review:	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Prioritize active transportation routes and pedestrian/bicycle safety. Prioritize increasing density in existing suburban areas rather than developing wilderness. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Laura Brady		
C236	Jodi Miles	Dear Ms. Fralic, I am a recent Master of Planning graduate from Dal and a volunteer with the Ecology Action Centre. I've been keeping a close eye on the Regional Plan review for the past year, and I am excited to participate in the the public consultation for it. Though the Themes and Directions report does a good job touching on many important factors, I do have some concerns that I would like to be addressed in the next draft.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		I am a recent Master of Planning graduate from Dal and a volunteer with the Ecology Action Centre. I've been keeping a close eye on the Regional Plan review for the past year, and I am excited to participate in the the public consultation for it. Though the Themes and Directions report does a good job touching on many important factors, I do have some concerns that I would like to be addressed in the next draft. Firstly, the Regional Plan needs to be developed through an equity lens. In order to further Truth and Reconciliation goals, it is vital that the Regional Plan recognizes HRM as part of Mi'kma'ki. Additionally, the plan needs to take an equitable approach to servicing the Black Nova Scotian communities that exist outside of the urban core, and emphasize the importance of addressing the historical, systemic racism that these communities have faced. The plan must make an effort not to leave these communities out of important municipal services, despite their geographic locations. Regarding new growth in HRM, the Regional Plan must steer growth away from wilderness areas, and instead focus on increasing growth in existing suburban areas. Regional Plan needs to outline clear criteria about where growth and development can occur and why. Development must not be undertaken until access to parks and nature has been mapped, with an equitable focus on providing access to marginalized groups. The Regional Plan should also create a list of measurable criteria for complete communities, which can be used to determine where growth happens, and what kind of developments should be allowed in an area. It is also vital that HRM takes action to prevent development from happening too close to the coast. It is also vital that the Regional Plan protects wilderness areas, including wetlands, wildlife corridors, riparian areas and the coast. It should create a strategy to protect and steward areas like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands and ensure that growth is guided by accurate, up to date mapping of wilderness corridors. It should also ensure that a policy to protect wetlands is put in place, and establish a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw to protect riparian areas. The Regional		

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		Plan should also establish a Stormwater Management Plan and program to encourage property-owners to use naturalization efforts on their land. Thank you for taking my concerns into account, I look forward to seeing the next draft of the plan. Sincerely, Jodi Miles		
C237	Paul Schwartz-entruber	Dear Ms. Fralic, HRM needs to plan for the effects of the climate crisis. Unbridled demolition and construction on the peninsula is making it less and less attractive. For whom is this high density living beneficial? Certainly not for residents. Besides there are already inadequate public transport options. Prioritizing the needs of automobiles and car lots, seems to be high on someone's agenda. I wonder whose that is? Sincerely, Paul Schwartzentruber	n/a	Email
C238	Janet Barlow	Dear Ms. Fralic, I write concerning the HRM Regional Plan Review. I care deeply about nature and outdoor recreation areas in HRM and believe that we need to take action now to protect wild and green areas and areas for outdoor recreation, such as hiking. I fully support the Our HRM Alliance and the direction it believes we should go in with respect to the Regional Plan. Please strengthen the Regional Plan to address climate change, biodiversity, and build livable communities. I ask that you: -Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation.	n/a	Email

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		-Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. -Prioritize increasing density in existing suburban areas rather than developing wilderness. -Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. -Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands -Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. -Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. -Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. -Prevent development from occurring too close to the coast! -Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Thank you for your consideration. Sincerely, Janet Barlow		
C239	Peggy Cameron	*Submitted attachments regarding concerns about the use of the Halifax Commons.*	Yes – C239	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C240	Edward Glover	Dear Members of HRM Planning I am writing regarding Sandy Lake Park. I have walked there regularly with my family throughout the past number of years and have seen quite an increase in the number of people enjoying this beautiful area. People feel better in nature, you can see it on their faces, that's important for the mental and physical health of families and in turn the community. I have explored maps like the HRM one below that shows a park that isn't yet complete. From the reading I've done I understand it has been a vision for decades (http://sandylake.org/history-2/sandy-lake-regional-park-history <http://sandylake.org/history-2/sandy-lake-regional-park-history>) dating back to 1971 in fact. The amount of change that's taken place in West Bedford has been staggering. The Regional Plan should prioritize completing the park rather than green lighting further development in the area. The Sandy Lake/ Sackville River is a unique and special place. Dr David Patriquin and many others have studied the area extensively and we only get one chance at ensuring it's health. This is even more dire given the climate change occurring. Please do the right thing and recommend that expanding the park to protect the watershed is the top priority. Let's put sustainability ahead of developer profits - please. Sincerely, Edward Glover	n/a	Email
C241	Jordan Mahar	Good afternoon, Thank you for the opportunity to provide feedback on the Halifax Regional Municipality's Regional Plan Review. As stated in the survey, this plan is a long-term strategy that will set the framework for growth and change in HRM. As a result, we must get this right. Overall, I have been pleased to see a focus on housing in this plan and it should continue to be emphasized. With housing also comes transportation, however, and the development of reliable, accessible transit will continue to be of vital importance. The priorities	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		mentioned in the plan to address climate change and incorporate environmental considerations are important steps, but I would like to see these go further. A key element I would like to see incorporated into the plan is the preservation of forests, green spaces, and other natural habitats. Increasing density in existing urban and suburban areas will allow for the preservation of this space for the enjoyment of all residents while at the same time reducing service costs. In support of this, I would also like to see firm commitments made to protecting wetlands and coastlines. I would also like to see an increased emphasis on transportation beyond automobiles, including walking and cycling, to get around the city. This, in combination with public transit, will help reduce traffic congestion while also promoting healthy community living. I hope you will consider my comments as this plan develops. Sincerely, Jordan Mahar		
C242	Gillian Webster	Dear Sir/Madam, I live in downtown Halifax and I often go hiking in nature. I like to swim, bike and walk, too, as well as cross-country skiing and kayaking and my hobby is studying wildflowers, birds and butterflies. I am the Treasurer of the NS Wild Flora Society. I support the recommendations being submitted in a joint document from the Halifax Field Naturalists and the NS Wild Flora Society, as well as those by Our HRM Alliance. I want to support policies to keep the wild areas having corridors for wildlife and plant species so that these resources are available for all. With climate change, we need more recreation that is good for the natural world as well as our own. Blue Mountain- Birch Cove Lake and Sandy Lake are valuable.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		I saw a lone Monarch butterfly yesterday flying down my busy street. It used to be that you saw them all the time! Our children's children need to feel nature around them, not just read about racoons, porcupines, skunks, beavers, otters, mink and wild birds in their picture books. Thank you, Gillian Webster		
C243	Alan Ruffman	Dear Ms/Sir; a) The current Regional Plan has a map of the boundary limit for transit service that shows an unserviceable interior island of white from the Williams Lake Road south to Herring Cove at the Lookoff Provincial Park. This is a totally gerrymandered map made at the request of Halifax Transit so that they could get rid of Bus 15 that has served Purcell's Cove and York Redoubt for about 40 years. It also mean that no application can now be made to again get regular all-day transit in the area and that is discriminatory given that all properties north of York" Redoubt are paying exactly the same transit "Area Rate" as all the rest of Spryfield yet get no daytime service and no evening service between the two "rush hours" and after about 7:00 p.m. and zero service on weekends, holidays and New Years Eve. b) The new revised Regional Plan must have a special section on removing the proposed Highway 113 ROW that is currently seen by some in the Provincial government from Hwys 102 to 103 that will pass through the Blue Mountain- Birch Cove Lakes Wilderness Preserve and placing all this highway reserve into the Wilderness Preserve This was requested by Regional Council on Tuesday July 5, 2021 in a 15 to 1 vote and this wish must be carefully reflected in the revised Regional Plan. c) The new revised Regional Plan must include a very clear statement that HRM wishes to have all "as-of-right" infilling on all pre-confederation(1867) water lots in the North West Arm removed by whatsoever parliamentary action is needed in Ottawa., The plan should note that in no case should an HRM building permit be issued for any building	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		build that crosses, or is beyond (below), the High-Water Mark for all saltwater coastal and all fresh water lakefront properties. Small modest recreational wharves are to be permitted and Commercial fishing or industrial wharves are to be permitted after a full environmental assessment. d) At present there is no Regional Council, or public, input into subdivision approval whether it is a division of a large lot into two parcels or consideration of the proposed subdivision of a 20, 100 or 500 acre lot that has the potential to greatly affect the HRM schooling needs, the availability of recreation space, Need for garbage collection, provision of approved municipal roads and sidewalks and their repair and maintenance and the plowing in the winter. The new regional plan as revised must allow for public input for subdivisions of parcels greater that 6 acres (3 hectares). All unsubdivided private land south of the intersection of Village Road and Hwy 253 in Herring Cove and on south through to Central Portuguese Cove, should go into Residential Reserve and no consideration of municipal water and sewage services given for 25 years e) The entire Halifax Common shall be given a similar legislative protection similar to that granted to the Dartmouth Common 30 years ago. The 1994 Common Plan should be included in the regional plan and if a new such plan is done in time it should be included in the revised regional Plan to give it full status and power rather than just ignoring it as HRM has done now for almost 24 years. f) In governance HRM must state in the revised Regional Plan that it is the intention of HRM to seek firm and enforceable conflict of interest rules that will prevent its elected officials and all its senior staff from acting as staff, consultants, or investors, for private land investment and development firms that are operating, or seeking to operate, within HRM. on their retirement or their defeat at the polls. A “cooling off” period must be instituted, and we must reflect the practice seen elsewhere throughout Canada. g) the current Regional Plan has three categories “Urban”, “Suburban” and “Rural” but there seems to be no logic as to the criteria and I suspect there is a lack of criteria to the tax rates charged - or the infamous “Ditch Tax”. The one example that jumps out to me		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		is the area south of Wenlock Drive in Jollimore south to York Redoubt all of which is "Urban" yet has no piped water and sewerage services, no curbs, no sidewalks of cement or friable asphalt, a bus lane for about half the length, and has a bus 451 that gives but eight trips a day and only hourly service in the a.m. and p.m. and no mid-day service and no evening service and no service at all on holidays and weekends - or on New Year's Eve. That Is "Urban"?? --It is not even "Suburban" me thinks and these maps must be carefully and rationally rethought in the revised Regional Plan. I've looked at these maps and there are very clearly serious anomalies in the area of east Dartmouth and in the areas to the North. If I can see the mismatches then so can the residents of these anomalies. Regards Alan Ruffman		
C245	Patricia Manuel	Dear Regional Plan review team, Attached is my input to Phase 2 community engagement for the Regional Plan review. Thank you for the opportunity to share my perspective. I hope I am still within the deadline. It is still July 16. Kind regards Patricia Manuel Halifax, NS	Yes – C245	Email
C246	Katherine Kitching	Hi there,, I would like to submit the following comments on the Regional Plan review for this weekend's deadline. I was just reading that the current version of the Hfx Regional Plan allows for development around Sandy Lake - and I am very upset to hear this!	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		I presume you are aware how incredibly popular and beloved this greenspace has become for folks who live nearby it, and now for those who live all over Halifax. In fact when I finally went to explore it a few months ago after hearing so much about it, I found it beautiful but too crowded for my liking!! People absolutely love that park and are making amazing use of it - dog walking, jogging, wilderness adventuring, family walks, swimming you name it! And despite all the use the forest was still beautiful and full of creatures. I beg you to reconsider allowing any type of zoning or policy that could lead to development there. It would be bad planning (and even heartless in my view!) to allow development in a place that thousands of people are showing you (voting with their feet!) that they love and treasure just as it is. I think it's important to reflect that we were madly promoting more people to move to Halifax during covid - and yet the current parks and trails are all already bursting at the seams. If we want to keep growing we have to plan for the recreation space the new residents will need. Places that used to be almost empty are crawling with people now. It's a good thing but also putting strain on the facilities - more garbage, more wildlife disturbance, parking issues.... and to some extent a degradation in the wilderness experience because of all the people (don't get me wrong, I am glad people are getting outside!! But I would like there to be enough wild spaces available that we can all get outside without being cheek to jowel with each other....) We need *much more* local wilderness protection for recreation and health for our citizens, as our population grows! And we need to be aggressively planning ahead - once these areas are lost to housing we will never ever ever get them back. It is absolutely clear that Haligonians love and value natural spaces and need plenty of it. The more we grow, the more we need. And with Indigenous peoples now rightfully clamouring for "land back" for their own purposes, we need even more!		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		I think it's also worth pointing out that HRM has other goals related to sustainable transportation, low carbon emissions and "complete communities" that directly tie in to the urgent need to protect all remaining greenspace under threat in the urban and suburban areas of Halifax. I come from Ottawa originally and if you are not familiar - basically there is only one quality wilderness outdoor recreation space available for that entire population - the Gatineau park in quebec. so *everybody* who wants to hike or trail run or go for a nature walk somewhere other than the muddy local clump of trees hops in their car and drives 30-60 min on the freeway to hit gatineau park. It's become seriously overcrowded and it's major issue for Ottawa now and they are looking at whether they can create some sort of dedicated long-distance bus system to go there, and whether they need to cap the number of people permitted to drive there each day. We are lucky right now in that there are quality green spaces all around us still - if we have the foresight to protect them all, then nobody in HRM will be too far from a greenspace and hopefully most people can get there on foot, bike or bus. if we don't do this, then we'll run into problems like ottawa has, with thousands upon thousands of people flocking to the few precious remaining areas. In addition to protecting the entire Sandy lake area of trails, I would ask that the Regional Plan ensures protection for 100 percent of the remaining Backlands area (including the land that recently was listed for sale between Williams and Colpitt lake before being taken off the market again), and for 100 percent of the lands in the BMBC. In addition, I urge you to please have a look at the large swath of land south of Kidston Lake, between Herring Cove rd and Sambro lake road. as far as I can tell none of that is protected - and yet it is beautiful land full of animals and birds and as we grow even more, I think it will be really important to add chunks of that wilderness to our protected areas as well, and help develop some walking trails. (right now it's well-loved by ATV-ers and while i'm not personally a fan of that, I am glad once again that people are getting outside and enjoying the wilderness!)		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Thank you for considering my feedback on the regional plan, and please keep me updated on further developments! Katherine Kitching		
C247	Eric Blake	Good morning, I realize that the period for public comment on the Regional Plan Review closed last week but I hope you will consider including mine even if it is a bit late. I was reviewing the Preliminary Population and Housing Analysis (which was very well done overall) and am concerned that the report underweights the possibility of continued high population growth. Understandably the authors' rely in part on Statistics Canada's Provincial Population Projections as their projections are the only real data to anchor an analysis. That said, it is also true that their recent projections have tended to underestimate Nova Scotia's population growth, particularly when it comes to immigration. Even with the impact of the pandemic, Nova Scotia's current population is higher than even the high growth scenario in their most recent projection suggested. While it is a valid question how the pandemic will impact immigration going forward, the federal government's decision to increase immigration targets and the ongoing efforts of the provincial government to increase immigration and retention suggests that Halifax will continue to see high levels of immigration in the years to come. None of this need change the scenarios under consideration but it would be a mistake to present both the Low and High growth scenarios in the Regional Plan Review as equally likely. Furthermore, it is substantially more harmful to project low growth only to see high growth than the reverse. Thank you, Eric	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C248	Ella McQuinn	My overall comments are as follows (not knowing the focus of the survey, so I'll keep them high level) : - Keep the focus long term with a strong priority of environment, heritage and sense of place. - Liveability is key and many of the developments going in the downtown core seem to be favouring development (developers) over community and liveability. - I great up in Halifax and many parts of the peninsula I don't recognize. I now live in St Margaret's Bay (Dist. 13) and when I come in to the city it does not seem welcoming but rather overbuilt. This is not because I want things to stay the same, but rather because there is not the 'life' in many of these large developments. And there is nothing that makes it different from other urban centres. - The NW Arm should have a moratorium on the water lots. Period. You know why - its already been discussed at Council and I agree that the current development into waterlots has nothing to do with sea level rise but rather maximizing the footprint of the developer's private homes. By contrast the St. Mary's Boathouse is a fantastic jewel in the arm. Heritage property that was invested in and is now a precious resource for so many residents - with no infilling required. More of that. We have a stunning city and province. Thank you for setting out a process to plan for the future. Let's be innovative, forward thinking, inspired by big ideas that benefit the whole. Please add me to the mailing list for future input. Yours Truly, Ella McQuinn.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C249	Tynette Deveaux	Hello Regional Plan Staff, My colleague Alex spoke with someone at your office on Friday who graciously gave us permission to submit our report for the Halifax Regional Plan Review consultation today. Thank you for giving us this extra time. Please let Gretchen or I know if you have any questions about our submission or about the recommendations it offers. I'd appreciate it if you could confirm receipt of the message. Thank you, Tynette Tynette Deveaux (she/her)	Yes – C249	Email
C250	Jess Topple	Dear Ms. Fralic, The regional plan has a lot of stuff I like in it, but here are two suggestions for improvement: 1. Please put more emphasis on Mi'kmaq culture and heritage in - specifically including, preserving and educating people about it. This applies to Themes 6 but also 2, 3, 5, 7 and 8. There are several ways to celebrate fact that HRM overlaps with Kjipuktuk, an ancestral and unceded land the Mi'kmaq people have inhabited for more than 10,000 years. For example, Riverside's Knowledge Path behind Riverside School in Albert Bridge, NS is an educational walking path that encourages people to "take the time to connect with the land that Lnu'k (Mi'kmaq people) have lived in harmony with for generations". It also has a National Healing Forest, which is "a dedicated forest, garden, or green space – as a place for healing, learning, sharing, and reflection about Canada's history and the legacy of Indian residential schools." Lets make similar outdoor green spaces in HRM that include educational placards and native species of flora. One great approach would be to include edible species for foraging in food forests, with identification guides and explanations of how each species was historically used by the Lnu'k. Existing parks and other city owned spaces can be naturalized to create such forests. These can support	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		commmunity wellbeing in several ways, including: improved food security through foraging, improved support of culture and heritage, improved air quality and climate change protection with the addition of trees, and a reduced need for maintenance services such as mowing grass. They can also provide refuge and food for some wildlife. I would like to see Halifax's Parks Naturalization pilot program and Urban Forestry Masterplan be expanded to implement several Mi'kmaq food and healing forests throughout HRM. 2. Please emphasize the need to plant trees and protect or restore natural ecosystems. This applies to Themes 8 and 9 but also 2, 3, 5 and 7. Planting trees is the most cost effective way to fight climate change and improve air quality. In urban settings, lining streets with trees can also reduce storm water runoff, increase property values, promote a healthy lifestyle by providing shade for pedestrians and cyclists in summer, and even improve road safety. Again the Parks Naturalization pilot program and Urban Forestry Masterplan should be expanded to play a large role. There are plenty of places throughout HRM that could benefit from more trees (for example, parks with unsheltered walkways like the track of the Dartmouth Commons). Consider tree coverage requirements for new developments and incentivize adding trees to improve existing business and industrial parks. For example, Dartmouth Crossing and Burnside are both currently pretty desolate. Including large trees in and around parking lots would provide welcome shade in summer. Partnership with Tree Canada might be an excellent way to approach adding trees through community grants. Furthermore, the Ecology Action Centre makes many good points about protecting biodiversity and our ecosystems that I strongly agree with. I would like to see their suggested changes implemented in the regional plan. Thank you very much. Sincerely, Jess Topple		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C251	Terry Choyce	Dear Ms. Fralic, It would be wise for all development decisions to be made with the knowledge that Climate Change is inevitable and that humans are the main cause for our rapidly altered world. Therefore what YOU do will affect generations to come. So please try to preserve as many trees as possible, create developments that are are environmentally friendly and beautiful, take extra caution around waterways, provide mass transportation options, and protect all of our sensitive lands - including old growth forests. Thank you. Sincerely, Terry Choyce	n/a	Email
C252	Adam Travis	Dear Ms. Fralic, I hope to spend my life in Halifax. Few other places offer the vibrancy of city life so close to the wonders of nature. Therefore it is important to me to see the HRM take steps to preserve this balance, while becoming a larger, denser city. I enjoy a walkable lifestyle where I can achieve my day to day errands, see friends, access transit, and visit parks on foot. This is by and large my favourite part of city living, and it's something I've sold multiple people on as a huge benefit to living here. Unfortunately, the only neighbourhoods that really fit that criteria at the moment are peninsular Halifax and downtown Dartmouth. The demand to live in these neighbourhoods has resulted in increased development, but also increased rents. However, Spryfield, Bedford, Clayton Park, Fairview and swaths of Dartmouth all have potential to be great, walkable neighbourhoods with proximity to unique features that make them just as desirable as downtown and the waterfront. To achieve this, I ask that HRM makes an effort to allow and encourage the type of density we see downtown, elsewhere. Plaza parking lots could become neighbourhoods, encourage linking detached culture-de-sacs, and reconfigure suburban streets to make them places to be, instead of places to pass through. These are the seeds we will sow for Halifax's sustainable future, and that will allow the investments we make in BRT and fast	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		ferries to give us the best return. Sincerely, Adam Travis		
C253	Barb Lall	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. More action is required from HRM. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast!	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Barb Lall		
C254	Drew McQuinn	Dear Ms. Fralic, To HRM Planning. I feel strongly that real policy change and action is needed from the planning and those who implement the plan on the following items. 1. A clear plan and policy to protect our remaining wilderness and wetlands. 2. Developers should be made to not only replace but grow and wilderness areas that they have taken. It isn't enough to try to protect what is left. We must grow back the net amount of green spaces and wetlands in HRM. These spaces are what is attractive about HRM and paving over and creating urban sprawl, apartment buildings and box stores are not what the residents want. Those only benefit the developers, not the community. Green spaces have the value for health, and protection of our resources and help us meet our climate targets. 3. As mentioned above, plan away from urban sprawl. This ruins what is special about our city. 4. Policy to limit development along our coasts and protect what's left. This s our provincial brand and should be valued and protected as our comparative advantage over other locations in the country. 5. Policy to impose a 100 meter buffer of wilderness for all watercourses in HRM. These watercourses in the age of climate change grow in value every year and should be valued over parking lots and developments.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		6. Policy to protect and create more wildlife corridors using up to date maps of current Forrest 7. Create more transparency and accessibility and promotion of development plans happening around Halifax. Most residents don't know a development is going in until it has started and it's too late to add their opinions. Developers will do the minimum required of them to notify the public of their plans. The city should place more effort on announcements of these developments so the public has time to react. Thank you for your time and consideration. Sincerely, Drew McQuinn		
C255	Cynthia Moore	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I would like to see public transit and bike ways and walkways that are accessible to all neighborhoods. There are too many cars, we need to have a more walkable and transit friendly city. Also, I would like to see tree equity, it seems like the poor areas of the city do not get the same attention as regards tree planting as the more prosperous areas. Please do not allow development on wilderness lands, instead make already developed areas more gently densified. Please do create more affordable housing. Please make sure there are childcare centers in every neighborhood, for example downtown Dartmouth no longer has any Daycares. There should be fines for littering. Please protect and plan for the care of our wilderness areas. Don't allow people to infill on the Northwest Arm- a tragedy. Protect Owls Head- the destruction that might take place there is horrible, we need to preserve the special places in HRM, the kelp beds and the diversity there is extremely important. Plant trees wherever you can, we will need shade in the coming years of climate change. Protect our lakes from pesticides and other runoff. Halifax /Dartmouth is really a jewel, I hope we can even make it better. Overall, I feel that city council gives in to the big developers at every turn. It should not just be about money. I do like the Central	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Library though- kudos for that. It would be good to provide a transit option to one or two of our beautiful beaches on the weekends in the summer. -9 am, 12, and 4 pm maybe. Sincerely, Cynthia Moore		
C256	Vivien Shotwell	Dear Ms. Fralic, I'm writing to give feedback about the Regional Plan. I think it's critically important that it be strengthened to address climate change, biodiversity, and building livable communities. It's urgent to protect the coastline from ugly and degrading private development. Please prioritize increasing density in existing suburban areas, and protect wilderness areas. Please create a stormwater management plan. The oceans are rising and this will help protect HRM in the future. Sincerely, Vivien Shotwell	n/a	Email
C257	Lindsay L	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review - please prioritize increasing density in existing urban and suburban areas rather than developing wilderness. No wonder the bears are roaming the streets - we built over their habitat! Sincerely, Lindsay L	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C258	Janice Graham	Dear Ms. Fralic, I would appreciate HRM working to increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw, as well as preventing development from occurring too close to the coast. HRM should protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Janice Graham	n/a	Email
C259	Jo-Ann Roberts	Dear Ms. Fralic, I am writing because I believe HRM has a chance to be a community that puts itself at the forefront of being an ecologically responsible community and one that recognizes its responsibility to reconciliation with the Indigenous Nations of this land. I want to see in the Regional Plan that watersheds and wetlands will be protected. That we will have more protected green spaces and new developments will be asked to provide a wide variety of housing with access to active transportation and community services. I want to see a Regional Plan that respects the climate change that is already happening and the change we know we cannot prevent. We need "15-minute communities" where work and services are within the area where people live and not several kilometers away. HRM can be leaders but now is the time for bold and decisive action. Sincerely, Jo-Ann Roberts	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C260	Catherine Kingston	Dear Ms. Fralic, HRM needs to be ambitious in its action as detailed in the Regional Plan, now under review. This needs to include: making sure that all plans and actions are consistent with Treaty and reconciliation with the Mi'Kmaw; transparency and measurability; direct development to existing communities and have strict rules for coastal development, thereby protecting the sea and the integrity of wilderness areas, and the species they harbour, from encroachment; increase density in a manner that is sensitive to the needs and wishes of the existing communities; make sure these communities have diverse housing and easy access to public, green and active transportation; plan for climate change at all stages and aspects of development. Sincerely, Catherine Kingston	n/a	Email
C261	Sunyata Choyce	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Sunyata Choyce	n/a	Email
C262	Bruce Sarty	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Save the Sandy Lake area from development. It cannot be cut in half. Protect wildlife corridors. Stop urban sprawl. Infill in existing built areas. Increase Regional Parkland Adopt the Green Network Plan	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Sincerely, Bruce Sarty		
C263	Aoife Mac Namara	Dear Ms. Fralic, If Summer 2021, the BC heatwave, Saskatchewan wildfires and Ontario floods have taught HRM anything it is that HRM needs to take ambitious action through the Regional Plan Review. I believe the Themes & Directions report for the Regional Plan Review covers many key areas, I am very concerned that many critical and time senstive aspects were not addressed - these require urgent and immediate further action. I am writing to ask that you urgently take action to address the gaps in the Regional Plan so that it is strengthened to address the climate crisis, biodiversity, and so that it has the capacity to support the building of sustainable, liveable and inclusive communities across HRM. Specifically I urge you to review the Regional Plan so it: - Recognizes that HRM is part of Mi'kma'ki. - Recognizes the importance of Treaty and inherent rights of the Mi'kmaq people in all land and regional planning - Acknowledge the role Regional Planning plays in advancing reconciliation. - establish transparent, criteria to evaluate where and how growth occurs and how it is measured and ensure that such criteria and associated metrics align with the goals of biodiversity recovery, action to address the climate crisis, Treaty Rights, reconciliation, and reparations for African Nova Scotians, and the development of liveable and sustainable "complete communities". Prioritize increasing density in existing suburban areas rather than developing wilderness.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		- ensure that development and growth decisions do not enfringe on, or further prevent public access to, parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. - Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands - Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM. At this time vast areas of wetlands are being pulverized for development, including acres of wooded wetlands bordering a world class UNESCO recognized wildlife sanctuary at Martinique Beach. Protection for wetlands and their subsequent ecosystem services is critical for all the environmental and biodiversity goals detailed above . - Increase the protection of riparian areas by establishing a minimum 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. - Create a Stormwater Management Plan and program which requires landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. - Use building codes and bylaws to prevent further destruction of coastal ecosystems by development along the coastline - establish a minimum distance and require right of ways to water. - work with Mi'kmaw conservation experts and Land guardians to protect wildlife corridors and ensure that development growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Sincerely, Aoife Mac Namara		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C264	Veronica Post	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I feel that the proposed plan should be improved in the following ways: Affordable housing: we should not be relying on short term grants from the federal government to build affordable housing (re: rapid housing initiative) while these types of boosts are welcome, we really need to earmark more annual funding to organizations that provide housing to the most vulnerable. I am concerned that including middle-income earners within the definition of affordable housing will allow HRM to ignore those with complex needs while providing more help to people who do have jobs. Those who need housing support the most are those who may never be able to work due to illness. I want all Nova Scotians to have guaranteed housing, and for the government municipally to recognize that the current strategies aren't sufficient for the most vulnerable. I also think that housing support is important for those working people who aren't being paid enough to afford rising rents, but I feel that that issue could be helped more by raising minimum wage and requiring workplaces to provide security and benefits to its employees rather than spending tax money to supplement low wages. HRM has had ample opportunities to encourage and support community driven initiatives for affordable housing and affordable workplaces with things like the Bloomfield centre grassroots organization and the St Pats Alexandrea community development ideas. I see HRM selling off public land to private developers while wasting opportunities to encourage community leadership. Give the community a chance to lead, rather than controlling all the resources. Please consider all the recommendations from the Ecology Action Centre in regards to your climate and environmental policies. Restrict development close to the coast. Create wildlife corridors, Go with science and make the decisions that are best for our future generations!	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Recognize HRM as part of Mi'kma'ki. Hire indigenous leadership and respect indigenous knowledge in concrete ways. Be bold!! Sincerely, Veronica Post		
C265	Margaret Galbraith	We are the Climate Crisis Team of the Universalist Unitarian Church of Halifax. One of the principles of our Unitarian Universalist faith is to affirm and promote respect for the interdependent web of all existence of which we are a part. The current global climate crisis is an existential threat about which we are doing our best to encourage governments of all levels to take significant action as soon as possible. We are very pleased that the Halifax Regional Council has declared a climate emergency and is working to include climate action in many aspects of its work. The current review of the Regional Plan is very timely, as the original version was not written with the lens of climate action. We are particularly concerned with actions that will reduce carbon emissions directly as fast as possible, many of which are within the jurisdiction of the Municipality, or can be done jointly with the Province. Ending the use of fossil fuels in transportation and heating and cooling of the building infrastructure are the most critical issues, and we applaud the number of actions described in the webinars that will contribute to those results. Please move quickly to put these processes into effect. Viewing all municipal actions through the focus of reducing carbon emissions is the best way for Halifax Regional Municipality to contribute to the global issue of climate change. All aspects of the Regional Plan need to be seen through this lens. Thank you for recognizing the urgency of action in this crisis. Margaret Galbraith, for the Climate Crisis Team Universalist Unitarian Church of Halifax	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C266	Carmelitta MacIntyre	Dear Ms. Fralic, I am writing to add my voice to the HRM Regional Plan, HRM must take immediate and decisive action in this Regional Plan Review First, we must recognize Treaty rights and the importance of reconciliation. Also, I ask that you speak strongly for our green spaces, wetlands and watercourses, for all of HRM. These vital resources and areas must be considered as growth for the area is being planned. Climate change is real; we need to plan for it by protecting the above lands and moving growth away from these areas. HRM must prioritize developing density in already existing suburban areas, and stop encroachment on wildness lands and coastal areas. We must protect our precious wild areas. Blue Mountain/Birch Cove Lakes, Sandy Lake/ Sackville River, Purcell's Cove backlands are the most well known, but not the only areas needing our protection. I ask for your strong support to save Owls Head Provincial Park. The delisting and offer to sell this protected area must be stopped. In my readings, I do not see HRM as voicing any position on this. I ask all of HRM Council to step up and maintain the protected status of this park and stop the sale. This is an example of how development too close to the coast must be better regulated. Sincerely, Carmelitta MacIntyr	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C267	Frank Taussig	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I would like to comment on the regional plan. It seems that Halifax has grown enormously recently, and it has mostly been left in the hands of the developers who are in it to make money, not improve our city. Neighborhoods are being destroyed with not nearly enough thought for the waterways and green spaces which make our city so wonderful. So many of these new buildings are so isolated people will have to get in there car to do anything, and as I am sure you know most of this housing is unaffordable for many of our citizens. We also need to pay more attention to climate change. I would like the world to be habitable for our children and grandchildren and, as the experts tell us, unless we change our ways drastically and quickly this is not going to happen. We need to do our part for this and we need do everything we can to prepare for the changes that are coming. Sincerely, Frank Taussig	n/a	Email
C268	Barbara Markovits	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. Though the Themes & Directions report for the Regional Plan Review covers many important areas, many important aspects were ignored and require immediate further action. We would like to see the Regional Plan strengthened to address the climate crisis, biodiversity, and the building of livable communities. Specifically, please include the following: 1. ALL POTENTIAL PLANNING DECISIONS MUST BE SEEN PRIMARILY THROUGH THE LENS OF THE CLIMATE CRISIS!	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		2. Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation at the municipal level. 3. Create transparent criteria to decide where growth and development occurs. 4. Prioritize increasing density in existing suburban areas rather than developing wilderness. Leave designated parkland as designated parkland. Do not encroach on designated parkland! 5. Stop making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. 6. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands. Insist on retaining Owl's Head as a park, even if it means making it a municipal park. 7. Create a municipal wetland policy which actually protects existing wetlands and their subsequent ecosystem services. 8. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. This is essential to moderating sea level rise and its catastrophic impacts. 9. Prevent development from occurring too close to the coast! 10. Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM 11. ALWAYS REMEMBER THAT HRM EXTENDS A LONG WAY BEYOND THE 'CITY' ON THE EASTERN SHORE. GIVE RURAL HRM SOME REAL SERVICES IN EXCHANGE FOR TAX DOLLARS. THE LIBRARY IS GREAT BUT IT'S NOT ENOUGH!		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		12. SAVE OWL'S HEAD FOR THE PEOPLE. RESIST THE PROVINCE'S SALE! Sincerely, Barbara Markovits		
C269	Karen Hollett	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review I feel that suburban development needs to be curbed, leaving some wild space for wildlife and citizens to connect with nature. We have lived in the Rockingham Ridge area of the city for 30 plus years and have seen tremendous change in that time. Just on the edge of our older neighbourhood, all the existing wild areas have been developed and for the most part paved. Tiny "green spaces" set aside by the developers, in an attempt to appear concerned/conscious about the environment or because they are forced to, are often disconnected, leaving wildlife struggling to find spaces to exist. It appears that traffic considerations are not part of the planning process. Huge increases in cars from new developments join the mass of traffic attempting to get into the downtown core. This whole area is car centric. Cycling anywhere in the Dunbrack/Lacewood/Parkland area is nerve wracking and feels unsafe because of traffic speed and volume. Bike lanes are being added in slowly, but they are not separate from speeding cars. As a result, people who might otherwise cycle do not. During the pandemic, the Chain of Lakes and BLT trail system have become flooded with cyclists and walkers attempting to find a safe place to enjoy the outdoors. We have regularly walked and cycled these trails for years so know that the trail usage increased greatly. This is because there is a dearth of safe options for people in this area. There is a dearth of wild spaces and green corridors incorporated into designs. Recently the city was looking for input on clearing one of the remaining small wooded areas in the neighbourhood to build a second school. This makes me shake my head. Was there no thought given to the large number of folks moving with their families to the neighbourhood over the past 10-15 years?	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		The same thing is now happening along Kearney Lake Road. Beautiful, mature wooded areas are being cleared, large houses being built with a tiny, often non-native tree planted out front. This unsustainable pattern of development that we have watched in the Clayton Park area is being repeated there. Wide, fast roads with tons of traffic now feed into and out of Larry Utech developments. In my opinion, these are not liveable neighbourhoods. They are not complete communities. How sad that HRM continues on this path. We have so much potential to create sustainable, lovely communities where people feel safe and encouraged to walk and cycle and interact. I ask that the Regional Plan makes protecting and caring for wilderness and natural spaces a key part of any development. I am not talking about those little tiny green spaces provided by developers. I am talking about considering wild habitat and protecting wildlife corridors. Sincerely, Karen Hollett		
C270	David Jones	Dear Ms. Fralic, My name is David Jones and I am a resident of Dartmouth, Nova Scotia. I am a teacher, local historian and heritage advocate. I am currently a Director of the Dartmouth Heritage Museum Society, the Nova Scotia Archaeology Society and the Heritage Trust of Nova Scotia. As a very concerned and civically-minded citizen with a strong appreciation for nature and physical activity, I support the Ecology Action Centre (who inspired me to write this letter) in their concerns related to the Regional Plan's weaknesses in addressing climate change, environmental impacts and building whole, healthy communities. Your survey would have been stronger with GIS mapping components and stronger / more specific language surrounding these issues. I also appreciate that the the EAC is asking that HRM recognize Mi'kmaw territory / Treaty rights and better engage in reconciliation. I encourage the Mayor, staff and council to do better by dealing directly and frequently with Mainland Grand Council and local bands	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		and community members to take real action on implementing the recommendations of the Cornwallis Task Force. I direct you to two particular recommendations from the April 2020 'Report of the Task Force on the Commemoration of Edward Cornwallis and the Recognition and Commemoration of Indigenous History': (6) That the HRM prioritize the creation of a civic museum, owned and operated by the HRM according to the highest professional museological standards, and begin immediately to explore potential funding and planning processes for this purpose. (7) That, pending the opening of the civic museum, the HRM create a virtual museum, along with working with and supporting the Mi'kmaw Native Friendship Centre to enhance its capacity for displaying material representations of Mi'kmaw history. Today, in July of 2021, I am asking; Where is the virtual museum? Where is the new civic museum? Protecting and promoting Cultural Heritage is a vital component of fostering a healthy community and developing an online / brick and mortar HRM museum is a critical component (as indicated in the Task Force report). Heritage resources are non-renewable. They don't make houses from the 1700s or 1800s anymore (last time I checked...). They do, however, seem to build a lot of condos (that in many cases could be built on top of archaeological sites) in HRM, bringing me to the need for a comprehensive archaeological management plan for the municipality. Why are you stalling on this important document / legislation? Here in the city, you have the experts (such as Dr. Jonathan Fowler, Dr. Paul Erickson, Keptin Roger Lewis, several CRM companies), you have the archival material (NS Archives, HRM Archives, Dartmouth Heritage Museum collections, etc.), you have GIS specialists at the universities, you have everything you need to make this happen! If it's good enough for major cities across the country, why not here in Halifax/Dartmouth?		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Please do better, as a governing body, to protect our collective heritage. Sincerely, David Jones		
C271	Cassandra Francis	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Cassandra Francis	n/a	Email
C272	Johanna Aucoin-Slaunwhite	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. I am extremely concerned about the climate crisis. My remarks will reflect this. We must save our wetlands and not lose any more. There should be a sufficient buffer 25-30 metres for all wetlands. Obviously we should not be developing too close to our ocean because of sea - level rise. We should not be building on wilderness land any more. We can re-purpose land. New building should not be all sprawled out like it is now. It can be denser, as long as there is access to nature close by. We should know where our parks and nature access is going to be BEFORE we permit building. And we should know especially about buses or any other transportation means before we approve building. That goes double for low-income housing and the like which didn't have nature access or access to buses except as an afterthought. Let's put it this way. Many years ago I was appalled at the lack of planning. We need clear criteria now more than ever. We should protect the wilderness places like the Blue Mountain-Birch Cove Lakes and look after them.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		We should protect wildlife with things like corridors. We absolutely MUST save farmland and we should make sure it's being used as such! We MUST protect NATURE. This must be LAW not wishful thinking or guidelines. I am extremely concerned. I respectfully submit these ideas. I will closely follow up. Thank you. Sincerely, johanna aucoin-slaunwhite		
C273	Fred Harrington	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review First, HRM needs to have a planning process that is black and white. By that, I mean that development needs to follow the rules, not, as it currently seems to do, continually seek variances to those rules so that in the end it seems that the rules don't really matter because nobody seems to follow them anyway. If the plan say 12 stories is the limit, then don't allow a developer to submit a plan for 12 stories and then later bump it up to 15. Second, we need to focus new (or renewed) development on existing communities. Some areas of HRM are slowly dying, but they can and should be revived. Look at the North End for some inspiration. As population density increases, the need for services and stores locally rises, making such activities profitable for entrepreneurs. With services and other necessities within easy reach, transportation options increase. Third, as development proceeds and population density increases, the need for open space of various types (parks, playgrounds, ball fields, wilderness, bike paths and hiking trails) increases at an even faster rate. I live in the Clayton Park/Dunbrack Street area and discovered Tremont Plateau Park several years ago. Use of that park has skyrocketed as apartment/condo/townhouse/private homes have filled the old transmission tower lands. Without setting aside what might seen far too generous an area for parks and	n/a	Email

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		wilderness today, we risk creating a situation where these recreational lands are overused and begin to lose their value as places to rest , recreate and recoup. Another case in point is the Chain of Lakes/BLT trail system. Several years ago it was relatively busy but still a good place to walk or take your dog. Since 2020 and Covid, that trail has seen a tremendous increase in use, especially in cycling, so that we no longer use it on weekends when it seems more like the Tour de France. Fourth, we need to limit development in wilder areas where little or no infrastructure exists. Such development bleeds population from existing communities, drives up the pressure on existing roads that no must service a new, most likely scattered population that will be poorly served with the amenities most people require. Better to focus on the communities we have and make them stronger, more vibrant and more self-sufficient. Five, we need to think big about protecting as much of our current wild spaces as we can. The bigger they are, the more intact they are, the better they provide all the important services a world-class city needs. Not only recreation through hiking, biking, swimming, etc., but also acting as reservoirs of biodiversity (including endangered species like mainland moose), as sponges for ground water retention to reduce siltation and flooding, and as forest cover to reduce the impacts of climate warming and increased storm damage on the populated areas of the city. Six, planning decisions ought to have some basis in science. For example, HRM encompasses many watersheds within it boundaries, but I doubt watershed issues have much impact on development decisions. They should. Protecting wetlands, legislating vegetated buffers along waterways and shorelines, eliminating infilling of waterfront properties such as in the Northwest Arm are all important steps that need to be taken. Getting a better handle on storm water management so that waterways and coastal areas are not burdened with excess runoff and the pollutants it carries is another priority. Providing guidance and resources to individual home owners as well as developers as how to best hardscape a property can do wonders to minimize the negative impacts of runoff.		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Sincerely, Fred Harrington		
C274	Alison Petten	Dear Ms. Fralic, This is so incredibly important. Thank you for making sure we who live here have a voice. I think much of the plan is making sense and I thank you for that I do have some suggestions that I hope you will take seriously. The climate crisis and taking care of our environment and ecosystems needs to be thread throughout every decision that is made and as a real priority. I think it is really important to make sure that our current communities have what they need and are as densely populated as makes sense. I think we need to stop stop stop development happening in the wetlands and natural areas that are part of and close to HRM. For example the proposed development near Sandy Lake is absolutely ludicrous and shouldn't even be seriously considered. I think it is really important that there is an excellent process that is clear to everybody and understood by everybody about how development can happen and how it should not happen. I am honestly sick and tired of watching developers get away with doing something that they should not be doing. They pay some small fine that is already part of their budget and they carry-on with an eye to their pocketbooks and not our collective future. We need to actively be part of truth and reconciliation for the people who were here before our ancestors. Globally not enough is being done fast enough to prevent our sea level from rising. This is going to happen faster and faster with catastrophic weather to accompany it. This needs to be factored into all decision making. When I drive around Nova Scotia finally self very aware of homes and communities and roads and other infrastructure that will be underwater in the near future. We need to start doing better with planning for this now. We need to be aggressively doing everything that we can to reduce negative environmental impact. We need our leaders to be smart and understand this and provide the leadership required. Thank you. Sincerely, Alison Petten	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C275	Chris Henkelmann	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Leverage existing urban and suburban areas to increase density Ensure transit - bus, ferry, rail, walkability are factored into planning decisions Ensure greenspaces for the public, but also greenspace corridors for wilderness are factored into development decisions Ensure coastal development is done in an appropriate manner considering sea level rise and coastal erosion. Enable mechanisms to ensure HRM plans inform Provincial development objectives (e.g. impact of major developments like schools or hospitals moving from one centre to another -- Musquodoboit Harbour HighSchool's relocation.) Sincerely, Chris Henkelmann	n/a	Email
C276	Suzanne Bechard	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Suzanne Bechard	n/a	Email
C277	Anne Bishop	Dear Ms. Fralic, I no longer live in HRM, but did for 11 years, and Halifax is an important centre for the whole Province. Therefore I feel strongly that the voices of people in surrounding areas should also count in your consideration of the Halifax Regional Municipal Strategy. Please use it to address the ecological crisis we all face. Increase the density of urban areas rather than developing green spaces. Protect the coast, wildlife corridors and all the existing	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		natural spaces within HRM's jurisdiction from shameful misuse such as that planned for Owls Head Provincial Park. Map our natural spaces and the precious biodiversity in them. Plan human access to natural areas with equity in mind, addressing the historic lack of access for marginalized communities. Recognize the Mi'kmaw people's inherent rights to their unceded land. Sincerely, Anne Bishop		
C278	Maxime Tardy	Dear Ms. Fralic, We need to respect and study our cultural heritage and have a space to celebrate Dartmouth history. The post office downtown should be a museum and it's really upsetting it will most likely be demolished... fail Sincerely, Maxime Tardy	n/a	Email
C279	Christine Greene	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review Sincerely, Christine Greene	n/a	Email
C280	Laurette Geldenhuys	Dear Ms. Fralic, For the health and quality of life of the residents of Halifax 1. Abundant access to nature, by preserving Halifax's wilderness areas and bodies of water, including, Sandy Lake – Sackville River, Blue Mountain - Birch Cove Lakes, and the Purcell's Cove Backlands. 2. Active transportation	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		3. Robust and green public transportation 4. Local access to food by structuring complete communities, and preserving and activating the remaining agricultural land in our community 5. Affordable housing 6. Planning for climate change, including sea level rise must be accommodated in city planning. Sincerely, Laurette Geldenhuys		
C281	Shannon Doane	Dear Ms. Fralic, HRM needs to start looking after our communities, environment, endangered and threatened species a lot better than it has been. I've personally seen first hand that the Planning and Development departments of HRM label communities and the people who try to take action against unwanted developments in their communities due to environmental concerns as "not in my backyard". This is a disgraceful way to treat the voters of HRM. If the people of a community do not care to speak out on behalf of their own community then who will? The answer is no one. Rampant over-development without a clear plan in place for green spaces, parks, preserving natural spaces and helping endangered and threatened species simply for the sake of making money for a developer has never helped any community in the long run. Case 19117 is a perfect example. No one in the community wanted this project to move forward yet it was approved anyway without any of the voices of the community who took the time to oppose the development being recognized or heard. From my perspective the decision to approve the development certainly appeared to have been made before the public hearing was even held, and the thinly veiled threats from the developers to appeal to the utility and review board was blatantly evident at the public hearing. The area is well known to be habitat for threatened wood turtles and members of the community had been making reports to the Department of Lands and Forestry for many years, myself	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		included in 2016, yet the reports were discarded by the very department that was supposed to be a steward to the environment. Government departments need to stop passing the buck around between them when it comes to protecting the environment. This also does not take into account that once a development is complete the developer gets to move on and the bill for making any needed upgrades to infrastructure lands firmly in the laps of the tax payers instead of the developer who contributed to the stresses on that infrastructure in the first place. An individual land owner who buys land for their own personal use is one thing, but I believe a developer who buys lands and develops it into mobile home parks, multi story buildings, or other multi dwelling projects needs to also add value to the community in other ways outside of their own financial interests. HRM need to start putting action to words when it comes to supporting the healthy development of communities, support the environment and protect the other living things we share the world with that cannot speak for themselves. There is no community in Canada that ever feels like it has enough tax dollars to support its plans. Greed for more development and more money will never ever be satisfied so we have to start looking at quality communities over quantity communities. At some point we have to realize that growth is not going to be the answer to our problems. It's a solution that creates problems. Time to start thinking smarter for a change and to also respect what the voices of the people in a community instead of ignore them in favour of big business and developers. Sincerely, Shannon Doane		
C282	Janice Kirkbright	Dear Ms. Fralic, The HRM's regional plan needs to go further to protect biodiversity and deliver climate change action. Specifically, I would like to see the following actions: Create a strategy to protect and steward our wilderness areas. Prevent development from occurring too close to the coast.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Create a municipal wetland policy which ensures no-net loss of wetlands within HRM. Increase protection for riparian areas by establishing a 100 metre vegetated buffer for all watercourses and a 50 metre vegetated buffer from the high water mark in the HRM land use bylaw. Protect wildlife corridors and ensure that our growth is guided by accurate, up to date mapping of the locations of wildlife corridors with HRM. Prioritize increasing density within existing suburban areas rather than developing wilderness. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Create a storm water management plan and program which encourages homeowners to use naturalization efforts (rain gardens, bioswales) on their properties. Provide incentive for homeowners to move toward green energy and green initiatives. Avoid making growth and development decisions until mapping access to nature and parks through an equity lens which considers historical lack of access for marginalized groups. Sincerely, Janice Kirkbright		
C283	Jean Chard	Dear Ms. Fralic, I have only just learned, hours before the deadline, about this opportunity to provide input concerning the regional plan for growth. As there isn't time to compose a detailed submission I will just state my primary concern. It is absolutely imperative that so-called wilderness be preserved. To the very best of our ability we humans must rapidly shrink our footprint. What better place to start at the municipal level than by concentrating further development in already existing suburban areas and leaving untouched what little	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		remains of lands, and waters, not already in use by humans. Another simple new regulation which could improve the microclimate of the city is to require all future large buildings, whether residential or business, to have a green roof. This will enhance our existing urban forest and mitigate the heat produced by the city. Sincerely, Jean Chard		
C284	Patricia Brennan-Alpert	Dear Ms. Fralic, The Regional Plan Review has to reflect the findings of the TRC. HRM has to take seriously the land acknowledgements that we all give lip service to. We live in Mi'kmaki under the Peace and Friendship Treaties. As non-indigenous people who came here we have had the peace and even the friendship of Mi'kmaq and Maliseet people and have used up the land and resources until we are all plunged into the nightmare of run away climate change; they have suffered under our UNfriendly control. Treaty rights and inherent rights of indigenous people must be accepted and protected to make reconciliation real instead of just a re-Con game. We can't make little islands of wilderness; they have to be connected by wildlife corridors where development is prohibited in HRM. These no development corridors should be part of clear rules on where growth and development can happen. These new communities should include all the resources needed by residents like groceries stores, post offices, schools, recreation, garden areas, parks, etc. Expand, protect and actively care for wilderness areas, especially Sandy Lake, the Purcell's Cove Backlands and Blue Mountain-Birch Cove Lakes area, and their like. Covid has awoken HRM residents to the wealth of wild places within easy reach. Paths are widening from overuse. We need more education on preserving the land. Densify existing suburban areas rather than developing wilderness.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Sincerely, Patricia Brennan-Alpert		
C285	Kaly Tam	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. After reviewing the plan, I cannot stress enough the importance of preserving our natural habitats by restricting developments too close to the ocean, by creating buffer zones between future developments and natural habitats and by approving more parks and conservation of existing wetlands where necessary. Please hear our voices and those of people who support the Ecology Action Group. Sincerely, Kaly Tam	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C286	Dawn Carson	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. Going forward sustainable living must be a priority. Making our homes and transport carbon neutral is essential to move forward in eco-sustainable ways. We need affordable housing for lower/middle income. We need green burial to the sustainable disposition choice of the majority. We need universal basic income to stimulate the economy and dignify our society. Ww need continued economic relief for those who have not yet recovered from the ubiquitous affects of Covid-19. The Mi'kma'ki deserve to be recognized as a voice in regional planning. Stop cutting down the trees. Stop polluting the earth and the water. Just stop. Don't support industry that adds to the toxic problems. Instead support renewable, clean, inclusive business models. Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. PLEASE Sincerely, Dawn Carson		
C287	Martha Radice	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review to better protect natural resources, tackle climate change, and prioritize livability for all Halifax residents regardless of their income and social and geographic location. We need to take an equity lens as we look to the future with our Regional Plan. I want to see us especially protect and steward wilderness places in HRM, provide robust and reliable public transportation (including to those wilderness places), and take what action we can to respond to the recommendations of the Truth and Reconciliation Commission. I would also like to see settlers take seriously their obligations to the Mi'kmaw people under the Treaties that govern our presence on this land.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		I also want HRM staff and councillors to take seriously the concerns of residents in respect of urban development and planning. I know many neighbours and friends who have worked in good faith and within all the rules of due process to raise concerns about how certain developments have been constructed, only to come up against a solid brick wall of HRM planners ignoring everything we do and acquiescing to developers. Our good faith participation in the planning process has been completely and utterly wasted. It feels like nothing we do matters. Convince me otherwise. Sincerely, Martha Radice		
C288	Paul Turbitt	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. With our woodlands shrinking please establish priorities to increasing density in existing suburban areas rather than developing wilderness. Please create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem systems. Wetlands are key areas to maintain as they also help to maintain our necessary biodiversity. Establish and protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors and take species at risk into primary consideration within HRM. Sincerely, Paul Turbitt	n/a	Email
C289	Blair Lopes	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. The plan must recognize HRM as part of Mi'kma'ki and recognize the importance of Treaty and inherent rights of the Mi'kmaq people. It is also important to advance reconciliation.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		The plan should avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. The plan should create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. The plan should create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, the Purcell's Cove Backlands and Owls Head Provincial Park. Sincerely, Blair Lopes		
C290	Daniel McClay	Dear Ms. Fralic, I have lived in Halifax for about a year now, and I have been struck by how beautiful the the city and it's neighbouring areas. In my opinion, it is probably the best selling point for the city to attract new residents. I also hope that I don't need to mention that we are living through a climate change and biodiversity crisis. As such, we should be doing our utmost [emphasis added] to remedy these issues. This involves developing a municipal growth plan in accordance with the opinions and views of conservation, biodiversity, and economic experts as well as Sustainable Development Goal 11 . This is absolute crunch time for our society to start transitioning to a net-zero way of life. Cities have a huge role to play in this. Personally, I would like to see MUCH more biking infrastructure. Coming from Montreal, I was shocked to see how few bike paths exist. The few times that I have been on my bike in the city, I have been forced to ride within the tiny margin on the side of the road; this needs to become a much more bike-friendly city. As for biodiversity protection, I implore you to follow these guidelines: (1) Create a strategy to protect and steward wilderness places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		(2) Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. (3) Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the high-water mark in the HRM land use bylaw. (4) Prevent development from occurring too close to the coast. (5) Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. However, most importantly, I would like the municipal growth plan to have the approval of the Ecology Action Center. I am not an expert in biodiversity protection or sustainable municipal growth, so I think that the EAC is in a better position to give specific advice. I support whatever they say is the best way forward. Finally, the municipal plan should recognize the HRM as part of Mi'kma'ki. It should also recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation. Indigenous perspectives play an extremely valuable role in our path to a sustainable city that we can all enjoy to its fullest extent. I trust that you will do the right thing. Please do not disappoint. Sincerely, Daniel McClay		
C291	Patricia McMullen	Dear Ms. Fralic, Regarding the Regional Plan review, I support these recommendations from the Ecology Action Centre: HRM Recognize HRM as part of Mi'kma'ki in the Regional Plan. Recognize the importance of Treaty and inherent rights of the Mi'kmaq people, as well as the importance of advancing reconciliation.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Create transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. Prioritize increasing density in existing suburban areas rather than developing wilderness. Avoid making development and growth decisions until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups. Create a strategy to protect and steward wilderness: places like Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands Create a municipal wetland policy which will ensure no net-loss of wetlands within HRM, better protecting wetlands and their subsequent ecosystem services. Increase the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. Create a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their own properties. Prevent development from occurring too close to the coast! Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. needs to take ambitious action through the Regional Plan Review Sincerely, Patricia McMullen		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C292	Judith Cookey	Dear Ms. Fralic, Re the survey I filled out the survey but felt that my responses, due to the constraints of the survey, did not accurately reflect my opinion. In fact, I felt with some questions that I was leaving a false impression. Also there was no opportunity to express my thoughts or explanations. With surveys like that is, my concern is that when the data is compiled the overall conclusions may be quite different from what those being surveyed actually wanted to convey. That is why I am also writing an email. To comment on all 11 Themes and Directions would require too long a document so I limit my comments to those that I think are most important at the beginning of a planning process. 1. Considering the regional scale The land upon which we live should be given first priority. As much land as possible should be left to Mother Nature to control and shape. The Regional Plan should outline a mechanism to thoroughly examine the lay of the land and to use guidelines such as Ian McHarg ,in Design with Nature suggested, to determine where new development would have the least detrimental effect on the natural environment. Then allow development only in those areas. Yes, any immediate growth in development should fall within the infrastructure of the municipality for financial and efficiency reasons. 2. Building healthier and more complete communities Indeed. The whole region should be identified as a large set of communities/villages	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Each community should be complete with places to work, to grow food, to play and experience nature, to get educated, to get health care, have safe pedestrian and active transport pathways and be connected to other communities by public transportation and of course, a variety of housing types. Using the catchment areas of elementary schools might be an approach to start identifying communities/villages. This would take time to accomplish but the regional plan should have policies to guide all new developments in this direction. 4. Transforming how we move in our region Incorporate the Integrated Mobility Plan into the Regional Plan. HRM has a wide variety of transportation issues. We have rural needs, suburban needs and urban needs. Also, Halifax has a very awkward downtown - from a transportation point of view - due to our geography. Therefore a 'one size fits all' approach has not worked well. A dynamically different approach is needed, particularly in the peninsular downtown. A regional plan should have flexible transportation policies to accommodate one system for rural areas, another for suburban areas and yet another for the downtown. Consider this idea: no private cars allowed in peninsular downtown. Have depots on the periphery where cars park and buses drop passengers. A fleet of publicly owned very small, electric cars are available for people to drive around within the downtown area to meet their individual needs. And this idea: a fleet of small buses in rural areas that carry passengers to bus depots where they transfer to larger buses to travel through the suburban and urban areas. 8. Enhancing environmental protection Incorporate the Green Network Plan into the Regional Plan		

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		Again , the land upon which we live should be given first priority The measures mentioned under #1 above would go a long way to protect the environment. The Regional Plan should have policies to ensure that all citizens have easy access to natural areas through a network of green spaces and these spaces should be connected by green corridors. All natural waterways, coastlines, wetlands and a diverse selection of wild areas should be protected. 9. Leading through action on climate Incorporate HalifACT 2050 into the Regional Plan The long term outlook should definitely include fossil free energy systems, a municipality prepared for climate change and its various effects on life in Halifax. Radical changes to the contemporary ways of doing things are necessary and the Regional Plan should have policies to encourage such changes . For example, building Solar Roads <solarroadways.com>which provide many services. 10. Imagining HRM into 2050 and beyond A regional plan should have a long term outlook with policies for the shorter term which direct development in the direction of that long term outlook. It is very important to describe the long term outlook in the Regional Plan. Sincerely, Judith Cookey		
C293	Peter Lewis	On visiting the HRM Regional Plan Review website I was disappointed to see that the deadline for public submissions was July 16th. I have been following the process from inception almost 20 years ago! My family moved to Halifax in 1996 and being and very keen on exploring the outdoors we really appreciated the opportunities HRM offered to be able to get out into at least semi-wilderness within minutes of leaving downtown. However, during the following years we have see most of these areas being encroached	Yes	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		upon or lost entirely to what appears to be uncontrolled development and urban sprawl. I have prepared a submission (attached) which I hope can at least be considered for inclusion in the comments from the public. Sincerely, Peter Lewis Halifax		
C294	Emily LeGrand	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review on the following issues. *Green space access- access to nature is essential for well-being and equity, and there has been disproportionate access to nature. How will the regional plan ensure that all people, regardless of income or skin colour, have access to natural areas within a 20 minute walk? This is especially important that schools have access to nature. Many nature after school programs that run throughout the rest of the province which are predicated on a natural area to play in within a 20 minute walk of the school are not possible in the HRM. *Wetlands- we need a no net loss wetland policy for HRM. They are essential carbon sinks and flood buffering areas, which will only become more important as climate change ramps up. *Stormwater Management- there are great techniques to reduce stormwater runoff and hard infrastructure via using a variety of techniques to absorb water as close to the area it fell as possible, including rain gardens, green roofs, more trees and parks, more natural areas preserved or restored throughout an urban area, permeable pavement, and reducing the need for paved areas for cars, which comes from expanding transit, pedestrian and bike infrastructure. This needs to be incorporated in the regional plan.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		*Coastal ecosystems- we are building too close to the coast which makes whatever built there vulnerable to erosion and sea level rise. Coastal ecosystems such as eelgrass meadows and salt marshes do so much protective work for us, if only we take care of them and allow them to exist. *Wildlife corridors need to be planned for and protected within the regional plan. If we are going to survive the next 30-50 years as a species, we need to recognize that we too are animals, interdependent upon on all other life. What a great way to practice recognizing this by including other animals' movement needs in the regional plan. *Treaty Rights- the regional plan needs to recognize and be openly questioning what it means to plan on unceded Mi'kmaq territory, people who understood that we are also animals and are interdependent upon all other life. A part of reconciliation means asking how we can embody that truth in our actions, decisions and planning documents. Thank you for making sure these aspects will included in the regional plan. It's 2021. It's time to get these things right. Sincerely, Emily LeGrand		
C295	Mary Snyder	Dear Ms. Fralic, HRM needs to take ambitious action through the Regional Plan Review. My particular interests are protecting our coastline from development, maintaining the Green Network, and considering how to best plan communities so that citizens have access to the natural environment, no matter what their financial state. Affordable housing should be a right, and the health of individuals and neighborhoods depends on how carefully communities are planned. Access to healthy food, nature, and almost as important, is the way the housing, the community looks - good design - people want to feel that where they live is beautiful. Sincerely, Mary Snyder	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
C296	Michael Basford	Dear Ms. Fralic, Regional Plan Review Themes and Directions I support the OurHRM Response to the Themes and Directions report. In particular , the Green Network (HGNP) should lead rather than be a consideration as proposed in Themes and Directions. The Wildlife Corridor Landscape Design mapping should be integrated into the HGNP. Halifax should have a Parks strategy for a defined spectrum of public green spaces, region-wide. The Regional plan should incorporate the HGNP, the IMP, and HaliFACT Sincerely, Michael Basford	n/a	Email
C297	Allan J. Owen	Hello Councillor Blackburn: I want to see: The Regional Plan embrace the concept of densifying existing communities to reduce urban sprawl. Regional Parks increased and/or expanded for the well-being of citizens and to support bio-diversity and carbon sequestration. I am thinking about Sandy Lake Park as a current example. Large undeveloped blocks of land are needed to maintain bio-diversity, particularly for many songbird and animal species that are under severe stress from fragmented habitat. The Urban Forestry Program expanded to make our urban areas more beautiful and to resist climate change.	n/a	Email

NUMBER	CONTACT	COMMENT	ATTACHMENT	SOURCE
		The “greening” of civil engineering practices for the treatment of storm water (no direct discharge into watercourses which has caused the demise of water quality in so many of our lakes. Thank you for the dedication that you show to public service. Allan		
C298	Margot Metcalfe	*Submitted attachments (via the Clerks Office) regarding the protection of Sandy Lake.*	Yes – C298	Email
C301	Lila Pavey	Hello Regional Plan Project Team, Please find attached a letter of request from our Health Promotions Central Zone team for an opportunity to contribute to the discussions on the Regional Plan. We look forward to hearing from you and seeing what might be possible. Kind regards, Lila	Yes – C301	Email/ Stakeholder Meeting
C302	Shane O’Neil	*Submitted attachments (via the Clerks Office) regarding the protection of Sandy Lake.*	Yes – C302	Email

APPENDIX E

CORRESPONDENCE ATTACHMENTS

BLUE MOUNTAIN -BIRCH COVE LAKES REGIONAL PARK REGIONAL PLAN SUPPLEMENTARY SUBMISSION

July, 2021

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INTRODUCTION

The 2022 HRM Regional Plan is challenged to meet Regional Council's declared Environmental Strategy as the HRM Charter contains significant restrictions on what it can mandate in the Regional Plan.

The 2006 and 2014 Regional Plans and the 2018 Halifax Green Network Plan are replete with policies regarding the building of livable communities by optimizing the integration of the Halifax Regional Municipality's amazing natural assets. However, the Nova Scotia Utility and Review Board has made it clear that many of these policies take a back seat to the specific policies key to supporting any particular development under consideration.

Its genesis lies in the limitations imposed in the HRM Charter. To address this, in 2018, following recommendations made in the Halifax Green Network Plan, HRM asked the Province for a couple of changes to its Charter, and, more recently, the Friends of BMBCL asked for additional Charter changes to support efforts to allow HRM planners to better balance the decision-making between development and sustainability. There is no indication whether the Province intends to move forward on the changes.

Because of the existing legislative framework, the mandated Regional Plan policies centre around new development related infrastructure costs and HRM's efforts to minimize these costs by directing development to projects with the least cost to HRM. This is proving to be at the expense of growing HRM in an optimal way to ensure its attractiveness to residents and newcomers alike. All of which is at the expense of ensuring HRM is distinguishing itself from other communities, affecting its ability to retain its attractiveness to newcomers. often a key reason for newcomers moving to HRM.

The following pages address both the macro and micro issues of the Regional Plan as they impact the short and long term future of the Birch Cove-Blue Mountain Regional Park. As the document is largely directed to the HRM Regional Plan team, it contains numerous specifics that can be hard to follow without reference to the documents and pages noted. This introduction is simply intended as an overview to help the reader understand the fundamental issue at play.

No.	RECOMMENDATION SUMMARY
1.	That the following HRM Charter amendments be made: 1. HRM continue to vigorously pursue an amendment to s.235 as per HGNP Action #18 and as already requested by Council by letter to the Province dated December 2018. 2. Amend s.237 to allow a 5-year window rather than the existing 1-year window for HRM to decide on the acquisition of lands zoned for public use. 3. An amendment leveling the playing field between environmental and development policies in the Regional Plan. And that the applicable land use bylaws be amended pursuant to s.235(5)(p) of the HRM Charter: 4. To facilitate HRM enforcement of development related provincial legislation so that there is a unified jurisdiction enforcement process.
2.	That HRM reaffirm its commitment to acquiring the buffer lands within the conceptual park area shown in the 2014 Regional Plan (Map 11) and the Dakin Drive concept.
3.	That any revision of lands identified as being targeted for acquisition only be further revised at such time as a park management plan or concept plan is prepared jointly by park land owners and/or land managers through an open and transparent planning process and with benefit of input from stakeholders, including the Friends of BMBCL and the public.
4.	That the Regional Plan emphasize the imperative of a best practices approach for the creation of a major wilderness park with a 31 km+ perimeter including decisions on park accesses.
5.	That HGNP Action #31 be adopted and followed and the Growth Centre list start with brownfield and infill sites rather than greenfield sites such as the BMBCL Regional Park.
6.	That the Hwy 102 West Corridor lands be removed from the Growth Centre list with a correlating change to Map 2, Generalized Future Land Use Map, as there is sufficient developable land available until at least the next RP review.

7.	That consideration be given to the use of environmental protection zone designation for the wetlands lying between Hwy 102 and the shores of Susie, Quarry, Washmill, and Little Kearney Lakes, with protection objectives being carefully coordinated with the planning of any permitted development of adjoining or nearby lands.
8.	That HRM consider "downstream" taxpayer impact costs including watercourse remediation costs as part of its secondary planning approval process.
9.	That the equivalent of the River-Lakes Secondary Planning Strategy for Planning Districts 14 & 17 Policy RL-22 providing for no net phosphorus, be adopted for lands within the watershed of the BMBCL Regional Wilderness Park.
10.	That the stormwater systems in new developments be required to be designed to minimize the long-term effect of development on receiving watercourses as recommended by AECOM.
11.	That **(1)** HRM conduct a review of the effectiveness and cost of available treatment technologies for phosphorus, salt and sediment. **(2)** That natural filtration not be permitted as a means of addressing construction siltation and that instead federal highway construction standards be required. **(3)** That installation of CBS units be mandatory to address road salts and hydrocarbons; alternatively, road salts and hydrocarbons be addressed through an equivalency system. **(4)** A credit system be developed for investments in stormwater quality private sector investments.
12.	That construction duration easily measured turbidity standards be set and that any applicable development agreement provide that the HRM Engineer may shut down a project until such time as the turbidity situation has been rectified.
13.	That every effort be made to adopt policies in accordance with HGNP Action #6.
13.	That the Subdivision By-law be amended to (1) use the development altered high water line as the line from which buffers and setbacks are measured; and (2) require that both the developer-altered highwater line and the setback or buffer therefrom be permanently marked by survey pins.

15.	That HRM add a policy statement in the Regional Plan in opposition to the construction of Hwy 113.
16.	That the necessary work on wildlife corridors be undertaken as part of the 2022 Regional Plan review.
17.	That Table 2-3 be updated to reflect that currently NSE&CC/HRM/NSNT have land management responsibility in their respective areas of BMBCL
18.	That consideration be given to including Nova Scotia Nature Trust lands within Protected Area Zones and policy E-7 amended to so provide.
19.	That HGNP Map 5 be considered when considering changes that would impact the BMBCL Regional Park.
20.	That HRM consider incorporating key performance indicators into the Regional Plan such as: ➢ New planning enabling provisions sought by HRM and enacted by the province. ➢ Number of access points officially confirmed ➢ Number of access points developed ➢ Number of acres/hectares of land added (s. 2.1.3 of 2006 RP) ➢ Number and length of trails constructed ➢ Number of water quality surveys conducted ➢ Establishment and marking (i.e. signage) of park boundaries (s. 2.1.3 of 2006 RP) ➢ Reduction in siltation caused turbidity events ➢ Stormwater quality controls

PART I – Need for Better Planning Tools

This section addresses recommended amendments to the HRM Charter that bear directly on the ability of HRM to successfully establish the Blue Mountain-Birch Cove Lakes (BMBCL) Regional Park.

In a February 6, 2021 Chronicle Herald article, Jim Vibert concluded with the following:

> *For generations, politicians have been claiming to balance environmental and economic considerations and for generations economic considerations carried more weight and, almost invariably, the day.*
>
> *That's changing in more enlightened jurisdictions, where the existential threat from continued environmental degradation has sunk in, and where they've discovered that there are new economic opportunities to be found in protecting the planet.*

This was followed in the March 2021 issue of Halifax Chamber of Commerce Business Voice in an article about the Blue Mountain Birch Cove Lakes (BMBCL) regional wilderness park with a quote from Mayor Savage:

> *"Businesses like the idea that we invest in and protect greens," says Mayor Savage. "We have urban wilderness areas that are very special and not something that everybody has, so it's really good for the business community as it is for the entire community."*

Halifax has long recognized a stronger community is achieved through a balancing of development and community livability needs. But in its implementation, the development policies dominate with the environmental and community livability opportunities taking a back seat. This is reflected in the testimony of long-term HRM Sr. Planner, Gary Porter (retired), wherein the UARB in its 2004 Governor's Brook decision observed:

> *With respect to the environmental policy, he told the Board that he would put the environmental provisions as a lesser policy than the policies we talked about earlier."*[1]

[1] Appeal by Williams Lake Conservation Company, 2004 NSUARB 109, see also RP Policy 8.2

The Mayor and many others regularly point toward the superior level of livability as one of HRM's strongest and distinguishing economic assets. Once the assets that provide a superior level of livability are gone, they are gone forever.

A 2016 article by Alexa MacLean of Global News stated:

> *More than 1,000 acres of developer-owned land in the area has yet to be purchased by the city, even though in the 2006 Regional Municipal Planning Strategy, the municipality committed to creating a regional park at Blue Mountain Birch Cove Lakes.*
>
> "*Our goal is to buy as much land as we can, protect that and make sure there's no development on the lakes," Savage said.*

The upcoming Regional Plan is key in making this happen. But there is periodic reference to the lack of legislative tools to meet expectations – which expectations have been to a certain extent supported by the ecological/natural asset related policies that permeate the Regional Plan and its related documents.

This subject was raised by Councillor Lovelace at the May 21, 2021 meeting of the CP&ED Standing committee where she asked for a paper on legislative limitations to help councillors and the public especially in relation to waterways and wilderness areas. Staff indicated that the Open Space paper was a first attempt to articulate this issue.[2] The Open Space paper, "Planning Tools for Protecting & Conserving Lands" references 3 options relevant to BMBCL: (1) acquisitions, (2) Environmental Conservation Zone, and (3) Open Space & Natural Resource Designation where it addresses habitat protected by federal or provincial legislation, trail and greenway networks, wetlands, environmentally sensitive areas, and natural corridors. There are significant limitations in these options including the cost and timing of acquisitions.

The Friends of BMBCL recommend the HRM Charter be amended to give equal standing and priority to policies relating to ecological/natural assets, parks and community livability opportunities through further legislative options, including:

1. Council in December 2018 asked the Province for a Charter amendment that would implement HGNP Action #18. No public information has been

[2] Kate Green, May CP&ED meeting

provided on the position of the Province on the matter 2.5 years later other than a provincial acknowledgement to the request in February 2019.

2. The Purcell's Cove Backlands, the Sandy Lake-Sackville River Association, Friends of BMBCL and the SL-SRA Coalition have all asked the Province for an amendment to s.237 of the Charter allowing HRM to have a 5 year window to consider whether private sector land should be acquired for park/public purposes. For decades, the one year time limit has been raised by HRM staff to explain why private sector land can not be zoned for park purposes [presumably this is a recognition of the fact that a one year time span for a decision is not practical]. HRM has never lent its support to this amendment in the face of repeated requests.

3. A Charter amendment providing substance to environmental policies and creating a level playing field in the development decision-making process should be sought. Presently, the environmental policies are, for all practical purposes, meaningless when applied to any property where development is permitted. The "to be considered" style policies raise expectations. It takes careful parsing of the language and experience with the operation of such policies to understand the limitations arising from the language employed. The common use of the word "considered" as the operative word in a policy means little in practical terms when considered against a policy which permits development.

   The average reader would assume that if a policy is to be "considered", such "consideration" would routinely have an impact on the decision-making on any applicable development; whereas, such is not the case. The use of language not easily understood in the context employed is a disservice to the community. The HRM December 2020 HGNP update contains a long list of where HGNP policies have been considered in the development process but no example where any "considered" policy had an impact.

   If no effort will be made to secure enabling provisions that will make the environmental policies effective, then the language employed should be changed so that the average reader is aware that conflict between the environmental policies and the development proposed will be resolved in favour of the development.

4. HRM Charter Section 235(5) provides

> (5) Where a municipal planning strategy so provides, a land-use by-law may
>
> (p) prohibit development on land that
>
> (vi) is located in an area where development is prohibited by …. an enactment of the Province;

S. 235(5) allows HRM to include in its decision-making a violation of legislation such as the Endangered Species Act or the Environment Act. To do so would reduce red-tape allowing for a more centralized review of the applicable provisions when considering a development application. Jurisdictional issues have been on the table for some time as an issue in a achieving a coordinated approach to dealing with environmental issues, in particular water issues.

The Regional Plan is an opportunity to address some of these jurisdictional issues.

Therefore, the Friends of BMBCL recommend the following HRM Charter amendments:

1. **HRM continue to vigorously pursue an amendment to s.235 as per HGNP Action #18 and as already requested by Council by letter to the Province dated December 2018. And that the applicable land use bylaws be amended further to s.235(5)(p) of the HRM Charter.**
2. **Amend s.237 to allow a 5 year window rather than the existing one year for HRM to decide on the acquisition of lands zoned for public use.**
3. **An amendment which would level the playing field between environmental and development policies in the Regional Plan.**
4. **To facilitate HRM enforcement of development related provincial legislation so that there is a unified jurisdiction enforcement process.**

PART II – BMBCL Regional Park Specific Issues

This section addresses concerns of the Friends of BMBCL specific to BMBCL Regional Park.

A Map 11 versus Dakin Drive Map

That portion of the BMBCL Regional Park northwest of the proposed Hwy 113 does not contain provision for buffer lands for the provincial wilderness area[3].

The Honourable Margaret Miller, as Minister of the Environment, on June 30, 2016 wrote Mayor Savage noting that:

> *The concept for this regional park, as outlined in HRM's 2006 and 2014 Regional Plans, was developed in cooperation with the Province, and reflected principles outlined in the 2006 Blue Mountain-Birch Cove Lakes Assessment Study.*
>
> *In 2009, the Province designated Crown lands within this conceptual regional park under the Wilderness Areas Protection Act as Blue Mountain-Birch Cove Wilderness Area. We recognized that this designation would contribute to HRM's planned regional park, with the understanding that HRM would seek to acquire adjacent private lands in the Birch Cove Lakes area to complement the role of the Provincial wilderness area within the regional park.*
>
> *…….*
>
> *Nova Scotia Environment last worked with HRM on this initiative in 2012, leading up to an HRM consultation on a revised regional park concept that delineated back-country and front country areas of the proposed park. …….*
>
> *By protecting Blue Mountain-Birch Cove Lakes Wilderness Area, the Nova Scotia Government made a major investment in safeguarding lands associated with HRM's proposed regional park to support a healthy and prosperous municipality and province. I sincerely appreciate the challenge of acquiring lands around Birch Cove Lakes, and the need to consider both development and regional park interests. However I wish to encourage HRM to continue to pursue the vision for the regional park, as outlined in HRM's*

[3] Conceptual Area Map, Map 11

> *regional plan, with due consideration given to the broad societal and environmental benefits associated with that vision, and the implications of HRM decisions on the protection and management of Blue Mountain-Birch Cove Lakes Wilderness Area."*

Assuming HRM continues to endorse the park concept – designated wilderness + HRM buffer lands - presented by HRM to the public on May 30, 2012, the proposed buffer lands northwest of the proposed Hwy 113, as shown on the Dakin Drive map, should be included in the Map 11 Conceptual Park area map.

Recommendation # 2

It is recommended that HRM reaffirm its commitment to acquiring the buffer lands within the conceptual park area shown in the 2014 Regional Plan (May 11) and the Dakin Drive concept.

Recommendation #3

It is recommended that any revision of lands identified as being targeted for acquisition only be further revised at such time as a park management plan or concept plan is prepared jointly by park land owners and/or land managers through an open and transparent planning process and with benefit of input from stakeholders, including the Friends of BMBCL and the public.

B Access Points

Poorly located or incorrectly sized access points relative to the park management requirements can have unfortunate impacts on what is intended as a national quality urban wilderness park.

The BMBCL Information Report before council on July 21, 2020, stated:

> *As subdivision development is occurring, planning is needed to further contemplate the park and its accesses while the Municipality continues with its acquisition program.*

Currently no acquisitions by HRM are known to be in play, except through what the future may hold relative to subdivision approvals and the corresponding 10% open space allocation provisions.[4]

[4] July 21, 2020 HRM Information Report

The creation of a regional urban wilderness park of between 7,500 and 10,000 acres through a developer-driven (i.e. Design by Developer (DBD)) approach would result in a comprehensive and effective park design with optimally located access points only through serendipity. In other words, this approach is entirely inappropriate for a project of this size.

Recommendation #4

Friends of BMBCL recommend that the Regional Plan emphasize the imperative of a best practices approach to park planning and design processes for the creation of such a major wilderness park, including decisions on park accesses around its 31 km+ perimeter, and on interim park development and management in light of increasing levels of park access and visitation.

C Hwy 102 West Corridor

The 335 acres that constitute the Hwy 102 West Corridor, together with 765 acres of the Annapolis lands, constitute the heart of the BMBCL Regional Park. It is from the lakes within this area that the reference in the name to Birch Cove Lakes is derived.

The 2014 Municipal Planning Strategy (MPS) began by setting out its vision at p.9 including the following statement:

> *(a) Vision*
>
> *HRM's vision for the future is to enhance our quality of life by fostering the growth of healthy and vibrant communities, a strong and diverse economy, and sustainable environment.*[5]

The MPS cites 7 supporting Regional Plan Principles of that Vision[6] including:

- *Preserves and promote sustainability of cultural, historical and natural assets;*
- *Supports the Regional Centre as the focus for economic, cultural and residential activities;*
- *Manages development to make the most effective use of land, energy, infrastructure, public services and facilities, and foster healthy lifestyles;*

[5] RMPS p.9
[6] RMPS p9

- *Ensures opportunities for the protection of open space, wilderness, natural beauty and sensitive environmental areas;*

These stated principles are followed by supporting Objectives [7] under the topic Environment, Energy and Climate Change including:

2. *Foster a land management and community design approach which integrates preservation of lands of ecological, cultural and environmental significance; lands suited for renewable resource extraction; and lands suited for parks, trails and corridors which provide recreational and educational opportunities;*

The foregoing is but a small example evidencing that the MPS is replete with comments, policies and commitments regarding environmental stewardship being at the centrepoint of decision-making. This guidance and direction was followed by the adoption of the 2018 Halifax Green Network Plan (HGNP) - an important step toward making the referenced vision, principles and objective a reality.

However, it is apparent that development decisions are not being approved as intended in line with said RP policies and comments, and HGNP guidelines. As Vibert notes, the concern is that the development approvals approach, being taken by HRM, remains "business as usual" with natural asset imperatives taking a back seat to other decisions including:

- business park expansions,
- responses to secondary planning requests,
- development decisions made on the basis of the cheapest means of providing engineered infrastructure
- progress on achieving a whole community design beyond the integration of built infrastructure.

(b) Master Planning

In an effort to plan strategically, HRM moved to embrace the concept of master planning through both the 2006 and 2014 regional plans. This has worked with respect to built infrastructure but not well in respect of optimization of natural assets.

[7] RMPS p.10

(c) Secondary Planning Principles

The southern boundary of the BMBCL Regional Park encompasses some of the most important acreage of the entire BMBCL Regional Park. It is that portion of the park closest to the largest and densest population area.

RP Policy S-2 states that any decision to proceed with secondary planning should be framed by the 7 principles in Section 4 of the Regional MPS. Principles 3 and 6 state:

> 3. *Preserves and promotes sustainability of cultural, historical and natural assets.*
> 6. *Ensures opportunities for the opportunities for the protection of open space, wilderness, natural beauty and sensitive environmental areas.*

Both align with HGNP Action Item 6:

> *6. Amend the RP to emphasize the importance of identifying and protecting environmental sensitive areas during master neighbourhood planning exercises (secondary planning).*

In contrast, the developer's primary argument for its Hwy 102 West Corridor application for secondary planning is infrastructure related - ease of connection to existing infrastructure and reduced infrastructure cost to HRM as compared to other developments.

Friends of BMBCL suggests that the application meets neither principle #3 nor # 6; instead, the proposed development destroys open space, destroys wilderness, destroys wetlands, and destroys environmentally – sensitive areas. It removes the opportunity for HRM's own central wilderness park, a once in forever opportunity. It eliminates the existing division between two growth centres – Bayer's Lake Business Park and Bedford West - and it runs the two together guaranteeing a sprawl look and feel to the community. It negatively impacts what is a major community livability asset in attracting economic growth – convenient access to natural assets – and negatively impacts landscape (i.e. ecological) connectivity as highlighted in the HGNP.

(d) Growth Centre list

Hwy 102 West Corridor is on the Growth Centre list immediately after Sandy Lake. But should it be? HGNP Action #31[8] states:

> *Amend the Regional Plan to prioritize the redevelopment of brownfield sites and other underdeveloped urban infill sites ahead of undisturbed greenfield sites.*

Re HGNP Action #31, the 2020 HGNP Progress Report notes that: In progress: • Supported by Action 23 of HalifACT. • To be completed as part of the ongoing Regional Plan review.

There are no brownfield sites on the 2014 Growth Centre list nor any infill sites as the 2018 HGNP post-dates the 2014 Regional Plan. Until the Growth Centre list is amended to add brownfield and infill sites to the beginning of the list, BMBCL Regional Park should not be on a Growth Centre list in the Regional Plan.

The idea of RP Growth Centres is that there are to be centres of development, not just string/sprawl development. If all development between Growth Centres is endorsed simply because a developer sees an opportunity and HRM limits its consideration to whether it constitutes an easy and cost effective infrastructure connection, that undermines the concept of Growth Centres as a result of the design-by-developer(DBD) approach.

Recommendation #5

Friends of BMBCL recommend that HGNP Action #31 be adopted and followed and the Growth Centre list start with brownfield and infill sites rather than greenfield sites such as the BMBCL Regional Park.

(e) Secondary Planning S-2

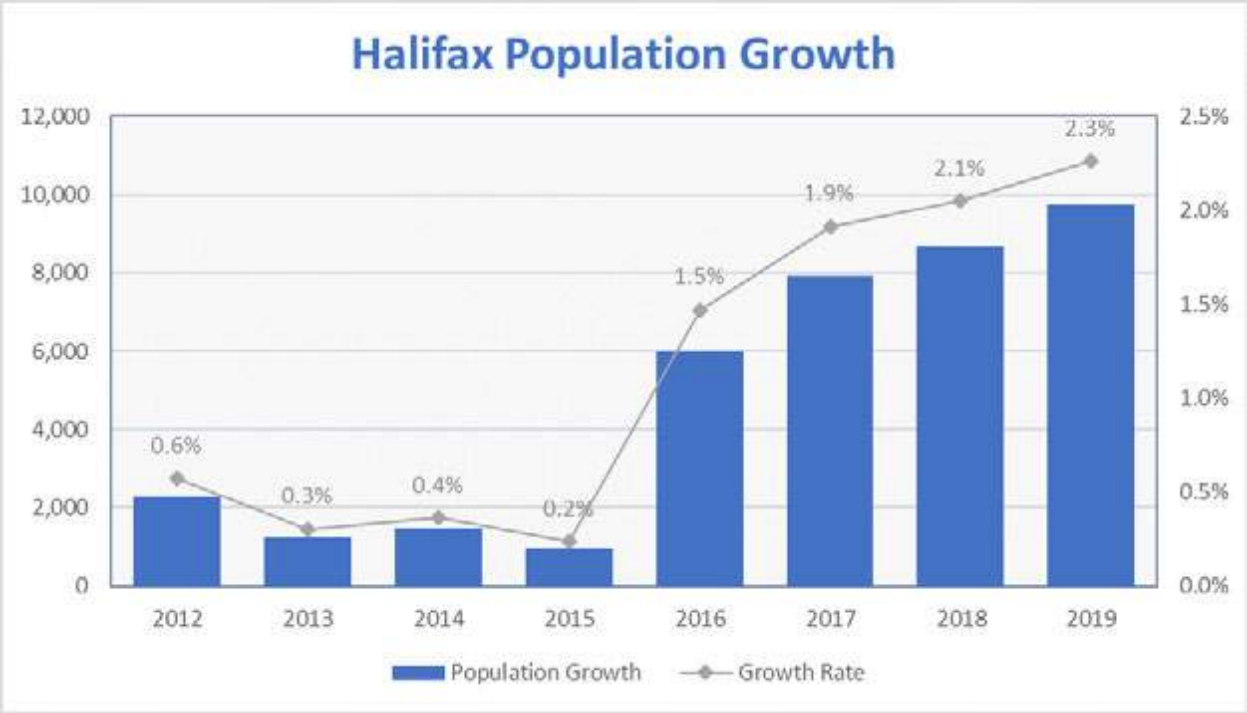
RP Policy S-2 re secondary planning applications requires consideration be given for the need for additional lands. The situation remains as described by staff in 2016 – lots of available developable land.

The Halifax Partnership (HP) reports that

[8] Halifax Green Network Plan Annual Progress Report - February 18, 2021 Community Planning & Economic | Halifax.ca

> *Halifax has had four consecutive years of record population growth in both absolute and percentage terms, with almost 10,000 newcomers added to our population over the year July 1, 2018, through June 30, 2019. Furthermore, of all census metropolitan areas in Canada, Halifax was the third fastest growing city, only behind Kitchener-Waterloo-Cambridge and London.*

HP provided the following graph with data covering an 8 year period not just the 4 years referenced in the quote.



> *Within these numbers, the majority of new residents came from abroad (international migration) and from other provinces within Canada.*

Based on the above HP graph, HRM population growth has only totalled 9.3% over the 2012-2019 period or 1.16% per year. The average growth predicted in the 2014 Regional Plan was 1%; thus, the average growth over the above referenced period averaged within the margin of error for that predicted in the 2014 Regional Plan.

The marked change between the 2012-15 period versus the 2016-2019 period begs the question - what does the 2016-19 growth indicate relative to the next 5-10 years? The general consensus is that the recent growth is driven by immigration. However, more recently, Covid has reduced the number of new immigrants and

caused the return of some Airbnb units to the rental market resulting in the Halifax residential vacancy rate almost doubling year over year to 1.9%[9]. Given the number of construction starts in HRM at 4800 residential units[10], there appears to be industry confidence that some of the population growth seen in the last 4 years will continue. However, the recent immigration downturn should allow industry more time to catch up with recent growth, putting supply and demand into better balance.

The staff report presented at the September 6, 2016 Council meeting stated

> *The estimate of available land supply conducted for the 2014 Regional Plan excludes infilling and redevelopment opportunities. However, Municipal records indicate that redevelopment and infill developments are actually a major contributor to residential development. Outside of the Regional Centre, approximately 38% of new residential building units building permits since 2013 were located within existing built-up areas, such as the construction of secondary suits(sic) and the redevelopment of commercial properties. This indicates that the 2013 estimate of a 28-35 year supply of land is significantly understated when redevelopment opportunities are considered.[Emphasis added]*

Due to redevelopment and infill options, even more land is available for residential development than suggested by the 2013 estimate. The staff report on the Purcell's Cove Backlands at Regional Council on September 14, 2016 said much the same thing.

A smattering of the residential (re)development projects now underway at either the planning or construction phase as reported by the media are:

Dartmouth:

(1) Terrace of Kings Grove, 1020 Micmac Boulevard – 148 units,
(2) 112 to 114 Wyse Rd – 160 units,
(3) 3 Bartlin Rd/ Prince Albert Rd – 175 units,
(4) Penhorn Plaza – 900 units + 45 Townhouses,
(5) 95 Caledonia Rd – 59 units,

[9] The 2021 CMHC rental housing report reports a 1.9% residential vacancy rate for the Halifax Census Metropolitan Area. This is up from 1.0 % in 2020.

[10] NS Investment Property Owners Association, 2021

(6) 46 Maple St – 20 units

Peninsula Halifax:

(7) 3411 Joseph Howe Drive,
(8) 210 to 214 Willett St - 550 units,
(9) Victoria Hall, 2438 Gottingen St – 13 storey – units u/k,
(10) 2032 to 2050 Robie St. – 102 units, 23 stories
(11) Cunard Lot at 1325 Lower Water St – 200+ units,
(12) Cogswell Interchange – 6,000 people estimated by HRM,
(13) Queen's Marque – units u/k,
(14) Rouvalis, The Promenade, College/Carlton St., 611 units
(15) 6070 Almon St – 352 units,
(16) Former Bloomfield Centre site – 400 units,
(17) 3311690 Nova Scotia Ltd at Robie and May St – 87 units,
(18) Adam Barrett – Brunswick St (old rectory site) – 8 stories,
(19) Dexel Developments 6324-30 Quinpool Rd – 160 units,
(20) Dexel Developments – Barrington St, The Press Block – units u/k,
(21) Spring Garden West – (2) 30 storey towers,
(22) 2218 Maitland St 10 bedrooms
(23) Jono Developments – St. Pat's Alexandra site – size at Council
(24) Jono Developments at Cogswell and Brunswick – 21 stories
(25) Szulewicz - 1029 South Park St. – 6 units

Mainland Halifax:

(26) Clayton Developments Bedford West Sub-Areas 1&12 – 238 acres plus parcels on west side of Larry Uteck Blvd – 2500 units (5,200 people),
(27) 210 to 214 Willett St - 550 units
(28) Bluenose Inn, 637 Bedford Hy – 102 units
(29) Rockingham South Ltd. (Halef) 239 units – Dunbrack/Ruth Goldbloom Dr.

Suburban Areas:

(30) Clayton, Kiln Creek, 1500 homes
(31) Clayton, Carriagewood Estates – units u/k
(32) 26 Rutledge St, Bedford – 16 units

This incomplete list alone will provide housing for about 30,000 residents. Given the unprecedented number of urban centre residential projects, it appears that the Hwy 102 West Corridor lands are not needed at this time – there is more than an

adequate existing supply of developable lands. Clearly, the secondary planning application by Susie Lake Holdings/Stevens Group does not meet RP Policy S-2.

Recommendation #6

It is recommended that the Hwy 102 West Corridor lands be removed from the Growth Centre list with a correlating change to Map 2, Generalized Future Land Use Map, as there is sufficient developable land available until at least the next RP review.

(f) Viewshed

A BMBCL park principle adopted by HRM[11] is the "viewshed" concept which embraces the idea that, while within the park, a park user should be largely divorced from the surrounding development impacts thereby creating an inner-city wilderness oasis. BMBCL offers a unique opportunity for the concept as its numerous ridges create a raised boundary elevation relative to the adjoining lands.

A narrow, high density, strip development lying between Hwy 102 and the shores of Susie, Quarry and Washmill lakes containing a collector road within 100-150 feet of the shoreline could easily destroy that viewshed concept. The Stevens Group have indicated their commitment to the viewshed concept by advising that their reshaping of the land would involving dropping the elevation of the development/construction area so that from the adjoining lakes coupled with the Map 11 treed boundary, there would be no visibility of the nearby 5-7 storey multi-use development.

The Friends applaud the commitment to the viewshed concept but that commitment has dependencies. It depends on the Stevens Group being the owner in the long term. It depends on HRM not allowing additional stories after any secondary plan has been approved, it depends on no additional density allowed on the property(s) through a reallocation process. It depends on the ability of the vegetation within the buffer to withstand the shock of a major reshaping of the land.

There is concern as to whether a slightly wider lake buffer than usual and the dropping of the elevation at the building locations is enough to avoid the proposed development creating a highly urbanized landscape between Hwy 102 and Susie,

[11] referenced in HRM 2013 deed to BANC

Quarry and Washmill lakes at complete counterpoint to the Viewshed vision espoused by HRM. Given the challenges with the tree retention, any reduction in the width of streets, and reduction in tree clearance in the rest of the project particularly if the wiring were undergrounded, there is a remote possibility of the project not completely destroying the concept of the BMBCL Regional Park as a wilderness park as opposed to a standard urban lakeside park. The more likely reality is that standard subdivision design approaches are employed at the expense of the wilderness area adjoining.

There is some information to suggest that the Annapolis proposed development has not been designed in a way to respect the city's Viewshed concept. Rather, building would take place to facilitate construction as close as possible to any nearby lake. Given that in many places the granite in the Quarry Lake area lies at grade, this will result in another reshaping of the landscape potentially reshaping it in such a way that destroys the wilderness area experience that would otherwise be possible.

(g) Susie Lake Wetlands

As noted above, adjacent to the northern side of Lacewood Drive exist two major wetlands filtering runoff from the Bayer's Lake Business Park. One is to be infilled to a significant depth (50 ft + or -) to achieve grades equivalent to those of Lacewood Drive for the purpose of constructing a roundabout, subdivision collector road and apartment buildings for the proposed Susie Lake Holdings/ Stevens Group development[12]. This eliminates what limited filtration is afforded by the existing wetlands replacing it with a combination of piped system and man-made lake with water quality implications for all downstream lakes including Quarry,Washmill, Little Kearney, Big Kearney and Papermill lakes. As to the second wetland, the proposal is that it be purchased by the city for park purposes or that it be part of the 10% parkland dedication.

HGNP Action Item 6 states:

> *Amend the RP to emphasize the importance of identifying and protecting environmental sensitive areas during master neighbourhood planning exercises (secondary planning).*

[12] As described in the Birchdale Properties 2009 application for secondary planning

The 2020 HGNP Progress report states that this action item is to be completed as part of the Regional Plan review.

This is an important HGNP recommendation but should be applied to all environmentally sensitive areas not just those under a master neighbourhood planning exercise.

Recommendation #7

The Friends of BMBCL recommend that consideration be given to the use of the Environmental Protection Zone designation for the wetlands lying between Hwy 102 and the shores of Susie, Quarry, Washmill, and Little Kearney lakes, with protection objectives being carefully coordinated with the planning of any permitted development of adjoining or nearby lands.

(h) Susie Lake Water Diversion Proposal

Susie Lake Holdings is proposing to divert a major water source for Susie Lake, flowing under Lacewood Drive in the Costco area from Susie Lake to its existing 200 foot deep quarry for the purpose of making the quarry into a man-made lake on which (Lacewood Drive side) shores are intended three ≈20 storey residential high rise structures. Given the shallowness of Susie and Quarry lakes, this would have an impact on water quantity[Stevens Group suggest only 5%] and corresponding ecological impacts. It would create a potential Susie lake dead zone in the southwest corner of Susie and have a corresponding impact on its downstream lakes, already impacted in low rainfall seasons. Eliminating this flow would exacerbate the issue inviting the problems seen in certain Dartmouth lakes and in Williams Lake[13]. The referenced issues will result in significant future costs to HRM taxpayers as the community would be looking to HRM – not the developer - to effect lake remediation.

Recommendation #8

It is recommended that HRM consider such "downstream" taxpayer impact costs, including water quality remediation costs, as part of its secondary planning approval process.

[13] Williams Lake issue are a combination of issues including Governors Brook development water redirection and a leaky dam

(g) Stormwater Quality Management

Given development pressures in the BMBCL area, the future impact of development on its 23 lakes and associated watercourses is a major concern. BMBCL Regional Park lies within 2 watersheds. In the case of the primary watershed, the water quality in 19 lakes impact the water quality in Kearney Lake which, in turn, impacts the water quality in Paper Mill lake – the last lake in the chain. See this link for an organizational map of the water flow.[14]

Concern regarding the impact of stormwater on receiving water quality has been a longstanding HRM concern reflected in the adoption of the following policies:

E-17 Watershed or sub-watershed studies concerning natural watercourses shall be carried out as part of comprehensive secondary planning processes. These studies shall determine the carrying capacity of the watersheds to meet the water quality objectives which shall be adopted following the completion of the studies. The studies, where appropriate, shall be designed to:

(a) recommend measures to protect and manage quantity and quality of groundwater resources;

(b) recommend water quality objectives for key receiving watercourses in the study area;

(c) determine the amount of development and maximum inputs that receiving lakes and rivers can assimilate without exceeding the water quality objectives recommended for the lakes and rivers within the watershed;

(d) determine the parameters to be attained or retained to achieve marine water quality objectives;

(e) identify sources of contamination within the watershed;

(f) identify remedial measures to improve fresh and marine water quality;

(g) recommend strategies to adapt HRM's stormwater management guidelines to achieve the water quality objectives set out under the watershed study;

[14] http://lakes.chebucto.org/TPMODELS/PIC/papermil.jpg

(h) recommend methods to reduce and mitigate loss of permeable surfaces, native plants and native soils, groundwater recharge areas, and other important environmental functions within the watershed and create methods to reduce cut and fill and overall grading of development sites;

(i) identify and recommend measures to protect and manage natural corridors and critical habitats for terrestrial and aquatic species, including species at risk;

(j) identify appropriate riparian buffers for the watershed;

(k) identify areas that are suitable and not suitable for development within the watershed;

(l) recommend potential regulatory controls and management strategies to achieve the desired objectives; and

(m) recommend a monitoring plan to assess if the specific water quality objectives for the watershed are being met

BW-3

A water quality monitoring program shall be undertaken for the Paper Mill Lake watershed, illustrated on Schedule BW-2 to track the eutrophication process. The program is to be designed in accordance with national guidelines established by the Canadian Council for Ministers of the Environment (the CCME guidelines) and undertaken by qualified persons retained by the Municipality and financed in whole or in part by developers within the watershed area. Specifics of the program are to be negotiated under the terms of a development agreement in consultation with the Bedford Watershed Advisory Board. …… The threshold indicators are to be established prior to any development approvals being granted; and d) conform with all water quality policies, specifications, protocols and review and approval procedures approved by Regional Council.

BW-5

In the event that water quality threshold levels, as specified under clause (c) of policy BW-3, for Paper Mill Lake or Kearney Lake are reached, the Municipality shall undertake an assessment and determine an appropriate course of action respecting watershed management and future land use

development in the area. An assessment shall consider the CCME guidelines. Water quality thresholds and any assessment reports shall be made available to the public.

(h) Phosphorus

Susie Lake Holdings/Stevens Group plan a major development on the shores of 4 lakes: Susie, Quarry, Washmill and Little Kearney and are currently looking for secondary planning approval via the Regional Plan review process. The Stevens Group has stated it has no plans to manage the introduction of phosphorus originating from the development of its 335 acres on the shores of Susie, Quarry, Washmill and Little Kearney lakes. The phosphorus load in downstream Kearney Lake, a situation of ongoing concern[15], will be affected unless steps are taken to manage the phosphorus impact.

The River-Lakes Secondary Planning Strategy for Planning Districts 14 & 17 includes Policy RL-22:

RL-22

An assessment prepared by a qualified person shall be required for any proposed development pursuant to these policies to determine if the proposed development will export any greater amount of phosphorous from the subject land area during or after the construction of the proposed development than the amount of phosphorus determined to be leaving the site prior to the development taking place.

Regardless whether a project is within the serviceable boundary, presumably construction within the watersheds of any of the 23 BMBCL lakes should have to meet the same "no net Total Phosphorus" standard.

Recommendation #9

It is recommended that the equivalent of River-Lakes Secondary Planning Strategy for Planning Districts 14 & 17 Policy RL-22 be adopted for lands within the watershed of the BMBCL Regional Wilderness Park.

[15] See various staff reports Bedford West Water Quality Status Update – NWCC, Item 2, July 17, 2017, NWCC Item 2, January 14, 2019, and NWCC, Item 12.1.1, March 11, 2019

(i) Road Salts

AECOM (2020) at C-8 notes

> *It is well documented that urban development will impact on the quantity and quality of the receiving waters without at source management. Development monitoring agreements should focus directly on the effects of the development and not on the ultimate impacts on the downstream receiving waters where control or management cannot be directly linked to construction and development.*

The report further notes[16]:

> *Managing stormwater within HRM has principally been the purview of the Halifax Regional Water Commission, also known as Halifax Water (2016). The design criteria contained in Halifax Water (2016) illustrate the more common aspects encountered in the design of stormwater systems. Any stormwater system within the core service boundary of HRM shall be designed to achieve the following objectives*[7 listed]*:*
>
> *V. to preserve natural water courses;*
> *VI. to minimize the long-term effect of development on receiving watercourses;*

Only items v and vi above make any direct reference to the protection of the natural water systems and the broader and long-term implications of stormwater on the natural receiving waters. There is no plan by Susie Lake Developments/Stevens Group nor Halifax Water to manage road salt runoff, with its associated increase in receiving water conductivity and the resultant impacts on the ecology of the lakes.

AECOM (2020) observes[17]

> *Elevated chloride levels can alter the community composition of fish, invertebrates and plankton, and reduce the richness and abundance of aquatic species. In extreme cases, high chloride concentrations can increase the density of bottom water to such an extent that it prevents lakes from mixing (called meromixis). Meromixis can cause anoxia that leads to impacts on habitat for aquatic biota and the release of nutrients and other*

[16] AECOM (2020)p.37
[17] AECOM (2020), Halifax Regional Municipality Water Quality Monitoring Policy and Program Development, section 6.3.2

> *chemicals from sediments (i.e., internal loading) that can contribute to eutrophication. De-icing and anti-icing salt materials used for winter maintenance of roads, parking lots, driveways and walkways are the primary sources of chloride to lakes.*

In his February 2021 "Report on the State of Sandy Lake, the Historical Trends and its Future Trajectory" Dr. David Patriquin notes at s.4.3 (d)

> *…. it is well documented from the synoptic observations on 50 HRM lakes that salt levels in HRM lakes are increasing and are highest in lakes in more settled areas (SL Fig 11 above)*

As noted by Dr. Patriquin[18]

> *While Best Management Practices can reduce salt loading and the impacts on lakes (e.g., view Bubeck and Burton, 1989), it's clear that the major anthropogenic determinant of salt loading is the percentage of a watershed that is settled/hard surfaces. From a recent, comprehensive review (Dugan et al., 2017): Results … revealed that impervious land cover and road density surrounding each lake were the primary classification splits and the most important predictors for lake chloride trends and cluster grouping.*

He concludes with

> *The rising salt levels in urban lakes and rural lakes impacted by large highways all over North America is proving to be a very difficult trend to reverse. While the salt itself is an issue, salt is also a proxy for a host of other materials associated with urbanization and highways that negatively impact lakes such as nutrients associated with use of fertilizers, and nutrients and organics from pet pooh.*

In Dr. David Patriquin's February 2021 Report on the State of Sandy Lake, he referenced a study by the Dalhousie Centre for Water Resource Studies which observed that: Water Quality Monitoring Policy and Program Development

> *When the percent of developed land [within a watershed] was 25% or more, the Cl concentrations tended to exceed Canadian freshwater quality guidelines for the protection of aquatic life.*

[18] Patriquin Sandy Lake s.4.2(d) Road Salts

The question is what to do about the issue if we are not to seriously damage our urban lakes as a collateral impact of the rampant development currently underway. CDS units[19] are recognized in various HRM documents as a means of managing both road salts and hydrocarbons escaping into local waterways. Currently contractors are avoiding their installation because of associated maintenance costs.

Reduction in use of road salts by HRM is an option to be considered. Sanding is employed on the roads immediately adjacent Kearney Lake: Colins Rd, Belle Rd, Hamshaw Drive and Saskatoon Drive. Friends understand the intention is to use the standard road salt application on the Brookline Park streets ensuring that road salts will be a problem for Kearney Lake this coming winter given that a subdivision the size of an entire Nova Scotia town will be dumping its road salts into a single lake.

Recommendation #10

It is recommended that the stormwater systems in new developments be required to be designed to minimize the long-term effect of development on receiving watercourses as recommended by AECOM.

(j) Construction Siltation

The Brookline Park development agreement contains a limited selection of Stormwater Best Management Practices (BMLs) which have not proven particularly effective. Routine rainstorms have regularly caused major turbidity events.

AECOM (2020) describes[20] the current Halifax Water requirements as follows:

> *The SWMPs are required to be an integral part of overall site design and development thereby requiring the development of an erosion and sediment control plan (ESCP) consistent with applicable municipal and provincial regulations and guidelines (Halifax Water, 2016; NSE, 1988). The ESCP is required to include both short-term measures applicable during construction and long-term measures after completion of development. Existing topography and vegetation shall be considered in the site design and cut and*

[19] Imbrium advertises: From oil capture and Phosphorus reduction, to Low Impact Development and urban redevelopment, our stormwater experts have seen it all. Our case studies are examples how Imbrium and our licensees have collaborated with clients to solve the most challenging stormwater treatment problems, and in the most demanding environments.

[20] AECOM (2020) at p.38

fill operations should be minimized. Site design shall consider minimizing if not preventing surface water flows across or from the construction site through considering the following at a minimum:

- *Construction staging to expose a minimum area of the site for the minimum time;*
- *Interception & diversion ditches to direct clear water around the construction site;*
- *Stable diversion berms;*
- *Sediment traps;*
- *Covering or seeding of topsoil or other soil stockpiles;*
- *Isolated stripping of land being developed;*
- *Vegetation screens or buffers;*
- *Filter bags in catch basins (during construction only); and,*
- *Settling ponds.*

Halifax Water (2016) also recommends long-term environmental protection measures shall include designs to minimize erosion and sediment flow, protect outfall areas, minimize disruption of natural water courses, utilize wetlands for natural filtration, and provide for ground water recharge when possible. Although required to follow the ESCP Handbook, HW does not provide specific details or objectives regarding erosion control and protecting the natural environment are not provided and are presumably left up to the developer.

What is in place are:

- Unstable diversion berms (insufficient and inadequate for the flow of sediment and water)
- Sediment traps that capture a limited amount of sediment
- Limited covering/mulching of exposed ground
- No isolated stripping of land (difficult given the size of the project and the number of independent contractors on site)
- Irregularly maintained catch basin filter bags
- Settling ponds performing as well as their number, size and location permit but insufficient to address conditions
- The recommended construction staging to expose a minimum area for the minimum time has suffered at the hands of the standard approach to cut,

clear, prep including excavation of all sites at the same time, road/services build and then construct as sales dictate.

A March 2013 report to Council regarding the AECOM 2012 Preliminary Report notes the AECOM study assumes rigorous application of stormwater management measures with removal rates of 80% or higher for total suspended solids (TSS) and 50% for total phosphorus (TP). Why would the study so assume? The 2013 report observes with respect to the above that

> *These standards may be difficult to achieve if enhancements to the public stormwater system are required. Halifax Water owns and maintains the public stormwater systems but does not report to HRM ……..*
>
> *Halifax Water has advised that since N.S. Environment has not established any water quality standards for stormwater, it might be difficult to justify any measures intended to improve water quality, particularly if such measures increase operating and maintenance costs (capital costs would be paid for by the developers).*
>
> *Until regulatory requirements from N.S.Environment are developed, any recommendations pertaining to the inclusion of advanced treatment methodologies as a component of the public stormwater system may be difficult to implement.*

These observations have regrettably proven only too true. And Clayton is one of the more responsible developers. So what has transpired at Brookline Park is to be anticipated at every other development occurring within the BMBCL Regional Park watersheds.

Four years after the 013 AECOM report, in a 2017 decision[21] the UARB approved Minutes of Settlement providing, in part

5. HRWC and HRM agree to work together with interested stakeholders to develop a quality program for stormwater which would include the development and administration of joint design and construction standards and the possible development of a credit for water quality as part of best management practices as described in the stormwater credit program in place from time to time.

[21] 2017 UARB 73

Friends of BMBCL Society have confirmed that no stormwater quality standards currently exist in Nova Scotia nor is there any stormwater quality credit system in place.[22]And the ditch rate credit approved by the UARB in 2017 only applies to stormwater quantity private sector investments but nothing in respect of stormwater quality improvement investments by the private sector.

Recommendation # 11

It is recommended that

1) **HRM conduct a review of the effectiveness and cost of available treatment technologies for phosphorus, salt and sediment. This would be an important first step and provide a data base for developing future policies.**
2) **Natural filtration continue to be permitted as a means of addressing construction siltation but only where the project engineer has certified what standard the natural filtration will achieve and that, in addition, federal & provincial highway construction standards will be required;**
3) **CDS units be mandated to address road salts and hydrocarbons; alternatively, road salts and hydrocarbons be addressed through a CDS equivalency system; and**
4) **A credit system be developed for investments in stormwater quality private sector investments.**

Receiving water quality impacts through construction related siltation are a significant concern. Witness the Summer 2020 – Spring 2021 Kearney Lake events resulting from the construction activities in Brookline Park S/D where significant turbidity has been a regularly recurring event from routine winter rain events. Local developers have been employing Best Management Practices since at least 1996 and therefore it is difficult to understand why there continues to be any issue with the management of construction-related siltation. The measures applied at Brookline Park, particularly in relation to Black Duck Brook, were not sufficient for the purpose, did not seem to be well targeted to the particular circumstances, and were not maintained.

How to address these inadequacies? One option is to specify the BMP requirements rather than leaving it to the developer. Another option is to set a

[22] April 2021 communication with HW engineering staff

turbidity standard that must be met at all times. Below is a photo of the type of approach applied elsewhere, where appropriate, such as in cases where the flow is rapid and requires slowing to allow the sedimentation to be captured by the berming. No applications such as this have been adopted at Brookline Park.



EROSION & SEDIMENT

Recommendation #12

It is recommended that construction duration easily measured turbidity standards be set and that any applicable development agreement provide that the HRM Engineer may shut down a project until such time as the turbidity situation has been rectified.

D Environmentally Sensitive Areas

HGNP Action Item 6 states:

> *Amend the RP to emphasize the importance of identifying and protecting environmental sensitive areas during master neighbourhood planning exercises (secondary planning).*

The 2020 HGNP Progress report states that this action item is to be completed as part of the Regional Plan review.

Recommendation #13

It is recommended that every effort be made to adopt policies that support HGNP Action #6.

E Watercourse Setbacks/Buffers

Given that watercourse ordinary highwater mark changes due to loss of natural vegetation and hard surfacing of development acreage, it is important that the highwater line from which buffers or setbacks are measured should be the developer-altered highwater mark. There is an opportunity to take advantage of the eyes and ears of the community to ensure adherence to development agreement terms respecting buffers and setbacks but this is only possible if these setbacks/ buffers are clearly delineated on the ground. Before construction begins on a development, both the new development-caused highwater lines should be clearly delineated on a publicly registered survey plan and the applicable setback/buffer in each and every watercourse marked with permanent survey pins.

Recommendation #14

It is recommended that the Subdivision By-law be amended to (1) use the development altered high water line as the line from which buffers and setbacks are measured; and (2) require that both the developer-altered highwater line and the setback or buffer therefrom be accurately delineated on a survey plan and permanently marked by survey pins.

Friends of BMBCL support the Backlands Coalition recommendation that the Mainland Land Use bylaw be amended to expand the application for restrictions on riparian buffers and not simply limited to development permit scenarios.

F Maple/Sheldrake Lake Constriction Point

The narrowest part of the Regional Park is in the area of Maple and Upper Sheldrake lakes. This area is targeted for development by at least two major developers. As set out in the 2018 HGNP, the area is virtually the only wildlife corridor connection point between the 5 Bridges Conservation Area, the Chebucto Peninsula and the Ingram River Conservation Area. A wildlife corridor charette was undertaken starting in November 2020 concluding in February 2021 with a published report under the auspices of the Crown Share Land Legacy Trust. The Themes & Direction document has indicated that HRM proposes undertaking further work on wildlife corridors following the conclusion of the RP. There is an

imperative that this work be completed before the conclusion of the Regional Plan and inform the Regional Plan. Private sector development on the conceptual BMBCL park boundary is moving at an extremely rapid pace and it is important that HRM planning decisions keep pace with or ideally, get ahead of the development decisions. Failure of work on environmental assets to be undertaken on a timely basis means that such assets end up inevitably taking a back seat to development decisions simply by virtue of timing.

The proposed Piercey S/D in particular would eliminate any possible wildlife corridor joining the Chebucto Peninsula if it were to be facilitated by the 3km Sussex Drive extension, its associated subdivision road network and the proposed housing on that self-same road network. Regrettably the focus of the applicable staff reports is solely on ensuring that all road construction costs, including any connection to Eider Drive, lie solely on the developer and not the municipality. That developer funded road connection only occurs if the developer secures development rights that fund the road. Either way, the public funds the road. In this scenario through the loss of an irreplaceable natural asset.

In a vague reference to road accommodations for a wildlife corridor, the Sussex Drive Extension staff reports suggest that corridor issues can be addressed; but there is obviously no reality to that when the entirety of the development is considered. There is no discussion in the staff reports on the feasibility of same, how such wildlife accommodation road costs would be transferred onto the developer nor who would set the design standard. Friends of BMBCL have brought forward to HRM and the Province at least 5 options to address the public safety driver for the Sussex Drive Extension that would preserve the potential for a suitable wildlife corridor.

Recommendation #15

It is recommended that the necessary work on wildlife corridors be undertaken as part of the 2022 Regional Plan review.

G Hwy 113

The proposed $100m plus, 9.9km Hwy 113 linking Hwys 103 and 102 is still not on the TAT (formerly TIR) 5-Year list in spite of its provincial approval in 2010. City planning staff have advised that development decisions, approved by the city, do not have dependency on the construction of Hwy 113.

The HGNP notes some of the issues created by 100 series highways and specifically the proposed Hwy 113:

> *Transportation corridors, such as 100 series highways, can create barriers to recreation networks and wildlife movements. …….*
>
> *The planned development of Highway 113, together with the multiple areas planned for future urban development, may eliminate the few remaining natural corridors between the peninsula and the mainland. If concerted efforts are not undertaken to mitigate and avoid impacts to landscape connectivity, the functioning of the Chebucto Peninsula for wildlife and overall ecological health will be severely compromised. [23]*

The HGNP also includes the following Objectives and Actions[24]:

> *4.3.3.2. Preserve natural corridors and sensitive natural features when planning the development of new urban neighbourhoods and business parks.*
>
> *Action 30: Amend the Regional Plan to clarify the purpose and scope of land suitability assessments, which identify vulnerable landforms and other ecological features, as base information needed to inform the design of new mixed-use neighbourhoods and business park developments.*
>
> *4.3.3.3. Maintain and improve natural connections between the Chebucto Peninsula and Mainland Nova Scotia, as well as those within the Peninsula itself.*
>
> *Action 32: Amend the Regional Plan and Municipal Planning Strategies to prioritize the preservation and creation of natural connections to the Chebucto Peninsula (Map 9) from the Mainland when reviewing development proposals and updating planning policies and zoning in the area. Specific connections to review and prioritize are highlighted on Map 9.*

A 100 series highway cutting through the middle of the BMBCL Regional Park will have a severing impact, materially damage wildlife habitat (the highway space contains 22 wetlands), negatively impact a new community living hard up against a 100 series highway and create a local community barrier.

[23] HGNP p.49
[24] HGNP p.50

Recommendation #16

It is recommended that HRM add a policy statement in the Regional Plan in opposition to the construction of the Hwy 113.

H Regional Park/Wilderness Area Provision

(i) Responsible Agency

Table 2-3: Regional Parks lists the Responsible Agency for BMBCL as DNR/HRM. This should be updated to reflect that NSE&CC/HRM/NSNT currently have land management responsibility in their respective areas of the park.

Recommendation #17

It is recommended that the Regional Plan be updated to recognize NSE&CC, HRM and NSNT as having responsibility for their respective areas of BMBCL Regional Park.

(ii) Amendment to Policy E-7

MPS Policy E-7 provides that Protected Area Zones are to be applied to designated wilderness areas. Given that the Nova Scotia Nature Trust has a renewed focus on wilderness areas in urban areas, Nova Scotia Nature Trust lands should be included within Protected Area Zones and policy E-7 amended to so provide.

Recommendation #18

Friends of BMBCL recommend that consideration be given to including Nova Scotia Nature Trust lands within Environmental Protected Area Zones and policy E-7 amended to so provide.

HGNP Recommendation #29 provides:

> Amend the Regional Plan to ensure that the Green Network map (Map 5 on page 35), is considered when reviewing changes to the Urban Service Area boundary, Urban Settlement Designation, Urban Reserve Designation, and when preparing Secondary Planning Strategies.

Recommendation #19

The Friends of BMBCL recommend that HGNP Map 5 be considered when considering changes that would impact the BMBCL Regional Park.

I Key Performance Indicators

Key Performance indicators have become standard for measuring progress. The HGNP has adopted such measures and Friends of BMBCL Regional Park are recommending

Recommendation #20

Friends of BMBCL recommend that HRM consider incorporating key performance indicators into the Regional Plan such as:

- **New enabling provisions enacted by both HRM and the province.**
- **Number of access points confirmed**
- **Number of access points developed**
- **Number of acres/hectares of land added (s. 2.1.3 of 2006 RP)**
- **Number of trails constructed**
- **Number of water quality surveys conducted**
- **Establishment and marking (i.e. signage) of park boundaries (s. 2.1.3 of 2006 RP)**
- **Reduction in turbidity complaints**
- **Water quality improvements**

Conclusion:

In an April 17, 2021 Globe & Mail article discussing the need for balance between development and retention of natural areas, the article concludes with the observation:

> *Just as we plan for and maintain our grey infrastructure – our buildings, our bridges – it's really critical that we plan for and maintain our ecological infrastructure in cities, too."*

In its support for this observation, the article notes:

> *"Providing access to safe, inclusive and culturally meaningful green spaces could improve mental health and reduce inequities in lower-income neighbourhoods and racialized communities."*

Particularly apropos to the Hwy 102 West Corridor application for secondary planning and the property's designation in part as Urban Settlement when there is adequate developable land as per the 2016 staff report, is the statement in the Globe article:

> *"As cities expand, they chew into the few remaining natural areas, clearing forests and paving over wetlands. We have to prioritize development in other areas when we can, and conserve the natural areas we have left."*

The HRM Charter, s 188(1) states:

188 (1) The Council may make by-laws, for municipal purposes, respecting

(a) the health, well-being, safety and protection of persons;
(b) the safety and protection of property;

The same Globe article connects city expansion decisions to mental health noting:

> *"Sound also influences our moods. Cities are filled with din. Buses moan and screech, trains clatter by and traffic helicopters circle overhead. That cacophony has been looked to sleeplessness, stress and higher risk of hypertension and heart attacks.*
>
> *…….*
>
> *In a new study, Dr. Buxton and her colleagues reviewed dozens of studies and found natural soundscapes helped with mental recuperation. Birdsong had the largest effect on reducing stress and annoyance, while water sounds had the greatest impact on health and feelings of tranquility."*
>
> *……..*
>
> *Providing access to safe, inclusive and culturally meaningful green spaces could improve mental health and reduce inequities in lower-income neighbourhoods and racialized communities."*

The Viewshed concept adopted by HRM in 2012, reflected in the Dakin Drive version of the proposed BMBCL Regional Park, continued in the HRM 2013 Bayer's Lake deed to BANC[25] as the basis for its BMBCL conveyance conditions

[2525] BANC Commercial Holdings

is a recognition of the value of the foregoing and an effort to achieve same in the midst of intense development pressures.

S.188 provides a legal basis for policy development in the Regional Plan based on health and wellness. It was the basis for Halifax adopting the original Pesticide By-law, a policy leading decision followed by many municipalities in the ensuing years. The Friends are asking that consideration be given to incorporating health and wellness policies into its planning decisions given the very real impact such decisions have on health and wellness.

C024 (2)

Regional Plan Review – W McDonald, District 12

The following are ideas or concerns developed after review of the Themes & Directions Report. I have identified gaps and opportunities that may have been overlooked, misrepresented or need enhancement by the team, with a focus on the Green Network Plan. Use of plain language when next connecting with community will be an important key to success of the review. In addition, in-person Community Engagement needs to be scheduled as part of next steps.

It is important to recognize the importance of Treaty and the rights of the Mi'kmaq people, as well as the importance of advancing reconciliation.

Public input has been encouraged. Have the Business Units and HRM committees been invited to respond after their briefing sessions? Their responses will be important.

My observation suggests that developers may be deciding where growth will occur, on their land with little or no community visioning. It is important that HRM creates transparent criteria and evaluation tools to decide where future growth and development will occur. Using a **Complete Communities** model which includes aging in place as well as live, play, work and learn, visioning can happen. Initiated in the 2006 Regional Plan outcomes, this needs to be revisited. Schools also need a place to grow in this densification plan so collaboration and facilitated consultation with existing community and all levels of government is key. Additionally, a major study of equitable affordable, all ages Recreation Programmes for all HRM Districts is urgently needed. Densification will stress limited (or even absent) Rec programmes!

Green Network Plan – This must be adequately resourced with funds and professional staff.

Biodiversity within HRM needs its own Management Plan as a part of the Green Network Plan to conserve and protect habitat and ecosystems. This could be partnered with an adequately resourced **Stewardship Programme** with oversight for water monitoring of lakes, watersheds and riparian zones; trails and parks, naturalization sites and other potential community based citizen science and volunteer-led initiatives.

A Signage and Wayfinding Programme including maps is needed. This will assist in location of parks, trails and other assets including benches, public washrooms, kayak launches, etc that enhance recreation and active living for a healthy community.

Create a **Park Strategy**. Within the strategy, create a hierarchy that helps define urban and suburban parks. Easy access to functional recreation spaces as well as nature parks is key as density is increased and mapping is required. Develop an equity lens to help enable access by marginalized groups.

Protect and support stewardship of **wilderness parks** including Blue Mountain Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands. Increase density in existing suburban areas rather than within identified wilderness spaces. Sale of established green space or Parks is not acceptable in the urban setting and has no place in the Green Network Plan.

Creation of a **Nature Centre** that will support outdoor environmental formal and informal education by trained professional staff. This will enhance respect for our outdoor world at all levels and ages. This may also help integrate newcomers to our natural resources.

An **Invasive Alien Species Management Plan** and budget for implementation is needed to address this growing problem on HRM land. Include an education programme for private landowners and Nursery/Landscaping service operators who may be adding to the problem.

Urban Forest Masterplan needs to be enhanced and expedited so the canopy is restored or replaced where low levels continue. Continue previous education opportunities within the programme. Consider implementing a subsidized or cost recovery private landowners 'plant a tree' programme as is done in other municipalities, using native species. Consider participation in the million Tree programme.

Bird Friendly City acknowledgement, recently initiated by a volunteer group but needs integration in to park planning and maintenance as well as complete communities when assessing green space as a planning or development contribution.

Protect wildlife corridors and ensure that our growth is guided by accurate, up-to-date mapping of the locations of wildlife corridors within HRM. Initiate safe wildlife crossings when the opportunity arises.

Create a **municipal wetland policy** which will ensure no net-loss of wetlands within HRM, better protection of watersheds, wetlands and their ecosystem services. A parallel public education programme is needed.

Riparian zones need protection by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw. **Coastal protection** is key with protection of public access points and identification and enhancement of recreation opportunities. Resolution of pre-Confederation water lot infilling or development is an urgent matter that needs fast tracking by all parties. Future construction on HRM coastlines must be built in safe places and avoids damage to sensitive coastal ecosystems.

Initiate **community-based** programmes that will support approved **Climate Change** initiatives. These can be many and varied and require collaboration - Active Recreation and Transportation routes, Walking School Bus programmes for urban schools, No Idling by fleet, Transit and public at HRM based properties...Schools, Rec Centres.

Increased use of naturalization and **nature-based climate solutions** such as rain gardens, swales and other tools by landowners as well as HRM lands will help with stormwater management.

June 2021.

C032 (1)

Halifax County Municipality

Planning & Development
Policy Division

Administration Centre
2750 Dutch Village Road
Halifax, Nova Scotia B3L 4E5
902-453-7468/69
902-453-7495 (Fax)

February 27, 1996

Shalom Mandaville
Soil & Water Conservation Society
of Metro Halifax
P.O. Box 911
Dartmouth, Nova Scotia
B2Y 3Z6

Dear Mr. Mandaville:

As per your request of February 26, 1996, please find enclosed the two disks containing the lake carrying capacity models of Halifax County lakes which you supplied us with on December 17, 1995.

As per your submission to the Planning Districts 15/18/19 and 14/17 plan review processes and our meeting with you on December 17, 1995, we had understood that you were providing us with these disks to familiarize ourselves with the lake carrying capacity modelling that the Soil and Water Conservation Society had conducted on 326 lake within Halifax County. We also understood that you were providing us with this information to facilitate your request to have the concept of lake carrying capacity recognized under the municipal planning strategies for Planning Districts 15/18/19 and 14/17. Unfortunately, however, we have been unable to review this information at this point in time, but may request a future loan of these models as per your generous offer. We will also keep the lake data you supplied to us for future reference.

At this point in time, we are unable to advise of what committee will be established to assume responsibility for the review of the above-noted municipal planning strategies under Halifax Regional Municipality. It is our understanding, however, that the plan review processes will continue after amalgamation and we will notify you when your submission is tabled for discussion.

Thankyou very much for the loan of the lake carrying capacity models and the data you supplied us on Halifax County lakes.

Yours truly,

Original Signed

Maureen Ryan
Senior Planner
Policy Division

C032 (1)

HALIFAX
REGIONAL MUNICIPALITY

PRIORITY & POLICY GROUP, CHIEF ADMINISTRATIVE OFFICE
Tony Blouin, PhD *Principal, Environmental Issues*

September 22, 1998

To Whom It May Concern:

The Soil & Water Conservation Society (S&WCS) of Metro Halifax is a volunteer community group, whose work is important and useful to the Halifax Regional Municipality. This group has conducted a wide variety of projects concerning the state and health of lakes within the municipality. Much of their work has been computer-based, including significant computer modeling of nutrients within lakes, permitting prediction of future states of the lakes under varying development pressures. In addition, they have undertaken an extensive collection of lake chemistry data which has been compiled on computer spreadsheets.

The S&WCS has made all of the results of these efforts available to the Halifax Regional Municipality through their Internet site, allowing transfer of computer files. They have also made a wide variety of issue summaries, research results and compiled information on lake management available to HRM and other community members through their Web site. The Municipality considers the efforts of this group to be important work, and the results will be useful to the Municipality in planning and assessing development impacts.

Sincerely,

Original Signed

Tony Blouin

PO Box 1749, Halifax, NS B3J 3A5, Tel: (902) 490-4610, Fax: (902) 490-4760
E-mail: blouint@region.halifax.ns.ca Web Site: www.region.halifax.ns.ca

C032 (2)* ***Excel spreadsheet for Phosphorus comparisons of select lakes in HRM was also submitted. This document is available upon request.**

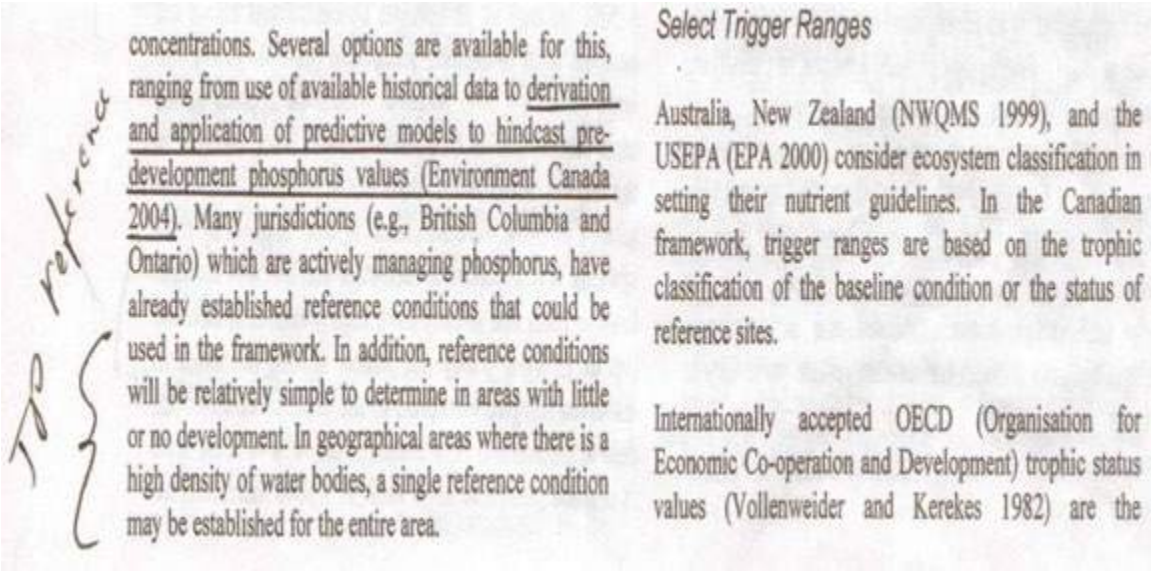
Soil & Water Conservation Society of Metro Halifax (SWCSMH)
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Ref.:	ESSC_TPLCCs	3pg.
To:	**Environment & Sustainability Standing Committee (ESSC)**	
From:	S. M. Mandaville Post-Grad Dips. Chairman and Scientific Director	
Date:	June 06, 2016	
Subject:	Lake Carrying Capacities (LCCs) based on TP (Total Phosphorus) for the ESSC meeting of June 09, 2016	

Dear Chair & members:- Please share this submission with your colleagues in the Regional Council and senior staff as well. See page-3 for the artificially high threshold values for TP selected by the present and former Halifax's staff, and adopted by the Community Councils over time. For brevity, this is only a 3-page submission. I will be happy to answer any questions during the Public Participation period. We had already made several detailed printed submissions with scientific rationale on this to all the present/former Community Councils, as well as to the Regional Plan and the RP+5.

The LCCs MUST be based on the natural background values of TP, i.e., those that existed prior to any human development in the local as well as the upstream watersheds. The HRM's staff had picked the recent field values and that is a major error! It is not difficult to ascertain the natural background values, and my team has done that in 2,000 (two thousand) lakes/ponds over 1 hectare in size in 4 counties.

2 scanned excerpts from the Canadian Council of Ministers of the Environment (CCME, 2004) guideline, a methodology published by numerous scientists in several peer reviewed scientific journals dating back to the 1970's:-



TP reference

concentrations. Several options are available for this, ranging from use of available historical data to derivation and application of predictive models to hindcast pre-development phosphorus values (Environment Canada 2004). Many jurisdictions (e.g., British Columbia and Ontario) which are actively managing phosphorus, have already established reference conditions that could be used in the framework. In addition, reference conditions will be relatively simple to determine in areas with little or no development. In geographical areas where there is a high density of water bodies, a single reference condition may be established for the entire area.

Select Trigger Ranges

Australia, New Zealand (NWQMS 1999), and the USEPA (EPA 2000) consider ecosystem classification in setting their nutrient guidelines. In the Canadian framework, trigger ranges are based on the trophic classification of the baseline condition or the status of reference sites.

Internationally accepted OECD (Organisation for Economic Co-operation and Development) trophic status values (Vollenweider and Kerekes 1982) are the

recommended trigger ranges (Table 1). The only proposed variation is that the OECD meso-eutrophic category (10-35 $\mu g \cdot L^{-1}$) is subdivided into mesotrophic (10-20 $\mu g \cdot L^{-1}$) and meso-eutrophic (20-35 $\mu g \cdot L^{-1}$). This subdivision was necessary because considerable variation in community composition and biomass exist in Canadian waters over the OECD range of 10-35 $\mu g \cdot L^{-1}$. These trigger ranges are recommended for both rivers and lakes.

A trigger range is a desired concentration range for phosphorus; if the upper limit of the range is exceeded, it indicates a potential environmental problem, and therefore, "triggers" further investigations. Natural physical and chemical water quality variables (e.g., salinity, pH, nutrients) inherently vary within and between ecosystem types, and so the preferred method for determining the trigger ranges is to use similar, high quality reference sites to determine natural levels. These ranges are then categorised according to the trophic status of the reference site (Table 1). This approach provides a trigger range that is relevant to the ecosystem type and locality. These phosphorus limits allow management to define where their water bodies lie, and define a trigger range for that water body.

Table 1. Total phosphorus trigger ranges for Canadian lakes and rivers.

Trophic Status	Canadian Trigger Ranges Total phosphorus ($\mu g \cdot L^{-1}$)
Ultra-oligotrophic	< 4
Oligotrophic	4-10
Mesotrophic	10-20
Meso-eutrophic	20-35
Eutrophic	35-100
Hyper-eutrophic	> 100

The selection of appropriate trigger ranges and reference conditions can potentially benefit from the development and application of an ecoregional approach (Environment Canada 2004). Ecoregions provide a means of classifying ecologically distinct areas, where each region can be viewed as a discrete system made up of areas of similar geographical landform, soil, vegetation, climate, wildlife, water, etc. The use of ecoregions can improve predictability of nutrient enrichment effects. They can help differentiate between natural and anthropogenic contributions to nutrient enrichment, reduce variability in trigger ranges within a class and among classes, and contribute to improved assessment and development of trigger ranges.

Determine Current Phosphorus Concentration

Under normal conditions, TP is the only meaningful measurement of phosphorus for water (Wetzel 2001). TP can be expressed as a single measurement taken at spring turnover or as an average of several observations made on a seasonal basis; it may be an estimate for a specific zone (e.g., euphotic zone), or as a whole lake approximation. It is important that an appropriate number of samples are collected to accurately reflect TP concentrations in a system. Specific attention should be given to sites that are receiving variable phosphorus loads or exhibiting marked morphological and hydrological differences (Environment Canada 2004).

Compare Current or Predicted Concentration to Trigger Range

The upper concentration of the trigger range represents the maximum acceptable concentration of phosphorus within each of the trophic categories. If the upper limit of the trigger range is exceeded, or is likely to be exceeded, there is a risk of an impact either occurring or having occurred. At this stage, additional information on local environmental factors needs to be considered, and thus further assessment is recommended. The assessment could potentially lead to remedial advice and the restoration of a degraded water body. If the trigger range is not exceeded, the risk of an impact is regarded as low.

Compare Current or Predicted Concentration to Baseline Condition

Due to the general nature of the trigger values and the size of some of the phosphorus ranges defined, a second precaution is taken in the assessment of possible effects of phosphorus. In the event that the trigger value has not been exceeded, the question is now raised as to the degree of increase in phosphorus levels from the baseline. Up to a 50% increase in phosphorus concentrations above the baseline level is deemed acceptable (OMOE 1997). In large lakes, the 50% increase should be applied to the most sensitive areas (e.g., river mouth, point sources, or the littoral zone) rather than averaged over the whole lake. The 50% increase check is also applied to river systems. It is important to recognize that the 50% increase limit in lakes that already have high phosphorus baseline (up to 12 $\mu g \cdot L^{-1}$) may not protect against decreases in dissolved oxygen. However, in the absence of empirical data to recommend an alternative, the 50% increase limit is deemed preferable to no limit. If a 50% increase from

Management/Restoration:- Excerpt from the OECD (Organization for Economic Co-Operation and Development) research which is the outcome of several years' concerted effort by 18 Member countries.

Natural limnological conditions vary considerably among countries and also among different regions, particularly the larger countries. Consequently, the water quality objectives would differ in each country, taking local conditions and expectations into account. In the absence of human activities, the nutrient load and the trophic response in waterbodies are determined by the natural fertility of soils on the drainage basin which in turn depends on the geology and the climate of the area in question. Ideally, the objective of lake management should be to maintain or restore waterbodies to their natural state determined by the basic natural nutrient load of the area in question (e.g. free from human activities). In practice, this is not always possible.

HRM set the following artificially high Threshold/LCC values of TP:-

HRM had set 15 µg/l as the Threshold/LCC values for Lakes Morris and Russell, and 10 µg/l for Lakes Kearney and Papermill.

Scan from the HRM's Shubenacadie Lakes Sub-watershed Study Report d/September 20, 2013:-

Lake	Trophic State Objective	Numerical Objective	Early Warning	Evaluation
Grand, Lewis	Oligotrophic	< 10 µg/L	9 µg/L	Based on 3 year running average
Charles, Micmac, Banook, First, Second, Third, Thomas, Fletcher, Tucker, Kinsac, Barrett, and Powder Mill	Mesotrophic	< 20 µg/L	15 µg/L	
Loon, William, Rocky, Springfield	Mesotrophic	< 20 µg/L	18 µg/L	
Cranberry	Mesotrophic	< 20 µg/L	20 µg/L	
Fenerty	Meso-Eutrophic	22 µg/L	22 µg/L	Fenerty should be maintained at its current average phosphorus concentration of 22 µg/L.
Duck and Lisle	Both Duck (43 µg/L) and Lisle (50 µg/L) are eutrophic lakes. Water quality should not be allowed to deteriorate further and should be improved where feasible.			
Miller, Beaverbank, Fish and Beaver Pond	Insufficient data exist. More sampling is required to set WQO for these lakes.			

C032 (2)

(WHO 2011; WHO/FWC/WSH/15.03)

Table 1. Example assessment of the potential for high biomass of cyanobacteria based on environmental conditions[a]

Indicator	Very low	Potential for high biomass of cyanobacteria (blooms)			Very high
Total phosphorus (µg/L)	< 10	10–25	> 25–50	> 50–100	> 100
Water residence time	River with visible current	< 1 month		≥ 1 month	
pH	< 5–6	> 6–7	> 7		
Secchi disc transparency[b] during season typical for cyanobacteria	≥ 2 m	< 2–1 m	< 1–0.5 m		< 0.5 m
Temperature (°C)	< 10	10 – < 15	15 – < 20	20 – < 25	≥ 25

[a] The higher the number of these conditions that are fulfilled, the higher the potential for high biomass of cyanobacteria.
[b] Determined as the depth at which a white disc of 20 cm diameter lowered into the water is no longer visible.
Source: Adapted from Umweltbundesamt (2014).

C038

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July 14, 2021

Regional Planning
Halifax Regional Municipality
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Re: HRM's 2020-22 Regional Plan Review

To Whom It May Concern:

I write on behalf of Hike Nova Scotia in response to HRM's 2020-22 Regional Plan Review Consultation. We know that Haligonians love our natural areas, green spaces and outdoor recreation areas. We think they deserve protection and investment.

Hike Nova Scotia (Hike NS) has been encouraging and promoting hiking, walking and snowshoeing throughout Nova Scotia since 2007. We are the voice of the hiking community in Nova Scotia with a membership representing over 2,500. Our reach goes even further on social media where we enjoy a combined following of over 80,000 people on Instagram, Facebook and Twitter. A large percentage of our followers are from the HRM area.

Hiking and walking are growing activities and Nova Scotians identified them as their top physical activities in a 2016 provincial-municipal survey. Hiking and connecting with nature improves physical health, mental health, social well-being, economic prosperity and environmental protection. The tourism industry is heavily reliant on hiking, as one of the top three outdoor tourist activities. Outdoor enthusiasts like hikers stay longer and spend more than most other types of tourists in Nova Scotia.

Natural areas, green spaces and outdoor recreation areas are crucial for supporting all of this and we know our members and followers value these areas immensely. Not only are they places where people can connect with nature and engage in recreation, such areas also protect the habitats and species that hikers, and indeed all Hailgonians, need and love.

Through the 2020-2022 Regional Plan review, the Regional Plan must be revised to effectively channel growth into complete communities and to intensify existing community centres rather than developing new ones. This shift is necessary to decrease our environmental footprint, preserve greenspace, and to create livable communities. To achieve these important results, we join Our HRM Alliance in calling for:

- Clear and transparent criteria to decide where growth and development occurs as well as measurable criteria for complete communities. This includes reconsidering the

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proposed growth at Sandy Lake and the Highway 102 Lands.
- Targets for increasing density in existing suburban areas.
- Decisions about growth and development be deferred until mapping access to parks and nature, including using an equity lens which considers historical lack of parks access for marginalized groups.

A significant aspect of the Regional Plan review focuses on integrating HRM's priority plans. In order to effectively implement and support the Halifax Green Network Plan (HGNP), alongside the Alliance, we would like to see:

- A parks strategy to protect and steward wilderness areas including Blue Mountain-Birch Cove Lakes, Sandy Lake, and the Purcell's Cove Backlands.
- The Regional Plan adopt the direction that HRM play a leadership role in wilderness protection and stewardship within the municipality.

In order to effectively mitigate and adapt to the effects of climate change, there are a number of actions that we believe HRM should take that were not included in the Themes & Directions document:

- Creating a municipal wetland policy to ensure no net-loss of wetlands within HRM.
- Increasing and standardizing the protection of riparian areas by establishing a 100-metre vegetative buffer for all watercourses and a 50-metre vegetated buffer from the highwater mark in the HRM land use bylaw.
- Creating a Stormwater Management Plan and program which encourages landowners to use naturalization efforts (rain gardens, bioswales) on their properties.
- Preventing unsafe and harmful development on coastal undersized lots.
- Protecting wildlife corridors and ensuring that our growth is guided by accurate, up-to-date mapping by updating the HGNP maps using the Wildlife Corridor Landscape Design Charrette mapping.

Thank you for your consideration.

Sincerely,

Original Signed

Janet Barlow, Executive Director
Hike Nova Scotia



C0039

The Neighbourhood Association of Uplands Park

The Board of The Neighbourhood Association of Uplands Park held a special meeting on July 15th, 2021 to address the recent request by the Steering Committee of the Sandy Lake – Sackville River Regional Park Coalition seeking our support by conveying our advocacy to HRM Council to prevent housing development in ecologically sensitive lands adjacent to the Lake.

The Board members unanimously expressed their wish to support these efforts and wish to conevy the collective voice of the residents of Uplands Park to this worthy initiative.

Specifically the Board requests, through its elected, representatives that :

1. The HRM delay the decision on secondary planning in the Sandy Lake area until the next Regional Plan Review in 5 years time in order to allow time for several important studies to be completed and considered, listed here:

    a. Conduct an independent ecological (not planning/housing) study of the park boundary needed to preserve the natural assets of the Regional Park.
    b. Conduct an independent floodplain study of the Sandy Lake watershed including how it relates to the rest of the Sackville River watershed. This would include detailed wetland delineation and before and after models.
    c. Incorporate the Wildlife Corridors Charrette Report into the Halifax Green Network Plan, and bring this Plan into the Regional Plan.

2. And that the Coalition's first submission to the Regional Plan Review be addressed.

C042

Themes and Directions Response from Backlands Coalition

Regional Plan Supplementary Submission

July 2021

Two and a half years ago Halifax Regional Council declared a Climate Emergency, a serious and urgent threat to HRM. This sense of emergency is not reflected in the Themes & Directions report. As well, throughout the Themes & Directions report the language is vague, ambivalent and obscure. Two examples of this awkward language can be found below:

- # 8.4 Provide guidance for environmental considerations during policy-enabled discretionary planning applications.
- # 9.2 Consider adopting policy to encourage net-zero and climate resilient new construction when considering discretionary planning applications.

We strongly encourage that in the coming draft of the Regional Plan that the language be clear, concise and readable by the average citizen.

Through the 2020-2022 Regional Plan review, the Plan must be revised to effectively channel growth into complete communities and to intensify existing community centres rather than developing new ones. This shift is necessary to decrease our environmental footprint, preserve green space, and to create livable communities. To achieve these important results, we join Our HRM Alliance in calling for:

- Clear and transparent criteria to decide where growth and development occurs as well as measurable criteria for what constitutes a "complete community"
- Measurable targets for increasing density in existing suburban areas
- Decisions about growth and development be deferred until mapping access to parks and nature, including using an equity lens which considers historical lack of park access for marginalized groups

A significant aspect of the Plan review focuses on integrating HRM's priority plans. In order to effectively implement and support HalifACT and the Halifax Green Network Plan (HGNP), alongside the Alliance, we would like to see:

- A clear strategy to protect and steward wilderness areas of the Backlands
- The Plan adopt the initiative that HRM play a leadership role in wilderness protection and stewardship

In order to effectively mitigate and adapt to the effects of climate change, there are a number of actions that we believe HRM should take that were not included in the Themes & Directions report:

- We commend staff for including a wetland policy as found in # 8.10 of the Themes & Directions report. The current definition of watercourse as found in the Plan must be expanded to include wetlands, marshlands and the woody vegetation of forested swamps. We refer you to a very recent Ducks Unlimited assessment of Williams Lake watershed wetlands (attached Comments on Williams Lake Wetlands and WESP Summaries _10 & _40). These wetlands provide different ecosystem services than other watercourse wetlands. In these wetlands "large amounts of woody vegetation and deep peat increase the wetland's ability to sequester carbon " (HRM_Shrub Bog, Ducks Unlimited report July 15, 2021).

It is becoming increasingly apparent that watercourses and wetlands must not only be thought of in the context of a riparian buffer. Instead, watercourses and wetlands must be identified, mapped and protected. It is noteworthy that the Province has begun a Wetlands Inventory. However, the current inventory does not include any of the many wetlands found in the Backlands.

In the Themes & Directions report page 94, the role of wetlands acting as carbon sinks can be found, but there is no action item addressing the requirement to create an inventory of wetlands.

It might not be a coincidence that recently the federal government announced "the first-ever Census of the Environment", a Statistics Canada program to quantify blue green infrastructure and ultimately assign value and economic benefit to wetlands, lakes and green spaces. The concept of valuing carbon capture and sequestration by wetlands needs to be pursued and placed in the ultimate formula of a carbon tax credit or assigned a specific value in our goals toward reducing carbon emissions in HRM.

- The Themes & Directions report has failed to increase and standardize the protection of riparian areas by establishing a 100-metre vegetative buffer for the high-water mark of all watercourses including wetlands, marshlands and forested swamp.
- The Themes & Directions report must expand the Lake Water Management Program (Action item # 8.8) beyond water quality monitoring to include information for residents on best practices in and near watercourses.
- While acknowledging the importance of our wildlife corridors (# 8.5), the Themes & Directions report needs to adopt the Wildlife Corridor Landscape Design Charette mapping to update the HGNP maps. Ensuring safe crossing is not a simple fix, but needs to be addressed as part of this effort.
- The HGNP Action item #31 should be adopted in the Themes & Directions report. Brownfield and infill sites should be prioritized for development rather than allowing development on greenfield sites.

We are very relieved to read Action item 1.9 of the Themes & Directions report which states;

> 1.9 Review the lands designated Urban Reserve where circumstances have changed and make appropriate amendments such as the Purcells Cove Backlands area.

It was satisfying to see recognition that there has been a change in circumstance in the consideration of the Backlands. What is missing in the Themes & Directions report is the acknowledgment and affirmation that "Regional Council directed staff to initiate a public engagement process to examine options and possibilities to bring those lands into public ownership." This very strong statement recognition is found on page 4 of the HRM planning staff report dated May 11, 2021, and titled "Council request for rezoning of PIDs 00271585, 00323139, 00323147 on and near Williams Lake", but we are very disappointed that this strong direction from Council to initiate a public engagement process with the goal of bringing these lands into public ownership has been left out of the Themes & Directions report.

As well, at page 8 of the staff report it is proposed that staff, "consult with property owners, the public, and other interested stakeholders to better understand the vision for the area of the Purcells Cove

Backlands". It is profoundly disappointing that these very forward-thinking initiatives were ignored in the crafting of the Themes & Directions report.

Again, in that staff report there is specific reference to Action 66 of the HGNP report. At page 5, the following quote can be found, "This action recognizes the recent acquisition of Shaw Wilderness Park and directs the Municipality to consider an appropriate land use designation and zoning for the Park and the Purcell's Cove Backlands more generally." It is confounding why Action 66 cannot be found in the Themes & Directions report.

We support and endorse the Blue Mountain – Birch Cove Lakes Regional Park Regional Plan Supplementary Submission, July 2021 recommendation #1

> "That the following HRM Charter amendments be made:
>
> HRM continue to vigorously pursue an amendment to s.235 as per HGNP Action #18 and as already requested by Council by letter to the Province dated December 2018.
>
> Amend s.237 to allow a 5-year window rather than the existing 1-year window for HRM to decide on the acquisition of lands zoned for public use.
>
> An amendment levelling the playing field between environmental and development policies in the Regional Plan.
>
> And that the applicable land use bylaws be amended pursuant to s.235(5)(p) of the HRM Charter: To facilitate HRM enforcement of development related provincial legislation so that there is a unified jurisdiction enforcement process."

Conclusion

To conclude, this submission is not meant to be a complete summary of our comments regarding the Themes & Directions report. We anticipate that prior to our stakeholder meeting with HRM planning staff scheduled for August 3, 2021 we may have a couple of additional comments. In any event, we certainly look forward with anticipation to our meeting. Thank you!

Attachments:

DUC Wetlands Comments WL July 15, 2021

WESP Summary Report Williams Lake HRM_10

WESP Summary Report Williams Lake_40

C042

Comments on Williams Lake Wetlands – Part 2

Prepared by Ducks Unlimited Canada, July 15, 2021

We completed two wetland assessments in the Purcell's Cove Backlands areas using the Wetland Ecosystem Services Protocol for Atlantic Canada (WESP-AC). WESP-AC is a standardized method for rapidly assessing some of the important functions and benefits of wetlands in Atlantic Canada.

The first site (HRM_10) was assessed on June 19, 2020. It is a shrub bog located to the west of Purcell's Pond. The second site (HRM_21_09) was assessed on June 25, 2021. It is a treed swamp with peat soil located to the east of Colpitt Lake (Figure 1).



Figure 1: Map of sites assessed using WESP-AC in the Purcell's Cove Backlands in 2020 (yellow) and 2021 (blue).

HRM_10: Shrub Bog



Figure 2: Groundcover, HRM_10, showing high density of Sphagnum moss.

Different wetland types naturally provide different ecosystem services based on their hydrology and ecology. It is clear from the WESP-AC function and benefit scores that this wetland does not provide ecosystem services that are commonly associated with the presence of open water (such as fish habitat, water cooling or stream flow support). This is normal. Like many peatland systems without surface water, this site has a high functional ability to store and delay surface water, due to deep peat soil and a high percentage of sphagnum moss (Figure 2), that has high absorptive capacity. This ability to store water also enables the wetland to retain sediment and nitrates, improving water quality downstream of the system. It is relatively undisturbed by local stressors, and therefore has a high ecological condition score. Large amounts of woody vegetation (Figure 3) and deep peat increase the wetland's ability to sequester carbon.



Figure 3: High density of woody vegetation at HRM_10.

HRM_21_09



Figure 1: Image of HRM_21_09.

This wetland is a forested swamp located to the east of Colpitt Lake (Figure 4). The publicly accessibly land that includes the wetland is located between two protected areas – the Shaw Wilderness Area and Nova Scotia Nature Trust land. Hiking trails leading to and from Shaw Wilderness Area pass relatively close to the wetland, and the area is popular for birding, increasing the wetland's public value. The swamp stores and delays water, retains and stabilizes sediments, and removes and retains nitrates, preventing drought, turbidity, and toxic algal blooms in the downstream and much-beloved Colpitt and Williams Lakes. Vegetation features of the wetland provide excellent habitat for birds – Common Nighthawks are even occasionally spotted nearby. The wetland is not without its stresses. It is close to urban and suburban areas that fragment the surrounding landscape, and foot traffic and a previous fire in Wildlands have increased erosion in the area.

C042

Site Name: Williams Lake **Site Code**: HRM_40
Date of Field Assessment: 08/31/2020
Assessor: Emma Bocking **PID:** 00271585
GPS Coordinates: 44.616341, -63.600103
Wetland Type: Marsh **Size:** 1 ac/0.4 ha
Landowner: Church of Christ Development Company Ltd.



Site Context: This site is accessible by a trail used frequently by both residents and hikers from nearby Colpitt Lake by way of Governor's Brook. The local stewardship organization is Williams Lake Conservation Company. Adjacent land use includes low density residential and conservation (the new Shaw Wilderness Park).

Site Summary: This wetland has a high public use value because of the presence of an active volunteer stewardship organization and the proximity to hiking trails and residential areas. This proximity also leads to increased stressors, such as the potential for inputs of stormwater (particularly via Governor's Brook), fertilizers, road salt and pesticides. Residents are concerned about persistently low water levels during the summer in Williams Lake. This wetland is naturally designed to function well during periods of low water. Additionally, it provides valuable nesting and feeding habitat for waterbirds and other wildlife.

Function/ Benefit	Rating	Description
Top Functions		
Waterbird Nesting Habitat	Higher	This wetland has habitat features that support a diversity and abundance of nesting waterbird species, such as ducks, shorebirds or herons. Such habitat features could include the presence of surface water, intermediate aquatic plant cover, mild water level fluctuation, tree snags and a wide vegetated buffer.
Pollinator Habitat	Higher	This wetland has habitat features that support pollinating insects and birds. It is likely to contain a diversity of flowering plants, and suitable nesting habitat such as tree snags, ground cover, downed wood, large trees and/or cliffs. The wetland is not persistently flooded.
Songbird, Raptor & Mammal Habitat	Higher	This wetland has habitat features that support a diversity and abundance of songbirds, raptors and mammals. Such habitat features could include a mix of open water and land cover, a wide vegetated buffer, tree snags, downed wood, varied microtopography, mature trees and diverse shrub cover.
Top Benefits		
Nitrate Removal & Retention	Higher	High concentrations of nitrate in aquatic systems can lead to toxic algal blooms that are harmful to people and wildlife. There may be domestic wells nearby, or a tributary is present that would transport soluble nitrates out of the wetland. In addition, there may be potential sources of nitrogen in the area from agriculture, urban areas or septic systems.
Resident Fish Habitat	Higher	This wetland may be a fishing spot (for both people and feeding waterbirds), which increases the value of a resident fish population. It may also be easily accessible by people.
Waterbird Feeding Habitat	Higher	This wetland may be recognized as an Important Bird Area or is known to host a rare migratory waterbird species. Alternatively, it may also be one of the few herbaceous wetlands or ponds in the local area, and/or it has the potential to have a high value for recreationists including birdwatchers and waterfowl hunters due its proximity to public roads and population centers.

Ducks Unlimited Canada
Conserving Canada's Wetlands

HRM_40 Function and Benefit Scores

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	2.97	Lower	4.23	Moderate
Stream Flow Support (SFS)	3.03	Moderate	5.77	Moderate
Water Cooling (WC)	2.79	Moderate	7.72	Higher
Sediment Retention & Stabilisation (SR)	5.05	Moderate	7.91	Higher
Phosphorus Retention (PR)	2.08	Lower	6.86	Higher
Nitrate Removal & Retention (NR)	3.58	Moderate	10.00	Higher
Carbon Sequestration (CS)	2.86	Lower		
Organic Nutrient Export (OE)	6.68	Moderate		
Anadromous Fish Habitat (FA)	7.92	Higher	9.87	Higher
Resident Fish Habitat (FR)	8.47	Higher	10.00	Higher
Aquatic Invertebrate Habitat (INV)	4.59	Moderate	9.46	Higher
Amphibian & Turtle Habitat (AM)	7.01	Higher	7.25	Higher
Waterbird Feeding Habitat (WBF)	7.85	Higher	10.00	Higher
Waterbird Nesting Habitat (WBN)	9.26	Higher	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	8.82	Higher	10.00	Higher
Pollinator Habitat (POL)	8.96	Higher	10.00	Higher
Native Plant Habitat (PH)	4.16	Moderate	8.34	Higher
Public Use & Recognition (PU)			8.84	Higher
Wetland Sensitivity (Sens)			2.43	Lower
Wetland Ecological Condition (EC)			0.72	Lower
Wetland Stressors (STR) (higher score means more stress)			6.40	Higher
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	2.97	Lower	4.23	Moderate
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	4.22	Lower	9.13	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	5.48	Moderate	8.55	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	8.68	Higher	9.71	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	8.14	Higher	9.72	Higher
WETLAND CONDITION (EC)			0.72	Lower
WETLAND RISK (average of Sensitivity & Stressors)			4.42	Moderate

Introduction to Wetland Ecosystem Services Protocol (WESP) for Atlantic Canada

What is WESP?

WESP-AC (Wetland Ecosystem Services Protocol for Atlantic Canada) is a standardized method for rapidly assessing important natural functions of wetlands in Atlantic Canada. It was originally developed in western North America by Dr. Paul Adamus at Oregon State University.

Why is it used?

Wetlands are complex systems. Detailed wetland studies can be resource- and time-intensive. Conversely, one trained professional can use WESP to rapidly assess a wetland for 18 functions and benefits.

How is it used?

WESP consists of a field and office component. Practitioners visit the wetland and answer a series of questions relating to the site's vegetation, hydrology and public use. The office component is a series of questions relating to site location. Responses are recorded in an Excel spreadsheet that automatically calculates a score for each function and benefit. These scores rank the wetland on its ability to deliver each function relative to other wetlands in the province.

Who uses WESP-AC?

WESP practitioners have received specialized training to use this tool. They generally work for consultants, government or conservation organizations and have a background in wetland plants, soils and hydrology.

WESP data is used by provincial and municipal governments in Atlantic Canada as well as conservation organizations such as DUC to understand various wetland and watershed dynamics, including: which functions are represented by wetlands in an area, and whether restored wetlands are adequately replacing or compensating for functions that have been lost through wetland alteration or in-filling.

What is the difference between a function and a benefit score?

Function scores refer to the wetland's ability to deliver that function based on its structure, vegetation and hydrology. Benefit scores refer to the wetland's value for the people and wildlife in the watershed and are based off its location in the watershed and surrounding land use.

What do the scores and ratings mean?

Scores are calculated based on the answers inputted into the spreadsheet and calculations made by the model that reflect our understanding of which physical characteristics are representative of a wetland's ability to deliver the specified function. Scores are adjusted to be relative to other wetlands in the province. Ratings are Low, Moderate and High. WESP-AC is calibrated for each province in Atlantic Canada based on data collected from over 100 sites in each province. Scores and ratings are relative to other wetlands in Nova Scotia, therefore a "High" rating means that relative to other Nova Scotia wetlands, this wetland is highly beneficial or functional.

What can I do with this information?

WESP data has limitations. Like any model of a complex natural system, it is only an approximation of what is occurring. However, it can be used to give an idea of the functions and benefits of the wetland relative to other wetlands in the area. This information may be useful in making land-use decisions or directing further study.

Looking for more information?

This report was prepared by staff at Ducks Unlimited Canada. For more information, please contact:

Emma Bocking, Conservation Programs Specialist
E_bocking@ducks.ca

Ducks Unlimited Canada
Conserving Canada's Wetlands

September 30, 2020

C042

Site Name: Purcell's Cove backland bog **Site Code**: HRM_10
Date of Field Assessment: 06/19/2020
Assessors: Emma Bocking& Simone Charron
PIDs: 00269282 **GPS Coordinates**: 44.60836, -63.57826
Wetland Type: Bog **Size:** 1 ha
Landowner(s): Battery Hill Developments Ltd.



Site Context: Purcell's Cove backland bog is surrounded by forested area situated between Purcell's Cove Road and Herring Cove Road.

Site Summary: Purcell's Cove backland bog is in a popular urban reserve/protected area with plenty of recreation trails. The wetland itself has a highly-rated ecological condition and serves as excellent songbird, raptor, mammal, and pollinator habitat. It is in a favourable position in the watershed to retain and filter sediment, nitrate, and water entering the popular recreation spot, Purcell's Pond. Though the wetland is only moderately stressed, most of this comes from erosion from foot traffic in the surrounding areas.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Sediment Retention & Stabilization	Higher	This wetland intercepts and filters suspended inorganic sediment, allowing it to deposit in the wetland rather than entering surface or groundwaters downstream. It also reduces the velocity of surface water flow, decreases erosion, and stabilizes underlying soils. This can decrease turbidity in downstream waters and potentially reduce the toxicity of some contaminants.
Water Storage & Delay	Higher	This wetland is effective at retaining water during periods of high input, acting like a 'sponge' on the landscape. This storage function could enhance the wetland's ability to recharge local groundwater. During dry times of the year, it has the potential to release this stored water back into the watershed.
Nitrate Removal & Retention	Higher	This wetland is effective at storing particulate nitrate and converting soluble nitrate and ammonia to nitrogen gas, through the process of denitrification. High concentrations of nitrate in aquatic systems can lead to toxic algal blooms that are harmful to people and wildlife. Isolated wetlands are particularly effective at retaining nitrates.
Top Benefits		
Pollinator Habitat	Higher	This wetland may contain a rare plant species. Additionally, it may contain some of the only herbaceous or woody vegetation within the local area.
Wetland Ecological Condition	Higher	In WESP-AC, wetland health or integrity is primarily measured by vegetation composition. Wetlands in excellent ecological condition typically have no invasive plants and at least one rare species. Additionally, they have little bare ground, no strongly dominant plant species, and may have varied microtopography and no extensive algal blooms.
Songbird, Raptor & Mammal Habitat	Higher	This wetland is recognized as an IBA (Important Bird Area) or is known to support a rare breeding waterbird species. It may also be one of the few herbaceous or wooded wetlands locally.

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HRM_10 Function and Benefit Scores

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	10.00	Higher	6.65	Higher
Stream Flow Support (SFS)	0.00	Lower	0.00	Lower
Water Cooling (WC)	0.00	Lower	0.00	Lower
Sediment Retention & Stabilisation (SR)	10.00	Higher	0.00	Lower
Phosphorus Retention (PR)	4.82	Lower	0.00	Lower
Nitrate Removal & Retention (NR)	10.00	Higher	6.00	Moderate
Carbon Sequestration (CS)	7.56	Higher		
Organic Nutrient Export (OE)	5.34	Moderate		
Anadromous Fish Habitat (FA)	0.00	Lower	0.00	Lower
Resident Fish Habitat (FR)	0.00	Lower	0.00	Lower
Aquatic Invertebrate Habitat (INV)	8.02	Higher	0.65	Lower
Amphibian & Turtle Habitat (AM)	0.96	Lower	4.00	Moderate
Waterbird Feeding Habitat (WBF)	0.00	Lower	0.00	Lower
Waterbird Nesting Habitat (WBN)	0.00	Lower	0.00	Lower
Songbird, Raptor, & Mammal Habitat (SBM)	7.10	Moderate	10.00	Higher
Pollinator Habitat (POL)	7.70	Moderate	10.00	Higher
Native Plant Habitat (PH)	6.06	Higher	7.50	Moderate
Public Use & Recognition (PU)			9.16	Higher
Wetland Sensitivity (Sens)			5.59	Moderate
Wetland Ecological Condition (EC)			10.00	Higher
Wetland Stressors (STR) (higher score means more stress)			4.87	Moderate
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	10.00	Higher	6.65	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	9.05	Higher	4.00	Moderate
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	5.68	Moderate	0.43	Lower
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	0.58	Lower	2.40	Lower
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	7.32	Higher	9.58	Higher
WETLAND CONDITION (EC)			10.00	Higher
WETLAND RISK (average of Sensitivity & Stressors)			5.23	Moderate

Introduction to Wetland Ecosystem Services Protocol (WESP) for Atlantic Canada

What is WESP?

WESP-AC (Wetland Ecosystem Services Protocol for Atlantic Canada) is a standardized method for rapidly assessing important natural functions of wetlands in Atlantic Canada. It was originally developed in western North America by Dr. Paul Adamus at Oregon State University.

Why is it used?

Wetlands are complex systems. Detailed wetland studies can be resource- and time-intensive. Conversely, one trained professional can use WESP to rapidly assess a wetland for 18 functions and benefits.

How is it used?

WESP consists of a field and office component. Practitioners visit the wetland and answer a series of questions relating to the site vegetation, hydrology and public use. The office component is a series of questions relating to site location. Responses are recorded in an Excel spreadsheet that automatically calculates a score for each function and benefit. These scores rank the wetland on its ability to deliver each function relative to other wetlands in the province.

Who uses WESP-AC?

WESP practitioners have received specialized training to use this tool. They generally work for consultants, government or conservation organization and have a background in wetland plants, soils and hydrology.

WESP data is used by provincial and municipal governments in Atlantic Canada as well as conservation organizations such as DUC to understand various wetland and watershed dynamics, including: which functions are represented by wetlands in an area, and whether restored wetlands are adequately replacing or compensating for functions that have been lost through wetland alteration or in-filling.

What is the difference between a function and a benefit score?

Function scores refer to the wetland's ability to deliver that function based on its structure, vegetation and hydrology. Benefit scores refer to the wetland's value for the people and wildlife in the watershed and are based off its location in the watershed surrounding the land use.

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Looking for more information?

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Emma Bocking, Conservation Programs Specialist

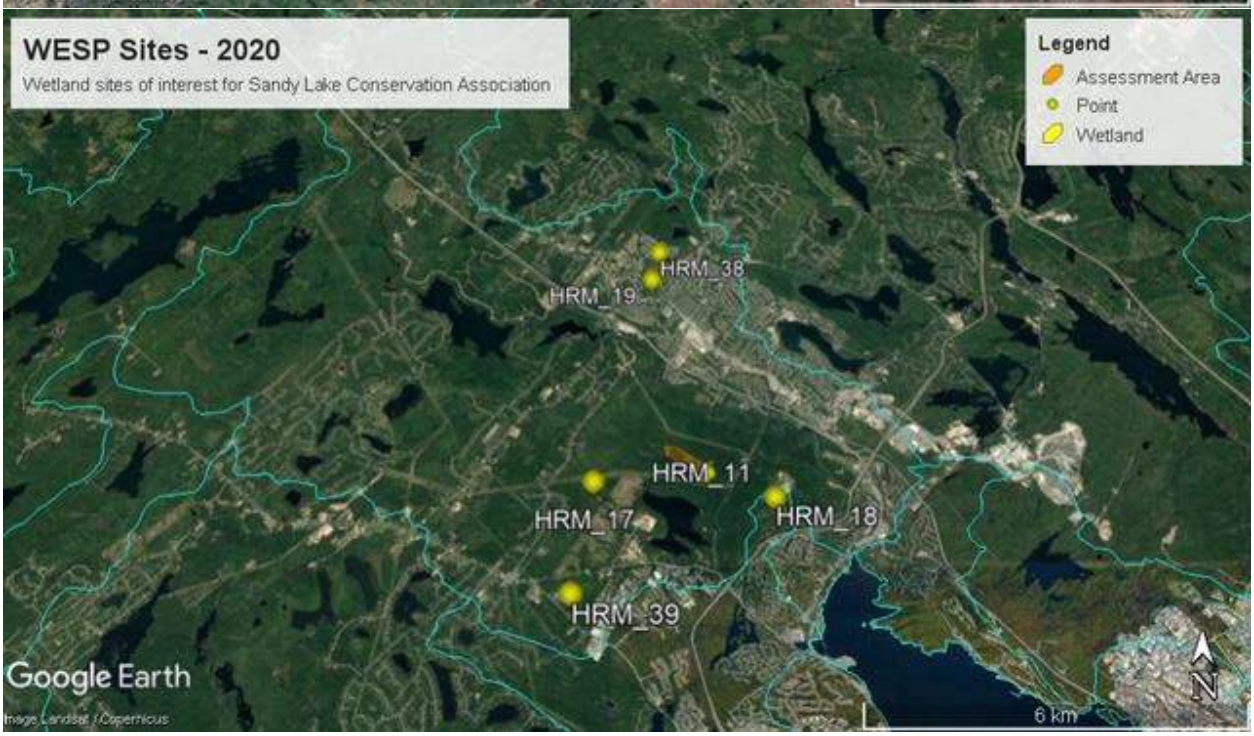
E_bocking@ducks.ca

Ducks Unlimited Canada
Conserving Canada's Wetlands

June 8, 2021

C043


HRM_17
David's Marsh
Legend
HRM_17
HRM_17_AA
HRM_17_Wetland
HRM_17
Google Earth
400 m
N


WESP Sites - 2020
Wetland sites of interest for Sandy Lake Conservation Association
Legend
Assessment Area
Point
Wetland
HRM_38
HRM_19
HRM_11
HRM_17
HRM_18
HRM_39
Google Earth
6 km
N

C043

WETLAND ASSESSMENT REPORTS

WESP data and reports for Sandy Lake and Sackville River Watershed

Abstract

Reports and scores for WESP assessments completed at 6 sites in June – August 2020. Report completed for Sandy Lake Conservation Association by Ducks Unlimited Canada staff.

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Emma Bocking, Conservation Programs Specialist

E_bocking@ducks.ca

Site Reports

Ducks Unlimited Canada
Conserving Canada's Wetlands

July 9, 2021

Site Name: Marsh Lake **Site Code**: HRM_ 11
Date of Field Assessment: 06/22/2020
Assessors: Emma Bocking & Coastal Action staff
PID: 00648139 **GPS Coordinates**: 44.7434645, -63.6934167
Wetland Type: Fen **Size:** 4 ha
Landowner: NS Dept. of Municipal Affairs



Site Context: The area immediately surrounding this wetland is forested. Marsh Lake is south of Lower Sackville and north of Bedford and is adjacent to Sandy Lake Regional Park. Some of the land surrounding Marsh Lake is owned by HRM, while the remainder is privately owned.

Site Summary: Marsh Lake is currently owned by the NS Department of Municipal Affairs. It is part of the Sandy Lake watershed and is an important corridor between Sandy Lake and the Sackville River for turtles, fish, birds and other wildlife. Volunteers with the Sandy Lake Conservation Association and the Sackville Rivers Association have an active interest in conserving Marsh Lake and surrounding lands and expanding the existing Sandy Lake Regional Park. In 2021, the site will be designated by DUC and the province as a Treasured Wetland of Nova Scotia. Despite its name, Marsh Lake is a wetland complex with graminoid fen, shallow open water and treed bog.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Waterbird Nesting Habitat	Higher	This wetland has habitat features that support a diversity and abundance of nesting waterbird species, such as ducks, shorebirds, seabirds or herons. Such habitat features could include surface water, intermediate aquatic plant cover, mild water level fluctuation, tree snags and a wide vegetated buffer.
Anadromous Fish Habitat	Higher	Not only is there evidence that this wetland is accessible to anadromous fish, several features of the wetland indicate that the structure, productivity and hydrologic regime are suitable for anadromous fish species. Natural land cover surrounding the wetland the absence of human-related stressors also contributes to favorable fish habitat.
Waterbird Feeding Habitat	Higher	This wetland has habitat features that support a diversity and abundance of feeding waterbird species, such as ducks and shorebirds, particularly as a stopover site during migration or for overwintering. Such habitat features include nearby ponds or lakes, food and nutrient availability, a flat surface, ponded water and plenty of emergent vegetation cover. There are likely minimal stressors that are harmful for waterbirds, including high concentrations of metals and other contaminants.
Top Benefits		
Invertebrate Habitat	Higher	A high benefit score implies that this wetland is also great habitat for fish, waterbirds and songbirds and mammals, all of which are supported by and benefit from healthy invertebrate species.
Water Storage and Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Nitrate Removal and Retention	Higher	High concentrations of nitrate in aquatic systems can lead to toxic algal blooms that are harmful to people and wildlife. There may be domestic wells nearby, or a tributary is present that would transport soluble nitrates out of the wetland. In addition, there may be potential sources of nitrogen in the area from agriculture, urban areas or septic systems.

Ducks Unlimited Canada
Conserving Canada's Wetlands

Site Name: David's Marsh **Site Code**: HRM_17
Date of Field Assessment: 06/24/2020
Assessors: Emma Bocking & Coastal Action staff
PIDs: 40202806; 00422857
GPS Coordinates: 44.73965, -63.71891
Wetland Type: Fen **Size:** 0.5 ha
Landowner(s): Sandy Lake Holdings Ltd; 3063063 Nova Scotia Limited



Site Context: David's Marsh has a forested buffer. Beyond this buffer, there is some disturbance from clear-cutting and suburban residential development. The land is owned by Sandy Lake Holdings and is zoned residential. Volunteers with the Sandy Lake Conservation Association are actively seeking additional protection for this site. Karen's Brook runs through the wetland.

Site Summary: After doing a preliminary prioritization attempt of the WESP sites completed in 2020, this wetland had the highest average score. As a peatland it has high carbon sequestration potential; the watercourse provides good transport of nutrients to downstream systems, and good fish habitat. Its relative vegetative uniqueness compared to surrounding land uses makes it good wildlife habitat. The presence of downstream infrastructure vulnerable to flooding increases the benefit of this wetland for water storage and delay.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Pollinator Habitat	Higher	This wetland has habitat features that support pollinating insects and birds. It is likely to contain a diversity of flowering plants, and suitable nesting habitat such as tree snags, ground cover, downed wood, large trees and/or cliffs. The wetland is not persistently flooded.
Waterbird Nesting Habitat	Higher	This wetland has habitat features that support a diversity and abundance of nesting waterbird species, such as ducks, shorebirds, seabirds or herons. Such habitat features could include surface water, intermediate aquatic plant cover, mild water level fluctuation, tree snags and a wide vegetated buffer.
Songbird, Raptor and Mammal Habitat	Higher	This wetland has habitat features that support a diversity and abundance of songbirds, raptors and mammals. Such habitat features could include a mix of open water and land cover, a wide vegetated buffer, tree snags, downed wood, varied microtopography, mature trees and diverse shrub cover.
Top Benefits		
Water Storage & Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Songbird, Raptor and Mammal Habitat	Higher	This wetland is recognized as an IBA (Important Bird Area) or is known to support a rare breeding waterbird species. It may also be one of the few herbaceous or wooded wetlands locally.
Waterbird Feeding Habitat	Higher	This wetland may be recognized as an Important Bird Area or is known to host a rare migratory waterbird species. Alternatively, it may also be one of the few herbaceous wetlands or ponds in the local area, and/or it has the potential to have a high value for recreationists including birdwatchers and waterfowl hunters due its proximity to public roads and population centers.

Site Name: Jack Lake **Site Code**: HRM_18
Date of Field Assessment: 06/24/2020
Assessors: Emma Bocking & Coastal Action staff & Molly LeBlanc (Coastal Action).
PID: 40857138 **GPS Coordinates**: 44.73960, -63.71887
Wetland Type: Fen **Size:** 0.4 ha
Landowner: Halifax Regional Municipality



Site Context: Jack Lake is surrounded by forest and is in Sandy Lake Regional Park. Beyond the forest is a 100 series highway, and a heavily populated suburb. There is a sand pit located near the lake, that is used by off road vehicles.

Site Summary: The wetland was assessed at the outflow of Jack Lake. Its very high organic nutrient export score and location of the wetland near the top of the watershed is critical for nourishing downstream ecosystems. Given the numerous sources of nitrogen from surrounding development, the wetland's nitrate removal and retention capability is greatly beneficial. Features of the wetland including its relative seclusion and the surrounding, partly old-growth, mixed Acadian forest provide excellent bird habitat and corridors or turtles and other herptiles. This site has a high recreation value with a boardwalk and an existing trail leading to the lake. Sandy Lake Conservation Association volunteers are pursuing further protection for this site and surrounding areas via the expanded Sandy Lake Regional Park.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Organic Nutrient Export	Higher	This wetland is effective as producing, cycling and exporting organic matter downstream. Organic nutrients exported from wetlands like this one, provide essential support for downstream estuarine food webs. Wetlands that provide this function have a surface water outflow and soil with high organic carbon content (e.g. peat).
Songbird, Raptor and Mammal Habitat	Higher	This wetland has habitat features that support a diversity and abundance of songbirds, raptors and mammals. Such habitat features could include a mix of open water and land cover, a wide vegetated buffer, tree snags, downed wood, varied microtopography, mature trees and diverse shrub cover.
Pollinator Habitat	Higher	This wetland has habitat features that support pollinating insects and birds. It is likely to contain a diversity of flowering plants, and suitable nesting habitat such as tree snags, ground cover, downed wood, large trees and/or cliffs. The wetland is not persistently flooded.
Top Benefits		
Nitrate Removal & Retention	Higher	High concentrations of nitrate in aquatic systems can lead to toxic algal blooms that are harmful to people and wildlife. There may be domestic wells nearby, or a tributary is present that would transport soluble nitrates out of the wetland. In addition, there may be potential sources of nitrogen in the area from agriculture, urban areas or septic systems.
Amphibian & Turtle Habitat	Higher	This wetland may be known to support a regionally rare amphibian or turtle species. Additionally, it may provide herbaceous or woody cover that is lacking in the surrounding landscape, and provide habitat for birds and mammals, which are supported by healthy amphibian and turtle populations.
Waterbird Feeding Habitat	Higher	This wetland may be recognized as an Important Bird Area or is known to host a rare migratory waterbird species. Alternatively, it may also be one of the few herbaceous wetlands or ponds in the local area, and/or it has the potential to have a high value for recreationists including irdwatchers and waterfowl hunters due its proximity to public roads and population centers.

Ducks Unlimited Canada
Conserving Canada's Wetlands

Site Name: Little Sackville River **Site Code**: HRM_19
Date of Field Assessment: 06/24/2020
Assessor: Emma Bocking & Izzy Clarke
PID: 40109068 **GPS Coordinates**: 44.784648, -63.704914
Wetland Type: Size: Swamp
Landowner: Valleyfield Farm Ltd.



Site Context: Little Sackville River is in the centre of a dense residential area in Lower Sackville. There is a small patch of trees in the area. Located nearby are subdivisions, and two schools (Millwood Elementary and Millwood Highschool).

Site Summary: Almost all the Benefit scores for this site are rated 'Higher', indicating the importance of this wetland in the watershed. Intensive development in the catchment area increases the relative importance of this wetland to store water, retain nutrients and sediments, and provide wildlife habitat. The Sackville River is known to support populations of anadromous and other fish (11 species total), so this wetland plays an important function in providing fish habitat. It is one of only two watersheds in HRM with a mapped floodplain, which indicates known risks to infrastructure when there are flooded conditions. This known risk increases the Water storage and delay benefit of wetlands in the watershed.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Resident Fish Habitat	Higher	This wetland has habitat features that support a diversity and abundance of native resident fish. Such habitat features could include connectivity with the surrounding waterscape, high nutrient and oxygen availability, suitable vegetation cover and shade, and few known stressors such as toxic contaminants.
Anadromous Fish Habitat	Higher	Not only is there evidence that this wetland is accessible to anadromous fish, several features of the wetland indicate that the structure, productivity and hydrologic regime are suitable for anadromous fish species. Natural land cover surrounding the wetland the absence of human-related stressors also contributes to favorable fish habitat.
Waterbird Feeding Habitat	Higher	This wetland has habitat features that support a diversity and abundance of feeding waterbird species, such as ducks and shorebirds, particularly as a stopover site during migration or for overwintering. Such habitat features include nearby ponds or lakes, food and nutrient availability, a flat surface, ponded water and plenty of emergent vegetation cover. There are likely minimal stressors that are harmful for waterbirds, including high concentrations of metals and other contaminants.
Top Benefits		
Water Storage & Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Pollinator Habitat	Higher	This wetland may contain a rare plant species. Additionally, it may contain some of the only herbaceous or woody vegetation within the local area.
Nitrate Removal & Retention	Higher	High concentrations of nitrate in aquatic systems can lead to toxic algal blooms that are harmful to people and wildlife. There may be domestic wells nearby, or a tributary is present that would transport soluble nitrates out of the wetland. In addition, there may be potential sources of nitrogen in the area from agriculture, urban areas or septic systems.

Ducks Unlimited Canada
Conserving Canada's Wetlands

Site Name: Lower Sackville shrub swamp
Site Code: HRM_38
Date of Field Assessment: 07/16/2020
Assessor: Emma Bocking
PID: 40669392
GPS Coordinates: 44.79174, -63.70281
Wetland Type: Swamp
Size: 1.5 ha
Landowner: Halifax Regional Municipality



Site Context: The area immediately surrounding this wetland is treed. Beyond the wooded area (mix of shrub and trees) there is the densely populated community of Lower Sackville. Highways 101 and 102 are nearby.

Site Summary: Almost all the Benefit scores for this site are rated 'Higher', indicating the importance of this wetland in the watershed. Intensive development in the catchment area increases the relative importance of this wetland to store water, retain nutrients and sediments, and provide wildlife habitat. The Sackville River is known to support populations of anadromous and other fish (11 species total), so this wetland plays an important function in providing fish habitat. It is one of only two watersheds in HRM with a mapped floodplain, which indicates known risks to infrastructure when there are flooded conditions. This known risk increases the Water storage and delay benefit of wetlands in the watershed.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Organic Nutrient Export	Higher	This wetland is effective as producing, cycling and exporting organic matter downstream. Organic nutrients exported from wetlands like this one, provide essential support for downstream estuarine food webs. Wetlands that provide this function have a surface water outflow and soil with high organic carbon content (e.g. peat).
Water Cooling	Higher	This wetland is effective at maintaining or reducing the temperature of surface water, particularly in headwater streams. This is a more common function in wetlands that contain deep, flowing surface water that is shaded.
Songbird, Raptor & Mammal Habitat	Higher	This wetland has habitat features that support a diversity and abundance of songbirds, raptors and mammals. Such habitat features could include a mix of open water and land cover, a wide vegetated buffer, tree snags, downed wood, varied microtopography, mature trees and diverse shrub cover.
Top Benefits		
Water Storage & Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Waterbird Feeding Habitat	Higher	This wetland may be recognized as an Important Bird Area or is known to host a rare migratory waterbird species. Alternatively, it may also be one of the few herbaceous wetlands or ponds in the local area, and/or it has the potential to have a high value for recreationists including birdwatchers and waterfowl hunters due its proximity to public roads and population centers.
Pollinator Habitat	Higher	This wetland may contain a rare plant species. Additionally, it may contain some of the only herbaceous or woody vegetation within the local area.

Ducks Unlimited Canada
Conserving Canada's Wetlands

Site Name: West Bedford Triangle **Site Code**: HRM_39
Date of Field Assessment: 08/20/2020
Assessors: Emma Bocking
PIDs: 00645960 **GPS Coordinates**: 44.719742, -63.723352
Wetland Type: Swamp **Size:** 0.4 ha
Landowner(s): West Bedford Holdings Ltd.



Site Context: West Bedford Triangle is a small wetland in a small forested area bordered by Hammonds Plains Rd and Larry Uteck Blvd. Some houses border the wetland, and there is an industrial park within 1 km.

Site Summary: This is an easily, small riparian marsh located in a suburban area. It includes habitat features for animals and would be an excellent place to spot birds, mammals, herptiles, and pollinators. The wetland protects surrounding infrastructure and waterways from potential flooding and contamination by storing and delaying water and supporting good water quality. Nearby development, including the road bordering the wetland in the southwest are causes of stress for this wetland and are vehicles of frequent input of contaminants, salts, and nutrients into the marsh.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Songbird, Raptor & Mammal Habitat	Higher	This wetland has habitat features that support a diversity and abundance of songbirds, raptors and mammals. Such habitat features could include a mix of open water and land cover, a wide vegetated buffer, tree snags, downed wood, varied microtopography, mature trees and diverse shrub cover.
Organic Nutrient Export	Higher	This wetland is effective as producing, cycling and exporting organic matter downstream. Organic nutrients exported from wetlands like this one, provide essential support for downstream estuarine food webs. Wetlands that provide this function have a surface water outflow and soil with high organic carbon content (e.g. peat).
Pollinator Habitat	Higher	This wetland has habitat features that support pollinating insects and birds. It is likely to contain a diversity of flowering plants, and suitable nesting habitat such as tree snags, ground cover, downed wood, large trees and/or cliffs. The wetland is not persistently flooded.
Top Benefits		
Water Storage & Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Amphibian & Turtle Habitat	Higher	This wetland may be known to support a regionally rare amphibian or turtle species. Additionally, it may provide herbaceous or woody cover that is lacking in the surrounding landscape, and provide habitat for birds and mammals, which are supported by healthy amphibian and turtle populations.
Pollinator Habitat	Higher	This wetland may contain a rare plant species. Additionally, it may contain some of the only herbaceous or woody vegetation within the local area.

Appendix A: Pictures



Figure 1: HRM 11 (Marsh Lake)



Figure 2: HRM 17 (David's Marsh)



Figure 3: HRM 18 (Jack Lake)



Figure 4: HRM 19 (Little Sackville River 1)



Figure 5: HRM 38 (Little Sackville River 2)



Figure 6: HRM 39 (West Bedford wetland)

Appendix B: WESP Scores

HRM 11

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	2.52	Lower	10.00	Higher
Stream Flow Support (SFS)	7.59	Higher	5.71	Moderate
Water Cooling (WC)	4.71	Higher	9.40	Higher
Sediment Retention & Stabilisation (SR)	5.16	Moderate	8.33	Higher
Phosphorus Retention (PR)	3.68	Lower	7.93	Higher
Nitrate Removal & Retention (NR)	3.06	Moderate	10.00	Higher
Carbon Sequestration (CS)	5.14	Moderate		
Organic Nutrient Export (OE)	7.49	Higher		
Anadromous Fish Habitat (FA)	10.00	Higher	4.11	Moderate
Resident Fish Habitat (FR)	8.33	Higher	3.85	Moderate
Aquatic Invertebrate Habitat (INV)	8.63	Higher	10.00	Higher
Amphibian & Turtle Habitat (AM)	7.30	Higher	10.00	Higher
Waterbird Feeding Habitat (WBF)	10.00	Higher	10.00	Higher
Waterbird Nesting Habitat (WBN)	10.00	Higher	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	6.02	Moderate	10.00	Higher
Pollinator Habitat (POL)	7.36	Moderate	10.00	Higher
Native Plant Habitat (PH)	6.10	Higher	7.09	Moderate
Public Use & Recognition (PU)			7.10	Higher
Wetland Sensitivity (Sens)			2.06	Lower
Wetland Ecological Condition (EC)			4.78	Moderate
Wetland Stressors (STR) (higher score means more stress)			5.94	Moderate
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	2.52	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	4.56	Moderate	9.38	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	7.87	Higher	9.19	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	9.56	Higher	8.80	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	6.93	Moderate	9.52	Higher
WETLAND CONDITION (EC)			4.78	Moderate
WETLAND RISK (average of Sensitivity & Stressors)			4.00	Moderate

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	1.49	Lower	10.00	Higher
Stream Flow Support (SFS)	7.24	Higher	5.96	Moderate
Water Cooling (WC)	7.40	Higher	8.97	Higher
Sediment Retention & Stabilisation (SR)	4.58	Moderate	10.00	Higher
Phosphorus Retention (PR)	4.05	Lower	10.00	Higher
Nitrate Removal & Retention (NR)	3.08	Moderate	10.00	Higher
Carbon Sequestration (CS)	4.16	Moderate		
Organic Nutrient Export (OE)	7.14	Higher		
Anadromous Fish Habitat (FA)	6.46	Higher	5.46	Higher
Resident Fish Habitat (FR)	7.82	Higher	5.54	Higher
Aquatic Invertebrate Habitat (INV)	7.49	Higher	8.34	Higher
Amphibian & Turtle Habitat (AM)	4.62	Moderate	10.00	Higher
Waterbird Feeding Habitat (WBF)	6.96	Higher	10.00	Higher
Waterbird Nesting Habitat (WBN)	8.07	Higher	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	9.61	Higher	10.00	Higher
Pollinator Habitat (POL)	7.87	Moderate	10.00	Higher
Native Plant Habitat (PH)	7.31	Higher	8.27	Higher
Public Use & Recognition (PU)			5.98	Higher
Wetland Sensitivity (Sens)			5.34	Moderate
Wetland Ecological Condition (EC)			6.52	Higher
Wetland Stressors (STR) (higher score means more stress)			4.79	Moderate
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	1.49	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	4.24	Lower	10.00	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	7.40	Higher	8.36	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	7.43	Higher	9.10	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	8.94	Higher	9.71	Higher
WETLAND CONDITION (EC)			6.52	Higher
WETLAND RISK (average of Sensitivity & Stressors)			5.07	Moderate

HRM 18

	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	0.35	Lower	5.87	Moderate
Stream Flow Support (SFS)	5.52	Higher	6.62	Higher
Water Cooling (WC)	6.30	Higher	4.16	Moderate
Sediment Retention & Stabilisation (SR)	2.78	Lower	0.65	Lower
Phosphorus Retention (PR)	4.37	Lower	0.43	Lower
Nitrate Removal & Retention (NR)	1.81	Lower	10.00	Higher
Carbon Sequestration (CS)	4.45	Moderate		
Organic Nutrient Export (OE)	9.88	Higher		
Anadromous Fish Habitat (FA)	0.00	Lower	0.00	Lower
Resident Fish Habitat (FR)	7.48	Higher	6.69	Higher
Aquatic Invertebrate Habitat (INV)	5.47	Higher	6.67	Higher
Amphibian & Turtle Habitat (AM)	4.59	Moderate	10.00	Higher
Waterbird Feeding Habitat (WBF)	7.31	Higher	10.00	Higher
Waterbird Nesting Habitat (WBN)	7.51	Higher	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	8.93	Higher	10.00	Higher
Pollinator Habitat (POL)	8.19	Higher	10.00	Higher
Native Plant Habitat (PH)	4.48	Moderate	8.16	Higher
Public Use & Recognition (PU)			10.00	Higher
Wetland Sensitivity (Sens)			3.42	Lower
Wetland Ecological Condition (EC)			4.78	Moderate
Wetland Stressors (STR) (higher score means more stress)			5.34	Moderate
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	0.35	Lower	5.87	Moderate
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	3.68	Lower	6.85	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	8.34	Higher	6.24	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	6.44	Higher	8.67	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	8.07	Higher	9.69	Higher
WETLAND CONDITION (EC)			4.78	Moderate
WETLAND RISK (average of Sensitivity & Stressors)			4.38	Moderate

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	2.21	Lower	10.00	Higher
Stream Flow Support (SFS)	4.07	Moderate	5.52	Moderate
Water Cooling (WC)	6.54	Higher	9.96	Higher
Sediment Retention & Stabilisation (SR)	3.59	Lower	10.00	Higher
Phosphorus Retention (PR)	1.64	Lower	10.00	Higher
Nitrate Removal & Retention (NR)	4.45	Moderate	10.00	Higher
Carbon Sequestration (CS)	1.36	Lower		
Organic Nutrient Export (OE)	4.98	Moderate		
Anadromous Fish Habitat (FA)	7.06	Higher	5.46	Higher
Resident Fish Habitat (FR)	7.23	Higher	5.55	Higher
Aquatic Invertebrate Habitat (INV)	3.03	Moderate	6.34	Higher
Amphibian & Turtle Habitat (AM)	5.50	Moderate	5.58	Higher
Waterbird Feeding Habitat (WBF)	6.97	Higher	10.00	Higher
Waterbird Nesting Habitat (WBN)	4.13	Moderate	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	5.12	Moderate	10.00	Higher
Pollinator Habitat (POL)	5.39	Moderate	10.00	Higher
Native Plant Habitat (PH)	2.07	Lower	6.29	Moderate
Public Use & Recognition (PU)			5.46	Higher
Wetland Sensitivity (Sens)			2.71	Lower
Wetland Ecological Condition (EC)			4.78	Moderate
Wetland Stressors (STR) (higher score means more stress)			9.19	Higher
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	2.21	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	3.60	Lower	10.00	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	5.60	Moderate	8.61	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	6.70	Higher	8.66	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	4.79	Moderate	9.38	Higher
WETLAND CONDITION (EC)			4.78	Moderate
WETLAND RISK (average of Sensitivity & Stressors)			5.95	Higher

HRM 38

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	2.60	Lower	10.00	Higher
Stream Flow Support (SFS)	3.93	Moderate	5.04	Moderate
Water Cooling (WC)	8.30	Higher	9.51	Higher
Sediment Retention & Stabilisation (SR)	3.75	Lower	10.00	Higher
Phosphorus Retention (PR)	1.05	Lower	10.00	Higher
Nitrate Removal & Retention (NR)	3.02	Moderate	10.00	Higher
Carbon Sequestration (CS)	0.91	Lower		
Organic Nutrient Export (OE)	9.20	Higher		
Anadromous Fish Habitat (FA)	6.26	Higher	5.79	Higher
Resident Fish Habitat (FR)	6.13	Higher	5.89	Higher
Aquatic Invertebrate Habitat (INV)	0.34	Lower	6.30	Higher
Amphibian & Turtle Habitat (AM)	3.51	Lower	6.26	Higher
Waterbird Feeding Habitat (WBF)	5.75	Moderate	10.00	Higher
Waterbird Nesting Habitat (WBN)	4.76	Moderate	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	8.03	Higher	10.00	Higher
Pollinator Habitat (POL)	7.22	Moderate	10.00	Higher
Native Plant Habitat (PH)	2.79	Lower	7.63	Moderate
Public Use & Recognition (PU)			7.69	Higher
Wetland Sensitivity (Sens)			3.89	Moderate
Wetland Ecological Condition (EC)			0.00	Lower
Wetland Stressors (STR) (higher score means more stress)			10.00	Higher
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	2.60	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	2.97	Lower	10.00	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	7.32	Higher	8.23	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	5.77	Moderate	8.79	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	7.02	Moderate	9.61	Higher
WETLAND CONDITION (EC)			0.00	Lower
WETLAND RISK (average of Sensitivity & Stressors)			6.94	Higher

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	2.33	Lower	10.00	Higher
Stream Flow Support (SFS)	4.34	Moderate	4.79	Moderate
Water Cooling (WC)	4.67	Moderate	2.96	Moderate
Sediment Retention & Stabilisation (SR)	3.03	Lower	10.00	Higher
Phosphorus Retention (PR)	0.00	Lower	10.00	Higher
Nitrate Removal & Retention (NR)	2.75	Moderate	10.00	Higher
Carbon Sequestration (CS)	1.28	Lower		
Organic Nutrient Export (OE)	6.90	Moderate		
Anadromous Fish Habitat (FA)	0.00	Lower	0.00	Lower
Resident Fish Habitat (FR)	5.39	Moderate	4.98	Higher
Aquatic Invertebrate Habitat (INV)	3.83	Moderate	4.96	Moderate
Amphibian & Turtle Habitat (AM)	5.28	Moderate	10.00	Higher
Waterbird Feeding Habitat (WBF)	5.52	Moderate	10.00	Higher
Waterbird Nesting Habitat (WBN)	3.60	Moderate	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	8.58	Higher	10.00	Higher
Pollinator Habitat (POL)	6.67	Moderate	10.00	Higher
Native Plant Habitat (PH)	2.33	Lower	7.64	Moderate
Public Use & Recognition (PU)			1.35	Lower
Wetland Sensitivity (Sens)			3.99	Moderate
Wetland Ecological Condition (EC)			4.78	Moderate
Wetland Stressors (STR) (higher score means more stress)			6.92	Higher
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	2.33	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	2.40	Lower	10.00	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	5.92	Moderate	4.60	Moderate
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	4.74	Moderate	8.50	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	7.22	Higher	9.61	Higher
WETLAND CONDITION (EC)			4.78	Moderate
WETLAND RISK (average of Sensitivity & Stressors)			5.45	Moderate

C046

Halifax Regional Plan Review 2021: Feedback from two naturalist societies - the Halifax Field Naturalists and the Nova Scotia Wild Flora Society.

Submitted to regionalplan@halifax.ca on **July 15, *2021***

WHO WE ARE

The Halifax Field Naturalists (HFN), founded in 1975, seeks to "educate ourselves and the public at large in the natural history of Nova Scotia." Current membership is 110 paid up members. We have a website at www.halifaxfieldnaturalists.ca

The Nova Scotia Wild Flora Society (NSWFS), founded in 1990, is dedicated to the appreciation and conservation of wild flora and habitat in Nova Scotia. Currently we have 47 paid up members. We have a website at www.nswildflora.ca

Both groups are Halifax based for in-person and now some virtual meetings, but we have members from all over the province, and our field trips occur throughout Nova Scotia.

Whenever possible, meetings and field trips of HFN and NSWFS are open to the public at large. In the last several years we have seen rising interest in our activities, reflecting the increased appreciation generally today of nature and of the many and special opportunities we have in Nova Scotia to enjoy nature.

Many of our members are involved as individuals in trail organizations and in specific conservation efforts. As naturalist societies, we are often asked to support such efforts by visiting specific sites and documenting the flora and fauna, and by writing letters of support.

HFN and NSWFS are members of Our HRM Alliance and are highly supportive of the draft document that has been circulating "Our HRM Alliance **Response to the Proposed Regional Plan Review Themes & Directions".** We highlight some special concerns that we have as naturalist organizations below.

GREEN SPACE IN HRM: A LOT OF PROGRESS, BUT CONTINUING DEGRADATION

As naturalist societies and individually, it has been gratifying to participate in various HRM initiatives related to our 'green spaces' and we have been especially encouraged by the unanimous Regional Council support for the Halifax Green Network Plan in 2018 (but yet to be implemented). At the same time, however, we are witnessing continuing degradation of our green spaces.

Habitat Loss and Fragmentation
Continued expansion of serviced and un-serviced settlement into our greenspace reduces and further fragments wildlife habitat, very notably in the area bounded by Hwys 102, 103 and Hammonds Plains Road which includes BMBCL (the Blue Mt. Birch Cove Lakes Wilderness Area/ proposed Regional Park).

Such development has significantly impaired the already squeezed connectivity between BMBCL and the greater mainland, but also between Chebucto Peninsula lands more broadly (including, for example, the Backlands, the Terrence Bay Wilderness Area, the Five Bridge Lakes Wilderness Area) and the greater mainland.

Loss of habitat and habitat fragmentation are the major causes of loss of biodiversity globally, and clearly in our case, locally. We are only beginning to see the consequences but we can be sure that restricted connectivity will result in significant loss of biodiversity and overall Ecological Integrity in the future. We will likely regret not having been more protective of these corridor areas and we could be doing a lot of expensive retrofitting to recover some components of them. Thus it is very important that we hang on to as much of what we currently retain as possible, as identified in the recent **Wildlife Corridor Landscape Design Charrette – Summary Report.** (View https://ecologyaction.ca/wildlife-corridor-report).

In that regard, we especially support the Our HRM Alliance call urging HRM to "reconsider moving forward with Secondary Planning for growth at Sandy Lake and Blue Mountain-Birch Cove Lakes which should not occur until clear criteria for development are determined and ecological impacts of development have been understood. This is not the same as considering the environment at the neighbourhood-design level."

In that same context, we were impressed and gratified that Mayor Mike Savage has said that he would write a letter on behalf of Halifax Regional council, to the provincial government regarding the planned Highway 113 requesting that the province not build Hwy 113 which would seriously impact wildlife connectivity between the Chebucto Peninsula and greater mainland.

Habitat degradation associated with increased recreational activity on our green spaces
We applaud the many steps HRM has taken to promote active transportation and to support in various ways trail groups across HRM. Ready access to a wide range of natural landscapes and nature-based activities is clearly one of factors behind the current growth of HRM. We often hear comments to the effect 'we need places for people to live" as rationale for further new development in what is now green space. But it is a two-sided coin: we also 'need places for people to play', and our green space is not getting any larger. So we support the concept of growth by densifying as much as possible.

As well, more people are spending more time in our green spaces and some of these spaces are starting to degrade, e.g. in places, we are seeing many doggy bags left on trails or hanging in bushes and trees here and there, trail splintering, trees cut down and fire pits, damage from

Mt. Bikes and ATVs operating outside of designated trails, and we seeing more invasive and exotic species by trails and into natural habitat.

Thus, as well as keeping as much green space as we possibly can, good stewardship of our green spaces is vital. In this regard we support the concepts in a proposal advanced by Richmond Campbell and others of the Woodens River Watershed Environmental Organization/The Bluff Trail for a "Community Based Wilderness Stewardship program for HRM that is designed to enhance HRM environmental protection and climate action".

LAKE WATER QUALITY FURTHER THREATENED BY CLIMATE CHANGE

In addition to impacts of proposed developments on terrestrial habitat and connectivity, it is critical to re-examine the effects of proposed developments on water quality of the many lakes in HRM in the light of growing evidence that critical thresholds – notably Total P (phosphorus) - have actually been lowered by climate warming*; thus we are beginning to see blue-green algal blooms at Total P levels where we had not seen them previously, recent blooms at Grand Lake and Sandy Lake (Bedford) being possible examples. Hence, Trophic State Objectives based on Total P utilized to estimate tolerable levels of development in watersheds should be revised downwards. Also, added stresses associated with climate warming add to the rationale for increasing the Riparian Buffer in HRM to 100m *See Smol, J.P. 2019 **Under the radar: long-term perspectives on ecological changes in lakes** Proc. R. Soc. B 286: 20190834 (Available at https://royalsocietypublishing.org/doi/pdf/10.1098/rspb.2019.0834)

CARBON SEQUESTRATION

In regard to Climate Action, we are impressed with HRM's Urban Forest Management Plan but see the lack of any significant restrictions on clearcutting on private lands in HRM as largely negating the benefits of our urban forest management for carbon sequestration. There have been many cases where land slated for new development is clearcut even when a large proportion of the land area to be developed is allowed to regrow as forest, and often that has involved loss of high volume, high carbon storage, Multi-aged/Old Growth forest stands. We urge HRM to develop rigorous carbon accounting for HRM tree cover and to explore means of restricting such clearcutting.

Respectfully,

Burkhard Plache
President, Halifax Field Naturalists

Charles Cron
President, Nova Scotia Wild Flora Society

C048 (1)

September 12 2020

HRM Plan review committee

To Whom It May Concern:

My name is Gary Edwards, I am a lifelong resident of Eastern Passage/Cow Bay, as were my Father, Grandfather and Great Grandfather. I have 3 adult children and currently live in Cow bay along with my wife Mary.

I personally have seen E.P.C.B. grow from less than 2000 people to presently 14000+: I have spent my entire business career in Eastern Passage. I have completed a subdivision in Cow Bay (creating 30 beautiful lots in Bayview Estates) I was a 20+ year member of the E.P.C.B. Volunteer Fire Department, Was on the Board Of Directors for Fisherman's Cove for 5 years, and ran my own business for 35 years. I am well known and respected in the community. I also served on the review committee (Halifax County) for E.P.C.B. Land use and by-laws in 1992. I have been to public meetings, public hearings etc. with a variety of applications for subdivisions/ Development Agreements etc. I was successful in achieving a D/A which allowed for 2- 60 unit buildings on 5 acres at 1490 main Road. I have developed over 350 feet of waterfront at Quigley's Corner/Fisherman's Cove area complete with 350 ' of wharf, floating docks, gangway etc. I also built a 15000 sq. ft. multi-use building with 4 commercial units and 8 apartments on this site.

Given there is another review currently being considered for our community I would very much appreciate being involved (on a committee) or at the least have my concerns and future vision for this area heard by way of this letter and possible future conversations. I would like to remain informed and engaged in progress and timelines of same.

I do see the need for considerable changes to the current land use and by-laws. The population of E.P.C.B. has essentially doubled since the last review(which was very conservative)and did not allow for much growth residentially in Cow Bay or much commercial growth in the condensed commercial corridor in Eastern Passage.

The one thing I have constantly heard from residents is; (WE DON'T HAVE A RINK, SPORTS COMPLEX, GROCERY STORE ETC.) Although we now have a population larger than the Town Of Truro !

Since 1992 HRM has issued residential building permits in large numbers (Which now demands more commercial amenities and services)

In order for our community to achieve these goals HRM must consider such things as; Allowing for larger buildings; Expanding the Commercial district as well as many other things to consider in a fast growing community.(The last review called for a condensed commercial area) This will no longer work as the current 2 lane road (which has no possibility of widening to 4) will be overwhelmed with traffic woes. Since it doesn't look like we will ever have a "cole Harbour Road" we must expand or lengthen the available commercial zone so as to not create a "bottle neck" in this area.

We have a Beautiful Picturesque Community and people want to live here, therefore we need to allow for larger buildings, both commercially and residentially.

I feel the current height restriction of 35’ is too restrictive should be changed (this would allow for higher density and still retain view plains of our harbour, Islands, and waterways)

In closing I hope you will consider my thoughts and perhaps share other ideas as a group or community at some point

Thank-You

Gary Edwards

C049

Canadian Parks and Wilderness Society
Nova Scotia Chapter
P.O. Box 51086 Rockingham Ridge
Halifax, NS
B3M 4R8

Re: HRM regional plan review and Blue Mountain-Birch Cove Lakes

July 16, 2021

To Whom It May Concern:

The Nova Scotia Chapter of the Canadian Parks and Wilderness Society (CPAWS-NS) is a science-based, non-government organization that works to protect Nova Scotia's rich natural heritage for the benefit and enjoyment of all Nova Scotians. We advocate for the establishment of new protected areas, on land and in the ocean, by undertaking research and collaborating with governments, Indigenous peoples, local communities, academics, and other organizations.

We have prioritized the protection of near-urban wilderness in the Halifax Regional Municipality, through a long-running campaign to protect Blue Mountain-Birch Cove Lakes and, more recently, by advocating for the establishment of the Sackville River Wilderness Area. We participated in the public consultations for the original HRM regional plan, which established policies for the creation of a regional park at Blue Mountain-Birch Cove Lakes.

Protecting nature near the city is important. Residents need access to green spaces for their health and well-being. This is something that has become even more apparent over the past year, with the COVID pandemic, where people have sought out parks and protected areas as places where they can safely spend time outdoors. These places provide opportunities for recreation, gathering with family and friends, outdoor education, nature appreciation, adventure and fun. Having an abundance of wilderness protected near the city is one of our municipality's greatest asset, and something which needs to be prioritized and accessible to all residents. It also helps clean the air and water, and provides habitat for numerous species. A healthy environment, with functioning and intact ecosystems, is a pre-requisite for a healthy community and a healthy economy.

Blue Moutain-Birch Cove Lakes

The Blue Mountain-Birch Cove Lakes wilderness is a natural treasure for the Halifax Regional Municipality. Located in close proximity to the urban environment, and only about 5 kilometres from downtown, it contains important forests and lakes and rivers and wetlands. Blue Mountain-Birch Cove Lakes provides a place where residents can go to enjoy the outdoors, to undertake recreational activities, and to escape the busy lifestyle of the city. It is a popular location for hiking, mountain biking, canoeing, kayaking, swimming, trail running, camping, skating, snowshoeing, and cross-country skiing.

Blue Mountain-Birch Cove Lakes is also important ecologically, containing a network of headwater lakes that helps protect water quality downstream. Over 100 species of birds have been identified here, and over 800 different species overall. This includes a number of rare species, such as the mountain sandwort, common nighthawk, and the endangered mainland moose. Blue Mountain-Birch Cove Lakes contains many important wetlands and waterways. It supports species, such as beavers, loons, ospreys, and even black bears. It's pretty amazing to have this much natural diversity so close to the urban core. It is a wonderful thing about Blue Mountain-Birch Cove Lakes, and a wonderful thing for our city.

CPAWS-NS has been advocating for the protection of Blue Mountain-Birch Cove Lakes for over two decades. This includes raising public awareness, undertaking scientific research, advocating for conservation policies within the HRM regional plan, pushing for the establishment of a wilderness area designation on provincially-administered public lands, encouraging the involvement of the federal government in land acquisitions for the wilderness park, and most recently advocating for a National Urban Park designation. We have lots of experience working to protect Blue Mountain-Birch Cove Lakes, and we know this natural area extremely well.

The community has long recognized the value of Blue Mountain-Birch Cove Lakes for conservation. Land-use policies of the former City of Halifax established a Holding Zone on these lands to prevent it from being developed. Public campaigns in the late 1990's and early 2000's pushed for a wilderness area designation, to stop public land from being traded away and an unnecessary 4-lane highway from being constructed. In 2006, the Halifax Regional Municipality declared through the HRM regional plan that it would establish a regional park at Blue Mountain-Birch Cove Lakes and purchase private lands to make that park a reality. In 2007, the Nova Scotia government announced that they would protect the provincial public lands as a wilderness area, and they followed through on that commitment with a legal designation in 2009. The provincial government expanded the protected wilderness area again in 2015, and just this week has launched a public consultation to add additional public lands to the wilderness park near Kearney Lake. In 2018 and 2019, the Halifax Regional Municipality purchased several properties for the regional park, at Hobsons Lake, Blue Mountain Hill, and near Timberlea. The federal government contributed funding for several of those land purchases through the Canada Nature Fund and has expressed an interest in Blue Mountain-Birch Cove Lakes potentially becoming a National Urban Park. The Nova Scotia Nature Trust

acquired a key property last year that filled a big gap in the wilderness park and the organization has indicated an interest in doing additional land purchases. All of this is to say that a considerable amount of effort has gone into protecting Blue Mountain-Birch Cove Lakes. Many people have worked really hard, over many years, to leave a lasting natural legacy for the city through the permanent protection of Blue Mountain-Birch Cove Lakes. It's really exciting and is a good thing for the community.

Unfortunately, upon reviewing the 'Themes and Direction' documents provided for the HRM regional plan review, CPAWS-NS is underwhelmed by the content provided for Blue Mountain-Birch Cove Lakes. Little bits of information are sprinkled throughout, but these documents lack a clear and concise vision for protecting these extremely important lands for the benefit and enjoyment of the residents of the municipality. There is no clearly defined pathway for achieving this very significant wilderness park. The document is uninspiring and lacks passion for Blue Mountain-Birch Cove Lakes. This is problematic if it is signaling that the HRM regional plan will be revised so as also to be uninspiring for protecting Blue Mountain-Birch Cove Lakes and for completing the regional park. We realize this is still early on in the review process, but what we've seen so far is concerning to us.

The documents do not show a map for the Blue Mountain-Birch Cove Lakes regional park, despite the existing HRM regional plan having one. It fails to describe the existing policies for protecting these lands, and the importance of purchasing lands for the park specifically. The area is identified as a growth centre for secondary planning (Highway 102 Corridor), yet fails to mention that Regional Council rejected secondary planning for this specific area in 2016 after a rigorous public debate. The documents do not specifically state that the lands that have already been purchased by HRM for the regional park will be zoned as "Regional Park". The language talking about Blue Mountain-Birch Cove Lakes is very much focused on development rather than conservation. Even where it mentions land acquisition as a potential tool for conservation in general terms, this is immediately undermined by saying that this is "expensive" and must be balanced with the need for "settlement objectives".

CPAWS-NS has been involved with the protection of Blue Mountain-Birch Cove Lakes long enough to know what is happening here. We can read between the lines and it is disconcerting to us. We would like to be convinced that this is not an attempt to water down the existing policies in the HRM regional plan for Blue Mountain-Birch Cove Lakes regional park, but unfortunately what we have read in the 'Themes and Direction" documents does not instill much confidence.

The lackluster approach to implementing the conservation vision for Blue Mountain-Birch Cove Lakes is in stark contrast with the actual conversation taking place publicly about protecting these lands. There is enthusiasm for getting the job done and there is an incredible amount of momentum to achieve this goal. Lots of people, volunteers, and organizations are involved. HRM regional council has approved several unanimous resolutions over the past few years in support of protecting Blue Mountain-Birch Cove Lakes. Better coordination is happening between the various levels of government. The federal government is showing an increasing

interest in being directly involved in protecting these lands. And HRM regional council will soon be receiving a detailed staff report that will lay out various options and recommendations for completing the park and working more closely with the public and stakeholders on key decision-making. This is all really exciting stuff, and long overdue. Yet to read the 'Themes and Direction' document about Blue Mountain-Birch Cove Lakes, it is spectacularly divorced from what's actually taking place. That's a problem that needs to be addressed.

Unless the HRM regional plan review urgently changes course on Blue Mountain-Birch Cove Lakes, and better aligns the various policies and land-use decisions with the wishes of Regional Council and the general public, we are heading toward a huge disconnect between your work (which appears to be going in one direction) and that of the community and other levels of government which are going in the other. It is not too late to act. We respectfully request that you urgently improve your approach to Blue Mountain-Birch Cove Lakes. These are important lands that must be protected. CPAWS-NS provides these comments in a constructive way. We want to help improve the HRM regional plan and to ensure that this document matches the vision that the community has established for protecting Blue Mountain-Birch Cove Lakes as a wilderness park in perpetuity, for the benefit and enjoyment and health of future generations.

Thank you for attention toward this matter. We look forward to following up this written submission with a meeting to discuss our concerns.

Sincerely,

Original Signed

Chris Miller, Ph.D.
Executive Director
Canadian Parks and Wilderness Society
Nova Scotia Chapter

C058

Ecology Action Centre

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Response to the Themes & Directions of the Halifax Regional Plan Review

Overview

The Ecology Action Centre has analyzed the Themes & Directions from an environmental lens and has summarized our areas of concern, support, and critical issues we believe were not sufficiently considered in the report.

The EAC is offering comments on seven themes that directly intersect with our areas of work.

Cross-Cutting Themes and Priorities

Throughout the Themes & Directions, HRM engages in discussions and planning for land and land use. The report lacks any recognition of the connection between Mi'kmaw people and the land, and fails to acknowledge 'HRM' as a part of Mi'kma'ki which the EAC believes is essential for beginning to acknowledge Treaty and inherent rights, and advancing reconciliation. Other documents, such as HalifACT, have recognition of this relationship and it should be integrated into the Themes & Directions. As the first deliverable of the Regional Plan review process, we recognize the importance of the Themes & Directions report in establishing HRM's direction.

Throughout our analysis of the Themes & Directions, we have come back to three primary principles on which the Regional Plan needs to be changed to support a sustainable Halifax.

1. **Allow Halifax's Green Network, wetlands, and watercourses to guide our growth and development**

   HRM has rich green and blue networks surrounding our communities that are worth preserving. Currently, the needs of Nature and the benefits of natural ecosystems are not prioritized when reviewing growth and development decisions. Wilderness spaces, wildlife corridors, wetlands and waterbodies must guide our growth.

2. **Use new growth to build complete communities**

   We envision complete communities with active and public transit, diverse housing options, and essential services across HRM. Firm standards for complete communities need to be developed and growth and development decisions should be made accordingly.

3. ***Discourage growth where it will cause harm***

   Right now, we are subsidizing urban sprawl, developing over valuable greenspace, infilling wetlands and building too close to the coast. Moving forward, our developments need to value ecosystem services, prioritize grey and brownfield sites over development of greenspace, and ensure sufficient coastal setbacks.

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Theme 1 – Considering the regional scale first.

Creating Transparent Criteria Behind Service Area Expansion and Growth Centres

HRM needs clear criteria for where growth occurs. When reviewing lands designated Urban Reserve and future growth centres, as is proposed in the Themes & Directions, HRM needs to *first* establish clear criteria for expanding the Urban Service Area.

Criteria should include whether growth in the area will support the provision of diverse housing options, build complete communities, and support the Priority Plans' objectives. Criteria must take into account loss of community and environmental benefits that may occur through developing the specific site. This should include an inventory of potential developments' effect on the Halifax Green Network as well as an understanding of current ecosystem services being provided by a site.

EAC supports multiple actions proposed in Theme 1:

- The expansion of the Service Area for the Akoma lands and the reassessment of Urban Reserve designation in the Purcell's Cove Backlands to a designation that better reflects the ecological value and sensitivity of the area.
- The adoption of the growth targets suggested by the Integrated Mobility Plan (40% Regional Centre, 50% Suburban, and 10% Rural)

EAC is seeking changes to the following directions:

- Secondary Planning for growth at Sandy Lake and Blue Mountain-Birch Cove Lakes should not occur until clear criteria for development are determined and ecological impacts of development have been understood. *It is important to note that this is not the same as considering the environment at the neighbourhood-design level.*
- The criteria for establishing the Growth Centres should be shared with the public during the review and respond to the current needs of HRM to protect the green network, respond to the climate emergency, and build complete communities.
- The Halifax Green Network needs to *lead* our development and growth decisions rather than simply be *considered*.

Supporting Suburban Intensification

When revising growth targets to benefit quality of life, the feasibility of public transit and sustainability of our communities, the delineation between existing and future suburban communities is important. **Now more than ever, we must look to intensification and development of grey and brownfield sites first, and look to greenfield development as a last resort.** The prioritization of these development methods is essential to building complete communities, preserving our green network, and addressing climate targets.

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- Within the growth targets, a minimum target should be set for suburban intensification and Map 2 of the Themes & Directions report should be advanced to delineate existing suburban communities and future communities.

Theme 2 – Building healthier and more complete communities.

Building Measurable Criteria for Complete Communities

We believe it is essential that clear and measurable criteria for complete communities are established in order to actually ensure new growth occurs in, and is building complete communities. The building blocks for complete communities included in the Themes & Directions reflect our vision for such communities however they are not yet measurable.

The EAC is supportive of the following changes being proposed in the Themes & Directions:

- Development of Suburban and Rural plans with direction from the IMP, HGNP, and BRT strategy to centre growth and build complete communities.
- The use of a decision-making framework/policy for suburban development proposals submitted before the Suburban plan comes into effect.

The EAC would like to see the following aspects of Theme 2 expanded:

- The building blocks of complete communities need to be clearly defined and measured. Specifically, access to nature, age-friendly housing, and neighbourhood-level environmental protection.
- Recognition of the importance of protection of environmental areas, including wilderness, coasts and wetlands.
- Investigation into the needs and barriers to develop opportunities to age-in-place in rural communities.
- Setting minimum targets for suburban intensification.
- Allowing no new suburban developments that will not have access to public transportation.

Theme 4 – Transform how we move in our region.

Transportation and land use are deeply linked and much of the feedback that the EAC has with Themes 1 and 2 are relevant to Theme 4. It is essential that we **create transparent criteria behind service area expansion and growth centres, support suburban intensification,** and **build measurable criteria for complete communities.**

The EAC supports the objective of the Regional Plan review to implement the Integrated Mobility Plan including:

- Higher density mixed-use development around rapid transit including affordable housing and connectivity of local streets and active transportation infrastructure.

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- The growth targets recommended in the IMP. In order to implement these growth targets effectively, a minimum suburban intensification target must be created.
- Prioritizing the movement of people using sustainable modes over the transportation of vehicles using a complete streets approach.
- Broadening the pipeline for road network projects to include all mobility network projects.
- In order to be effective, the Curbside Management Policy will need to engage with the details of implementation, enforcement and logistics.

The EAC believes long-term land use planning to create walkable, transit-oriented, complete communities is the necessary direction and during this process, care must be given so land acquisition tools do not cause the displacement of marginalized communities.

Theme 5 – Social planning for community wellbeing.

The EAC, one of the partners in the Halifax Food Policy Alliance supports the development and implementation of HRM's work on food security and JustFOOD. We see many opportunities to advance community food security, create more resilient food systems, and support a diversity of agricultural and food retail enterprises.

The EAC recognizes the importance of providing housing for all as part of building sustainable and liveable communities. We support the proposed directions in requiring annual housing needs assessments. Annual housing needs assessments are used in other regions facing housing crises and can act as an important platform for planning the municipality's actions.

Theme 7 – Integrating community facilities & parks.

Level of Service Standards and the Park Spectrum

The Level of Service (LOS) Standards for access to parks is essential and we are pleased to see this element included. It is, however, also essential that LOS Standard for access to park be completed in advance of making development and growth decisions in the Regional Plan. **LOS Standards need to consider access to a broad spectrum of parks and nature across the Park Spectrum**. The approach needs to use an equity lens to examine barriers to access to nature for marginalized groups, and potential discrimination in park planning so far.

The Park Spectrum requires details beyond that of a diagram. Many park systems use a park classification spectrum with park categories (see Ontario Parks and NS Parks). HRM's Park Spectrum could place classifications in order from People Focus to Nature Focus. These changes could help create a valuable tool to help guide park management and development.

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Protecting the Parks of the Halifax Green Network

HRM should continue to consider additional tools to secure protected wilderness and parks. Some of these are in Themes & Directions and some are in the Open Space issue document. However, there are more, including:

- Exploring the potential for HRM to receive donated land for inclusion in the park system (and what incentives could be put in place to encourage this) and the potential for HRM to enter into conservation easements.
- Request changes to the Charter that would provide more tools for adding to the park system, and for preserving important ecological features through means other than inclusion in the park system.
- Establish a Parks Strategy for HRM that would direct the strategic expansion and management of parks across the municipality.
- Supporting Community-Based Wilderness Stewardship.

We support the application of the Open Space designation to publicly-owned land at the Wilderness Parks and ecologically important areas of the Green Network. We also support the adoption of policy to guide future park development and management of Wilderness Parks, but still call for a further definition of Wilderness Parks, classification of parks, and the fleshing-out of the Park Spectrum. In order to ensure that parks and open spaces owned and/or managed by community organizations and other levels of government are recognized within this framework **HRM needs to create a framework and plan for working with community organizations.** We encourage HRM to define a way to increase the level of this work.

Theme 8 – Enhancing environmental protection.

Establishing a Municipal Wetland Policy

The inclusion of the proposed increased wetland protection is a positive step. However, the Themes & Directions do not indicate how, and to what extent, wetlands will be protected.

While the Nova Scotia Wetland Conservation Policy has helped in the protection of wetlands across the province, wetlands loss, especially within HRM, is still a concern. While the Wetland Policy requires compensation for wetland destruction, compensation is more likely to occur outside of HRM. Consequently, **while Nova Scotia may be able to better achieve its goal of no net loss of wetlands, this is not true within HRM where wetlands are vulnerable to destruction.**

Wetlands play an important role in natural stormwater management, flood regulation, providing wildlife habitat, protecting coastal communities, and acting as carbon sinks. By adopting a watershed-based approach, protecting HRM wetlands and setting a goal of no net loss of wetlands in HRM, these significant ecosystem services will also be better protected. To address these

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challenges, **HRM can follow major cities across Canada in creating a municipal wetland policy that will better protect wetlands and their ecosystem services**.

Standardizing and Increasing Protection of Riparian Areas

HRM land use bylaw buffer requirements, aimed at protecting riparian areas, are usually about 20m; this should be changed to **100-metre vegetative buffer for all watercourses and 50-metre vegetated buffers from the highwater mark** of streams, brooks, tributaries, and wetlands in HRM should be mandated and identified. Not only will this allow for further protection of these valuable areas, but creating uniformity of buffers across the municipality would create clarity for landowners and developers.

Harnessing the Value of Green Infrastructure in Stormwater Management

EAC is thrilled to see the important discussions around naturalization, green infrastructure, and stormwater management. To reflect these advancements, the Regional Plan should:

- Prioritize the use of green infrastructure features in stormwater management.
- Establish a stronger focus on stormwater quality and better protection of watercourses is needed against the direct flow of stormwater and its pollutants directly into lakes and rivers. Actions 11 through 13 of the HGNP speak to this directly and require adoption.
- Establish a Stormwater Management Plan and program as outlined by HalifACT. This should also include avenues to encourage landowners, especially major landowners, to include and maintain naturalization efforts on their own properties.

Naturalization and nature-based climate solutions are key in how HRM can adapt to and mitigate effects of climate change including strengthening protections of watercourses, flood resilience, drought resilience and coastal protection. The Regional Plan should:

Utilizing Community Mapping to Update the HGNP Corridors

We recommend that this Wildlife Corridor Landscape Design report be integrated into the HGNP maps in order to be adopted into the Regional Plan. The Themes & Directions report proposes to protect natural corridors in part through utilizing and building upon the mapping included in the HGNP. The HGNP identified wildlife corridors by using computer modelling of predicted corridors and called for further work to delineate corridors and operationalize them. Work on the refinement of the locations of corridors has been completed, by stakeholders. **Provincial government employees, Academics with Dalhousie University, and members of non-profits completed a report that maps and describes the locations of wildlife corridors near urban Halifax** including those that facilitate wildlife movement on and off the Chebucto peninsula. This report complements and adds to the mapping in the HGNP and should be used to guide growth.

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Advancing Coastal Protection

The Themes & Directions addressed the significant need to act on coastal protection and prepare for sea level rise. By stating plans to apply coastal setbacks and vertical allowances to *all* buildings, not just residences, the Themes & Directions are introducing an important change, which the EAC firmly supports. In order to adapt our policies to best protect our communities, it is also essential that the review process consider and address an additional risk: coastal undersized lots. **Coastal undersized lots currently waive appropriate setbacks from the coast on lots with that designation**. This allowance introduces significant risk for residents and the wellbeing of our coasts and it is essential that it be addressed during the review. Coastal undersized lots should no longer be eligible for development unless they can accommodate an appropriate setback from the coast without destruction infill of coastal wetlands.

Theme 9 – Leading through action on climate.

The EAC supports the objectives of the Regional Plan review to implement HalifACT as much of the planning for leading through action on climate has already been completed through the priority plan. Of course, climate and land use are inextricably linked. In order to lead on climate action, it is essential that we:

- **Create transparent criteria behind service area expansion and growth centres**
- **Support suburban intensification**
- **Define measurable criteria for complete communities**
- **Take the necessary steps to protect our coasts, wetlands and riparian areas**

C066

Sandy Lake - Sackville River Regional Park Coalition
www.sandylakecoalition.ca

Second Submission to the RP+10 Review

from

The Sandy Lake-Sackville River Regional Park Coalition

July 16, 2021

Sandy Lake - Sackville River Regional Park Coalition
115 Farmers Dairy Lane, Bedford, Nova Scotia
www.sandylakecoalition.ca

Halifax Regional Plan Review RP+10
Kate Green, Regional Policy Program Manager

July 16, 2021

Re: Second Submission to RP+10 Review from Sandy Lake-Sackville River Regional Park Coalition (SL-SRRP groups listed at bottom of page)

This is our second submission to the Regional Plan review (RP+10) on behalf of The Sandy Lake-Sackville River-Regional Park Coalition. We request that this installment be combined with our April 24, 2020 first submission to become part of our overall submission.

Our comments and requests will include both the specific issues at Jack Lake/Sandy Lake Regional Park (We will refer to this as Sandy Lake – Sackville River Regional Park or SL-SRRP), and also more general requests and suggestions that we see as beneficial to HRM.

The requests in our April 24, 2020 submission have been altered somewhat for submission 2 because of changes in circumstances over the year. For example, the Themes and Directions Report states that parts of the HGNP are being acted upon and the HGNP is "to be considered". We request stronger language that leads to real action. We still request that the entire HGNP be implemented into the Regional Plan.

1. **We request that an outcome of the Regional Plan review be that the 1800 acres of undeveloped privately owned lands inside our proposed boundary map, including west of Sandy Lake, be removed from the Growth Centre list and be acquired for the park.**

2. **We request that the city defer the decision on secondary planning in the west Sandy Lake area until the next Regional Plan Review in 5 years time to allow time for several important studies to be completed and considered, listed here:**

a. Conduct an independent ecological (not planning/housing) study of the park boundary needed to preserve the natural assets of the Sandy Lake Regional Park.

b. Conduct an independent floodplain study of the Sandy Lake watershed including how it relates to the rest of the Sackville River watershed. This would include detailed wetland delineation and before and after models.

c. Incorporate the Wildlife Corridors Charrette Report into the Halifax Green Network Plan, and bring this Plan into the Regional Plan. HRM Regional Plan staff attended this charrette and have a copy of the resultant publication under the auspices of the Crown Share Land Legacy Trust. Here is a link: https://www.researchgate.net/publication/350550639_Wildlife_Corridor_Charrette_Halifax_SummaryReport_Mar2021_Final_NSCSLLT

3. **We ask that the requests in sections A, B, and C of the April 24 2020 SL-SRRPCoalition submission to the Regional Plan Review, and the requests in this second submission be addressed within the RP+10 review and implemented.**

We look forward to working with the city on this latest upgrade to the Regional Plan to benefit all of HRM, and the Sandy Lake-Sackville River Regional Park area in particular. Thank you for the opportunity to contribute.

Sincerely,

ORIGINAL SIGNED

***Karen Robinson**, Co-chair of SL-SRRP Coalition Steering Committee and rep. for Sandy Lake Conservation Association*
***Walter Regan**, Co-chair of SL-SRRP Coalition Steering Committee and rep. for the Sackville Rivers Association*
***Mary Ellen Donovan**, SL-SRRP Coalition Steering Committee and rep. for Friends of Blue Mountain Birch Cove Lakes Society*
***Karen McKendry**, SL-SRRP Coalition Steering Committee and rep. for the Ecology Action Centre*
***Ray Plourde**, SL-SRRP Coalition Steering Committee and rep. for the Ecology Action Centre*
***Harry Ward**, SL-SRRP Coalition Steering Committee and rep. for Five Bridges Wilderness Heritage Trust*

cc. Mayor Savage and Council
Kathleen Fralic, Halifax Green Network Plan
Leah Perrin, HRM Planning

Sandy Lake - Sackville River Regional Park Coalition Member Groups:
Sandy Lake Conservation Association
Sackville Rivers Association
Agropur Cooperative Dairy Bedford Plant
Beechville Lakeside Timberlea Rails to Trails

Canadian Parks and Wilderness Society - Nova Scotia Chapter
Canoe/Kayak Nova Scotia
CARP Nova Scotia Chapter
Cole Harbour Parks and Trails Association
Ecology Action Centre
Five Bridges Wilderness Heritage Trust
Friends of Blue Mountain Birch Cove Lakes Society
Friends of McNabs Island Society
Friends of Nature
Halifax North West Trails Association
Kingswood Ratepayers Association
Lucasville Community Association
Lucasville Greenway Society
McIntosh Run Watershed Association
Mountain Bike Halifax
Nova Scotia Bird Society
Nova Scotia Salmon Association
Nova Scotia Wild Flora Society
St. Margaret's Bay Stewardship Association
The Halifax Field Naturalists
The Neighbourhood Association of Uplands Park
The Turtle Patrol
Trips By Transit
WRWEO / The Bluff Wilderness Hiking Trail



Second Submission to the RP+10 Review from Sandy Lake-Sackville River Regional Park Coalition

July16, 2021

Overview

This is the second submission to the Regional Plan review (RP+10) from The Sandy Lake-Sackville River-Regional Park Coalition (SL-SRRP Coalition). It has been over a year since our first submission. We ask that this submission be added to the first submission of April 24, 2020 to form our submission to date.

Please review each of the April 24, 2020 *https://www.sandylakecoalition.ca/rpsubmission* and this July 2021 submissions in detail and address our points and requests in the Regional Plan.

We thank the city for this opportunity to bring our concerns, thoughts and suggestions to the process of revising the Regional Plan. We have reviewed several documents released by the city in this process and as well as relevant June 2021 Q&A sessions. Also, we thank you for meeting with us, for putting so much into communicating with citizens in general, and with our groups specifically. We trust that the city sees the value that community skills, experience, and knowledge bring to our collective table and ultimately benefit the decision-making.

We also thank the city for all that is being done to protect and expand Sandy Lake-Sackville River-Regional Park. We look forward to joining with the city in media work regarding any acquisitions should they succeed. However, as expressed in our first submission of April 2020, we also need to underline the importance of preserving what is left of the watershed. We ask that the city conduct an independent,

science-based ecological study to determine the park boundary needed to preserve and enhance the park's valuable natural assets, and to take whatever steps are required to ensure that boundary is formalized. This would also include doing thorough, independent, wildlife corridor and flood plain studies before a decision is made on secondary planning for any proposals for further housing in the watershed. These studies would be paid for by the city, not by developers, and we have asked to be part of the creation of the Terms of Reference and hiring processes.

About the Sandy Lake – Sackville River Regional Park Coalition: Our coalition has grown to 28 member groups, including three new groups since our first submission; Friends of Nature, CARP, and Cole Harbour Parks and Trails joined us in 2020. The SL-SRRP is a regional interest, not only local. Member groups are listed in the cover letter.

The SL-SRRP Coalition of groups supports the following **mission statement**:

> *"To preserve and protect 2,800 acres of wildlife and aquatic habitat surrounding the Sandy/Jack/Marsh Lakes and Sackville River area as Sandy Lake - Sackville River Regional Park for historical, cultural, conservation, educational, and recreational use." One thousand acres are now in public ownership as the Jack Lake Regional Park. The additional 1,800 acres the Coalition is working to protect are under immense development pressures and need to be protected to maintain the integrity of the Sandy Lake to Sackville River watercourse and as a critical wildlife corridor between the Chebucto Peninsula and central and eastern mainland.*

The proposed Sandy Lake-Sackville River Regional Park is 2,800 acres of rich ecosystem that stretches between the Hammonds Plains Road and the Sackville River encompassing the lands and rivers of Sandy, Marsh and Jack Lakes and the Sackville River. The proposed **SL-SRRP Boundary Map** is Appendix A. Our April 24th 2020 submission provided the original studies referenced for this boundary.

This submission provides studies and reports that have become available since then. We look to the city to complement these studies by doing an independent ecological/science-based study to determine the needed boundary from an ecological standpoint.

Our call for thorough study from a biological perspective comes from the professional planners and scientists who have identified for us **a proposed boundary** to protect the integrity of the ecological unit and also to allow good access to the park from all sides. As was envisioned five decades ago, we see this Regional Park as "the Heart of the Area" as the city grows around. (Appendix B)

Sandy Lake – Sackville River area main requests

The city keeps presenting these lands as being developable – even in the Themes & Directions Report. However, to be responsible, much study has to happen before making such a decision. Studies in the 1970s and since identified the area as important ecologically to preserve as a unit. Current studies are finding this is still the case. When Sandy Lake was put on the list for development, our trusted sources

tell us that none of this important ecological information was considered. Only the housing-needs-yardstick was used.

1. **We are advocating that an outcome of the Regional Plan review be that the 1800 acres of undeveloped privately owned lands inside our proposed boundary map, including west of Sandy Lake, be removed from the Growth Centre list and be acquired for the park.** The Halifax Green Network Plan (HGNP) Action # 31 recommended that brownfield and infill sites be identified for new growth rather than greenfield sites. Sandy Lake would be such a greenfield site. We urge the Regional Plan team to move on this recommendation and focus the Growth Centre list on non-greenfield sites.

   Additionally, at this point in time the policy S-2 criteria for secondary planning has not been met as there is no need for such a greenfield site for development purposes - there being projects to house significantly more than 20,000 people under construction or in the planning process, including some Clayton projects such as the 5,200 people that will be housed as part of the referenced Clayton project involving sub-area 12, the Clayton/Crombie project on the Dartmouth Penhorn lands, the Clayton MacIntosh Run Estates project, the Clayton Carriagewood Estates project, the Clayton 1500 units in Kilncreek and the Clayton Parks of Port Wallace project (subject to environmental remediation).

2. **We have assessed that the Sandy Lake lands are not required as developable land at the present time and for at least the next 5-10 years, we are requesting that the city defer the decision on secondary planning in the west Sandy Lake area until the next Regional Plan Review in 5 years time to allow time for several important studies to be completed and considered, listed here:**
   a. **Conduct an independent ecological (not planning/housing) study of the park boundary needed to preserve the natural assets of the Sandy Lake Regional Park.**
   b. **Conduct an independent floodplain study of the Sandy Lake watershed including how it relates to the rest of the Sackville River watershed. This would include detailed wetland delineation and before and after models.**
   c. **Incorporate the Wildlife Corridors Charrette Report into the Halifax Green Network Plan, and bring this Plan into the Regional Plan.** HRM Regional Plan staff attended this charrette and have a copy of the resultant publication under the auspices of the Crown Share Land Legacy Trust. Here is a link: https://www.researchgate.net/publication/350550639_Wildlife_Corridor_Charrette_Halifax_SummaryReport_Mar2021_Final_NSCSLLT

3. **We ask that the requests in sections A, B, and C of the April 24 2020 SL-SRRPCoalition submission to the Regional Plan Review, and the requests in this second submission be addressed within the RP+10 review and implemented.**

Further historical information

1. When SL was put on the list for development in 2006 RP none of the important ecological info was considered. No studies were done. Politicians and city staff who were there at the time tell us that in 2006 only the housing-needs-yardstick was used.

2. In 1982-7 the decision was even more concerning since we have learned there was significant disharmony between Bedford town councillors and some local citizens, exacerbated by complications caused by poor communication from the Province. We understand the situation had broken down to the point that a Bedford Council majority voted to zone for housing out of frustration rather than continuing to try to create a park under the circumstances. If you read the minutes of Bedford Council from that period you will see evidence of what we have been told by citizens who were there. **That time, in the 1980's, was the key point where Sandy Lake's trajectory changed. The value of preserving the area as park for the good of all was lost, chosen, and apparently from frustration and even anger from a failed process.**

   Now is our chance to right a wrong. We are requesting that the city delay any development decision at Sandy Lake until all of the studies we request are done, that they indicate there is no problem to go ahead, and provide the manner for going ahead. Until then, we are only guessing that maybe some development might be fine. Without all the information we risk losing a long-identified ecological treasure.



Patriquin photos – trees found only in old growth Acadian Forests

Reports and significant presentations since our first submission

1. Dr. Patriquin's "A Report On the State of Sandy Lake, the Historical Trends and its Future Trajectory", posted at http://versicolor.ca/sandylakebedford/waters/lakes/
   Rising levels of salt in Sandy Lake, documented in this report, are highly concerning.

2. Dr. Patriquin's "Summary of A Report on the State of Sandy Lake February 23, 2021" at http://versicolor.ca/sandylakebedford/waters/lakes/sl-report-summary/ (Appendix C)

3. Dr. Patriquin's summary statement of Sandy Lake area species (Appendix D)

4. Karen McKendry's presentation June 3, 2021, to the city's ESSC: *Themes & Directions from a parks & biodiversity perspective*. start at 1:48:35:
   https://www.youtube.com/watch?v=X1lQpTdger4

5. *Nova Scotia Crown Share and Legacy Trust Wildlife Corridor Charette Report*:
   https://www.researchgate.net/publication/350550639_Wildlife_Corridor_Charrette_Halifax_SummaryReport_Mar2021_Final_NSCSLLT

6. Ducks Unlimited Canada's *WETLAND ASSESSMENT REPORTS: WESP data and reports for Sandy Lake and Sackville River Watershed, June-August 2020*. Wetland Ecosystem Services Protocol (WESP) for Atlantic Canada (Appendix E)

7. Ducks Unlimited Canada and NS Department of Lands and Forestry and NS Department of Environment and Climate Change announced Marsh Lake as a 2021 TREASURED WETLAND in NS. "Marsh Lake, true to its name, a lake with a marsh around the margin, partly surrounded by Sandy Lake Regional Park, is a focus of public attention this summer as an amazing wetland from an educational point of view."
   https://storymaps.arcgis.com/stories/4274e1c1ec584850b613e5c856b0eef0

8. On Earth Day, Ecology Action Centre hosted a webinar in which Karen McKendry described the 3-remaining large, wild areas in urban Halifax, of which Sandy Lake - Sackville River is one. View the recording here: https://www.facebook.com/EcologyActionCentre/videos/599429170648617/

9. Support WRWEO's Community-Based Wilderness Stewardship proposal. The city and its citizens and parks could benefit from such a program. (Appendix F)

10. Cities need large, wild urban parks, along with other kinds of parks. Large urban parks ideally contain features like varied habitats, relatively unmanaged land, high levels of biodiversity, old-growth trees, large open spaces and wide vistas, and opportunities for visitors to experience solitude and a sense of remove from civilization. Decisions regarding other infrastructure such as water and wastewater and roads are no more important in their long-term implications for the health and livability of a community than the decisions regarding parks, wildlife connectors and open space.

https://www.anthropocenemagazine.org/2020/03/cities-dont-just-need-parks-they-need-big-wild-ones/

11. SL-SRRP Coalition supports the 2020 RP+10 submission from Our HRM Alliance https://ourhrmalliance.ca/2020/08/21/submission-to-the-regional-plan-review-process/ and its 2021 submission that reflects the Themes and Directions Report (Appendix G).

In particular:

1. We request that the Halifax Green Network Plan be implemented fully and that it clearly guide where we grow now.
2. While we recognize that there are limitations, there are tools and techniques available already that the city can use to protect and leave greenspace intact. For example, as mentioned, Urban Reserve and Open Space & Natural Resource designations can be used to put growth elsewhere. This benefits our communities, vulnerability to climate change, and nature/biodiversity (Loss of biodiversity being an equal threat to survival which parallels the threats from climate change).
3. We request that the city establish a Region-wide Parks Strategy that would direct the strategic expansion and management of parks across the municipality. The HGNP is about more than parks. This request identifies that without a clear vision of what parks do, where they should be, what the various kinds of parks should do, and why, then there is no coordinated vision for decision-making.
4. We request that parks be given real strength and protection from being overtaken by other priorities. For example, too often in the past parks have sections carved away when an area needs a new public building – as if they are reserves for some compromising development.
5. That the significant ecosystem services of wetlands be better protected through a watershed-based approach to wetland protection. Have a goal of no net loss of wetlands in HRM. Other major cities across Canada have created municipal wetland policies to better protect wetlands and their ecosystem services.
6. We ask that riparian vegetative buffers be changed, mandated and identified to be 100-metre vegetative buffer for all watercourses and 50-metre vegetated buffers from the highwater mark of streams, brooks, tributaries, and wetlands in HRM.
7. To reflect the recognition of the importance of naturalization, green infrastructure, and stormwater management in the Themes & Directions, the Alliance believes next steps should include:
    - Prioritizing the use of green infrastructure features in stormwater management.
    - Establishing a stronger focus on stormwater quality and better protection of watercourses is needed against the direct flow of stormwater and its pollutants directly into lakes and rivers, as proposed by the HGNP.
    - Establishing a Stormwater Management Plan and Program as outlined by HalifACT.

The Our HRM Alliance's #4. **Growth Centres and Growth Trends says,**

"Creating Transparent Criteria Behind Service Area Expansion and Growth Centres
HRM needs clear criteria for where growth occurs. When reviewing lands designated Urban Reserve and future growth centres, as is proposed in the Themes & Directions, HRM needs to *first* establish clear criteria for expanding the Urban Service Area.

These criteria should include whether growth in the area will support the provision of diverse housing options, build complete communities, and support the Priority Plans' objectives. The criteria needs to take into account loss of community and environmental benefits that may occur through developing the specific site. This should include an inventory of potential developments' effects on the Halifax Green Network as well as an understanding of current ecosystem services being provided by a site.

Our HRM Alliance supports the Themes & Directions' proposed actions to allow development of the Akoma lands and the reassessment of Urban Reserve designation in the Purcell's Cove Backlands to a designation that better reflects the ecological value and sensitivity of the area. We also support the adoption of the growth targets suggested by the Integrated Mobility Plan (40% Regional Centre, 50% Suburban, and 10% Rural)."

We strongly urge HRM to reconsider proposed actions concerning regional growth including:

- Moving forward with Secondary Planning for growth at Sandy Lake and Blue Mountain-Birch Cove Lakes which should not occur until clear criteria for development are determined and ecological impacts of development have been understood. *This is not the same as considering the environment at the neighbourhood-design level.*
- The criteria for establishing the Growth Centres should be shared with the public during the review and respond to the current needs of HRM to protect the green network, respond to the climate emergency, and build complete communities.
- The Halifax Green Network needs to *lead* our development and growth decisions rather than simply be *considered*.
- We support the Our HRM Alliance "7 Solutions". https://ourhrmalliance.ca/sevensolutions/
- We agree with the Our HRM Alliance recommendation that the Wildlife Corridor Landscape Design report be integrated into the HGNP maps in order to be adopted into the Regional Plan.



From recent HRM documents

1. Page 6 of the **Open Space Issue Paper** states: "*The Halifax Green Network Plan (HGNP) was approved on August 14, 2018 by Regional Council. The Plan is meant to be used as a framework for amending the Regional Plan and Secondary Planning Strategies. The HGNP identified several actions to improve environmental protection initiatives regionwide. Work to implement these actions is ongoing as part of the Regional Plan Review and other planning initiatives, including:*
   Reviewing the Regional Plan and Land Use By-Law requirements for watercourse and wetland protection (Action 6);
   Exploring the use of environmental protection zones to better protect environmentally sensitive features (Actions 5, 18);
   Considering greater protections for the urban forest (Action 9);
   Working with Halifax Water to adopt improved stormwater management standards and guidelines for green infrastructure (Action 11, 12, 13)."

It is encouraging to read that several actions to improve environmental protection initiatives regionwide identified in the HGNP are being implemented, but "reviewing", "exploring", and "considering", are weak action words.

2. **The Shape Our City**, public process of the Regional Plan Review at: https://www.shapeyourcityhalifax.ca/regional-plan makes opening statements that citizens will, and do, focus on with hope. From the Key Ideas from Halifax 's new Themes & Directions document:
   "We can decide how we want Halifax to grow."
   "We can use the Regional Plan Review to strengthen and protect natural and cultural places and use them to shape our region's communities."

   Yes, we focus on these statements with agreement and hope, yet we notice in the Themes and Directions report that Sandy Lake and BMBCL are still listed as areas to be developed. **We look to you to change the direction of the Regional Plan because it is only the plan that can do that.** We have done our best to show that important information was not on the table when the decision was made to aim Sandy Lake toward housing. Redirecting its future back to the 1970's biologists' and decision-makers' vision, and expanding it to suit current scientific information is in your hands. As quoted from former Atlantic Nature Conservancy of Canada director Craig Smith, *"The highest, best use for this property for the citizens of HRM is parkland."* (January 15 2020)

3. **Themes & Directions Report**
   - The Themes and Directions Report defines Urban Wilderness Park. This is very welcome, along with the fact that Sandy Lake and area are listed.

- What we don't have yet is a comprehensive park strategy and logical/ecological delineation of this park. What is the boundary needed to really preserve the park's assets, to protect its wildlife corridors and those connected to them, to protect the lower watershed, floodplains of Bedford & Sackville, from increased flooding?
- Also, there is no mention in Themes & Directions of the importance of Biodiversity. The planet's loss of Biodiversity is not the same threat as that of Climate Change, although the two are connected. It is important to put effort into maintaining biodiversity as an activity in its own right. Sandy Lake area is recognized by scientists as a resource for seed collecting and other forms of species preservation.
  Perhaps you have seen this fine document for understanding its importance: *How Our Health Depends on Biodiversity:*
  https://www.researchgate.net/publication/265187166_How_Our_Health_Depends_on_Biodiversity (summary Appendix H)
- **We agree with the Themes & Directions report that the best way to protect important lands is to acquire them.**
- We note the concerns from the Themes & Directions communications that HRM staff express that there are significant limits to the city's ability to protect parts of the Green Network.
- However, we ask that the city start by using the tools and techniques that the city does already have to protect and leave greenspace intact.

About existing Tools for protecting greenspace

While we recognize that there are limitations, there are many actions HRM can take to protect the Green Network. Utilize the tools we do have to protect the Green Network, and create additional tools where the current tools are limited.

Some existing Tools for Protecting and Conserving Land:

- **Action wording can help protect green space**. In a recent presentation to City Standing Committees the speaker underlined that citizens have high expectation for what planners can actually do regarding environmental protection. However, we respectfully point out that it is important to be aware that these "unmet expectations" are created by the wording of intent by planners themselves. In the Regional Plan, the HGNP, and any number of other planning documents presented to Council and the public all use words and phrases that lead readers to conclude that a desired action is intended. Citizens read and hear the right words about all the right actions, so that is what people expect to see happen. Yet, if one looks closely at wording, even the HGNP is only "to be considered", meaning even the HGNP can have limited benefit. **We request that Council firm up words to clearly create real action – This is VERY IMPORTANT. We see a need for clear action wording that is less misleading than "will consider". Until then all of the plan's ideas and ideals are still at risk.**

- **Establish a Parks Systems Strategy** for the strategic expansion and protection of parks across the municipality.
- **Utilize Open Space, Urban Reserve and Natural Resource designations to put growth elsewhere - move it away from the Halifax Green Network**, and develop appropriate neighbourhood-level zoning options to reflect the ecological needs of the land. This would benefit our communities, vulnerability to climate change, and nature/biodiversity.
- Make necessary changes to update the Halifax Green Network Plan mapping and have it guide growth. This should include updating wildlife corridors to reflect recent community-led mapping done through the Crown Share Land Legacy Trust.
- The Halifax Charter does have provisions allowing HRM to enforce provincial regulations if they choose to do so. It is possible to use the Provincial provisions to do such things as get wetlands, environmentally sensitive areas, and floodplains designated and protect them.
- **Identify and put into place more tools. We encourage the city to add at least the following examples of other tools for acquiring land.**
    - Use the **EcoGifts Program** and other acquisition programs that could replace or complement purchasing acquisition in some cases. Some city staff have told us they are aware of such programs, yet there is little indication their value is being used by the city in the acquisition process. We encourage the city to consider adding such programs to their acquisition tool box.

    - **Land trades** are not mentioned in Themes and Directions as viable options. We understand from planners that trading can be a very successful tool, but is rarely used. Unfortunately, the last trade we are aware of in our Sandy Lake area was the swapping of a 50-acre piece of Sandy Lake Park to protect Morris Pond parkland the same year, 2013, that 300 acres of Acadian forest was stripped from the other side of Sandy Lake. Since then, in 2018, the Sandy Lake Conservation Association worked with the developers who own important ecological lands west of Sandy Lake, and established their willingness to trade if we could interest the city in finding that trade. In June of 2018, Clayton offered to trade the crucial west Sandy Lake lands to protect this park. The question needs to be answered, "Why was this generous opportunity not explored?" City planners told us such a cooperative resolution to this area would be the least expensive and least disruptive option to explore, and that it could be done.

      We worked for two years to alert the city of this opportunity that could save the city much trouble and money and could preserve important watershed of Sandy Lake for all time. We stayed in touch with the developers and were repeatedly told they would trade, and not just for the Jack Lake lands they had already proposed to the city. When the developers met with us in June 2020 to tell us they had waited as long as they could, and were about to apply for secondary planning, they reaffirmed that they had been willing to trade if the city had looked for a win-win.
      We learned this winter that the city did not look for a trade. That the topic was never brought to Council's attention by local council, that the topic was never even discussed in-camera.

Citizens, with the developer's backing, spent nearly two years of efforts to interest the city in trading. All this time we were believing it was the city that wouldn't seek a trade, but why?

- **Zone changing is a further tool**
  - Ask the Province to work with the city to change the Halifax Charter section .237. The Halifax Charter requires lands rezoned to park land must be acquired in one year. Our group along with Our HRM Alliance, BMBCL, Purcell's Cove Backlands Co. and others have been meeting with and writing to the city and province to change that section .237 of the Charter to align it with the more reasonable 5-year time frame required for acquisition of private lands for roads and schools. This is acknowledged as a barrier by city planners. We request that the city ask for the change from the Province. Section .237 is currently a barrier to planners who are trying to acquire land for parks.

  - We suggest the city create a new zoning category that provides better protection than is currently provided for parks, including for existing Regional Parks. Place Sandy Lake and other parks in this new zone. This category, firmer than "Regional Park", is needed because of the history of regional park land and other park land being used for other purposes. Park land is not just "unused" property that can be repurposed when a new school is needed or some other public building. Parks values need to be equivalent to other forms of land use. Parks need firmer protection.

- **Further thoughts on zoning:**
  - As mentioned, zoning to P-park might not work because the Halifax Charter section .237 is a barrier to changing areas to park land, but see the example currently being considered to change zoning at Purcell's Cove Backlands. Those lands west of Sandy Lake in particular we ask to be preserved for park, possibly with an interim rezoning to something less imminently threatening than the current Urban Settlement.

  - "Down-zoning" is not often attractive to municipalities. It refers to a particular way of valuing land. There are emerging alternatives to this measuring stick that show society's values can and do change, as seen at Purcell's Cove Backlands and in the Kings County Municipal rezoning of R-2 and R-7 lands, changes to housing setbacks along farm properties, and other such protections of viable farmland beside towns was achieved in their last Municipal Plan review/LUB of 2019.

    One of our group members was an active participant in the 50-year effort which resulted in success in November 2019 and was completed Feb 2020 when the Minister of Agriculture not only ratified the "'down-zoning" but also disallowed the 11-th hour compromised motions that would have prevented agricultural land from proposed protections under certain areas and circumstances favoured by some. https://www.saltwire.com/news/local/new-county-of-kings-planning-documents-amended-following-provincial-review-419846/

Kings Co. municipal Land Use By-Law:
https://www.countyofkings.ca/residents/services/planning/lub.aspx

In this process, the farmers in North Kentville had been working since 1974 to have their ~400 acres of farm land returned to A-1 zoning. At that time, the municipality expropriated farm land for a new sewer pipe, installed a sewage treatment system, and zoned the farms R-2 for future housing for the town of Kentville, all against the will of the farmers. This 2019 LUB returned all but one small piece to A-1 Agricultural zoning.

One might assume that protecting agricultural land is a "no-brainer". However, a closer look will find that housing development traditionally took precedence over preserving easy-to-build-on, and apparently plentiful, farm land. Yes, society's values can and do change. That is one reason why this Regional Plan Review is so important.

With that in mind, this submission and our April 24 2020 submission reveal new information that has surfaced about Sandy Lake and area that shows the 1982 decision of zoning, and then proceeding toward development for housing in the 2006 RP, were taken without important information. Is that not a good reason to stop the current direction and look at the information that was missed, plus new information, such as HGNP, wildlife corridors and Climate Change issues? That as stated in the opening to the Themes and Directions Report, Sandy Lake area is a prime location for looking again – that a change in direction may be warranted, as was boldly done in Kings County.

Urban service boundary

It is concerning that in the Themes and Directions Report it appears that the city intends to move forward with the planning of three growth centres, two of which are at Sandy Lake and Blue Mountain-Birch Cove Lakes. We refer you to the previous comments for both instances.

However, it also indicates an intent to develop transparent criteria behind regional growth decisions, including the location of growth centres and reviewing the Urban Service Area and Urban Reserve designation where circumstances have changed.

The Akoma lands are an example of where the service area ought to be changed for the benefit of the community and providing diverse and needed housing options. As noted, the Purcell's Cove Backlands are an example of land zoned Urban Reserve which could be reviewed in favour of a more conservation-focused designation.

- **We have an update on the status of the oversizing of wastewater pipes** (see our April 24 2020 submission). We requested details from Halifax Water and received the attached reply (Appendix I)

We learned in a meeting with city staff, October 7, 2020, that the city has spent only $800K of the $3m intended to be spent on oversizing wastewater infrastructure for facilitating the Sandy Lake development.

- **We do not encourage the city to spend any more money on that proposed plan**. We encourage the city to use the remaining funds toward some other housing development, and to foster the park at Sandy Lake instead.

  At Sandy Lake-Sackville River we request that in your review of the Urban Service Area and Urban Reserve designation you to recognize that if circumstances have changed at all, the area has become even more valuable environmentally than it was before the unfortunate moment in time when a decision was taken by Bedford Town Council in 1982-83 to zone park land to become developable land.

- See the Themes and Directions Service Boundary Map (Appendix J)
  - **We request the service boundary not cross Hammonds Plains Road**
  - **We request that particular care be used in decisions and practices in development of any lands within the Sandy Lake and Sackville River watershed, including Sub-area 12.** (Appendix K)



Sandy Lake

Mature tree protection

We underline the need for tree-retention by-law with teeth that will protect trees on private property from unnecessary cutting or destruction. As requested in our first submission. Examples of the importance of this need continue to happen, but few are as blatantly obvious as the clear-cutting of 300 acres of Acadian Forest beside Sandy Lake in 2013 by an angry developer who admitted he did it "out of spite" at not getting his way. Here are pictures of some of the trees that were cut for no reason, simply because the landowner had the right to do as he wished on his land.





Planting new seedlings has value, but the natural services supplied by new trees are far outweighed by that of mature trees. The economic benefits to protecting nature far outweigh the benefits of exploiting it. https://phys.org/news/2021-03-economic-benefits-nature-outweigh-exploiting.html

At Sandy Lake the 300 acres are eight years into regrowth and are already beginning to serve the lake and watershed. However, keeping adult trees in the ground is far more beneficial for many reasons, including protection against Climate Change: https://theconversation.com/keeping-trees-in-the-ground-where-they-are-already-growing-is-an-effective-low-tech-way-to-slow-climate-change-154618

A remarkable scientific book entitled "**Finding the Mother Tree:** *Discovering The Wisdom Of The Forest*" by Suzanne Simard, the world's leading forest ecologist who forever changed how people view trees and their connections to one another and to other living things in the forest. The book is a scientific story that affects a "paradigm change" in how we understand forest plant communities. https://suzannesimard.com/finding-the-mother-tree-book/



"The Cathedral" at Sandy Lake

Wetlands

We ask that HRM establish a Municipal Wetland Policy

The Nova Scotia Wetland Conservation Policy has helped in the protection of wetlands across the province. However, wetland loss within HRM is of particular concern. The Wetland Policy does require compensation for wetland destruction. However, compensation tends to happen outside of HRM. In HRM wetlands are vulnerable to destruction. By adopting a watershed-based approach, protecting HRM wetlands and setting a goal of no net loss of wetlands in HRM, these significant ecosystem services will be better protected. HRM can follow major cities across Canada in creating a municipal wetland policy that will better protect wetlands and their ecosystem services.



Wetland in Subarea-12

Sub-area 12 as it relates to Sandy Lake/Sackville River

An urgent and current example is **Sub-area 12 of Bedford West housing development, along with west Sandy Lake.**

Recently, AllNovaScotia reported that Clayton Developments is proposing to begin development of Bedford West Sub-area 12. Clayton advised that the project area covers 238 acres plus parcels on the west side of Larry Uteck Blvd, for a total of 2500 units (5,200 people). The area in question is shown in Appendix L as the triangle below Hammonds Plains Road that includes the strip on the other side of Larry Uteck Blvd.

Background

The Parks of West Bedford sub-area 12 lies within the Sandy Lake watershed which, in turn, is part of the Sackville River watershed. As you are aware, the Sackville River Association has spent the last 33 years bringing back the Sackville River to tremendous public acclaim. The Sackville River was once a significant salmon river and much effort and public funding have gone into restoring the configuration of the river bed to suit salmon needs. In recent years there has been an effort to expand the conservation efforts into the larger watershed as they are critical to the health of the Sackville River. Those efforts have resulted this Spring in the provincial announcement of its intention to designate the Lewis Lake lands as protected.

Protection of Sandy Lake not only protects the watershed of the Sackville River but also the many species that enjoy the very rich habitat of the Sandy Lake/Marsh Lake area and particularly the associated tributary area on the west side of Sandy Lake. Much work has gone into documenting the old growth forests in the Sandy Lake area, the numerous species that inhabit the area, and ongoing water quality sampling at Sandy Lake. In the midst of this, salmon have been observed again in Sandy Lake, demonstrating the interconnectedness of the watercourse systems, reminding us all that the Sackville River as an important water system does not stand on its own but has a major dependency on the watercourse systems around it.

Wetland values

Because of the significant ground-truthing in the last several years of the Sandy Lake surrounds, additional wetlands not found on the various wetland maps have been documented – the accuracy of wetland mapping being a regular problem not specific to this area. Appendix M is an updated map of the area's wetlands drawn from several sources, and Ducks Unlimited's recent WESP report of the area. Other wetlands are in the process of being added to this map from other map sources.

Not only is Sandy Lake and its immediate tributaries part of this larger system, so is the watercourse feeder system within sub-area 12. There are two major concerns with respect to the sub-area 12 water feeder system: (1) that there be no change in the quantity of water feeding the Sandy Lake watershed, and (2) the quality of the water not be impacted either during or after construction. We are concerned there might be a replication of the Governor's Brook redirection of groundwater/stormwater from William's Lake.

We are concerned that sub-area 12 wetlands are slated for destruction as part of the development. The NSE&CC policy dictates the creation of substitute wetlands, but these are not created within any

proximity to the affected wetland and therefore are unsupportive of local wildlife. **Under these circumstances we are of the view that the approach should be that no wetlands be affected by the proposed development and that the identified corridors and wetlands remain in place.**

As you know, Clayton applied last year for secondary planning for the west Sandy Lake lands which application has been assigned for consideration to the Regional Plan Review. This is the overarching topic of this submission.

Clayton communicated to our representatives on two occasions (June 2020 and August 2020) that the company can not afford to develop Sub-area 12 without also developing at least a portion of the area west of Sandy Lake. We presume that is no longer the case. We have previously had HRM assurances that the development by Clayton of the lands west of Sandy Lake is not being addressed as part of the development of sub-area 12. **We would appreciate your assurances that this remains the case and no discussion regarding infrastructure sizing etc. is tied to the development of the lands west of Sandy Lake.**

Wildlife Corridor

The properties of Sub-area 12 and west of Sandy Lake connect with the "Essential Wildlife Corridor" identified in the Halifax Green Network Plan, and are linked to accompanying "Important Corridors" through the area and into Blue Mountain Birch Cove Lakes and the Chebucto Peninsula.

To achieve a best practices approach to the development of sub-area 12, an analysis of how it is intended that the HGNP corridors and greenspace priorities will be integrated with the overall development is needed and we presume is being, or has been, undertaken. Is this to be published by Planning & Development online?

It should be noted that in the corridor charrette one of the ground-truthing experts noted that turtles are crossing the Hammonds Plains Rd from the wetland at the apex of the sub-area 12 triangle at the Kearney/Larry Uteck lights – not a particularly safe choice but seems to be the preferred choice. **We are interested in seeing how this situation is intended to be addressed in the project plan and how this wetland is to be managed.** Note that this is one of the wetlands missing from the map mentioned above.

Also, how is the remaining corridor at Webber's Lake, which is identified in both the HGNP and the corridor charrette report as being Essential to the corridor system, to be preserved?

Stormwater runoff during construction and afterward

A related concern is protection of valuable wetlands and habitats during neighbouring housing construction. This concern is magnified by what has been happening in Bedford West with the serious siltation from Brookline, despite promises that such things would not happen. This arises from contractors taking shortcuts at the expense of the larger community, in particular downstream impacts.

And HRM enforcement has been virtually non-existent with no inspectors seemingly assigned to routinely inspect the site especially during rain events. The sub-area 12 contractors are expected to have little interest in ensuring that their activities have no impact on adjoining watercourses or on Sandy Lake. It's a case of short-term thinking ignoring longer term impacts. At Brookline, very limited mulching was provided to control siltation, then siltation control fabric at catch basins was hung on sticks beside the catchbasins probably to free up the catchbasins – not quite sure how they could catch any silt hanging in the air. And then landscapers temporarily stored soil on paved streets while they readied the property for the soil while HRM inspectors were nowhere to be seen. These are just but a few of the numerous examples of the failures around siltation management at Brookline Park. In 2021 none of this is acceptable. We know the long-term impacts of substandard stormwater management practices which were so evident at Brookline Park. There is absolutely no reason to believe that this will not be replicated at sub-area 12 unless there is a concerted effort to address same.

Of interest is the River-Lakes Secondary Plan which requires that there be no net phosphorus in the stormwater flowing from the property. **We are asking that consideration be given there be as a minimum a similar standard set for sub-area 12 together with the same approach to salt run off and siltation run-off and that there be no net loss of groundwater flow.** The Sandy Lake scientific studies done to date have a particular lens on water conductivity issues and as a result there is a heightened concern that the stormwater runoff will result in significantly enhanced conductivity issues in Sandy Lake and its tributaries such as Johnson's (Bob's), Karen's, Western and South brooks and their associated wetlands.

Discussions with Clayton indicated an intent to make changes related to the bog at the end of Bluewater Rd. **We believe that an analysis needs to be done to determine what impact any changes that might affect this bog would have on the nearby Sandy Lake tributaries.** We are concerned that there is a plan to simply fill in the bog and redirect the water elsewhere thereby negatively impacting the water quantity to the Sandy Lake tributaries which primarily lie on the western side of the lake.

As Subarea 12 is developed, and in all housing developments, we must do better than this.

We ask that the city take steps to prevent damage from stormwater runoff during and after construction, when the streets and homes are functioning. Because Subarea 12 is in the Sandy Lake watershed, both aspects are very important to the health of the lakes and watershed.

> **a. We wish to see details of how stormwater will be managed during, not just after, construction. This entire Subarea-12 area lies within the Sandy Lake watershed and places Sandy Lake and the Sackville River system at risk if it is not done well. The Sackville River watershed is one of HRM's only five main water corridor "spines" in the HGNP.**

As Sub-area 12 is allowed to be developed, stormwater must be superbly controlled both during construction and afterward.

Stormwater from both existing and planned developments across the city must be treated before it is discharged into water courses, including in the Sandy Lake watershed.

Reconfigure the Growth Centre List

We understand that the HGNP is being integrated into the Regional Plan during the current RP+10 Review process. According to the HGNP Report of 2020 (February 2021, Appendix N excerpt) https://www.halifax.ca/sites/default/files/documents/city-hall/standing-committees/210218cped111.pdf , several HGNP action items will be dealt with within the Regional Plan. Several will impact the waterways and corridors of the two areas, Sub-area 12 and Sandy Lake west.

Item 29 was implemented over a year ago. Items 30, 31, 32, 35, 37, and 62 are all important to the preservation of the Sandy Lake – Sackville River Regional Park area. In particular, Items 30 and 31 are "to be completed as part of the ongoing Regional Plan Review". As noted above, Item 31 calls for amending "the Regional Plan to prioritize the redevelopment of brownfield sites and other underdeveloped urban infill sites ahead of undisturbed greenfield sites."

We request that the city move brownfield sites and other underdeveloped urban infill to be next in line for development, and move BMBCL and Sandy Lake well down the list while the requested studies are done to prevent possible harm to the area.

Because both the secondary planning application and these and other Action items from the HGNP are all to be dealt with within the Regional Plan Review, we want to make sure that you take care not to allow Sandy Lake and area to find itself slipping between the cracks caused by timing. **We request that the city take steps to preserve the wetlands and corridors through both Sub-area 12 and the Sandy Lake area now, before Sub-area 12 is approved,** to protect the wetlands and wildlife corridors, indeed the 11 rich habitats and 20+ Species of Interest/Species at Risk associated with them in this area.

Note that Action item 30 supports our call for the ecological studies we have listed above, and possibly others.

Further observations and requests regarding parks

- **Create a well thought out Park Systems Plan**. We have detailed plans for housing development. We need equally respected and equally detailed plans for parks and how they will serve their functions. We have compiled a list of 42 Regional Parks from city documents, but there is no parks systems plan, and no timelines for achieving them. Without a coherent parks plan the parks are at risk. The current ad-hoc approach leads to park land being used for other purposes. Having no real plan for parks is costing us all.

- **The Halifax Green Network Plan (HGNP) needs to be implemented into the Regional Plan Review before any decisions are made to proceed with development** in any areas referenced in the HGNP. Important habitats, wetlands and valuable corridor areas could slip through the cracks of bureaucracy if projects are allowed before the HGNP has had a chance to do what it was designed to do.
- It is important to recognize that the HGNP is not a parks plan. It is a green network plan which includes existing and potential parks, plus a lot more. We ask for your support through the Regional Plan to prevent harm to wetlands and corridors, including Sandy Lake-Sackville River and Sub-area 12 through to the Chebucto Peninsula.

- **We request again that the city conduct a staff report to determine whether that 2015 map was or was not drawn to be an approved boundary that would protect the park's assets. (see our April 24, 2020 Submission).** In our April 24th RP submission where we requested again that the 2015 conceptual map be the topic of a staff report to determine its genesis, we have continued to request and follow up on that request. While it is very important to acquire the undeveloped lands within the 2015 Conceptual Map boundary, as noted, those significant lands outside the boundary, including those owned by developers, can make or break the park.

- We request that the city hire more Environmental Staff. Awareness of the importance of protecting many aspects of the environment has grown. The department's staff numbers must be expanded to fit the need.

- We request more staff for the city's Urban Forestry department. Awareness of the value and importance of protecting mature trees has grown. Staff currently struggle to oversee development projects. More staff are needed to care for street tree needs and to protect and care for more rural tree stands.

- The new reports show the Johnson's Brook sub-subwatershed, which includes the area along Hammonds Plains Road, is very important to protection of Sandy Lake and the entire system through to the Sackville River to the Bedford Basin.

- As we write this, a city-wide Parks Patrol Program is being developed to enforce by-law P-600 and thereby protect the natural assets of our city's parks. At Sandy Lake, the partners are educating and notifying off-road vehicle associations that enforcement of the long-posted "No Motorized Vehicles" signs is about to begin in this city park to protect the 11 habitats, wildlife and walking trails from unauthorized recreational vehicle damage.

- **We request that the city implement a low-wake boating by-law for Sandy, Marsh and Jack Lakes.** Also, that the city assess other parks with lakes across the region to determine if such protections are warranted in their lakes. Sandy Lake was part of the application when Kearney Lake, Lake Banook and Micmac lakes became low-wake waterways. Decision-makers denied Sandy Lake, saying there was "no problem there yet". The problem is there now. The lakes loons have failed to raise even one chick in the past four years because of speed boats. Lake

dwellers have witnessed the drownings in two of the four cases. **We request that this bylaw disallow any public boat launch facilities other than for paddling.**

- Our coalition of 28 groups request the city delay any decisions to proceed with housing in the Sandy Lake – Sackville River Regional Park area for another 5-years, until the next Regional Plan review. This would allow time for independent, biologically-based boundary, corridor, and floodplain studies to be completed before irreparable damage is done to the proposed park area and to the HGNP goals, including to the city's wildlife corridors.



In closing

As mentioned in our April 24 2020 submission, about 800 of the 1,800 acres within our proposed Sandy Lake-Sackville River Regional Park boundary belong to about 20 private landowners. The balance, approximately 1,000 of the 1,800 unprotected acres, is owned by developers. One that owns about half of that, west of Sandy Lake, has applied for secondary planning in the RP +10 Review.

The 1971 Dean report, Natural Environment Survey, classified Sandy Lake and Marsh Lake as Category 1: *"…consists of natural assets that are unique in the Halifax-Dartmouth area or important on a regional or provincial scale. This category includes important wildlife habitats and ecologically rich or fragile areas."* The Sackville River as a Category 4 area *"of high recreational or environmental value."* p.6.

"This area should be reserved immediately for public use before it is irreparably damaged by adverse developments … Since the land need not be developed (for park) immediately, considerable flexibility is

available in bargaining with owners. It should be emphasised that this is a prime park land – nature reserve site in an excellent landscape setting." P. 50.

We have unfortunately passed the point where acquisition can be leisurely and relatively inexpensive, however it still needs doing. More now than ever, given Climate Change and biodiversity pressures and the rapid expansion of the city toward the area – butting up against what can logically be a high-quality wild urban park for the new citizens. We must consider the value and not just the cost.

Over the decades, despite some setbacks, deliberate actions by community, municipalities, the province, and others have preserved for many decades the beautiful old growth forest, and thus set these lands and waters up to still be uniquely worth acquiring for park protection. One mistake in 1982-3 set the area on a different path that has continued since, when well-meaning decision-makers voted to zone parkland to become developable reserve and set the ball rolling. We must do whatever is required to reverse that error.

Foxes and fish don't recognize property lines made by humans. It is the natural ecological boundary that will protect an area. The natural boundary of this system resembles more of the original concept of the 1970s Regional Park, which called for parkland around the lakes, not to one side, including buffers and flood plains. We request that the city acquire the 1,800 acres, including developer's lands, in order to protect the long-known-about valuable ecological unit.

The city will always need more housing. Placing housing in an area that is identified as a natural unit worth preserving, that was identified as such in many studies since at least 1971, would be tragic. Please re-read the first submission for the history and current natural values of the area, including but not limited to a remarkable number of Species at Risk and Species of Interest, 11 habitats, outstanding educational and recreational values and flood plain protection for the Sackville River.

4. **We are advocating that an outcome of the Regional Plan review be that the 1800 acres of undeveloped privately owned lands inside our proposed boundary map, including west of Sandy Lake, be removed from the Growth Centre list and be acquired for the park.**

5. W**e are requesting that the city defer the decision on secondary planning in the west Sandy Lake area until the next Regional Plan Review in 5 years time to allow time for several important studies to be completed and considered, listed here:**

    a. Conduct an independent ecological (not planning/housing) study of the park boundary needed to preserve the natural assets of the Sandy Lake Regional Park.

    b. Conduct an independent floodplain study of the Sandy Lake watershed including how it relates to the rest of the Sackville River watershed. This would include detailed wetland delineation and before and after models.

c. Incorporate the Wildlife Corridors Charrette Report into the Halifax Green Network Plan, and bring this Plan into the Regional Plan. HRM Regional Plan staff attended this charrette and have a copy of the resultant publication under the auspices of the Crown Share Land Legacy Trust. Here is a link: https://www.researchgate.net/publication/350550639_Wildlife_Corridor_Charrette_Halifax_SummaryReport_Mar2021_Final_NSCSLLT

6. **We ask that the requests in sections A, B, and C of the April 24 2020 SL-SRRPCoalition submission to the Regional Plan Review, and the requests in this second submission be addressed within the RP+10 review and implemented.**

The 1800 undeveloped acres need protection and not compromise. Sacrificing an outstanding ecosystem is not a solution. Once it is paved it can't go back.

This Regional Plan review has the ability to reset the trajectory of this outstanding natural unit back to its most valuable role for the city, as parkland. It is in your hands as you adjust the Regional Plan to set all this to rights.

Thank you for this opportunity to provide input on our particular concerns from the Sandy Lake-Sackville River area.

We send good wishes to all involved for a wise and excellent outcome.

Most Sincerely,

Sandy Lake-Sackville River Regional Park Coalition (SL-SRRPC)



APPENDIX A

Sandy Lake – Sackville River Regional Park
Planning vision



Recommended boundary of Sandy Lake - Sackville River Regional Park in community context

Municipal land ownership in area of Sandy Lake – Sackville River Regional Park

Sandy Lake – Sackville River Regional Park boundary

Municipal Land ownership

Sandy Lake – Sackville River Regional Park

Planning context



APPENDIX B

APPENDIX C

A DRAFT Report on the State of Sandy Lake, the Historical Trends and its Future Trajectory

David G. Patriquin
Prof of Biology, Dalhousie University (retired)

February 23, 2021.

BACKGROUND & HIGHLIGHTS

Background

Since June of 2017, I have been conducting observations on the plant communities of the surface waters and forests in the area of Sandy Lake (Bedford, NS) as a volunteer for the Sandy Lake Conservation Association. The results and related literature, links etc. are compiled on a website titled "Forests and Surface Waters of Sandy Lake & Environs (Bedford, Nova Scotia), A Natural History Perspective" (http://versicolor.ca/sandylakebedford)

The observations to date have included limnological profiles on Sandy Lake conducted on Oct 2, 2017 and Sep 29, 2019, and many measurements of electrical conductivity (salt), temperature and pH of lake water and associated streams. Derek Sarty, Bruce Sarty, and Ed Glover have assisted in collecting these observations.

In this report, those observations are integrated with information available from earlier observations and reviews and related scientific literature to provide an assessment of the current state of the lake and its future trajectory. As such, it is essentially a follow-up to the comprehensive review on the state of the lake conducted for HRM by AECOM (2014), and a re-evaluation of AECOM's projected impacts of new development on the state of the lake in the light of new information. (Except for a few water samples, AECOM (2014) was entirely a desktop study.)

I am seeking critical comment on the Draft and will revise it for a Final Report. The Draft Report is posted at http://versicolor.ca/sandylakebedford/waters/lakes/; it is also available there as a PDF for printing.

Highlights

Sandy Lake, located in Bedford, Nova Scotia is 78.5 ha in area, 21.7 m maximum depth. The watershed (24.2 square kilometers) was entirely forested in 1967, 21 % developed in 1986 and currently is about 30% developed. Some new development to accommodate about 2400 people has been approved but has not yet taken place; more intensive development has been proposed which would add as many as 15,000 people and bring the developed area up to circa 45% of the watershed. The lakeshore itself is only lightly settled, on the west and south sides of the lake.

Sandy Lake was oligotrophic in 1971 and made a transition to mesotrophic circa 2001; in 2012 Total P was circa 12 ug/L. While the lake appears to have acidified significantly for a period in

response to acid rain, it supported Atlantic salmon historically, and the current pH is circa 6 to 6.5. Atlantic salmon have been sighted in the lake recently, also American eel, speckled trout and gaspereau; all are desirable species facing significant challenges today. The Sackville Rivers Association constructed and maintains digger logs on Peverill's Brook to facilitate movement of these migratory fish to and from Sandy Lake. Invasive smallmouth bass have been present for some time and are the species now most commonly caught by anglers. The wetlands fringing the lake support large populations of frogs; snapping turtle (endangered) are also common. Beavers, otters and loons feed and reproduce on or close to the lake. The Lions Club Sandy Lake Beach Park is especially popular with families because of the clean water, sandy beach and gentle slope into deeper water. HRM offers swimming lessons at the park in the summertime.

AECOM (2014) used the Lakeshore Capacity Model (Dillon and Rigler 1975) as elaborated by Brylinski (2004) and MOE (2011) to predict the effects of the proposed development on lake Total P, a predictor of lake water and fish habitat quality. They set the WQO (Water Quality Objective) at 18 ug/L which was 50% above the current –circa 2012 - value (12 ug/L), but still in the mesotrophic range. Based on their modelling, they concluded "Cumulative impacts of development on phosphorus concentrations are predicted to increase to 16 µg/L for Sandy Lake when mitigations measures to decrease phosphorus loading are not implemented... Removing point sources of phosphorus such as the Uplands WWTF and septic systems near Sandy Lake by connecting them to municipal wastewater services decreases the predicted phosphorus concentrations to 15 µg/L... Additional phosphorus mitigation measure using advanced stormwater management that reduces phosphorus runoff by 50% is predicted to further decrease the phosphorus concentration of Sandy Lake to 13 µg/L".

AECOM (2014) also noted that "the degree of influence of urbanization on water quality in Sandy Lake can only be approximated using the phosphorus load model because of limitations arising from assumptions and uncertainty in the application of the model". They proposed "a robust water quality monitoring plan...to provide a further assessment of current conditions and to evaluate the impacts of development on the water quality." A formal monitoring program has not yet been implemented but Sandy Lake was identified as a Priority Lake for future monitoring in a recent AECOM report on lake monitoring for HRM (AECOM, 2020).

The quasi-formal observations we conducted and some of the historic observations cited by AECOM (2014) indicate that the lake is currently in a precarious state.

Deep water oxygen in 2017 and 2019 was 2.25 and 2.29 mg/L mg/L compared to 5 mg/L in 1971 and 3 mg/L in 1998. AECOM (2014) cites provincial data showing that on 2 of 3 sampling dates in the summers of 2008 to 2011, deep water Total P was highly elevated compared to surface water Total P, an indication that the deep waters were hypoxic. That condition accelerates eutrophication and decline of water quality and habitat for salmonids.

An intense but transient algal bloom in 2019 is another early warning sign. It occurred in early August and coincided with an abrupt lowering of the lake level following the legal removal of a beaver dam in the outlet stream (Upper Peverill's Brook). A plausible explanation (by analogy

with effects of rapid lowering of water level in reservoirs): there was high total P in the hypolimnion; disturbance of the thermocline associated with the rapid water movement resulted in a flush of the deep water phosphorus being released into surface waters; the bloom began quickly and once the water movement stopped, dissipated quickly. Transient disturbance of stratification in the summer period by wind was recognized as a potential issue at Mirror Lake, NY when spring turnover is impaired in some years by winter salt loading (Wiltse et a;., 2020). An extreme summer wind event could likewise be a threat at Sandy Lake.

Rising levels of salt in Sandy Lake, documented in this report, are highly concerning.
The CCME (2011) guideline for chloride ion for the protection of aquatic life is 120 mg/L for long term exposure, and 640 mg/l for short term exposure, corresponding approximately to EC (Electrical Conductivity) values of 470 and 2410 uS/cm respectively, using the conversion formula given in AECOM (2020). Current lake EC values, mostly in the range 150 to 250 uS/cm are still well below the long term exposure guideline, but values in streams frequently exceed that value.

The 2017 and 2019 limnological profiles revealed elevated EC (salt) levels in the hypolimnion compared to the epilimnion. Extensive sampling of surface waters illustrated that the salt is coming from settled areas in the upper reaches of streams feeding Sandy Lake. Rough mass balance calculations suggest that about three-quarters of the water entering Sandy Lake is influenced by salt inputs from settled areas. Seasonally, stream EC values over 2019 and 2020 peaked in March and then again in July (2019) or October (2020); the latter peaks are suggestive of a groundwater salt signal.

At some point such stratification could interfere with normal lake turnover, initially the spring turnover. It's quite possible that is already happening based on similarities of the Sandy Lake morphometry and early fall limnological profiles to those of Mirror Lake NY (Wiltse et al., 2020). Although Mirror Lake is oligotrophic (by Total P criteria), in recent years it has experienced low oxygen in the hypolimnion following high salt loading in winter and failure to the lake to turn over in spring due to salt stratification. The early fall salt profiles in Sandy Lake are similar to those for Mirror Lake (we don't have spring profiles). The deep water winter values that impaired spring turnover at Mirror Lake, circa 115 mg/L chloride versus 34 mg/L at the surface, indicate that spring turnover can be impaired by salt levels less than the CCME Guideline for long term exposure (120 mg/L) which is also the WQO for chloride cited by AECOM (2014) for Sandy Lake.

The salt signal we are viewing for Sandy Lake is also an 'urban influence signal' and increased loading of organics and nutrients from urbanized areas might contribute to or otherwise account for reduced hypolimnion oxygen levels.

Salt levels are increasing in Sandy Lake and if continued would very likely impair or further impair spring turnover and worsen the already precarious condition of the lake. While Best Management Practices can reduce salt loading, the overriding cause of increased salt-loading in

the snow and ice latitudes is increased area of settlement/hard surface in a watershed; such settlement area effects can be only partially reduced by BMPs.

Sandy Lake represents an enviable situation where we still have the option of choosing the most effective way to prevent the predictable and largely inevitable deterioration of a treasured lake associated with increasing urbanization: to strongly limit as yet unapproved development in the watershed, especially close to the lake itself and to streams draining into the lake.

Even without further development, it is important to reduce existing inputs of sediment, organics, nutrients and salt as much as possible to counteract the increasing stresses associated with climate warming (e.g., longer periods of summer-fall stratification, reduced oxygen solubility and more favorable temperatures for algal blooms). Thus to maintain Sandy Lake as an invaluable community recreational area and as habitat for iconic species such as salmon and loons, the WQO for Sandy Lake should be to "walk the lake backwards" as much as possible to an earlier, more pristine, oligotrophic state.

Literature Cited

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APPENDIX D

Dr. Patriquin's summary of Natural Wonders Avian Species Report

http://versicolor.ca/sandylakebedford/species-lists/avian-sar-report/

In March 2020, the Natural Wonders Consulting Firm (NWCF) reported on Avian & Species at Risk Surveys of the proposed Sandy Lake – Sackville River Regional Park.
There were an astounding 11 habitats identified within the proposed park.

Data drawn from the Report:

- 117 species of birds visit or reside year-around or seasonally within the SR-SRRP
- 99 bird species nest within the SR-SRRP
- **15 are avian species of "Species of Concern"**
- Of those 15, **7 are classified as "Species-At-Risk"** and are protected under the Nova Scotia Endangered Species Act

The NWCF Report also documents the presence of **6 non-avian Species-At-Risk** in the SL-SRRP, these being the

- Monarch Butterfly
- Little Brown Myotis (Bat)
- Moose (Mainland Population)
- Common Snapping Turtle
- Eastern Painted Turtle
- Wood Turtle

Two Species present but not cited as they are aquatic species and outside of the scope of the NWCF study are

- Atlantic Salmon
- American Eel

In summary, the proposed park has at least **15 avian and non-avian Species-At-Risk** on **Federal and Provincial lists, along with an amazing number of old growth forest stands,** part of the less than 1% still remaining in the province.
Dr. Patriquin asks, "Is there any other equivalent area in HRM?"



APPENDIX E

WETLAND ASSESSMENT REPORTS

WESP data and reports for Sandy Lake and Sackville River Watershed

Abstract

Reports and scores for WESP assessments completed at 6 sites in June – August 2020. Report completed for Sandy Lake Conservation Association by Ducks Unlimited Canada staff.

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Introduction to Wetland Ecosystem Services Protocol (WESP) for Atlantic Canada

What is WESP?

WESP-AC (Wetland Ecosystem Services Protocol for Atlantic Canada) is a standardized method for rapidly assessing important natural functions of wetlands in Atlantic Canada. It was originally developed in western North America by Dr. Paul Adamus at Oregon State University.

Why is it used?

Wetlands are complex systems. Detailed wetland studies can be resource- and time-intensive. Conversely, one trained professional can use WESP to rapidly assess a wetland for 18 functions and benefits.

How is it used?

WESP consists of a field and office component. Practitioners visit the wetland and answer a series of questions relating to the site vegetation, hydrology and public use. The office component is a series of questions relating to site location. Responses are recorded in an Excel spreadsheet that automatically calculates a score for each function and benefit. These scores rank the wetland on its ability to deliver each function relative to other wetlands in the province.

Who uses WESP-AC?

WESP practitioners have received specialized training to use this tool. They generally work for consultants, government or conservation organization and have a background in wetland plants, soils and hydrology.

WESP data is used by provincial and municipal governments in Atlantic Canada as well as conservation organizations such as DUC to understand various wetland and watershed dynamics, including: which functions are represented by wetlands in an area, and whether restored wetlands are adequately replacing or compensating for functions that have been lost through wetland alteration or in-filling.

What is the difference between a function and a benefit score?

Function scores refer to the wetland's ability to deliver that function based on its structure, vegetation and hydrology. Benefit scores refer to the wetland's value for the people and wildlife in the watershed and are based off its location in the watershed surrounding the land use.

What do the scores and ratings mean?

Scores are calculated based on the answers inputted into the spreadsheet and calculations made by the model that reflect our understanding of which physical characteristics are representative of a wetland's ability to deliver the specified function. Scores are adjusted to be relative to other wetlands in the province. Ratings are Low, Moderate and High. WESP-AC is calibrated for each province in Atlantic Canada based data collected from over 100 sites in each province. Scores and ratings are relative to other wetlands in Nova Scotia, therefore a "High" rating means that relative to other Nova Scotia wetlands, this wetland is highly beneficial or functional.

What can I do with this information?

WESP data has limitations. Like any model of a complex natural system, it is only an approximation of what is occurring. However, it can be used to give an idea of the functions and benefits of the wetland relative to the other wetlands in the area. This information may be useful in making land-use decisions or directing further study.

Looking for more information?

This report was prepared by staff at Ducks Unlimited Canada. For more information, please contact:

Emma Bocking, Conservation Programs Specialist

E bocking@ducks.ca

Site Reports

Ducks Unlimited Canada
Conserving Canada's Wetlands

July 9, 2021

Site Name: Marsh Lake **Site Code:** HRM_ 11
Date of Field Assessment: 06/22/2020
Assessors: Emma Bocking & Coastal Action staff
PID: 00648139 **GPS Coordinates:** 44.7434645, -63.6934167
Wetland Type: Fen **Size:** 4 ha
Landowner: NS Dept. of Municipal Affairs



Site Context: The area immediately surrounding this wetland is forested. Marsh Lake is south of Lower Sackville and north of Bedford and is adjacent to Sandy Lake Regional Park. Some of the land surrounding Marsh Lake is owned by HRM, while the remainder is privately owned.

Site Summary: Marsh Lake is currently owned by the NS Department of Municipal Affairs. It is part of the Sandy Lake watershed and is an important corridor between Sandy Lake and the Sackville River for turtles, fish, birds and other wildlife. Volunteers with the Sandy Lake Conservation Association and the Sackville Rivers Association have an active interest in conserving Marsh Lake and surrounding lands and expanding the existing Sandy Lake Regional Park. In 2021, the site will be designated by DUC and the province as a Treasured Wetland of Nova Scotia. Despite its name, Marsh Lake is a wetland complex with graminoid fen, shallow open water and treed bog.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Waterbird Nesting Habitat	Higher	This wetland has habitat features that support a diversity and abundance of nesting waterbird species, such as ducks, shorebirds, seabirds or herons. Such habitat features could include surface water, intermediate aquatic plant cover, mild water level fluctuation, tree snags and a wide vegetated buffer.
Anadromous Fish Habitat	Higher	Not only is there evidence that this wetland is accessible to anadromous fish, several features of the wetland indicate that the structure, productivity and hydrologic regime are suitable for anadromous fish species. Natural land cover surrounding the wetland the absence of human-related stressors also contributes to favorable fish habitat.
Waterbird Feeding Habitat	Higher	This wetland has habitat features that support a diversity and abundance of feeding waterbird species, such as ducks and shorebirds, particularly as a stopover site during migration or for overwintering. Such habitat features include nearby ponds or lakes, food and nutrient availability, a flat surface, ponded water and plenty of emergent vegetation cover. There are likely minimal stressors that are harmful for waterbirds, including high concentrations of metals and other contaminants.
Top Benefits		
Invertebrate Habitat	Higher	A high benefit score implies that this wetland is also great habitat for fish, waterbirds and songbirds and mammals, all of which are supported by and benefit from healthy invertebrate species.
Water Storage and Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Nitrate Removal and Retention	Higher	High concentrations of nitrate in aquatic systems can lead to toxic algal blooms that are harmful to people and wildlife. There may be domestic wells nearby, or a tributary is present that would transport soluble nitrates out of the wetland. In addition, there may be potential sources of nitrogen in the area from agriculture, urban areas or septic systems.

Site Name: David's Marsh **Site Code:** HRM_17
Date of Field Assessment: 06/24/2020
Assessors: Emma Bocking & Coastal Action staff
PIDs: 40202806; 00422857
GPS Coordinates: 44.73965, -63.71891
Wetland Type: Fen **Size:** 0.5 ha
Landowner(s): Sandy Lake Holdings Ltd; 3063063 Nova Scotia Limited

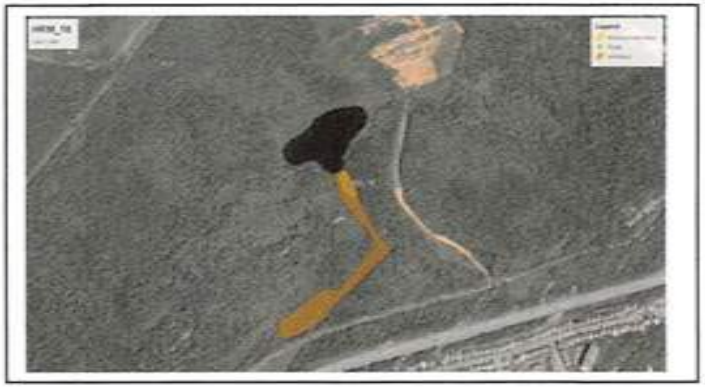


Site Context: David's Marsh has a forested buffer. Beyond this buffer, there is some disturbance from clear-cutting and suburban residential development. The land is owned by Sandy Lake Holdings and is zoned residential. Volunteers with the Sandy Lake Conservation Association are actively seeking additional protection for this site. Karen's Brook runs through the wetland.

Site Summary: After doing a preliminary prioritization attempt of the WESP sites completed in 2020, this wetland had the highest average score. As a peatland it has high carbon sequestration potential; the watercourse provides good transport of nutrients to downstream systems, and good fish habitat. Its relative vegetative uniqueness compared to surrounding land uses makes it good wildlife habitat. The presence of downstream infrastructure vulnerable to flooding increases the benefit of this wetland for water storage and delay.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Pollinator Habitat	Higher	This wetland has habitat features that support pollinating insects and birds. It is likely to contain a diversity of flowering plants, and suitable nesting habitat such as tree snags, ground cover, downed wood, large trees and/or cliffs. The wetland is not persistently flooded.
Waterbird Nesting Habitat	Higher	This wetland has habitat features that support a diversity and abundance of nesting waterbird species, such as ducks, shorebirds, seabirds or herons. Such habitat features could include surface water, intermediate aquatic plant cover, mild water level fluctuation, tree snags and a wide vegetated buffer.
Songbird, Raptor and Mammal Habitat	Higher	This wetland has habitat features that support a diversity and abundance of songbirds, raptors and mammals. Such habitat features could include a mix of open water and land cover, a wide vegetated buffer, tree snags, downed wood, varied microtopography, mature trees and diverse shrub cover.
Top Benefits		
Water Storage & Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Songbird, Raptor and Mammal Habitat	Higher	This wetland is recognized as an IBA (Important Bird Area) or is known to support a rare breeding waterbird species. It may also be one of the few herbaceous or wooded wetlands locally.
Waterbird Feeding Habitat	Higher	This wetland may be recognized as an Important Bird Area or is known to host a rare migratory waterbird species. Alternatively, it may also be one of the few herbaceous wetlands or ponds in the local area, and/or it has the potential to have a high value for recreationists including birdwatchers and waterfowl hunters due its proximity to public roads and population centers.

Site Name: Jack Lake **Site Code:** HRM_18
Date of Field Assessment: 06/24/2020
Assessors: Emma Bocking & Coastal Action staff & Molly LeBlanc (Coastal Action).
PID: 40857138 **GPS Coordinates:** 44.73960, -63.71887
Wetland Type: Fen **Size:** 0.4 ha
Landowner: Halifax Regional Municipality



Site Context: Jack Lake is surrounded by forest and is in Sandy Lake Regional Park. Beyond the forest is a 100 series highway, and a heavily populated suburb. There is a sand pit located near the lake, that is used by off road vehicles.

Site Summary: The wetland was assessed at the outflow of Jack Lake. Its very high organic nutrient export score and location of the wetland near the top of the watershed is critical for nourishing downstream ecosystems. Given the numerous sources of nitrogen from surrounding development, the wetland's nitrate removal and retention capability is greatly beneficial. Features of the wetland including its relative seclusion and the surrounding, partly old-growth, mixed Acadian forest provide excellent bird habitat and corridors or turtles and other herptiles. This site has a high recreation value with a boardwalk and an existing trail leading to the lake. Sandy Lake Conservation Association volunteers are pursuing further protection for this site and surrounding areas via the expanded Sandy Lake Regional Park.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Organic Nutrient Export	Higher	This wetland is effective as producing, cycling and exporting organic matter downstream. Organic nutrients exported from wetlands like this one, provide essential support for downstream estuarine food webs. Wetlands that provide this function have a surface water outflow and soil with high organic carbon content (e.g. peat).
Songbird, Raptor and Mammal Habitat	Higher	This wetland has habitat features that support a diversity and abundance of songbirds, raptors and mammals. Such habitat features could include a mix of open water and land cover, a wide vegetated buffer, tree snags, downed wood, varied microtopography, mature trees and diverse shrub cover.
Pollinator Habitat	Higher	This wetland has habitat features that support pollinating insects and birds. It is likely to contain a diversity of flowering plants, and suitable nesting habitat such as tree snags, ground cover, downed wood, large trees and/or cliffs. The wetland is not persistently flooded.
Top Benefits		
Nitrate Removal & Retention	Higher	High concentrations of nitrate in aquatic systems can lead to toxic algal blooms that are harmful to people and wildlife. There may be domestic wells nearby, or a tributary is present that would transport soluble nitrates out of the wetland. In addition, there may be potential sources of nitrogen in the area from agriculture, urban areas or septic systems.
Amphibian & Turtle Habitat	Higher	This wetland may be known to support a regionally rare amphibian or turtle species. Additionally, it may provide herbaceous or woody cover that is lacking in the surrounding landscape, and provide habitat for birds and mammals, which are supported by healthy amphibian and turtle populations.
Waterbird Feeding Habitat	Higher	This wetland may be recognized as an Important Bird Area or is known to host a rare migratory waterbird species. Alternatively, it may also be one of the few herbaceous wetlands or ponds in the local area, and/or it has the potential to have a high value for recreationists including irdwatchers and waterfowl hunters due its proximity to public roads and population centers.

Ducks Unlimited Canada
Conserving Canada's Wetlands

Site Name: Little Sackville River **Site Code:** HRM_19
Date of Field Assessment: 06/24/2020
Assessor: Emma Bocking & Izzy Clarke
PID: 40109068 **GPS Coordinates:** 44.784648, -63.704914
Wetland Type: Size: Swamp
Landowner: Valleyfield Farm Ltd.



Site Context: Little Sackville River is in the centre of a dense residential area in Lower Sackville. There is a small patch of trees in the area. Located nearby are subdivisions, and two schools (Millwood Elementary and Millwood Highschool).

Site Summary: Almost all the Benefit scores for this site are rated 'Higher', indicating the importance of this wetland in the watershed. Intensive development in the catchment area increases the relative importance of this wetland to store water, retain nutrients and sediments, and provide wildlife habitat. The Sackville River is known to support populations of anadromous and other fish (11 species total), so this wetland plays an important function in providing fish habitat. It is one of only two watersheds in HRM with a mapped floodplain, which indicates known risks to infrastructure when there are flooded conditions. This known risk increases the Water storage and delay benefit of wetlands in the watershed.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Resident Fish Habitat	Higher	This wetland has habitat features that support a diversity and abundance of native resident fish. Such habitat features could include connectivity with the surrounding waterscape, high nutrient and oxygen availability, suitable vegetation cover and shade, and few known stressors such as toxic contaminants.
Anadromous Fish Habitat	Higher	Not only is there evidence that this wetland is accessible to anadromous fish, several features of the wetland indicate that the structure, productivity and hydrologic regime are suitable for anadromous fish species. Natural land cover surrounding the wetland the absence of human-related stressors also contributes to favorable fish habitat.
Waterbird Feeding Habitat	Higher	This wetland has habitat features that support a diversity and abundance of feeding waterbird species, such as ducks and shorebirds, particularly as a stopover site during migration or for overwintering. Such habitat features include nearby ponds or lakes, food and nutrient availability, a flat surface, ponded water and plenty of emergent vegetation cover. There are likely minimal stressors that are harmful for waterbirds, including high concentrations of metals and other contaminants.
Top Benefits		
Water Storage & Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Pollinator Habitat	Higher	This wetland may contain a rare plant species. Additionally, it may contain some of the only herbaceous or woody vegetation within the local area.
Nitrate Removal & Retention	Higher	High concentrations of nitrate in aquatic systems can lead to toxic algal blooms that are harmful to people and wildlife. There may be domestic wells nearby, or a tributary is present that would transport soluble nitrates out of the wetland. In addition, there may be potential sources of nitrogen in the area from agriculture, urban areas or septic systems.

Site Name: Lower Sackville shrub swamp **Site Code:** HRM_38
Date of Field Assessment: 07/16/2020
Assessor: Emma Bocking **PID:** 40669392
GPS Coordinates: 44.79174, -63.70281
Wetland Type: Swamp **Size:** 1.5 ha
Landowner: Halifax Regional Municipality



Site Context: The area immediately surrounding this wetland is treed. Beyond the wooded area (mix of shrub and trees) there is the densely populated community of Lower Sackville. Highways 101 and 102 are nearby.

Site Summary: Almost all the Benefit scores for this site are rated 'Higher', indicating the importance of this wetland in the watershed. Intensive development in the catchment area increases the relative importance of this wetland to store water, retain nutrients and sediments, and provide wildlife habitat. The Sackville River is known to support populations of anadromous and other fish (11 species total), so this wetland plays an important function in providing fish habitat. It is one of only two watersheds in HRM with a mapped floodplain, which indicates known risks to infrastructure when there are flooded conditions. This known risk increases the Water storage and delay benefit of wetlands in the watershed.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Organic Nutrient Export	Higher	This wetland is effective as producing, cycling and exporting organic matter downstream. Organic nutrients exported from wetlands like this one, provide essential support for downstream estuarine food webs. Wetlands that provide this function have a surface water outflow and soil with high organic carbon content (e.g. peat).
Water Cooling	Higher	This wetland is effective at maintaining or reducing the temperature of surface water, particularly in headwater streams. This is a more common function in wetlands that contain deep, flowing surface water that is shaded.
Songbird, Raptor & Mammal Habitat	Higher	This wetland has habitat features that support a diversity and abundance of songbirds, raptors and mammals. Such habitat features could include a mix of open water and land cover, a wide vegetated buffer, tree snags, downed wood, varied microtopography, mature trees and diverse shrub cover.
Top Benefits		
Water Storage & Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Waterbird Feeding Habitat	Higher	This wetland may be recognized as an Important Bird Area or is known to host a rare migratory waterbird species. Alternatively, it may also be one of the few herbaceous wetlands or ponds in the local area, and/or it has the potential to have a high value for recreationists including birdwatchers and waterfowl hunters due its proximity to public roads and population centers.
Pollinator Habitat	Higher	This wetland may contain a rare plant species. Additionally, it may contain some of the only herbaceous or woody vegetation within the local area.

Site Name: West Bedford Triangle **Site Code:** HRM_39
Date of Field Assessment: 08/20/2020
Assessors: Emma Bocking
PIDs: 00645960 **GPS Coordinates:** 44.719742, -63.723352
Wetland Type: Swamp **Size:** 0.4 ha
Landowner(s): West Bedford Holdings Ltd.



Site Context: West Bedford Triangle is a small wetland in a small forested area bordered by Hammonds Plains Rd and Larry Uteck Blvd. Some houses border the wetland, and there is an industrial park within 1 km.

Site Summary: This is an easily, small riparian marsh located in a suburban area. It includes habitat features for animals and would be an excellent place to spot birds, mammals, herptiles, and pollinators. The wetland protects surrounding infrastructure and waterways from potential flooding and contamination by storing and delaying water and supporting good water quality. Nearby development, including the road bordering the wetland in the southwest are causes of stress for this wetland and are vehicles of frequent input of contaminants, salts, and nutrients into the marsh.

Function/ Benefit	Score/ Rating	Description
Top Functions		
Songbird, Raptor & Mammal Habitat	Higher	This wetland has habitat features that support a diversity and abundance of songbirds, raptors and mammals. Such habitat features could include a mix of open water and land cover, a wide vegetated buffer, tree snags, downed wood, varied microtopography, mature trees and diverse shrub cover.
Organic Nutrient Export	Higher	This wetland is effective as producing, cycling and exporting organic matter downstream. Organic nutrients exported from wetlands like this one, provide essential support for downstream estuarine food webs. Wetlands that provide this function have a surface water outflow and soil with high organic carbon content (e.g. peat).
Pollinator Habitat	Higher	This wetland has habitat features that support pollinating insects and birds. It is likely to contain a diversity of flowering plants, and suitable nesting habitat such as tree snags, ground cover, downed wood, large trees and/or cliffs. The wetland is not persistently flooded.
Top Benefits		
Water Storage & Delay	Higher	This wetland is in an area where people and infrastructure are at risk from non-tidal flooding. Wetlands in these areas with high benefit scores provide the ecosystem service of flood regulation.
Amphibian & Turtle Habitat	Higher	This wetland may be known to support a regionally rare amphibian or turtle species. Additionally, it may provide herbaceous or woody cover that is lacking in the surrounding landscape, and provide habitat for birds and mammals, which are supported by healthy amphibian and turtle populations.
Pollinator Habitat	Higher	This wetland may contain a rare plant species. Additionally, it may contain some of the only herbaceous or woody vegetation within the local area.

Appendix A: Pictures



Figure 1: HRM 11 (Marsh Lake)



Figure 2: HRM 17 (David's Marsh)



Figure 3: HRM 18 (Jack Lake)



Figure 4: HRM 19 (Little Sackville River 1)



Figure 5: HRM 38 (Little Sackville River 2)



Figure 6: HRM 39 (West Bedford wetland)

Appendix B: WESP Scores

HRM 11

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	2.52	Lower	10.00	Higher
Stream Flow Support (SFS)	7.59	Higher	5.71	Moderate
Water Cooling (WC)	4.71	Higher	9.40	Higher
Sediment Retention & Stabilisation (SR)	5.16	Moderate	8.33	Higher
Phosphorus Retention (PR)	3.68	Lower	7.93	Higher
Nitrate Removal & Retention (NR)	3.06	Moderate	10.00	Higher
Carbon Sequestration (CS)	5.14	Moderate		
Organic Nutrient Export (OE)	7.49	Higher		
Anadromous Fish Habitat (FA)	10.00	Higher	4.11	Moderate
Resident Fish Habitat (FR)	8.33	Higher	3.85	Moderate
Aquatic Invertebrate Habitat (INV)	8.63	Higher	10.00	Higher
Amphibian & Turtle Habitat (AM)	7.30	Higher	10.00	Higher
Waterbird Feeding Habitat (WBF)	10.00	Higher	10.00	Higher
Waterbird Nesting Habitat (WBN)	10.00	Higher	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	6.02	Moderate	10.00	Higher
Pollinator Habitat (POL)	7.36	Moderate	10.00	Higher
Native Plant Habitat (PH)	6.10	Higher	7.09	Moderate
Public Use & Recognition (PU)			7.10	Higher
Wetland Sensitivity (Sens)			2.06	Lower
Wetland Ecological Condition (EC)			4.78	Moderate
Wetland Stressors (STR) (higher score means more stress)			5.94	Moderate
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	2.52	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	4.56	Moderate	9.38	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	7.87	Higher	9.19	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	9.56	Higher	8.80	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	6.93	Moderate	9.52	Higher
WETLAND CONDITION (EC)			4.78	Moderate
WETLAND RISK (average of Sensitivity & Stressors)			4.00	Moderate

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	1.49	Lower	10.00	Higher
Stream Flow Support (SFS)	7.24	Higher	5.96	Moderate
Water Cooling (WC)	7.40	Higher	8.97	Higher
Sediment Retention & Stabilisation (SR)	4.58	Moderate	10.00	Higher
Phosphorus Retention (PR)	4.05	Lower	10.00	Higher
Nitrate Removal & Retention (NR)	3.08	Moderate	10.00	Higher
Carbon Sequestration (CS)	4.16	Moderate		
Organic Nutrient Export (OE)	7.14	Higher		
Anadromous Fish Habitat (FA)	6.46	Higher	5.46	Higher
Resident Fish Habitat (FR)	7.82	Higher	5.54	Higher
Aquatic Invertebrate Habitat (INV)	7.49	Higher	8.34	Higher
Amphibian & Turtle Habitat (AM)	4.62	Moderate	10.00	Higher
Waterbird Feeding Habitat (WBF)	6.96	Higher	10.00	Higher
Waterbird Nesting Habitat (WBN)	8.07	Higher	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	9.61	Higher	10.00	Higher
Pollinator Habitat (POL)	7.87	Moderate	10.00	Higher
Native Plant Habitat (PH)	7.31	Higher	8.27	Higher
Public Use & Recognition (PU)			5.98	Higher
Wetland Sensitivity (Sens)			5.34	Moderate
Wetland Ecological Condition (EC)			6.52	Higher
Wetland Stressors (STR) (higher score means more stress)			4.79	Moderate
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	1.49	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	4.24	Lower	10.00	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	7.40	Higher	8.36	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	7.43	Higher	9.10	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	8.94	Higher	9.71	Higher
WETLAND CONDITION (EC)			6.52	Higher
WETLAND RISK (average of Sensitivity & Stressors)			5.07	Moderate

HRM 18

	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	0.35	Lower	5.87	Moderate
Stream Flow Support (SFS)	5.52	Higher	6.62	Higher
Water Cooling (WC)	6.30	Higher	4.16	Moderate
Sediment Retention & Stabilisation (SR)	2.78	Lower	0.65	Lower
Phosphorus Retention (PR)	4.37	Lower	0.43	Lower
Nitrate Removal & Retention (NR)	1.81	Lower	10.00	Higher
Carbon Sequestration (CS)	4.45	Moderate		
Organic Nutrient Export (OE)	9.88	Higher		
Anadromous Fish Habitat (FA)	0.00	Lower	0.00	Lower
Resident Fish Habitat (FR)	7.48	Higher	6.69	Higher
Aquatic Invertebrate Habitat (INV)	5.47	Higher	6.67	Higher
Amphibian & Turtle Habitat (AM)	4.59	Moderate	10.00	Higher
Waterbird Feeding Habitat (WBF)	7.31	Higher	10.00	Higher
Waterbird Nesting Habitat (WBN)	7.51	Higher	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	8.93	Higher	10.00	Higher
Pollinator Habitat (POL)	8.19	Higher	10.00	Higher
Native Plant Habitat (PH)	4.48	Moderate	8.16	Higher
Public Use & Recognition (PU)			10.00	Higher
Wetland Sensitivity (Sens)			3.42	Lower
Wetland Ecological Condition (EC)			4.78	Moderate
Wetland Stressors (STR) (higher score means more stress)			5.34	Moderate
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	0.35	Lower	5.87	Moderate
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	3.68	Lower	6.85	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	8.34	Higher	6.24	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	6.44	Higher	8.67	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	8.07	Higher	9.69	Higher
WETLAND CONDITION (EC)			4.78	Moderate
WETLAND RISK (average of Sensitivity & Stressors)			4.38	Moderate

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	2.21	Lower	10.00	Higher
Stream Flow Support (SFS)	4.07	Moderate	5.52	Moderate
Water Cooling (WC)	6.54	Higher	9.96	Higher
Sediment Retention & Stabilisation (SR)	3.59	Lower	10.00	Higher
Phosphorus Retention (PR)	1.64	Lower	10.00	Higher
Nitrate Removal & Retention (NR)	4.45	Moderate	10.00	Higher
Carbon Sequestration (CS)	1.36	Lower		
Organic Nutrient Export (OE)	4.98	Moderate		
Anadromous Fish Habitat (FA)	7.06	Higher	5.46	Higher
Resident Fish Habitat (FR)	7.23	Higher	5.55	Higher
Aquatic Invertebrate Habitat (INV)	3.03	Moderate	6.34	Higher
Amphibian & Turtle Habitat (AM)	5.50	Moderate	5.58	Higher
Waterbird Feeding Habitat (WBF)	6.97	Higher	10.00	Higher
Waterbird Nesting Habitat (WBN)	4.13	Moderate	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	5.12	Moderate	10.00	Higher
Pollinator Habitat (POL)	5.39	Moderate	10.00	Higher
Native Plant Habitat (PH)	2.07	Lower	6.29	Moderate
Public Use & Recognition (PU)			5.46	Higher
Wetland Sensitivity (Sens)			2.71	Lower
Wetland Ecological Condition (EC)			4.78	Moderate
Wetland Stressors (STR) (higher score means more stress)			9.19	Higher
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	2.21	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	3.60	Lower	10.00	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	5.60	Moderate	8.61	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	6.70	Higher	8.66	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	4.79	Moderate	9.38	Higher
WETLAND CONDITION (EC)			4.78	Moderate
WETLAND RISK (average of Sensitivity & Stressors)			5.95	Higher

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	2.60	Lower	10.00	Higher
Stream Flow Support (SFS)	3.93	Moderate	5.04	Moderate
Water Cooling (WC)	8.30	Higher	9.51	Higher
Sediment Retention & Stabilisation (SR)	3.75	Lower	10.00	Higher
Phosphorus Retention (PR)	1.05	Lower	10.00	Higher
Nitrate Removal & Retention (NR)	3.02	Moderate	10.00	Higher
Carbon Sequestration (CS)	0.91	Lower		
Organic Nutrient Export (OE)	9.20	Higher		
Anadromous Fish Habitat (FA)	6.26	Higher	5.79	Higher
Resident Fish Habitat (FR)	6.13	Higher	5.89	Higher
Aquatic Invertebrate Habitat (INV)	0.34	Lower	6.30	Higher
Amphibian & Turtle Habitat (AM)	3.51	Lower	6.26	Higher
Waterbird Feeding Habitat (WBF)	5.75	Moderate	10.00	Higher
Waterbird Nesting Habitat (WBN)	4.76	Moderate	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	8.03	Higher	10.00	Higher
Pollinator Habitat (POL)	7.22	Moderate	10.00	Higher
Native Plant Habitat (PH)	2.79	Lower	7.63	Moderate
Public Use & Recognition (PU)			7.69	Higher
Wetland Sensitivity (Sens)			3.89	Moderate
Wetland Ecological Condition (EC)			0.00	Lower
Wetland Stressors (STR) (higher score means more stress)			10.00	Higher
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	2.60	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	2.97	Lower	10.00	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	7.32	Higher	8.23	Higher
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	5.77	Moderate	8.79	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	7.02	Moderate	9.61	Higher
WETLAND CONDITION (EC)			0.00	Lower
WETLAND RISK (average of Sensitivity & Stressors)			6.94	Higher

Wetland Functions or Other Attributes:	Function Score (Normalised)	Function Rating	Benefits Score (Normalised)	Benefits Rating
Water Storage & Delay (WS)	2.33	Lower	10.00	Higher
Stream Flow Support (SFS)	4.34	Moderate	4.79	Moderate
Water Cooling (WC)	4.67	Moderate	2.96	Moderate
Sediment Retention & Stabilisation (SR)	3.03	Lower	10.00	Higher
Phosphorus Retention (PR)	0.00	Lower	10.00	Higher
Nitrate Removal & Retention (NR)	2.75	Moderate	10.00	Higher
Carbon Sequestration (CS)	1.28	Lower		
Organic Nutrient Export (OE)	6.90	Moderate		
Anadromous Fish Habitat (FA)	0.00	Lower	0.00	Lower
Resident Fish Habitat (FR)	5.39	Moderate	4.98	Higher
Aquatic Invertebrate Habitat (INV)	3.83	Moderate	4.96	Moderate
Amphibian & Turtle Habitat (AM)	5.28	Moderate	10.00	Higher
Waterbird Feeding Habitat (WBF)	5.52	Moderate	10.00	Higher
Waterbird Nesting Habitat (WBN)	3.60	Moderate	10.00	Higher
Songbird, Raptor, & Mammal Habitat (SBM)	8.58	Higher	10.00	Higher
Pollinator Habitat (POL)	6.67	Moderate	10.00	Higher
Native Plant Habitat (PH)	2.33	Lower	7.64	Moderate
Public Use & Recognition (PU)			1.35	Lower
Wetland Sensitivity (Sens)			3.99	Moderate
Wetland Ecological Condition (EC)			4.78	Moderate
Wetland Stressors (STR) (higher score means more stress)			6.92	Higher
Summary Ratings for Grouped Functions:				
HYDROLOGIC Group (WS)	2.33	Lower	10.00	Higher
WATER QUALITY SUPPORT Group (max+avg/2 of SR, PR, NR, CS)	2.40	Lower	10.00	Higher
AQUATIC SUPPORT Group (max+avg/2 of SFS, INV, OE, WC)	5.92	Moderate	4.60	Moderate
AQUATIC HABITAT Group (max+avg/2 of FA, FR, AM, WBF, WBN)	4.74	Moderate	8.50	Higher
TRANSITION HABITAT Group (max+avg/2 of SBM, PH, POL)	7.22	Higher	9.61	Higher
WETLAND CONDITION (EC)			4.78	Moderate
WETLAND RISK (average of Sensitivity & Stressors)			5.45	Moderate

APPENDIX F

COMMUNITY BASED WILDERNESS STEWARDSHIP

Approved December 2nd, 2020
Version updated January 26, 2021

This document is a proposal to HRM to create an Office of Community Stewardship (CBWS) to support the Halifax Green Network Plan (HGNP). The proposal has the objective of fostering ecologically sensitive recreational use of the public open spaces that are integral to the HRM Regional Plan now under review in 2020-2022. The ***Executive Summary*** *is at the end (p. 7).*

Protected Wilderness Areas, Nature Reserves, Parks, and Open Space in HRM

Thanks to the Province and thousands of dedicated citizens, HRM as of 2015 enjoys 14 wilderness areas protected under the 1998 Wilderness Areas Protection Act. They comprise approximately 15% of open space in HRM. If we add the 12 nature reserves, 36 provincial parks, and 6 major municipal parks, and other open space, approximately 84% of HRM was open space as 2015.[1] These natural assets have immense positive implications for the vitality of our flora and fauna, the general health of our ecosystems, the physical and mental health of our citizens, the ability of HRM to attract more tourists and investment in our green economy, and the capacity of the Province to meet its goals in mitigating the impact of climate change.

The Paradox of Success in Achieving Wilderness Protection

Wrapped up in this good news, but no longer hidden from us, are bad news and a paradox that cries out for resolution. To make a complex message plain and simple, consider a clear example of how good news has paradoxically become bad news. In 1995 citizens concerned to protect from development the unspoiled barrens and moose habitat on the west side of the Chebucto Peninsula created the Woodens River Watershed Environmental Organization (WRWEO) to act as a steward of the important watershed at its core. Because there were no roads or even marked trails in the extensive wilderness in and around the watershed, the public was mostly unaware of this natural treasure just a few minutes bus ride to the west of Halifax.

To encourage public support for the legal protection of this wilderness, WRWEO constructed **The Bluff Wilderness Hiking Trail** to acquaint the public with the astonishingly beautiful ecologically sensitive barrens around the trail. The trail was completed in 2005 under a letter of authority from the Nova Scotia Department of Lands and Forestry. The hiking trail achieved its purpose, drawing the enthusiastic support of more than 30 community groups and businesses. In October 25, 2011, the Province declared the wilderness around the trail to be protected. It comprises almost 10,000 hectares of lands, lakes, and streams and is home to rare species such as the mountain sandwort and to broom crowberry that is uncommon outside this region. However, as a direct result of its popularity—the trail had been declared by a well-known outdoor

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[1] For a summary of these facts and a map that was current in 2014/15, see: http://wildlandns.ca/docs/sharing/PPA.html .

magazine to be one of the eight best urban escapes in Canada—the trail began to deteriorate through overuse and misuse.[2] The paradox is that The Bluff Trail—a key means to achieving protection of a healthy, health-creating wilderness—had become a key means to the gradual destruction of what it was designed to protect.[3]

Long-Term Community-Based Resolution

A natural response to this dilemma is to imagine that it is possible to close the trail to the public for a period of recovery, but this idea is not promising for several good reasons. First, closing the trail denies to the public the vital health benefits of being able to have easy access to the wilderness and makes Halifax a much less attractive place of destination and residence. Similar problems arise for other natural open spaces close to the urban core. Are they to be closed to the public too? Furthermore, it is not really possible to close these natural spaces, since the Province lacks the resources to enforce the lockout, and if it did the social consequences could be extremely negative. Lastly and most important, closing the trail would postpone the continuation of the problem rather than resolving it. Strictly enforcing the rules would not result in changes in the mindset that generates the bad behavior. The behavior would return as soon as the trail was reopened or the threat of being caught diminished. Neither lockdown nor strict enforcement nor both together is a sustainable solution.

Fortunately, there is a clear and tested way forward to resolving the paradox. The answer is to formulate principles and practices for stewardship of natural areas in HRM and to engage the public in their use. The community would learn through engagement with trail stewards how to have minimal impact on the trail tread and surrounding wildlife. This learning would come through a stewardship program of the kind described in the document cited in footnote 3. In this community-based program a Stewardship coordinator trains volunteers how to exert minimal impact, such as practicing Leave-No-Trace (LNT) camping, which can include using a fire bowl to make a small fire for cooking instead of an open fire, avoiding trail braiding, refraining from cutting trees and leaving trash, and avoiding disturbance of wildlife habitat (by, for example, having dogs on leash). These volunteers or "trail stewards" are trained how to remediate damage to the trail and how to engage other trail users in a friendly and cooperative manner to convey positive habits and attitudes, thereby creating incrementally through many such encounters new trail stewards who will educate others in turn even without intending to do so. The community of trail users has in effect created a larger community of wilderness stewards from the ground up. The stewardship training would be community driven, community organized,

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[2] Evidence of issues in 2016 can be seen at: http://versicolor.ca/docs/BluffTrailHike2016.pdf

[3] For an exposition of the problem and solution see BTSP funding request to NSE: https://drive.google.com/file/d/0B4hch_IZZfoQUElqUnhsUTJPRmZxZ2xUQk9wdmI0bkNrUTBJ/view?usp=sharing

and done voluntarily by those who hike, canoe, camp, bird watch, fish and hunt, and immerse themselves in the beauty and natural energy around them.

Is this a pipe dream? Are there any stats to support the effectiveness of this kind of program? The answer is positive and detailed in the Lancaster report of the last WRWEO AGM on July 7, 2020.[4] The report compares trends for numerous variables during the past three years. Trends are positive from 2017-2020, involving the work of over 100 stewards trained to look after the trail, engage the users of the trails, and report problems as well as positive outcomes. This strategy is endorsed by Nova Scotia Department of Environment (NSE) and appears to be a positive, long-term, sustainable solution. [5]

The Community Stewardship program, undertaken by WRWEO in collaboration with the St. Margaret's Bay Stewardship Association (SMBSA), not only appears to be successful as a means of preserving sustainable public access to ecologically sensitive lands of the Five Bridge Lakes Wilderness Area (FBLWA), but also appears to be a likely means to address the problems of a similar kind that arise in adjacent wilderness areas surrounding Halifax whether they are protected or are simply open areas of natural beauty. The protected areas are Blue Mountain Birch Cove Lakes Wilderness Area (BMBCLWA), the Waverley-Salmon River Long Lake Wilderness Area (WSRLLWA), and the Terence Bay Wilderness Area (TBWA). Other key areas are the wilderness lands supported by the Backlands Coalition, the Sandy Lake wilderness lands adjacent to WSRLLWA, the Ingram River wilderness area that citizens have proposed for protection, and the islands managed by SMBSA.

How Do We Define Community Stewardship? What Is Its Goal?

Drawing on Merriam Webster Dictionary, stewardship may be defined as the careful and responsible management of something entrusted to one's care. If we now apply this definition to the case at hand, we can say that the Office of Community Stewardship will seek to ensure the careful and responsible management of green spaces and wilderness areas in HRM. How will this goal be achieved? The means to achieve this goal would include: development of plans, guidelines, and strategies to reach this goal; recruitment and training of Volunteer Stewards; a presence, as constant as possible, of these trained stewards in the areas subject to the most use, including green spaces and wilderness areas in HRM that have trails; and a coordinated effort by these stewards to engage, inform, and support the hikers, campers, and others who use these lands so that they can join in our effort to become better stewards of nature.

Through their engagement with these persons, Volunteer Stewards would endeavour to decrease the impact of human harms on the green spaces and wilderness areas in HRM; improve Leave-No-Trace (LNT) practices among all users; enhance sustainability of the green

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[4] Bluff Trail Stewardship Program, Year In Review Report, 2019

[5] Fire pit rings remain a serious concern: 53 were remediated in 2017, 12 in 2018, and 20 in 2019. The practice of camping with open fires is deeply engrained in our culture and only sustained stewardship over the long term will eliminate it.

spaces and wilderness areas in HRM and the wildlife that live in them; and ensure the implementation of the best possible stewardship practices in these spaces.

Is Community Stewardship Right for All Managed Natural Areas?

Since the approach is community based, it is not the place of WRWEO to speak for communities that are supporting other nearby wilderness areas. They must speak for themselves. Moreover, there are many more resources and experiences that can be drawn upon. We note for example that the Sackville River Association has gained related experience and a high degree of success in its efforts over many years to engage the public in restoration of the Sackville River system.

We suggest that there is already significant empirical evidence that this approach is workable provided that it remains a ground-up, community-centered effort that is endorsed by the community. As such, the cost of the approach will be affordable since the effort comes primarily from volunteers who are committed to preserving through ecological stewardship natural wildlife areas and the wildlife corridors that link them, whatever their current status and use.

Stewardship and Trail Maintenance

The Province and Municipality are already engaged in community stewardship through supporting the Halifax Regional Trails Association (HRTA). HRTA is an organization that has representatives from over 25 community trails groups that have created and maintained trails within HRM. Obviously, building and maintaining trails in environmentally sustainable ways, as is one of HRTA's key objectives stated in their website, entails stewardship of the land.

The present community stewardship proposal, however, envisions a much broader conception of stewardship of land. The public use of wild areas includes more than hiking on trails. Many people hike and camp off trails and their negative impact on the land can be significant, for example, if lack of good practices causes a forest fire. It is critical that community stewardship extends well beyond trail maintenance and includes the inculcation of ecologically respectful treatment of nature on and off trails. An Office of Community Stewardship would need to coordinate with and be able to support the objectives of HRTA but at the same time would have a broader mandate that would cover all wilderness areas, nature reserves, parks, and open spaces that can be negatively impacted by human use.

Monetary Support

That said, in contemplating the creation of the OCS, there are two kinds of monetary support that are important. A knowledgeable, experienced Stewardship Coordinator who is especially competent in communication and leadership should be retained by salary (we suggest that a salary of at least $50,000 would be appropriate if he or she is covering more

than one area managed by a community group). There needs also to be at least two assistants to work with the Stewardship Coordinator (2 x $25,000) and money to pay students during the summer to help in the stewardship training. As detailed in the report in footnote 4, The Canada Summer Jobs Program yielded $18,572 in 2019 for work in BTSP. If a similar amount were raised for wilderness areas stewardship programs, the total would be almost $120,000.

This money would be budgeted independently of money now provided for HRTA groups. One would not detract from the other. The sources of funding for OCS and HRTA groups would be separate, though the stewardship work would be complementary.

The breakdown of sources of OCS funding might be divided as follows: Federal green initiative funding: $30,000; Provincial funding: Environment, Tourism, Health and Wellness, each $10,000 = total $30,000; HRM: Parks and Recreation $60,000 with half from Active Transportation; Volunteer Contributions In Kind: 6 groups (in a pilot project) at $20,000 each. Government (Federal, Provincial, and Municipal) total contribution: $120,000. Volunteer total contribution: $120,000.

The details need to be worked out but *costs are minimal in consideration of what is at stake.* Many millions of dollars are generated each year through commercial ecosystem services, the attraction not only of tourists but of innovative, young immigrants that are looking for a global, progressive city, as evidenced in the report by Gardner Pinfold, commissioned by the Province.[6] These attractions are under threat and likely severely diminished if proper stewardship is not enacted. It is absolutely vital that funds be provided for an Office of Community Stewardship that are both sufficient and reliable throughout the term of the pilot project.

We would suggest that no more than four to seven natural areas around Halifax be included in a pilot program for three years. If the results are as positive as reported in the review for FBLWA for 2017-19 (see footnote 4), the Community Stewardship (CS) program could be extended to all natural areas in HRM that are in need of the program and OCS would become integral part of the HRM Regional Plan. Whether it is extended, however, should depend on both government and volunteers finding the CS program jointly

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6 https://novascotia.ca/nse/protectedareas/docs/NS_Protected_Areas_Commercial_Benefits_Final_Report.pdf (note continued on next page)



acceptable and either government or volunteers represented by Our HRM Alliance could veto continuation of the program beyond the pilot stage.

Indigenous Leadership

The WRWEO dedication sign at the beginning of the first loop of The Bluff Trail acknowledges our indebtedness to and reverence for the First People who lived here longer than we have and preserved this land before us. Several years ago we renamed Indian Hill Loop to Mi'kmaw Hill Loop and assigned Mi'kmaw names to the LNT camping sites. It is appropriate in this time of reconciliation to go much further. We propose that the Office of Community Stewardship be provided resources to engage the leadership and guidance of the Mi'kmaw community to help the local trail groups and other stewards find the best way to move forward in Community Stewardship drawing on Mi'kmaw traditions, experience, and knowledge.[7]

The invitation to a conversation about stewardship, however, should be framed so that it is not, and does not come across as, a request that the Mi'kmaw people help descendants of settlers manage the land that those settlers took away from them. The request should be put in such a way that it is open-ended and would allow the Mi'kmaw community to define the terms of engagement, whether as co-stewards, or sources of expertise about principles of stewardship, or on some other model, as they see fit. (Thanks to Lynette Reid and Ariella Pahlke for this last point.)

Connectivity, HGNP, and Community Stewardship

A critical element in stewardship of the wilderness has been omitted in the above discussion, though it lies at the heart of wilderness protection and the success of the Halifax Green Network Plan. The missing element is connectivity linking together the protected wilderness areas. There is ample scientific evidence to support the conclusion that without wilderness corridors linking wilderness areas biodiversity in these areas will inevitably decline and will negatively affect the resilience of plant and animal life in the area including iconic species such as the mainland moose whose numbers in the area have drastically reduced, causing them to be declared an endangered species in 2003 when the first two loops of the trail opened.[8]

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[7] For support from the World Wildlife Fund-Canada newsletter see: **Indigenous-led conservation is the path forward** at WWF-Canada wwf_canada@wwf.ca

[8] See, for example, the HGNP and information archived on the WRWEO website: https://web.archive.org/web/20131127150100/http://wrweo.ca/ChebWilderness/index.html Also see: **Guidance on the maintenance of landscape connectivity features of major importance for wild flora and fauna – – Guidance on the implementation of Article 3 of the Birds Directive (79/409/EEC) and Article 10 of the Habitats Directive (92/43/EEC).**
Marianne Kettunen et al., 2007. Institute for European Environmental Policy (IEEP), Brussels, 114 pp. & Annexes.

Though there can be and are corridors of connectivity within wilderness areas, what is important to notice in this instance is the need for communities *from adjacent wilderness areas* to combine their roles as stewards of the land to find corridors and learn together how to protect the corridors that allow wildlife both plant and animal to move between (and ultimately among) various wilderness areas and open spaces. One can safely say that without connectivity even the "protected areas," though legally designated as protected, are not in truth protected. Community Stewardship as advocated here must therefore include stewardship of connectivity between natural areas of all kinds. Moreover, this concept and aspiration should be written into our mutual understanding of the HGNP as Council completes its ten-year review of the Regional Plan.

Executive Summary of Community Stewardship Proposal

A central paradox besets the efforts of local communities to promote preservation of the many wilderness areas surrounding Halifax. We promote the legal protection needed to block development in these ecologically vital areas and we build trails for recreational access to the natural areas on which our health depends. We thereby make the inherent value of these areas known and accessible. But the means to this important end can result in the gradual deterioration of the very areas that we are trying to preserve. We negatively affect the natural value of these areas, thereby defeating the point of their preservation. The answer to this problem is Community Stewardship of the kind proven to be successful over the past three years on The Bluff Wilderness Hiking Trail. This submission recommends as a pilot project the establishment of an Office of Community Stewardship (OSC) that would coordinate and enhance the voluntary participation of four to seven community groups already providing stewardship to natural areas to determine whether this project should be extended further. Besides criteria applied to measure the success of the stewardship program on The Bluff Wilderness Hiking Trail, we could include criteria to measure success in increasing connectivity between natural areas as a guide to determine success of a more inclusive stewardship program. The proposal is to build, stage by stage, the Community Stewardship of wildernesses and other open spaces into the Greenbelt portion of the Regional Plan for HRM and thereby help to preserve the ecological and monetary value of the natural resources in HRM.

Respectfully submitted with approval of the WRWEO board by these members:
Paul Berry, Board Chair and Treasurer; David Patriquin, ecologist;
Mike Lancaster, stewardship coordinator; Richmond Campbell, founding member.

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https://ec.europa.eu/environment/nature/ecosystems/docs/adaptation_fragmentation_guidelines.pdf

This proposal has been endorsed and supported by Our HRM Alliance including the following members.

Ecology Action Centre

Hike Nova Scotia

Canadian Association for Retired Persons Nova Scotia

Sandy Lake Conservation Association

Friends of Blue Mountain Birch Cove Lakes

Backlands Coalition

Trips By Transit

Downtown Halifax Business Commission

The Village on Main (Main Street Dartmouth Business Improvement District)

North End Business Association

McIntosh Run Watershed Association

Purcell's Cove Area Residents Action Committee

Beechville, Lakeside, Timberlea (BLT) Rails to Trails Association

Cole Harbour Parks and Trails Association

Friends of Hemlock Ravine

Halifax Regional Trails Association

Preston and Area Trails Association

Penhorn Lake Area Trails Association

Canadian Parks and Wilderness Society, Nova Scotia Chapter

Canoe Kayak Nova Scotia

Eastern Shore Forest Watch Association

Five Bridges Wilderness Heritage Trust

Ducks Unlimited Canada – Nova Scotia

Sackville Rivers Association

Sackville Lakes Park and Trails Association

Save Bedford's Waterfront Society

Citizens' Climate Lobby – Halifax

Canada Green Building Council – Atlantic Chapter

Dalhousie Office of Sustainability

Ferguson's Cove Neighbourhood Association

Friends of McNabs Island Society

Halifax Field Naturalists

Halifax Urban Greenway Association

Lake Echo Watershed Association

Shore Active Transportation Association

Shubenacadie Watershed Environmental Protection Society

St. Margaret's Bay Stewardship Association

Williams Lake Conservation Company

Woodens River Watershed Environmental Organization

Cole Harbour Rural Heritage Society

Dalhousie School for Resource and Environmental Studies

FUSION Halifax

Genuine Progress Index (GPI) Atlantic

Halifax Cycling Coalition

Heart and Stroke Foundation of Nova Scotia

It's More Than Buses

Lucasville Community Association

Musquodoboit Harbour and Area Community Association

North End Community Health Centre

Purcell's Cove Neighbourhood Committee

Rural Coastal Communities Network

Walk n' Roll Halifax

Wyse Society for Sensible Urban Development, The

YWCA Halifax

Akoma Holdings Inc.

Downtown Dartmouth Business Commission

Quinpool Road Mainstreet District Association

Sackville Business Association

Spring Garden Area Business Association

St. Margaret's Bay Chamber of Commerce

Community Society to End Poverty

Halifax North West Trails Association

APPENDIX G

Response to the Proposed Regional Plan Review Themes & Directions

1. Introduction and Background

Our HRM Alliance is a coalition of 65 organizations across health, environment, trails, business, community, and transportation sectors advocating for a sustainable future through greenbelting and complete communities. The Alliance believes that strategic growth and protection of the places that matter will build a desirable, healthy and equitable place to live. The member organizations of the Alliance are powered primarily by volunteers and reflect thousands of citizens across all settlement types and regions of HRM.

This Regional Plan review is of specific focus to the Alliance as it holds significant opportunities to advance complete communities and protect the Halifax Green Network. This is the second formal submission from Our HRM Alliance and responds to the proposed Themes & Directions whereas the first covered general concerns and input to the review.

2. The Halifax Green Network

Guiding Our Growth

The unanimous adoption of the Halifax Green Network Plan in 2018 and HalifACT in 2020, as well as the unprecedented community support for climate, nature, and sustainability – seen through the climate marches, support for Blue Mountain Birch Cove Lakes and the success of the Shaw Wilderness Park amongst many other events – have shown that now is the time to be ambitious and committed to building our community around sustainability. The Alliance sees a core step in this, locally, as ensuring that the Halifax Green Network guides where we grow. Further feedback on this element is detailed in part four of this submission.

Access to Nature: Level of Service Standards and the Park Spectrum

Park closures and limitations related to the pandemic have put even more strain on access to nature and greenspace. These issues call us to take high-level action to provide equitable access to greenspace. While we are pleased to see the Level of Service Standards be brought forward by the Themes & Directions, they need to be combined with a developed parks spectrum in order to be effective. The approach needs to look at access to the broad spectrum of parks and use an equity lens to examine barriers to access to nature. It is also essential that the standards be completed in advance of making any development and growth decisions in the Regional Plan. Implementation of the standards and parks spectrum have been delayed since they were initially proposed by the Halifax Green Network Plan. This delay will result in detriment to citizens if it is not developed before further decisions are made in the review.

Protecting the Parks of the Halifax Green Network: Parks Strategy and Stewardship

The Themes & Directions communicate that HRM believes there are significant limits on your ability to protect parts of the Green Network. While the Alliance recognizes the present limitations, we also believe there are a number of techniques that the city can utilize to more effectively protect and leave greenspace intact. Perhaps the most important is that of utilizing Urban Reserve and Open Space & Natural Resource designations to put growth elsewhere. This benefits both our communities, vulnerability to climate change, and nature. Alongside

this, the Alliance believes there is a significant need to establish a Region-wide Parks Strategy for HRM that would direct the strategic expansion and management of parks across the municipality. As we have seen in the past years, the HGNP fails to provide enough direction on parkland acquisition across HRM. This is recognized in CDAC's recommendation for a Regional Centre Parks Strategy. This approach should be developed across the municipality. Secondly, we believe action on wilderness stewardship is necessary in HRM.

Establishing a Municipal Wetland Policy

While the Nova Scotia Wetland Conservation Policy has helped in the protection of wetlands across the province, wetlands loss, especially within HRM, is still a concern. The Wetland Policy requires compensation for wetland destruction, however, compensation is more likely to occur outside of HRM. While Nova Scotia may be able to achieve its goal of no net loss of wetlands, this is not true within HRM where wetlands are vulnerable to destruction. By adopting a watershed-based approach, protecting HRM wetlands and setting a goal of no net loss of wetlands in HRM, these significant ecosystem services will also be better protected. To address these challenges, HRM can follow major cities across Canada in creating a municipal wetland policy that will better protect wetlands and their ecosystem services.

Standardizing and Increasing Protection of Riparian Areas

HRM land use bylaw buffer requirements, aimed at protecting riparian areas, are usually about 20m; this should be changed to 100-metre vegetative buffer for all watercourses and 50-metre vegetated buffers from the highwater mark of streams, brooks, tributaries, and wetlands in HRM should be mandated and identified. Not only will this allow for further protection of these valuable areas, but creating uniformity of buffers across the municipality would create clarity for landowners and developers.

Harnessing the Value of Green Infrastructure in Stormwater Management

Naturalization and nature-based climate solutions are key in how HRM can adapt to and mitigate effects of climate change including strengthening protections of watercourses, flood resilience, drought resilience and coastal protection. To reflect the recognition of the importance of naturalization, green infrastructure, and stormwater management in the Themes & Directions, the Alliance believes next steps should include:

- Prioritizing the use of green infrastructure features in stormwater management.
- Establishing a stronger focus on stormwater quality and better protection of watercourses is needed against the direct flow of stormwater and its pollutants directly into lakes and rivers, as proposed by the HGNP.
- Establishing a Stormwater Management Plan and Program as outlined by HalifACT.

Protecting Wildlife Corridors

We recommend that the Wildlife Corridor Landscape Design report be integrated into the HGNP maps in order to be adopted into the Regional Plan. The Themes & Directions report proposes to protect natural corridors in part through utilizing and building upon the mapping included in the HGNP. The HGNP identified wildlife corridors by using computer modelling of predicted corridors and called for further work to delineate corridors and

operationalize them. Work on the refinement of the locations of corridors has been completed, by stakeholders. Provincial government employees, Academics with Dalhousie University, and members of non-profits completed a report that maps and describes the locations of wildlife corridors near urban Halifax including those that facilitate wildlife movement on and off the Chebucto peninsula. This report complements and adds to the mapping in the HGNP and should be used to guide growth.

Protecting Our Coasts

The Themes & Directions addressed the significant need to act on coastal protection and prepare for sea level rise. By stating plans to apply coastal setbacks and vertical allowances to *all* buildings, not just residences, the Themes & Directions are introducing an important change, which the Alliance firmly supports. In order to adapt our policies to best protect our communities, it is also essential that the review process consider and address an additional risk: coastal undersized lots. Development of such lots introduces significant risk for residents and the wellbeing of our coasts and it is essential that it be addressed during the review.

3. Complete Communities

Building Measurable Criteria

We believe it is essential that clear and measurable criteria for complete communities are established in order to actually ensure new growth occurs in, and is building complete communities. The building blocks for complete communities included in the Themes & Directions reflect our vision for such communities however they are not yet measurable. The Alliance supports the Themes & Directions proposed actions to develop Suburban and Rural plans with direction from the IMP, HGNP, and BRT strategy and to use a decision-making framework/policy for suburban development proposals submitted before the Suburban plan comes into effect. Both actions will be instrumental to creating complete communities. This being said, there are a number of elements in the Themes & Directions concerning complete communities that we believe need to be taken further.

- The building blocks of complete communities need to be clearly defined and measured. Specifically, access to nature, age-friendly housing, and neighbourhood-level environmental protection.
- Investigation into the needs and barriers to develop opportunities to age-in-place in rural communities.
- Setting minimum targets for suburban intensification.
- Allowing no new suburban developments that will not have access to public transportation.

4. Growth Centres and Growth Trends

Creating Transparent Criteria Behind Service Area Expansion and Growth Centres

HRM needs clear criteria for where growth occurs. When reviewing lands designated Urban Reserve and future growth centres, as is proposed in the Themes & Directions, HRM needs to *first* establish clear criteria for expanding the Urban Service Area.

These criteria should include whether growth in the area will support the provision of diverse housing options, build complete communities, and support the Priority Plans' objectives. The criteria needs to take into account loss of community and environmental benefits that may occur through developing the specific site. This should include an inventory of potential developments' effects on the Halifax Green Network as well as an understanding of current ecosystem services being provided by a site.

Our HRM Alliance supports the Themes & Directions' proposed actions to allow development of the Akoma lands and the reassessment of Urban Reserve designation in the Purcell's Cove Backlands to a designation that better reflects the ecological value and sensitivity of the area. We also support the adoption of the growth targets suggested by the Integrated Mobility Plan (40% Regional Centre, 50% Suburban, and 10% Rural).

We strongly urge HRM to reconsider proposed actions concerning Regional growth including:

- Moving forward with Secondary Planning for growth at Sandy Lake and Blue Mountain-Birch Cove Lakes which should not occur until clear criteria for development are determined and ecological impacts of development have been understood. *This is not the same as considering the environment at the neighbourhood-design level.*
- The criteria for establishing the Growth Centres should be shared with the public during the review and respond to the current needs of HRM to protect the green network, respond to the climate emergency, and build complete communities.
- The Halifax Green Network needs to *lead* our development and growth decisions rather than simply be *considered*.

Supporting Suburban Intensification

When revising growth targets to benefit quality of life, the feasibility of public transit and sustainability of our communities, the delineation between existing and future suburban communities is important. Now more than ever, we must look to intensification and development of grey and brownfield sites first, and look to greenfield development as a last resort. The prioritization of these development methods is essential to building complete communities, preserving our green network, and addressing climate targets.

Within the growth targets, a minimum target should be set for suburban intensification and Map 2 of the Themes & Directions report should be advanced to delineate existing suburban communities and future communities.

APPENDIX H

Quotes from How Our Health Depends on Biodiversity

2010

Eric Chivian M.D. and Aaron Bernstein M.D., M.P.H.
Dr. Chivian was winner of the 1985 Nobel Peace Prize.

For the full paper go to:
https://www.researchgate.net/publication/265187166_How_Our_Health_Depends_on_Biodiversity

"The eminent Harvard biology Professor Edward O. Wilson once said about ants, "We need them to survive, but they don't need us at all." The same fact could be said about countless other insects, bacteria, fungi, plankton, plants, and other organisms. This fundamental truth, however, is largely lost to many of us. Rather, we humans often act as if we are totally independent of Nature, as if our driving thousands of other species to extinction and disrupting the life-giving services they provide will have no effect on us whatsoever.

This summary, using concrete examples from our award-winning Oxford University Press book, *Sustaining Life: How Human Health Depends on Biodiversity*, co-sponsored by the U.N. and the International Union for the Conservation of Nature, has been prepared to demonstrate that human beings are an integral, inseparable part of the natural world, and that our health depends ultimately on the health of its species and on the natural functioning of its ecosystems.

We have written this summary because human health is generally not part of discussions about biodiversity loss, by policy-makers or by the general public, and because most people, as a result, do not understand the full magnitude of the biodiversity crisis and do not develop a sense of urgency about addressing it. We believe that once people really grasp what is at stake for their health and their lives, and for the health and lives of children, they will do everything in their power to protect the living world." p.3

Another aspect discussed with examples is that future pandemics can result from disruptions caused by habitat loss. "Ecosystem disruption and the loss of biodiversity have major impacts on the emergence, transmission, and spread of many human infectious diseases." ... "The pathogens for some 60% of human infectious diseases, such as those causing malaria and HIV–AIDs, have entered our bodies after having lived in other animals." P.16

"Ecosystems provide goods and services that sustain life on this planet, including human life. If damaged, we cannot fully restore them, no matter how much money we spend." P.7

APPENDIX I

From: **Kenda MacKenzie** <[redacted]>
Date: Tue, Jun 8, 2021, 8:28 AM
Subject: RE: Sandy Lake oversizing dollars
To: Mary Ellen Donovan <[redacted]>, Peter Duncan <[redacted]>

Mary Ellen,

Sorry for not passing this along sooner. Please see the payment history below and some of the supporting documents are attached:

2009 – CBCL Cost of Servicing Greenfield Sites – Page 41 – Costs for Wastewater Oversizing. This is where the $3,587,000 originates. See attached ***2009 – CBCL – Cost of Servicing Greenfield Sites.pdf***

2012 – Armco MOU for the $1,000,000 upfront payment for Sandy Lake (this was later transferred to WBHL, it was paid to Halifax Water in 2018). See attached ***Sandy Lake Oversizing memorandum of Understanding.pdf***

2012 – HRM Sandy Lake Council Report.pdf – Budget forecasting of $2,141,232 to be paid by HRM (includes the MOU payment). I have never been able to recreate this calculation or the proposed forecasting.

2018 – ***HRM Benefit to Sandy Lake Letter – November 22, 2018*** – Detailed explanation of costs incurred to date to the benefit of Sandy Lake

2018 – Halifax Water Invoice to HRM for infrastructure installed up to 2018 (includes MOU payment). ***(***Paid February 27, 2019).

2020 – January, Sandy Lake HRM Budgeting for 20/21. The gravity main identified in this forecast will not be constructed in this fiscal year and it will not be constructed in the next 21/22 fiscal year. The other items will be billed in 20/21 is the $13,282.01 & $3,109.31

2021/2022 – No projected infrastructure being installed to the benefit of Sandy Lake.

Infrastructure within West Bedford Wastewater Infrastructure to the benefit of Sandy Lake to be installed in the future (Approximately $760,000, does not include Area 12).

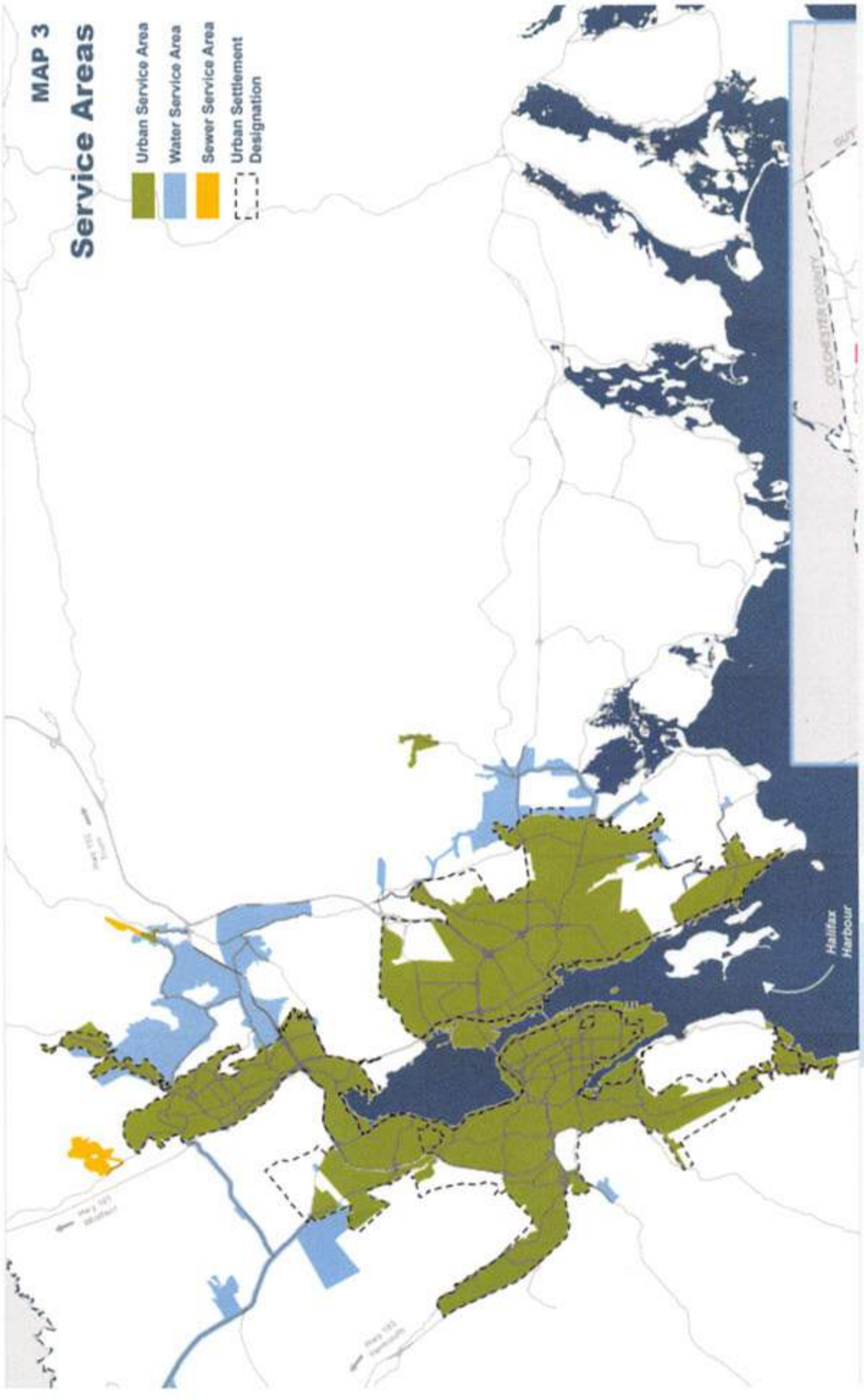
Area 12 infrastructure will have infrastructure installed to the benefit to Sandy Lake. Halifax Water will be updating an Area 12 specific CCC to be approved by the NSUARB.

(Please Note: The projections may exceed what was previously projected once the strategy for Area 12 is developed.)

Let us know if you have any questions.

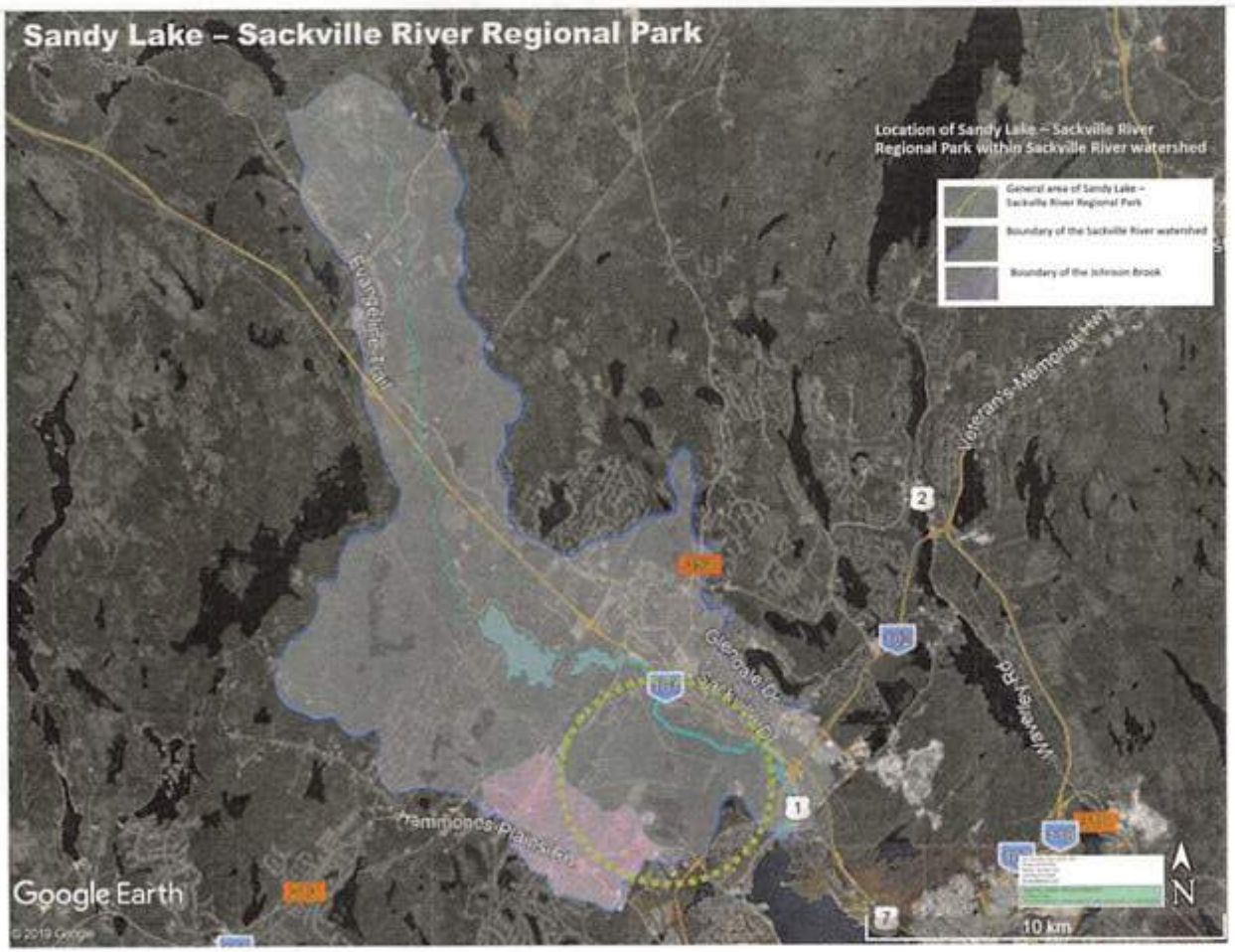
Kenda

APPENDIX J


MAP 3
Service Areas
Urban Service Area
Water Service Area
Sewer Service Area
Urban Settlement Designation
Halifax Harbour

Sandy Lake – Sackville River Regional Park

Planning analyses

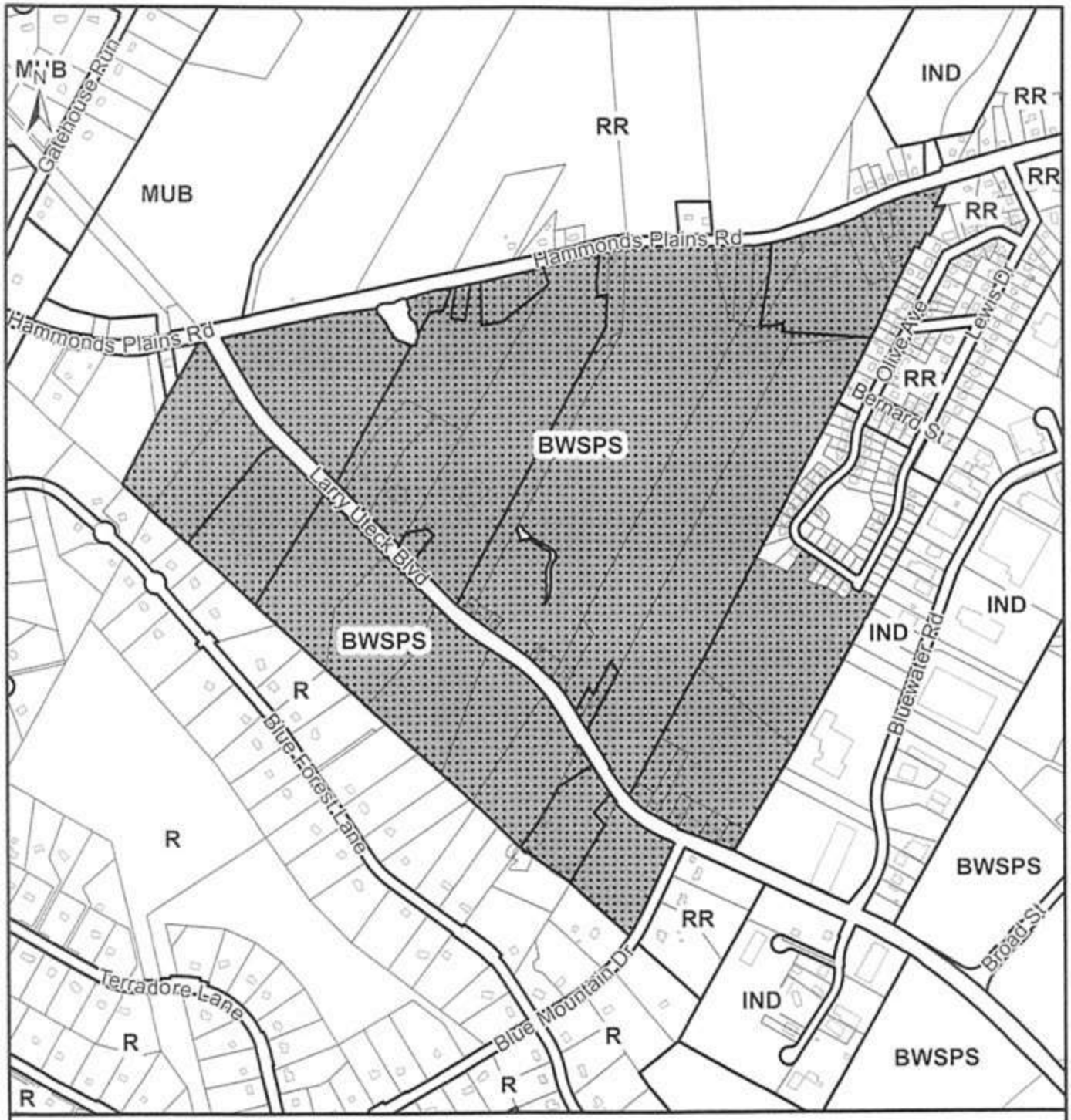


Location of watersheds in area of Sandy Lake – Sackville River Regional Park

APPENDIX K

APPENDIX L

Bedford West Subarea 12



Map 1 - Generalized Future Land Use

Bedford West Sub-Areas 12 & 1

HALIFAX

Subject Properties

Designation - Bedford

BWSPS	Bedford West Secondary Planning Strategy
IND	Industrial
RR	Residential Reserve

Designation - HPSBB

BWSPS	Bedford West Secondary Planning Strategy
HPC	Hammonds Plains Commercial
MUB	Mixed Use B
R	Residential

0 100 200 300 m

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.

Bedford Plan Area
Beaver Bank, Hammonds Plains and Upper Sackville Plan Area,

22 April 2021 Case 23307 T:\work\planning\SER_Group\SER_Cases\Variances\23307\Maps_Plans\ (JC)



Map 4 - Bedford West Community Concept Plan

Legend

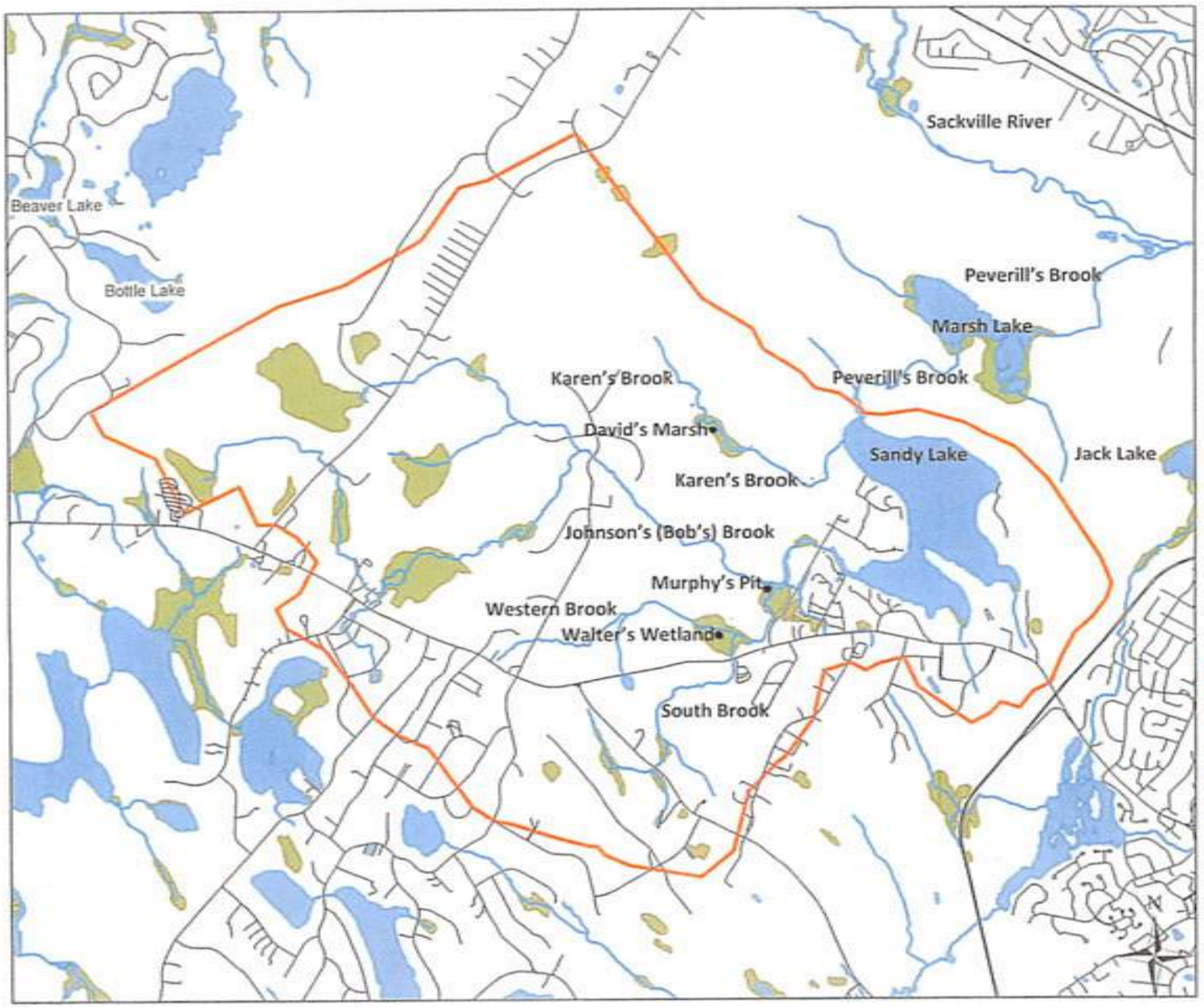
- Subject Property - Sub Areas 12 & 1
- Residential Neighborhoods
- General Commercial
- Community Commercial Centre
- Institutional
- Mixed Use Business Campus
- Park and Open Space

0 250 500 Meters

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22 April 2021 Case 23307 T:\work\planning\SER_Group\SER_CasesVariances\23307\Maps_Plans\ (JC)

Sandy Lake Catchment Area



SACKVILLE RIVERS ASSOCIATION

Sandy Lake has a surface area of 0.78 square kilometers, and a catchment area of aproxametly 17.93 square kilometers. Please note this area approximation is based on natural topography and does not account for runoff redirection from roadways or stormwater collection.

Legend

- Roads
- SandyLakeWatershed
- Lakes
- Rivers
- MarshLand
- ContourLines

October 2013

APPENDIX M

				By-law Simplification program.	
26	Working Landscapes	Amend Municipal Planning Strategies and Land Use By-laws to ensure that rural industrial developments are adequately screened from scenic roads and trails.	2-7 Years	In progress: Project planning for the next Regional Plan review is underway and is targeted to be presented to Regional Council for formal initiation in fall 2019.	In progress: To be completed as part of the ongoing Regional Plan review and By-law Simplification Program.
27	Working Landscapes	Review Municipal Planning Strategies and Land Use By-laws to maintain and, where needed, increase lot size and frontage requirements to prevent dense "ribbon development" along scenic routes located between rural centres.	2-7 Years	In progress: • Rural development patterns research completed as part of the P&D Rural team work plan. • To be completed as part of the upcoming Regional Plan Review and on-going By-law Simplification program.	In progress: • Supported by Action 23 of HalifACT • To be completed as part of the ongoing Regional Plan review and By-law Simplification Program.
28	Working Landscapes	Amend Municipal Planning Strategies and Land Use By-laws to encourage both small- and large-scale tourism related uses in rural areas. Specific measures to consider include: » Relaxing restrictions for home-based businesses that cater to tourists, such as bed and breakfast operations, accessory cabins, tour operations, arts and crafts, farm stays, and commercial recreation (such as kayak rentals etc.) » Where not already permitted, considering the development of large-scale resorts, campgrounds, spas and hotels by rezoning or development agreement in rural areas that balance tourism opportunities with impacts on the environment and nearby residents » Enabling the development of resource-based and eco-tourism opportunities, including fishing, wildlife viewing, hunting, agriculture and forestry focused tours and experiences	2-7 Years	In progress: • Background research is underway as part of the P&D Rural team work plan. • To be completed as part of the upcoming Regional Plan Review and on-going By-law Simplification Program.	In progress: • To be completed as part of the ongoing Regional Plan review and By-law Simplification Program.
29	Community Shaping	Amend the *Regional Plan* to ensure that the Green Network map (Map 5 on page 35), is considered when reviewing changes to the Urban Service Area boundary, Urban Settlement Designation, Urban Reserve Designation, and when preparing Secondary Planning Strategies.	2-7 Years	In progress: Project planning for the next Regional Plan review is underway and is targeted to be presented to Regional Council for formal initiation in fall 2019.	In progress: • Supported by Action 23 of HalifACT. • To be completed as part of the ongoing Regional Plan review.
30	Community Shaping	Amend the *Regional Plan* to clarify the purpose and scope of land suitability assessments, which identify vulnerable landforms and other ecological features, as base information needed to inform the design of new mixed-use neighbourhoods and business park developments.	2-7 Years	In progress: Project planning for the next Regional Plan review is underway and is targeted to be presented to Regional Council for formal initiation in fall 2019.	In progress: • Supported by Action 23 of HalifACT. • To be completed as part of the ongoing Regional Plan review.
31	Community Shaping	Amend the *Regional Plan* to prioritize the redevelopment of brownfield sites and other underdeveloped urban infill sites ahead of undisturbed greenfield sites.	2-7 Years	In progress: Project planning for the next Regional Plan review is underway and is targeted to be presented to Regional Council for formal initiation in fall 2019.	In progress: • Supported by Action 23 of HalifACT. • To be completed as part of the ongoing Regional Plan review.

APPENDIX N

32	Community Shaping	Amend the *Regional Plan* and Municipal Planning Strategies to prioritize the preservation and creation of natural connections to the Chebucto Peninsula (Map 9) from the Mainland when reviewing development proposals and updating planning policies and zoning in the area. Specific connections to review and prioritize are highlighted on Map 9.	2-7 Years	In progress: Project planning for the next Regional Plan review is underway and is targeted to be presented to Regional Council for formal initiation in fall 2019.	In progress: • Supported by Actions 23, 25 and 26 of HalifACT. • To be completed as part of the ongoing Regional Plan review and By-law Simplification Program.
35	Community Shaping	Amend the *Regional Plan* to better define the size, shape and location of all rural centres in relation to natural corridors and valued open spaces.	2-7 Years	In progress: Project planning for the next Regional Plan review is underway and is targeted to be presented to Regional Council for formal initiation in fall 2019.	In progress: • Supported by Actions 23, 25 and 26 of HalifACT. • To be completed as part of the ongoing Regional Plan review.
36	Community Shaping	Amend the *Regional Plan* by updating the conservation design development policies to streamline the planning process for proposed developments located within rural centres. Specific planning approaches to consider include: » Site plan approvals, which can direct development to suitable areas, without involving the lengthier development agreement process » Enabling as-of-right developments within carefully selected pre-zoned areas	2-7 Years	In progress: • Background research is underway as part of the P&D Rural Team work plan. • To be completed as part of the upcoming Regional Plan review and on-going By-law Simplification program.	In progress: • Supported by Actions 23, 25 and 26 of HalifACT. • To be completed as part of the ongoing Regional Plan review and By-law Simplification Program.
37	Community Shaping	Amend the Regional Plan conservation design development agreement policies to: » Further focus development within rural centres » Avoid conflicts with working landscapes » Direct development to the edges of the core areas shown on the Green Network Ecology Map (Map 5 on page 35) » Preserve the essential and important corridors shown on the Green Network Ecology Map (Map 5 on page 35) » Take a cautious approach to development within areas of high environmental value (Map 5 on page 35) by ensuring the underlying values are investigated and conserved and any impacts from development are mitigated	2-7 Years	In progress: • Background research is underway as part of the P&D Rural Team work plan. • To be completed as part of the upcoming Regional Plan review and on-going By-law Simplification program.	In progress: • Supported by Actions 23, 25 and 26 of HalifACT. • To be completed as part of the ongoing Regional Plan review and By-law Simplification Program.
62	Outdoor Recreation	During the next *Regional Plan* review, amend the *Regional Plan* concerning Regional Parks to differentiate Regional Park types with particular regard to Nature Parks - which are specially designed to protect an area of land and/or water, support natural processes, species and habitat; and where human activities are primarily passive (e.g. hiking, nature interpretation and appreciation), and do not compromise ecological function.	2-7 Years	In progress: Project planning for the next Regional Plan review is underway and is targeted to be presented to Regional Council for formal initiation in fall 2019.	In progress: • Supported by Actions 23, 25 and 26 of HalifACT. • To be completed as part of the ongoing Regional Plan review.
66	Outdoor Recreation	During the next *Regional Plan* review amend the *Regional Plan* to recognize recent land acquisitions (pending) within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area.	2-7 Years	In progress: Project planning for the next Regional Plan review is underway and is targeted to be presented to Regional Council for formal initiation in fall 2019.	In progress: • Supported by Actions 23, 25 and 26 of HalifACT. • To be completed as part of the ongoing Regional Plan review.

C067

Response to the Proposed Regional Plan Review Themes & Directions

1. Introduction and Background

Our HRM Alliance is a coalition of 65 organizations across health, environment, trails, business, community, and transportation sectors advocating for a sustainable future through greenbelting and complete communities. The Alliance believes that strategic growth and protection of the places that matter will build a desirable, healthy and equitable place to live. The member organizations of the Alliance are powered primarily by volunteers and reflect thousands of citizens across all settlement types and regions of HRM.

Our HRM Alliance would like to see the next iteration of the Regional Plan recognize and act on the significant opportunities to advance complete communities and protect the Halifax Green Network. This is the second formal submission from Our HRM Alliance and responds to the proposed Themes & Directions. The first submission detailed our full-spectrum priorities for the review and we still ask that those details be considered.

2. The Halifax Green Network

Guiding Our Growth

The unanimous adoption of the Halifax Green Network Plan in 2018 and HalifACT in 2020, as well as the unprecedented community support for climate, nature, and sustainability – seen through the climate marches, support for Blue Mountain Birch Cove Lakes and the success of the Shaw Wilderness Park amongst many other events – has shown that citizens want ambitious commitment to building our community around sustainability. The Alliance sees that for this to happen, the Halifax Green Network guides where we grow. Further feedback on this element is detailed in part four of this submission.

Access to Nature: Level of Service Standards and the Park Spectrum

While we are pleased to see the Level of Service Standards be brought forward by the Themes & Directions, they need to be combined with a developed parks spectrum in order to be effective. The approach needs to look at access to the broad spectrum of parks and use an equity lens to examine barriers to access to nature. It is also essential that the standards be completed in advance of making any development and growth decisions in the Regional Plan. Implementation of the standards and parks spectrum have been delayed since they were initially proposed by the Halifax Green Network Plan. This delay will result in detriment to citizens if it is not developed before further decisions are made in the review.

Park closures and limitations related to the pandemic have put even more strain on access to nature and greenspace. These issues call for high-level action to provide equitable access to greenspace.

Protecting the Parks of the Halifax Green Network: Parks Strategy and Stewardship

The Themes & Directions communicate that HRM believes there are significant limits on your ability to protect parts of the Green Network. While the Alliance recognizes the present limitations, we also believe there are a number of techniques that HRM can utilize to more effectively protect and leave greenspace intact. Perhaps the most important is that of utilizing Urban Reserve and Open Space & Natural Resource designations to direct growth. This

benefits both our communities, vulnerability to climate change, and nature. Alongside this, the Alliance sees a significant need to establish a Region-wide Parks Strategy for HRM that would direct the strategic expansion and management of parks across the municipality. As we have seen in the past years, the HGNP does not provide enough direction on parkland acquisition across HRM. This is recognized in CDAC's recommendation for a Regional Centre Parks Strategy. This approach should be developed across the municipality. Related to the lack progress on wilderness protection, we believe support of community-based wilderness stewardship and other community-based project is timely and necessary in HRM. It is of benefit to both HRM and citizens alike that citizen groups be actively supported in participating in activities like monitoring and public education.

Establishing a Municipal Wetland Policy

Wetland loss within HRM is a major ecological concern. HRM has the opportunity to follow major cities across Canada in creating a municipal wetland policy that will better protect wetlands and their ecosystem services. While the Nova Scotia Wetland Conservation Policy has helped in the protection of wetlands across the province, wetlands loss, especially within HRM, is still a concern, where wetlands are vulnerable to destruction. By adopting a watershed-based approach, protecting HRM wetlands and setting a goal of no net loss of wetlands in HRM, these significant ecosystem services will also be better protected. In this process, it is essential that watersheds across HRM be identified and acknowledged.

Standardizing and Increasing Protection of Riparian Areas

HRM land use bylaw buffer requirements, aimed at protecting riparian areas, are usually about 20m; these areas need to be clearly identified and requirements should be changed to be a 100-metre vegetative buffer for all watercourses and 50-metre vegetated buffers from the highwater mark of streams, brooks, tributaries, and wetlands in HRM should be mandated and identified. Not only will this allow for further protection of these valuable areas, but creating uniformity of buffers across the municipality would create clarity for landowners and developers.

Harnessing the Value of Green Infrastructure in Stormwater Management

Naturalization and nature-based climate solutions are key in how HRM can adapt to and mitigate effects of climate change including strengthening protections of watercourses, flood resilience, drought resilience and coastal protection. To reflect the recognition of the importance of naturalization, green infrastructure, and stormwater management in the Themes & Directions, the Alliance believes next steps should include:

- Prioritizing the use of green infrastructure features in stormwater management.
- Establishing a stronger focus on both stormwater quality and better protection of watercourses is needed against the direct flow of stormwater and its pollutants directly into lakes and rivers, as proposed by the HGNP.
- Establishing a Stormwater Management Plan and Program as outlined by HalifACT.

Protecting Wildlife Corridors

We believe the Wildlife Corridor Landscape Design report should be integrated into the HGNP maps in order to be adopted into the Regional Plan. The Themes & Directions report

proposes to protect natural corridors in part through utilizing and building upon the mapping included in the HGNP. The HGNP identified wildlife corridors by using computer modelling of predicted corridors and called for further work to delineate corridors and operationalize them. Work to refine the locations of corridors has been completed, by stakeholders: provincial government employees, academics with Dalhousie University, and members of non-profits completed the report which maps and describes the locations of wildlife corridors near urban Halifax including those that facilitate wildlife movement on and off the Chebucto peninsula. This report complements and adds to the mapping in the HGNP and should be used to guide growth.

Protecting Our Coasts

The Themes & Directions addressed the significant need to act on coastal protection and prepare for sea level rise. By stating plans to apply coastal setbacks and vertical allowances to *all* buildings, not just residences, the *Themes & Directions* are introducing an important change, which the Alliance firmly supports. In order to adapt our policies to best protect our communities, it is also essential that the review process consider and address an additional risk: coastal undersized lots. Development of such lots introduces significant risk for residents and the wellbeing of our coasts and it is essential that it be addressed during the review.

3. **Complete Communities**

Building Measurable Criteria

We believe clear and measurable criteria for complete communities must be established in order to ensure new growth occurs in, and is building complete communities across all settlement typess. The building blocks for complete communities included in the Themes & Directions reflect our vision for such communities however they are not yet measurable. The Alliance supports the Themes & Directions proposed actions to develop Suburban and Rural plans with direction from the IMP, HGNP, and BRT strategy and to use a decision-making framework/policy for suburban development proposals submitted before the Suburban plan comes into effect. Both actions will be instrumental to creating complete communities. This being said, there are a number of elements in the Themes & Directions concerning complete communities that we believe need to be taken further.

- The building blocks of complete communities need to be clearly defined and measured. Specifically, access to nature, age-friendly housing, and neighbourhood-level environmental protection.
- Investigation into the needs and barriers to develop opportunities to age-in-place in rural communities.
- Setting minimum targets for suburban intensification.
- Allowing no new suburban developments that do not have access to public transportation.

4. **Growth Centres and Growth Trends**

Creating Transparent Criteria Behind Service Area Expansion and Growth Centres

HRM needs clear criteria for where growth occurs. When reviewing lands designated Urban Reserve and future growth centres, as is proposed in the Themes & Directions, HRM needs to *first* establish clear criteria for expanding the Urban Service Area that includes supporting the provision of diverse housing options, building complete communities, and supporting the objectives of priority plans.

The criteria need to take into account loss of community and environmental benefits that may occur through developing the specific site. This should include an inventory of effects on the Halifax Green Network by any potential development, as well as an understanding of current ecosystem services being provided by a site.

The members of Our HRM Alliance support the actions proposed in the Themes & Directions to allow development of the Akoma lands and the reassessment of Urban Reserve designation in the Purcell's Cove Backlands to a designation that better reflects the ecological value and sensitivity of the area. We also support the adoption of the growth targets suggested by the Integrated Mobility Plan (40% Regional Centre, 50% Suburban, and 10% Rural).

We strongly urge HRM to reconsider proposed actions concerning Regional growth including:

- Moving forward with Secondary Planning for growth at Sandy Lake and Blue Mountain-Birch Cove Lakes which should not occur until clear criteria for development are determined and ecological impacts of development have been understood. *This is not the same as considering the environment at the neighbourhood-design level.*
- The criteria for establishing the Growth Centres should be shared with the public during the review and respond to the current needs of HRM to protect the green network, respond to the climate emergency, and build complete communities.
- The Halifax Green Network needs to *lead* our development and growth decisions rather than simply be *considered*.

Supporting Suburban Intensification

The delineation between existing and future suburban communities is important when revising growth targets to benefit quality of life, the feasibility of public transit, and sustainability of our communities. We must look to intensification and development of grey and brownfield sites first, and look to greenfield development as a last resort. The prioritization of these development methods is essential to building complete communities, preserving our green network, and addressing climate targets.

Within the growth targets, a minimum target should be set for suburban intensification and Map 2 of the Themes & Directions report should be advanced to delineate existing suburban communities and future communities.

C094

May 28, 2021

Attention HRM Planning Department

I am concerned about the planning process in HRM that appears to result in major congestion and traffic issues in certain areas.

Here are a few examples.

Bedford West and the Larry Uteck area.

Bedford West is a massive development of a greenfield area. It seems to be successful as far as providing living accommodations go. However I am unable to understand how such a significant development reaching from Hammond Plains Road to Larry Uteck Boulevard and beyond is planned and constructed without providing sufficient infrastructure for handling traffic in and out of the area.

There are two schools being constructed at Broad Street and Larry Uteck Boulevard. There are new commercial and retail buildings along that section of Larry Uteck Boulevard and many apartment buildings in the immediate area, and yet Larry Uteck Boulevard is one lane. When this area is fully built out in the near future there is going to be a huge traffic issue on that Boulevard.

Hogan Court area.

The Hogan Court area off of Larry Uteck Boulevard and Highway 102, currently in the midst of construction, consists of a supermarket, a hotel, two apartments, a gas bar and several restaurants or other retail outlets. The only inlet or outlet to the area is a narrow road connecting to the round a bout at highway 102. When this area is fully built out in the future, there will be significant traffic issues as residents and retail and hotel patrons try to exit to the round a bout. I know HRM wants to increase density in the urban area of the municipality, but this level of density with very poor ingress and egress is in my view poor planning. I do know that the Utility and Review Board allowed an appeal by one of the developers to change a proposed office building expected to go next to an apartment building into a second apartment building. So somebody at HRM must have had some concerns to initially disallow this request.

Round a Bouts in the Larry Uteck, Highway 102 area.

There are four round a bouts on Larry Uteck Boulevard within probably less than a kilometer between Starboard Drive and Hogan Court just the other side of highway 101. Under current conditions these round a bouts, especially the three immediately adjacent to highway 102 are very busy. It feels like a game of chicken in a demolition derby trying to use these especially during certain hours of the day.

I appreciate that HRM Planning cannot take full credit for this questionable design. I presume the NS Department of Transportation had a say in these round a bouts.

Larry Uteck Boulevard

This area was undeveloped about fifteen years ago. It was open space. The lower section coming up from the Bedford Highway was developed first, with a school and some town houses. The Boulevard at that point from the Bedford Highway to Bedros Lane was an actual boulevard with two lanes of traffic in both directions separated by a median. It was also very wide.

However, beyond Bedros Lane the boulevard narrows significantly with only one lane in each direction and no median. At the same time, several large apartment buildings on both sides of the street were constructed. Currently, I believe the last two apartments are being built in that area and it appears that no further apartments can be built on Larry Uteck Boulevard between the Bedford Highway and Highway 102 because every square millimeter of land has been used.

Why would Larry Uteck Boulevard be narrowed and medians eliminated when massive apartment construction complexes were planned for this section of the street? Very puzzling!

Residents of the apartments are unable to make a left turn out of their driveways onto Larry Uteck Boulevard without taking their life in their hands due to the volume of traffic. When they do get onto the street they have to stop in many cases as they are driving due to the fact that there is parking on both sides in many portions of the street and if a large pickup truck or SUV or bus is coming there is insufficient space to get by.

What is very annoying about the development of this area and this Boulevard is that there was sufficient space to do it properly in the first place so that traffic and safety issues would have been minimized.

How anybody would approve or sign off on this whole area, knowing about the planned high density apartment s, without specifying that the road infrastructure be constructed to reasonably standards is beyond me. At the beginning of the Larry Uteck area development, it was not Barrington Street or Bayers Road where there were space restrictions. It was an open area.

Bedford Highway Apartment /Condo construction.

There is a new residential building under construction south of Larry Uteck Boulevard on the Bedford Highway just across from the Fisherman's Market retail location. The residential building adjacent to this new construction is set back a reasonable distance from the Bedford Highway. The new residential building under construction is so close to the Bedford Highway that the residents of the building will be able to pass a cup of coffee to bus patrons at the bus stop within a few feet of the building.

Again, how something like this with virtually no setback can ever be approved is shocking. HRM has recently mentioned an initiative to widen or put additional bike lane space on the water side of the Bedford Highway. If they ever try to do this on the other side of the highway they would have to go right through this new building.

Drive by this building and I think you will question the planning decision that approved the specs on this building.

HRM planners and Regional Council can talk all they want about the Bedford Highway functional plan, the Integrated Mobility Plan, the Higher Order Transit Framework, the Urban District Growth Centres, and the Transit Oriented Community, but please use plain common sense and have some foresight when you make HRM planning decisions.

Yours Truly

David Knowles

C099

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Regulated by RICS

Our Ref: 2115537:NL

6 August 2021

Ms. Kate Greene, MCIP, LPP
Regional Policy Program Manager
Halifax Regional Municipality
PO Box 1749
Halifax NS B3J 3A5

VIA EMAIL: greenek@halifax.ca

Dear Ms. Greene:

Re: Regional Plan Review – Population & Housing Analysis

The Halifax Regional Municipality (HRM) is in the early stages of reviewing and updating its Regional Plan. As part of that process, a Preliminary Population & Housing Analysis Issue Paper was released which provides high level forecasts of growth and housing demand to 2050, and estimates the development capacity that exists to accommodate it under current and prospective policy contexts.

Clayton Developments retained Turner Drake & Partners to review this analysis, with two objectives for our engagement:

1. To review the methods and assumptions used, as well as the results generated, to assist Clayton in fully understanding the report, and;
2. Based on this review, share any helpful comments or suggestions with HRM which could help improve and refine this work, as well as any considerations we think should be kept in mind as the findings are used in other stages of the review process going forward.

To this end, we were provided additional detail on the analysis by HRM in the form of a Technical Report which delves deeper into the analysis methodology, assumptions, and results. This collaborative support from HRM is appreciated, and we hope our letter will be an equally valuable reciprocation.

SUMMARY OF FEEDBACK

- Overall, this is a well executed analysis and we found no significant issues with the methodology and assumptions used.
- The demand forecast based on population growth is robust, but forward-looking only. Consideration should be given to the current deficit of housing construction relative to recent population growth. This is a significant addition to the methodology and resulting demand forecast. Relatedly, vacancy targets should be increased to 5% rather than the current 3%.
- The supply capacity analysis is generally appropriate for a preliminary level of investigation and the technical report correctly identifies the weaknesses and unknowns that are inherent to this type of work. Having said that, we think there are considerations around some of the Urban Reserve lands which would be appropriate to include in this analysis.
- The analysis sets up an examination of zoned capacity and what level of capacity is appropriate as a multiple of expected demand. We have included some commentary on this topic for consideration going forward.

…2

REVIEW PROCESS & OVERALL COMMENTARY

Our review of the analysis consisted of a thorough examination of all documents and supporting excel files to understand and evaluate the methodology used and assumptions made. We then spot-checked various input data, and compared the findings to recent work Turner Drake has conducted on this topic in order to gauge the overall reasonableness of the results. Finally, we examined the supply capacity analysis based on our working familiarity of HRM and its development landscape to look for significant instances where the broad, necessary assumptions may not be appropriate in light of site-specific considerations.

In general, we find the analysis to be robust. Demand projections are executed correctly using a well-established methodology and we find all necessary assumptions to be reasonable. Where judgement is required, the analysis makes conservative choices which balance uncertainty in the direction of a housing surplus rather than a housing shortage. The supply capacity analysis is similarly appropriate, though there is greater inherent uncertainty in this type of exercise. While the documents confirm that HRM staff are aware of these important limitations, it is one thing to acknowledge this in a technical report and another to ensure they are given proper consideration as the analysis results are interpreted and used to inform subsequent stages of the review process. This is particularly relevant as local political leaders and the general public will generally consume it without the benefit of a full knowledge of the technical limitations. Though this does not necessarily require adjustments to the analysis itself, we highlight two issues that flow from this analysis to emphasize the importance of HRM giving them due consideration going forward.

SUGGESTIONS

Overall, we have two only minor suggestions with respect to improving the analysis within its scope and known limitations. That said, taking the broader context into account, we believe a significant addition to the analysis scope should be considered so that the modelled housing demand reflects not only expected growth, but the current shortfall as well.

Minor - Modify Demand Adjustment for Target Vacancy
The demand analysis makes a final adjustment to the modelled figures for apartment demand, increasing the total to build-in a 3% vacancy rate. The report correctly notes that 3% is generally viewed as a “healthy” vacancy rate that balances the market power of tenants and landlords. However, the ideal level of vacancy is more accurately described as a range from 3%-5%, with the higher end of that range more favourable to tenants than landlords. Given housing cost trends in recent years, HRM should consider targeting 5% as the preferred stable vacancy rate, being the higher end of the healthy range and a more ambitious target in favour of renters. For reference, HRM has not experienced a vacancy rate of ≥ 5% since 1998.

Minor - Urban Reserve Land Considerations
Estimating supply capacity is a challenging exercise and the technical report correctly identifies many of the limitations and assumptions that go along with it. Ultimately, this analysis is measuring policy-driven capacity, not the capacity of economically feasible supply. For the most part, there is limited room to suggest improvements given its purpose, however treatment of the Urban Reserve (UR) lands is one area where some further refinement of the analysis would be appropriate.

First, we reviewed the UR lands using HRM’s Regional Plan Generalized Future Land Use shapefile, retrieved from the Open Data portal in July 2021. This is a different dataset than the internal files used by staff in the analysis, and on visual inspection there are boundary differences which limit our ability to review figures directly. The analysis itself states that 5,763 acres of land make up the totality of UR areas (excluding Ragged Lake and Purcell’s Cove Backlands). Adjusting the shapefile boundaries to the best of our ability, we can only replicate a figure of 5,534 acres using the Canada Alber’s Equal Area Conic map projection. This does not confirm an error, but is perhaps grounds to double check the figure.

Our principal concern is that applying the uniform unit yield assumptions to the entirety of the Anderson Lake and Blue Mountain - Birch Cove UR lands, specifically, may not be appropriate for several reasons:

Blue Mountain - Birch Cove
Compared to other UR areas, these lands are heavily fragmented by lakes and other surface water features. Due to differences in the data we have access to, we are unable to determine if the area of water coverage was excepted from the total land area used in the capacity calculation. If it was not, then the 7 units per acre yield assumption is likely not appropriate to apply, having been informed by development concepts for less constrained greenfield development areas.

Anderson Lake
The current boundaries of this Urban Reserve area were predicated on the old proposed alignment of the HWY 107/Burnside Drive extension, originally intended to connect Burnside Dr. with Duke St. by traversing to the east and north of Anderson Lake. The UR area was therefore meant to capture all lands between this new 107 extension and the Trunk 7/Magazine Hill corridor to the south and west.

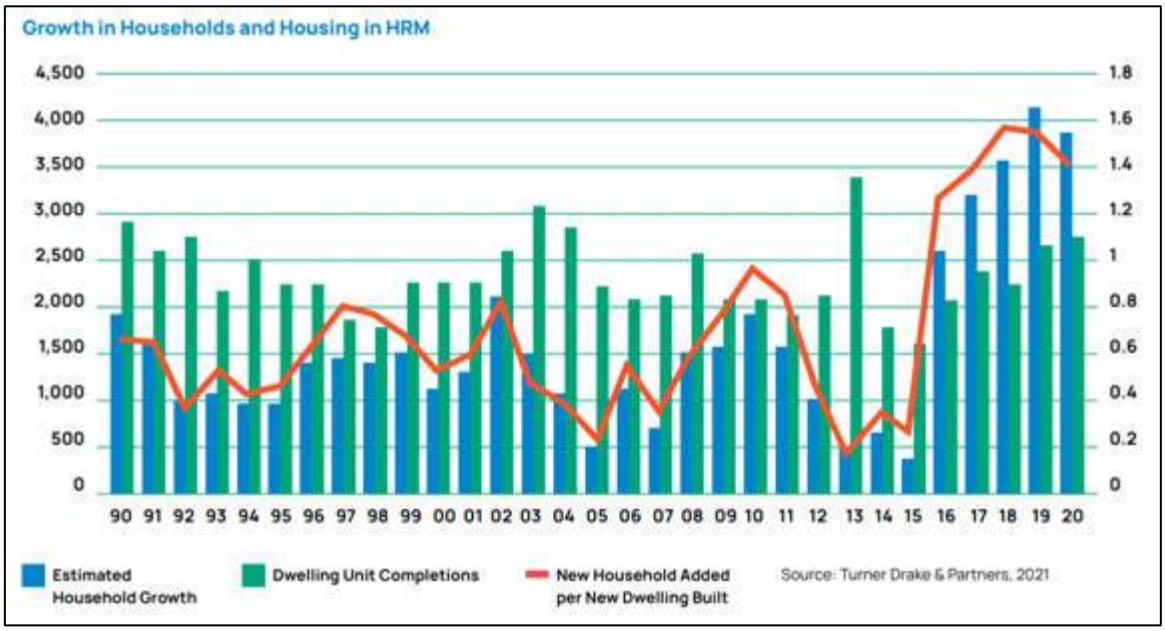
However, in the time since the previous Regional Plan review, the Province of Nova Scotia has negotiated with landowners and settled on a new alignment for this road extension which now passes on the other side of the lake and through the centre of the UR land block rather than along it's periphery. The new alignment is now under construction and therefore a reality for the new Regional Plan to contend with. This has two implications for the capacity analysis; the new road corridor itself will consume a significant amount of the UR lands, and the conditions which led to this realignment also suggest that far less development will occur here than the UR boundaries imply.

Further to the last point, much of this UR area is in the land reserve for an active quarry. Turner Drake & Partners was party to some of the purchase negotiations between the Province and current landowner which ultimately led to the realignment. Quarry operations are sensitive to location as aggregate is costly to transport relative to its value. It does not take long before establishing a new local source of material is a better idea than shipping it in by truck. Given these considerations, this quarry is ideally located – close to a large, growing urban area with ample room for expansion. As a consequence, the value of this reserve land is quite high and geological testing showed that the most productive rock formations were generally located to the north-west of Anderson Lake, well inside the UR boundary. These two hurdles – the value of land in it's current use, and the motivation of the current owner to preserve their holdings for future expansion and buffering against any land use conflict – were insurmountable for the original highway alignment.

In most cases, it is appropriate for HRM not to consider issues related to ownership or current use when assessing land supply at a high level. In this case, given the magnitude of the issue and the demonstrated position of its current long-term owner with respect to changes in use, it would be appropriate in our opinion to re-evaluate the expected contribution of these UR lands to the capacity analysis.

Significant - Demand Adjustment for Present Housing Deficit
The core analysis methodology has an inherent assumption that demand and supply are in balance at the starting point of the projection period, i.e. the net demand starts at 0 in the base year and grows from there regardless of whether a housing deficit or surplus exists as a starting condition. This is a typical approach, and one we often take in our own work as it is usually appropriate for the context.

However, the last few years in HRM have not been typical. The municipality has experienced sustained acceleration in population growth, while new dwelling construction rates have not kept pace. We have recently estimated changes in household and dwelling unit growth in HRM over the past three decades, this research was used in the report recently issued by the Nova Scotia Affordable Housing Commission.



Source: Nova Scotia Affordable Housing Commission. (2021). Charting a New Course for Affordable Housing in Nova Scotia. Retrieved from: https://beta.novascotia.ca/sites/default/files/documents/1-2679/charting-new-course-affordable-housing-nova-scotia-en.pdf

We have included the data behind this chart as an appendix to this letter. Our research illustrates the significant deviation in the relationship between demand and supply growth rates since 2016 in contrast to longer term trends. As a result, there exists a current deficit of housing that should be taken into account by the demand analysis.

The adjustment for desired vacancy partially recognises this condition, however it does not capture the entirety of the issue. The implications of under-building are clear in data for primary rental market vacancy rates, but it is also experienced in the secondary rental market (for which we have no reliable data source), and also the broader owner-occupied market which makes up the majority of the housing stock. Part of the challenge for the latter is that there is no duplicate “vacancy” metric for this market. Instead, measures such as the average days on market, sales to list ratios, list price to sold price ratios, or months of inventory available, are used to describe the balance of market power between buyers and sellers. These vacancy-esque measures have been indicating a low availability of housing for some time, and we see the results of this in recent sale prices much the same way that low vacancy portends rising rents.

However, these measures are not conducive to the same adjustment calculation made for vacancy rate as they only describe the inventory of housing that is transacting in the market, and not the full stock of owner-occupied housing. Further, there is interplay between the rental and owner-occupied markets; the current deficit of homes for ownership is part of the reason for there being low vacancy of homes for rentership. To circumvent these complexities, we suggest implementing a broader approach to adjust for desired slack in the housing inventory by calculating an overall housing deficit based on top-line household growth and construction data and integrating an apartment vacancy adjustment subsequent to this.

We suggest an approach that sets 2015/2016 as the breakpoint between two development paradigms. First, we must establish a long-term “baseline” set of metrics for the pre-2016 period. Then these are applied to the growth that has been observed from 2016 onwards. Finally, these are compared to the construction that has actually been delivered in order to quantify a cumulative deficit of housing that should be added to the total demand projection.

At it's most basic, the adjustment could look like this:

1. Estimated New Households Added (2016-2020): 14,944
2. CMHC New Dwelling Completions (2016-2020): 10,070
3. 10YR Average of New Dwellings Completed per New Household Added (2006-2015): 1.99
    a. For reference, the 5YR and 20YR averages up to 2015 are 2.66 and 1.86, respectively.
4. Dwelling Completions Expected @ 1.99 per New Household: 29,739
5. Cumulative Shortfall of Completions (2020): 29,739 – 10,070 = 19,669

To consider a desired vacancy rate, a further adjustment could be made:

6. Primary Rental Market Share of Total Rental Market in 2016: 44,898 Occupied Units (CMHC) / 69,090 Rental Tenured Households (Census) = 0.650 or 65%
7. Primary Market Rental Universe (2020): 52,913 Units
8. Estimated Total Rental Universe (2020): 52,913 / 0.65 = 81,405 Units
9. Average Vacancy Rate (2006-2015): 3.1%
10. Desired Vacancy Rate: 5.0%
11. Desired Marginal Vacancy Rate Increase: 5.0% - 3.1% = 1.9%
12. Rental Inventory Increase Required: 81,405 x 1.9% = 1,547 Units
13. Cumulative Shortfall After Vacancy Adjustment (2020): 19,669 + 1,547 = 21,216 Units

As this represents an existing deficit, it would apply equally to all growth scenarios as well as both the 2031 and 2050 forecast horizons. In the case of the Moderate Growth scenario, this represents an upward adjustment to total demand of 54% and 19%, respectively. In other words, expanding the analysis methodology will unsurprisingly generate a significant difference in the final output.

LOOKING FORWARD

There are two issues that follow directly from the findings of this analysis, but are not within its scope (and in some cases are readily acknowledged as limitations). We are therefore not framing these as suggested changes to the analysis itself, but issues that are critical to bear in mind as the review process continues.

Economic Feasibility of Capacity

The ultimate objective of land supply management is to ensure that land development can produce new housing in line with expected changes in demand, and have enough time to adjust to unexpected demand shocks. Policy-driven supply capacity is a starting point, but does not accurately capture the quantum of supply that can be delivered via market mechanisms as the limiting factor is often something other than policy feasibility. The analysis recognises this fact and explicitly mentions the open question of economic feasibility as an important limitation of the work.

Though HRM is clearly aware of this, we wish to highlight it again here as it is a critical issue connecting this preliminary analysis to its ultimate goal. The matter becomes more important as the proportion of supply capacity is increasingly comprised of infill or redevelopment within existing urban areas. Greenfield land development feasibility can still vary from site to site, but the presence of existing urban conditions, fragmented land ownership, and much higher "existing use" values add larger and more complex barriers to development feasibility. In particular, the supply represented by suburban BRT corridors under Centre Plan development typologies is one that should receive further scrutiny and testing going forward.

Zoned Capacity

Both the Issue Paper and Technical Report conclude on a comparison of demand and supply which sets up a question of the appropriate relationship between these two figures. The Technical Report goes one step further, explicitly calculating the supply capacity multiple of demand under various growth scenarios and laying out the conceptual basis for using an adequately high multiple as one strategy for managing the issue of unknown economic feasibility noted above, as well as other development constraints that aren't considered in a high-level analysis of capacity.
This relationship is generally known as Zoned Capacity, and it is an important but fraught topic in

planning. There is no generally accepted rule that we are aware of with respect to the proper zoned capacity ratio to demand; it appears to be determined by the unique local circumstances of market conditions, development regulation, and a host of other factors. For example, the City of Seattle effectively adopted a 3.2x multiple of zoned capacity to expected demand in 2014 when their analysis concluded that the 223,713 units of capacity identified in their analysis was sufficient to accommodate an expected growth of 70,000 households[1]. At the other end of the spectrum, the City of Los Angeles is presently updating the Housing Element of the City's General Plan in order to meet regional development targets. Interestingly, they are using an econometric approach to estimating potential supply. Part of the reason for this approach is the low observed uptake of zoned capacity by new development in recent years; the econometric modelling memo notes that in excess of 1,380,000 units of zoned capacity translated into only 128,000 units of new housing between 2010 and 2020, implying a functional multiple of 10.8 at the minimum[2].

Zoned capacity itself is often a point of contention, with the same analysis being used to support both pro- and anti-development policy arguments from the public because the "correct" multiple is rarely examined. We feel it is important to highlight the challenges and pitfalls that accompany zoned capacity discussions in public planning processes so that HRM can plan to approach the topic appropriately in the Regional Plan review. Ideally some further analysis of local data would be undertaken in order to support these future discussions given the apparent difficulty in taking lessons from other jurisdictions.

CONCLUDING REMARKS

Thank you for sharing the details of the Preliminary Population and Housing Analysis and welcoming our review. This is, overall, a well-executed and defensible analysis that provides important guideposts for the Regional Plan update. In and of itself we have only minor suggestions for refinement. However, we believe it is important to expand the methodology to include consideration of current conditions and not just net changes in demand and supply from the base year forward. This is not always a necessary step – it was not done for previous Regional Plan reviews, and we have similarly not taken existing conditions into account in past forecasting work we have undertaken for HRM and other communities – but given the recent history of growth and development, we believe it is an important issue to account for. We have provided a suggested approach and are happy to discuss this further as you consider this letter.

Beyond the analysis itself, we again emphasise that the policy-based supply capacity only exists to the extent that it is economically and physically viable, and aligns with the motivations and desires of current land owners. We can therefore expect that only a fraction of the capacity will be delivered over the timeframe of the Regional Plan. Examination of this issue should be a key next step as this relationship is very influential in determining whether the Preliminary Population & Housing Analysis is showing a need for additional development capacity, in what magnitude, type, and location.

Yours truly,

TURNER DRAKE & PARTNERS LTD.

ORIGINAL SIGNED

NEIL R. LOVITT, LPP MCIP, CPT
Vice President
Planning & Economic Intelligence

[1] See https://www.seattle.gov/opcd/population-and-demographics/zoned-development-capacity

[2] See Section 1.2 https://planning.lacity.org/odocument/15117d38-35ca-416b-9980-25eb20201ba2/Appendix_4.6_-_Regression_Methodology.pdf

APPENDIX – GROWTH AND DEVELOPMENT DATA

Year	Population Estimate	Net Population Growth YoY	Census - People Per Dwelling	Linear Interpolated / Extrapolated - People Per Dwelling	Overall Vacancy Rate	Estimated Household Growth	Dwelling Unit Completions (Total)	Dwellings Completed per New Household
	Statistics Canada	*Derived from Population Estimate*	*Statistics Canada*	*Derived from Census Figures*	*CMHC*	*Net Population Growth divided by People Per Dwelling*	*CMHC*	*Unit Completions divided by Estimated Household Growth*
1989	327,432							
1990	332,545	5,113		2.718	3.4%	1,881	2,902	1.54
1991	337,097	4,552	2.7		4.7%	1,686	2,645	1.57
1992	339,735	2,638		2.682	5.7%	984	2,764	2.81
1993	342,687	2,952		2.664	6.3%	1,108	2,126	1.92
1994	345,373	2,686		2.646	7.2%	1,015	2,520	2.48
1995	348,085	2,712		2.628	7.7%	1,032	2,253	2.18
1996	351,740	3,655	2.61		8.6%	1,400	2,229	1.59
1997	355,526	3,786		2.586	7.7%	1,464	1,849	1.26
1998	359,081	3,555		2.562	5.5%	1,388	1,816	1.31
1999	362,942	3,861		2.538	3.6%	1,521	2,257	1.48
2000	365,947	3,005		2.514	3.6%	1,195	2,300	1.92
2001	369,252	3,305	2.49		2.8%	1,327	2,263	1.71
2002	374,445	5,193		2.472	2.7%	2,101	2,588	1.23
2003	378,091	3,646		2.454	2.3%	1,486	3,127	2.10
2004	380,752	2,661		2.436	2.9%	1,092	2,888	2.64
2005	381,940	1,188		2.418	3.3%	491	2,241	4.56
2006	384,658	2,718	2.40		3.2%	1,133	2,091	1.85
2007	386,402	1,744		2.392	3.1%	729	2,149	2.95
2008	389,919	3,517		2.384	3.4%	1,475	2,593	1.76
2009	393,688	3,769		2.376	2.9%	1,586	2,071	1.31
2010	398,356	4,668		2.368	2.5%	1,971	2,044	1.04
2011	402,074	3,718	2.36		2.4%	1,575	1,910	1.21
2012	404,376	2,302		2.3531	3.0%	978	2,156	2.20
2013	405,598	1,222		2.3462	3.2%	521	3,357	6.44
2014	407,061	1,463		2.3393	3.8%	625	1,850	2.96
2015	408,017	956		2.3324	3.4%	410	1,674	4.08
2016	414,015	5,998	2.33		2.6%	2,579	2,028	0.79
2017	421,713	7,698		2.3197	2.3%	3,319	2,380	0.72
2018	429,895	8,182		2.3139	1.6%	3,536	2,246	0.64
2019	439,529	9,634		2.3081	1.0%	4,174	2,668	0.64
2020	448,544	9,015		2.3023	1.9%	3,916	2,776	0.71

C106

Collin's Park Watershed Advisory Committee

[redacted]

June 17, 2021

Thea Langille
HRM Principal Planner – Rural Policy & Applications
PO Box 1749, Halifax Nova Scotia B3J 3A5
and via email: [redacted]

Re: HRM Development Application Cases 21460, 22195, 23188, 23325

The Collin's Park Watershed Advisory Committee (CPWAC) is writing to express serious concerns regarding the proposed multi-unit Halifax Regional Municipality (HRM) Development Application Cases 21460, 22195, 23188 and 23325. The CPWAC's primary concern is about the potential for a significant increase in phosphorus production from these developments entering the drinking water supply, unless it is properly controlled. While the CPWAC is not opposed to development in general, the Committee is compelled to provide advice and recommendations, per its mandate (see Appendix B: Terms of Reference), regarding the risks that these proposed developments pose to the Collin's Park municipal drinking water supply. Appendix A tabulates the Committee's concerns and recommendations about each of these developments. However, our primary concern is about the potential increase of phosphorus loading into the water supply.

Three (3) of the proposed townhouse development cases, i.e., 21460, 23188 and 23325 are proposing enhanced sewage treatment systems (STS), while the fourth, case 22195, proposes to use the Lockview municipal wastewater treatment system. With the use of enhanced STS, the CPWAC is primarily concerned that they will not be adequately maintained or managed. Without regular maintenance, these systems can very quickly fail, reducing them to the same capacity as a regular on-site sewage disposal system (OSSDS), which are not capable of handling the high phosphorus loads that these proposed multi-unit developments would produce and a potential impact on the drinking water supply.

In review of Appendix C of the Strum Consulting Phosphorus Net Loading Assessment – Townhomes of Lake Thomas (June 12, 2020) (Case 23188), these enhanced STP systems use electrodes to precipitate out the increased phosphorus loading that these more intense development applications would produce, specifically with respect to cases 21460 and 23188 that propose 3, 40-unit buildings of 3 storeys each and 18 townhouse dwellings, respectively. The testing trial data provided in the STS manufacturer's report show that they may become ineffective within a year of installation because the electrodes in the enhanced STS system often oxidize, or the electrical power required in the tank fails in the extreme environment. Such failures reduce the effectiveness of the system to the typical on-site sewage disposal systems (OSSDS) that single unit residential landowners currently have.

This raises serious concerns for the Committee, as the Fall River Waverley/Windsor Junction area becomes a priority development area for HRM, where more of these large, unserviced development requests propose to use these enhanced STS systems. Further, the Committee is concerned that HRM will have no capability to effectively monitor or provide back up support, nor enforcement measures if the STS isn't properly maintained.

These STS provide a fundamentally new approach to sewage disposal that purports to support much larger developments on unserviced lots, by mitigating the phosphorus loading that would

otherwise find its way into nearby watercourses. With conventional on-site sewage disposal systems (OSSDS), it is obvious when they are failing. Some of these new STS use a completely different operational approach, i.e., the use of electrical power supplies and consumable electrodes that must be replaced, at least every year. To make matters worse, it is not obvious when these systems fail because there are no indications that the electrodes need to be replaced. Subsequently, a failed system may appear to be working for many years, while nutrients are unknowingly leaching into the environment. The authorization of these systems, which require a minimum semi-annual maintenance regime to replace the consumables, where necessary, should be a condition of permit.

HRM must appreciate, and facilitate some mechanism to independently monitor these STS, to ensure they are working. As the design consultant reports show, Total Phosphorus levels for these new developments will be orders of magnitude above the current situation; and if not controlled properly, this will be discharged into the Shubenacadie Canal system, severely impacting the water quality of the water supply. This is the most pressing problem for all four of these development proposals and indeed for unserviced development in general.

Approving developments is a Council and a planning department decision. HRM states that it is the owner's responsibility to maintain these enhanced STS. However, the planning department has repeatedly said to this Committee that they have no capability, or responsibility for the systems once the development is complete. The Committee recommends that a general provision be built into a development agreement that holds the developer, landowner or other named responsible agent to provide an annual report demonstrating that the STS is being maintained to a high standard. We also suggest that the overseer/enforcement of the monitoring and maintenance of these systems should be the Nova Scotia Department of Environment and Climate Change (NSECC), who are the regulatory agency with respect to on-site sewage treatment systems (OSSDS), where semi-annual monitoring and annual maintenance reports should be sent, with copies to HRM and this Committee; and failing that, penalties of an amount that will assure compliance will result.

The four recent development applications have brought this issue to the fore. A combination of more intensive development, with the realisation of new technologies to allow higher density development in the area could result in higher nutrient loading to the Shubenacadie water system and deterioration in water quality. Existing regulations and responsibilities do not appear to be adequate to manage such development in a sustainable way. Before HRM approves the developments, we urge Council to ensure these gaps in the regulatory regime are filled to protect the integrity of the drinking water supply.

Additionally, please review the attached table in Appendix A, considering the Committee's concerns about phosphorus loading just described and the other comments and recommendations about these development proposals. Thank you for your attention to our concerns. I look forward to receiving further updates on these development applications.

Respectfully,

Original Signed and being sent via Canada Post

Richard Pickrill,
Chair CPWAC

Cc: Councillor Deagle Gammon
Meghan Woszczynski, Development Engineer, Halifax Water
CPWAC Membership

Appendix A:

Appendix A: Table Outline of the CPWAC Concerns About Development Cases 21460, 22195, 23188, 23325				
Application Type / Case#		**Development Description**	**CPWAC Comments and concerns**	**CPWAC Recommendations**
Policy and Plan Amendment	**22195**	Application by KWR Approvals Inc., on behalf of LawDia Developments, to amend the policies for Block B of the River-Lakes Secondary Planning Strategy within the Municipal Planning Strategy for Planning Districts 14 and 17, and also to amend the Land Use By-law to enable a development agreement for **16 townhouse units on a portion of Block B in Canal Court**, Fall River.	The Committee has serious concerns with this proposal due to its size, impervious surface area, encroachment into the setback/buffer zone and phosphorus loading into the watercourse, as described below:	The Committee has the **following recommendations** for this proposal, which correspond to the concerns in the previous column, as follows:
			1. The proposed developed area in relation to the lot size **covers too much area and has too many units**.	1. **Redesign and resubmit the application with consideration of reducing the number of units** and the recommendations outlined below.
			2. There is **too much impervious surface** (i.e., asphalt) on this property.	2. Consider the Sobeys car wash development (Building Permit #183626 & 183627 at 3170 Highway 2, Fall River) and their treatment on what is typically an impervious surface area; **this development left much of the area with pervious surface areas** – an excellent alternative surface area application example to curb the impact on surface water quality (and groundwater quantity) supplies. Further, **HRM/Halifax Water should consider making pervious surfaces a stormwater runoff policy requirement**.
			3. Normally, a berm would be created between the development area and the setback/buffer zone to prevent broad surface area runoff into the setback/buffer zone, with collection of the stormwater and some treatment to remove nutrients, other contaminants (e.g. petroleum products) and debris, to prevent such compounds from entering the setback/buffer and the watercourse. In this case, the Strum report indicates that **phosphorus loading** treatment is required, and because the site is so small, they recommend creating an **80 m grass swale in the setback/buffer zone** to allow filtering of the nutrients. This proposed solution will not deal with the removal of other contaminants and debris from the properties and the roadway due to the following concerns:	3. The solution to **honoring the setback/buffer zone requirement** (i.e., Dist. 14/17 General Provision 4.17: Watercourse Setbacks and Buffers; 1.c.) would be to **reduce the number of units** constructed to **allow room for the swale to be developed outside of the setback/buffer zone area**. **Note**: There appears to be a contradiction between Provisions 4.17 1. c. and 1. d, whereby 1.d. permits wastewater, storm and water infrastructure and water control structures within the setback/buffer. **The Committee advises that these permissions be retracted in this Provision, as part of the Regional Plan review process,** for many reasons that are described throughout this table, including the following:
			a. The **setback/buffer zone will be disturbed by the creation of the grass swale** and the runoff will be piped into the setback/buffer area, the actual location of which will be decided during the construction process. The concept of a grass swale Best Management Practice is that runoff will be filtered through the soil and in the process, nutrients will be filtered out. The 20 m width of the setback/buffer zone is a minimum width.	a. Notwithstanding Dist. 14/17 LUB 4.17 1. d., the biggest issue is the proponent's proposed suggestion to convert part of an undisturbed riparian setback/buffer zone into a grass swale, which the Committee feels thwarts the purpose of an undisturbed riparian setback/buffer zone. Therefore, the Committee recommends that **riparian setbacks/buffers should not be disturbed, and the grass swale be constructed adjacent to the buffer zone.**

Appendix A:

			b. **Nutrients will eventually saturate the soil in the setback/buffer zone**, reducing its capacity to absorb; eventually nutrients will reach the watercourse. **Any reduction of the width of the setback/buffer will reduce the filtering ability**. Leaving the decision to actual placement of where the runoff will be piped could result in a very narrow setback/buffer between the swale and the watercourse. This part of the proposal eliminates the value of the setback/buffer zone.	b. **The engineered grass swale should not encroach into the riparian setback/buffer zone**. Redesign of the project, with potentially fewer units should be required to fit the available lot size and meet statutory requirements.
			c. The Strum report emphasizes the need for routine maintenance of the swale area to remove debris etc., acknowledging that otherwise, **the effectiveness of the swale will be compromised, further compromising the setback/buffer zone area**.	c. **A mechanical system for removing petroleum products and debris from stormwater**, such as that installed at the Sobeys mall **would be effective** in removing those components from the stormwater, **but not for the nutrients**.
Municipal Planning Strategy Amendment and Development Agreement process	**21460**	Application by KWR Approvals Inc., on behalf of Perry Lake Developments, for a site specific amendment to the River-Lakes Secondary Planning Strategy (SPS) under the Municipal Planning Strategy (MPS) for Planning Districts 14 and 17 (Shubenacadie Lakes), to enable a residential development at the south end of Ingram Drive and west of Highway 102, Fall River, known as Opportunity Site C (PID 40844375, 40551277, 00472910, 00472902 and 40551558). The proposed development is for **3, 40-unit buildings of 3 storeys each**, **serviced for water** by the Pockwock (J. D. Kline) water supply plant.	The Committee was **impressed by the depth of the analysis** and the proposed environmental mitigation plans as outlined below:	The Committee has the following recommendations for this proposal, which correspond to the comments in the previous column, as follows:
			1. The design **respects the setback/buffer zones** around the site with the addition of advanced (in the Committee's opinion) berms and sand filtering to contain overland runoff outside of the setback/buffer zone.	1. **Ensure that the final approved plans mimic the development plan** with the grass swales and sand filters to control runoff, septic effluent discharge, and the runoff retention area near Ingram Drive.
			2. The recommendation in the phosphorus loading document provided by the environmental consultant is for **an enhanced sewage treatment system (STS) design (a Waterloo Biofilter unit**) to achieve the necessary phosphorus reduction. This unit **uses electrostatic phosphorus removal** to ensure that phosphorus loading does not exceed the LUB requirement in the RLRC Zone.	2. Due to the reasoning described in the opening remarks of this letter, the Committee **recommends that the Waterloo Biofilter STS be installed as per the consultant's recommendation**, **or an equivalent STS with advanced phosphorus removal capability**.
			3. This case **proposes a group septic system in which each building would have septic tanks with fluid discharge to the enhanced STS for further treatment** before being discharged into a dispersal field.	3. **Ensure that the DA approval dictates that the septic tanks shall be pumped regularly and that the other parts of the STS shall be maintained and that pumping date documentation shall be provided annually to the regulating agency (i.e., the Nova Scotia Department of Environment and Climate Change (NSECC)) and copied to HRM and this Committee**.
			4. The manufacturer states that the **phosphorus removal electrode components may require replacement (see Case 23188 below for more details)**.	4. Inspection of the electrode components of the STS that precipitate out phosphorus should be **inspected every six months (see Case 23188 below for more details)**, and those **inspection reports shall be provided to the regulating agency** (NSECC) to ensure all recommendations are implemented to maintain the system at design performance levels.
Development Agreement process	**23188**	Application by KWR Approvals Inc., on behalf of John and Judith MacDonald to enter into a Development Agreement to	The Committee's **concerns are with respect to the ability for the proposed enhanced sewage treatment system (STS) to maintain the necessary phosphorus reduction**, as follows:	The Committee has the following recommendations for this Case, which correspond to the concerns in the previous column, as follows:

Appendix A:

		construct **18 townhouse dwellings** on lands located at 2136 & 3124 Hwy #2, Fall River.	1. The recommendation in the phosphorus loading document provided by the consultant (Strum) is for an enhanced sewage treatment system (STS) design (Waterloo Biofilter unit) that **uses electrostatic phosphorus removal (electrodes) to achieve the necessary phosphorus reduction** to meet or exceed the LUB requirement in the RLRC Zone. The Committee's interpretation of the Waterloo Biofilter Unit manufacturer's report is that **the lifespan of the electrodes appears to be inconsistent**. The report's description of the efficacy of the electrodes is high, when new; however, in some cases they have oxidized and deteriorated, **reducing the STS effectiveness to that of a basic on-site septic system, unless and until the electrodes are replaced.** Further, a Committee septic system expert states that his experience with electrical connections within a septic system has not been good. **A septic tank is a very corrosive environment and electrical connections are prone to an early demise**.	1. **Frequent monitoring (every 6 months), and replacement of the electrodes**, where necessary, is required. T**he regulating agency** (NSECC)) shall ensure all recommendations are implemented to maintain the system at design performance levels.
			2. There is concern as to **who would be responsible for monitoring these enhanced STS**, for changing the electrodes when necessary and for providing the oversight for these responsibilities.	2. We **foresee that monitoring and maintenance of these enhanced STS would be the responsibility of the system installer, as per the contract between the current landowner and the installer**. Inspection of the electrode components of the STS that precipitate out phosphorus should be **inspected every 6 months**, and those **inspection reports shall be provided to the regulating agency (NSECC)** to ensure all recommendations are implemented to maintain the system at design performance levels.
	23325	WSP Canada Inc. is applying for a DA at 3195 Highway 2, Fall River, **for a 4-unit townhouse positioned** between Hwy 2 and Lake Thomas; it is the property currently hosting a single-family dwelling adjacent to the Turtleback Restaurant **and also includes a commercial building** on the site. This site is serviced for city water but not sewer.	The Committee has the following concerns/observations regarding **wetlands, flood risks, watercourse setbacks, use of the setback/buffer zone for OSSDS, OSSDS specifications, phosphorus loading, buildings and services, size of development and lack of information**:	The Committee has the following recommendations for this Case, which correspond to the concerns in the previous column, as follows:
			1. Wetland: a. This is a relatively flat, low-lying property with a wetland in the northwest portion that is contiguous to Lake Thomas. Much of the wetland illustrated on the plan is included within the watercourse setback/buffer zone. **The wetland assessment (and high-water mark see point 3. below) on this site are questionable, especially considering flood prone areas** (see 2. Below). b. In the proponent's Onsite Servicing Letter is stated that "ongoing discussions will be had with NSE on **wetland alteration to allow for the treatment and disposal field" in at least a portion of the current wetland area. The Committee has serious concerns about this proposed OSSDS solution considering the potential for flooding not to mention undermining the integrity of a valuable wetland with respect to the water supply.**	1. Wetland: a. It is **vital that this wetland be properly defined (**by a certified wetland delineator**) and maintained** because it serves as part of the 20 m setback/buffer area and a filter **within a municipal water supply system**. b. **Rather than infilling the wetland to use as a dispersal field** (as proposed in the Onsite Servicing Letter), ensure the developer **adheres to the NSECC OSSDS Technical Guide (Table 2.5) requirement of a 30.5 m horizontal clearance area** from the wetland area.

Appendix A:

			2. Flood Risk: The northern portion (around the wetland area) of this property sometimes floods in the spring. Over the last 15 years, Committee members have **often observed a good portion of the northern side of that property under water, which puts into question where the high-water mark and subsequently where the setback/buffer is**. If the setback/buffer zone is part of the floodplain, then the setback/buffer zone at various times will not be a setback/buffer zone because it will be submerged, and dry other times.	2. Flood Risk: The Committee recommends that HRM **consider the results of the impending HRM Shubenacadie Floodplains Mapping Study** in the deliberation of this development proposal, to help define where the watercourse setback/buffer should be.
			3. Watercourse Setbacks/Buffers: a. The consultant's report and site plan show the 20 m setback/buffer zone line and **state that the zone will be respected**. b. However, **the Committee questions the proponent's assessment of where the high-water mark is, which is where the watercourse setback/buffer should start from**.	3. Watercourse Setbacks/Buffers: a. The Committee recommends**, as part of the Regional Plan review process, that the Dist. 14/17 LUB General Provision 4.17 1.(d) clause, which allows "wastewater, storm and water infrastructure, and water control structures" be removed**, in consideration of the impacts such infrastructures could have on water supply areas (municipal or otherwise) in the event these setback/buffer areas flood. b. **The 20 m setback/buffer from the watercourse must be more clearly defined**, in consideration of item 1.a. in the previous column and item 2. above, to clearly establish where the watercourse setback/buffer should start from.
			4. Use of Setback/Buffer Zone for OSSDS: The Committee has **significant concerns with the proposal to use the setback/buffer zone (and wetland area – see 1.b. above) as part of the OSSDS effluent dispersal system,** which **puts the dispersal system much closer than 30.5 m (NSECC regs) or even 20 m (HRM buffer LUB) to Lake Thomas**.	4. Use of Setback/Buffer Zone for OSSDS: The watercourse setback/buffer is supposed to be undisturbed as per the Dist. 14/17 LUB General Provision 4.17 1.(c) **The Committee recommends this be respected, which would not permit the dispersal field within the setback/buffer zone** (see Item 3. above).
			5. Building and water/wastewater services: This proposal is for 4 townhouses and a commercial building. They propose combining the OSSDS plan for all the facilities. Also, **the townhouses are intended as rental units**. **That raises a big flag; if the developer develops it and then rents it and subsequently decides to sell off any of the units individually then there will be multiple owners, plus the commercial building, all relying on this enhanced OSSDS** that requires regular maintenance.	5. Buildings and water/wastewater services: Concerning the potential sale of the townhouses to private entities, the Committee recommends **that a requirement** or a covenant or something of that nature **that commits the owners of the townhouses – whether a corporation or separate individual – that they jointly, with the commercial building, have the responsibility for maintenance for proper operating of the proposed OSSDS**.

Appendix A:

			6. OSSDS Specifications: a. The **site plan does not show where the OSSDS will be installed**, only the sites of two test pits. b. The **site plan does not show where the dispersal bed would be placed within the setback/buffer zone** and the required 30.5 m setback from watercourses and the wetland. c. In the proponent's Onsite Servicing Letter on wastewater treatment and disposal, the consultant refers to discussions with NSECC regarding **using at least a portion of the wetland area for a dispersal field**.	6. OSSDS Specifications: a. The OSSDS dispersal system must be 30.5 m from a watercourse and wetland according to the **OSSDS Technical Guide**. **The Committee requests that the OSSDS be better defined in the proposal**. b. The Committee advises that **no OSSDS dispersal system be permitted in the setback/buffer zone.** c. The Committee believes it may be prohibitive for the proponents to develop the proposed lot as submitted without proposing encroachment on the setback/buffer. Therefore, the **Committee advises that the density of the development be reduced to accommodate the OSSDS outside the setback/buffer zone**.
			7. Phosphorus Loads: a. The phosphorus load modelling indicates that the post-development loading will be at least an order of magnitude higher than pre-development and recommends that **phosphorus reduction occur in the wastewater treatment process**. b. They suggest that **phosphorus removal will be accomplished by adding alum or ferric salts to an enhanced OSSDS to achieve tertiary treatment.** However, in the proponent's Onsite Servicing Letter, **they state that secondary treatment will be achieved by using enhanced technologies, but only if NSECC regulations require higher removals.** So, which proposed option is correct? c. The consultant also notes that any tenants in the commercial building will need to be assessed in terms of their phosphorus loading to ensure it will not exceed the capacity of the enhanced OSSDS system. **Who will be responsible for maintaining this system? Who will assess the tenant's phosphorus loading post-development?**	7. Phosphorus Loading: a. In consideration of the following from the District 14/17 Municipal Planning Strategy (MPS): "*The Regional Plan requires the **retention of riparian buffers and wetlands** which will also **aid in the uptake of phosphorus and ameliorate its impacts**. However, there is a substantial amount of housing development proposed within the southern and northern portions of the Secondary Planning Strategy Area which should be assessed **to ensure that it does not exceed the capacity of the receiving waters to assimilate phosphorus without exceeding the water quality objectives** established under this Secondary Plan*." (pg. 124) The Committee recommends decreasing the level of potential phosphorus loading by decreasing the development footprint on this lot. b. The Committee **requests more clarity regarding what OSSDS will be used**. c. The Committee recommends some system **that a requirement** or a covenant or something of that nature **that commits the owners of the townhouses – whether a corporation or separate individual –jointly, with the commercial building, have responsibility for properly maintaining operation of the proposed OSSDS.**
			8. Inadequate Information: **Inadequate information has been provided to enable the Committee to adequately assess all of the potential impacts on the water quality** of Lakes Thomas and Fletcher with respect to the Halifax Water Collins Park public drinking water supply.	8. Inadequate Information: The Committee requests that **specific details be provided on location of the OSSDS and the dispersal system, that meet the regulatory requirements of minimum OSSDS dispersal fields from watercourses distances.** If complying with the setback and OSSDS requirements reduces the land available for development, **the proponent should resubmit a less intensive development plan to fit the site**.

Appendix B:

COLLIN'S PARK WATERSHED ADVISORY COMMITTEE TERMS OF REFERENCE

Mandate:

These Terms of Reference shall serve to constitute the Collin's Park Watershed Advisory Committee's (hereafter referred to as the Committee) role as an advisory group to the Halifax Regional Water Commission (Halifax Water), the Halifax Regional Municipality (Halifax), the Province of Nova Scotia, stakeholders and communities in the Collin's Park watershed area (Appendix A) on the potential effects of land use practices within the Collin's Park watershed.

Objectives:

1. The Committee will foster avenues for open communication between stakeholders within the identified watershed area.
2. The Committee will help promote effective best management practices in the watershed.
3. The Committee will foster environmental stewardship practices through education and awareness for the purpose of ensuring healthy water quality.
4. The Committee will help to maintain water quality health through research and water quality protection projects as needed.
5. The Committee will review and make recommendations in a timely manner, to the Minister of Environment and Halifax Water, on all activities or policy issues affecting the water quality, flows and levels in the Collin's Park watershed, as requested by Halifax Water, the Province of Nova Scotia, stakeholders and communities in the area.
6. The Committee may, from time to time, request individuals or groups make presentations to the Committee on matters influencing the watershed.
7. The Committee will review and comment on water quality and monitoring programs and other studies related to the watershed. All water quality information available from member agencies shall be made available to the Committee to the extent permitted.
8. The Committee will liaise with government agencies not represented on the Committee with regard to matters affecting the watershed.
9. The watershed focus area is defined by the Source Water Protection Plan to which the Committee provides input.
10. The Committee will provide advice and recommendations to the Waterworks Operator who is responsible to ensure that the terms and responsibilities related to watershed protection, as defined by the Committee through these Terms of Reference are followed.

Membership and Meetings:

11. The Committee shall be comprised of the following voting members:
    a) one identifiable group, organization or individual representative from each of the following communities:
        - Waverley;
        - Fall River;
        - Lake Fletcher; and
        - Wellington;
    b) a community representative from at least one industry sector, as determined by the Committee, which may include but not limited to Nova Scotia Power Inc., retail, the Nova Scotia Homebuilders Association, and/or the mining and/or quarry industry;
    c) one private landowner-customer of the Collin's Park Water Supply System; and
    d) one representative from Halifax Water.
12. The Committee shall be comprised of the following non-voting technical representatives:
    a) one (1) from Halifax Planning and Development;
    b) up to two (2) from Nova Scotia Environment; and
    c) one (1) from Nova Scotia Transportation and Infrastructure Renewal.
13. The Committee may also include other members as determined by the Committee.
14. All community members will serve for a two-year term (except for the first term whereby half of the members shall serve for a three year term to ensure continuity of membership). Subsequent appointments or re-appointments by the community to the Committee shall be for a term of two years.
15. Technical representatives to be appointed to the Committee by their respective organizations.
16. Upon expiration of terms, for members representing identifiable groups or organizations, that member will be asked by the Committee to have their group or organization nominate a member for the subsequent term. Where that is not possible, Halifax Water will contact the group or organization to request an appointment. For members not representing an identifiable group or organization, Halifax Water will write all landowners in the area of interest affected by the Collin's Park watershed seeking an individual volunteer for the Committee. If more than one volunteer per community comes forward, the Committee will decide upon the community membership through a balloting process.
17. The Chair and Vice-Chair of the Committee shall be appointed every two years by the membership at the meeting closest to April 1st. The Chair of the Committee must be a voting community representative of the Committee while the Vice-Chair must be a voting Halifax Water representative of the Committee.
18. Administrative support shall be provided by Halifax Water.

19. The Committee shall endeavor to conduct business by consensus, but should voting be necessary, all motions will require support from a majority of the members present. A quorum shall consist of at least four (4) voting members and at least one (1) of the non-voting technical representatives. In the event there is not a quorum, an Information Meeting will be held.
20. Members who miss 3 consecutive meetings will forfeit their position to which the board will seek a replacement from the affected representation.
21. Bodies appointing representatives may name an alternate. Alternates may attend all meetings as observers and may vote when the appointed representative is absent.
22. The Committee shall meet as necessary and not less than two times per year.
23. The Committee shall be empowered to amend its Terms of Reference by motion, with the approval of the Waterworks Operator.
24. The Chair, or a person designated by him/her shall act as the Committee spokesperson.

Land Development:

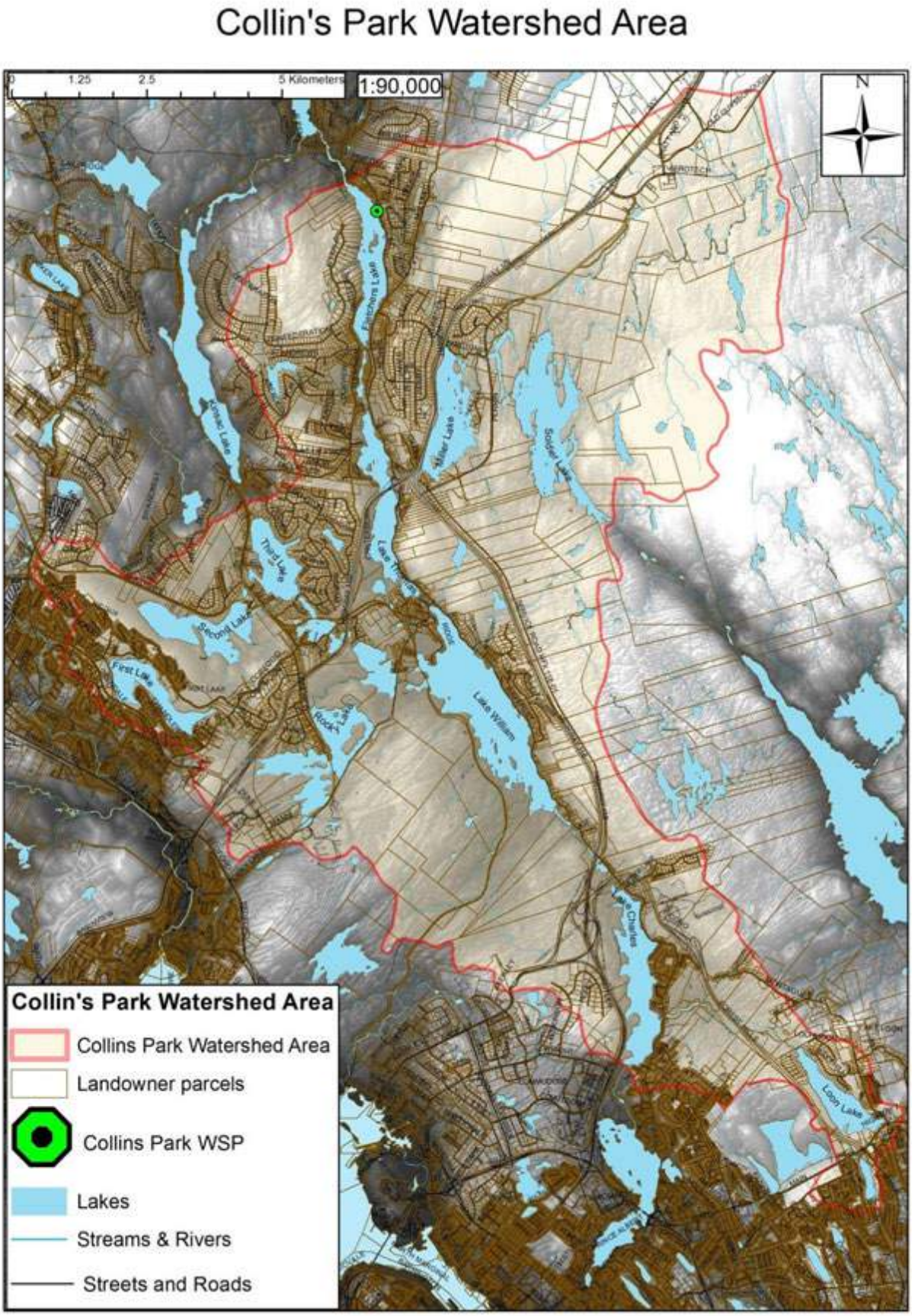
25. Through its representation on the Committee, Halifax Water, and Halifax Municipality Planning and Development may maintain an open dialog regarding development applications in and near the watershed with the goal that the Committee has the opportunity to provide recommendations to Halifax Municipality Planning and Development regarding such applications.

Committee Review Process:

26. The Committee will review and forward recommendations to the Waterworks Operator for approval within thirty (30) days following receipt of all submissions and requests pertaining to changes in land use activities within the Collin's Park Water Supply Area as defined in these Terms of Reference.

February 18, 2016

Appendix A: Collin's Park Watershed Area Map



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WILDLIFE CORRIDOR LANDSCAPE DESIGN CHARRETTE

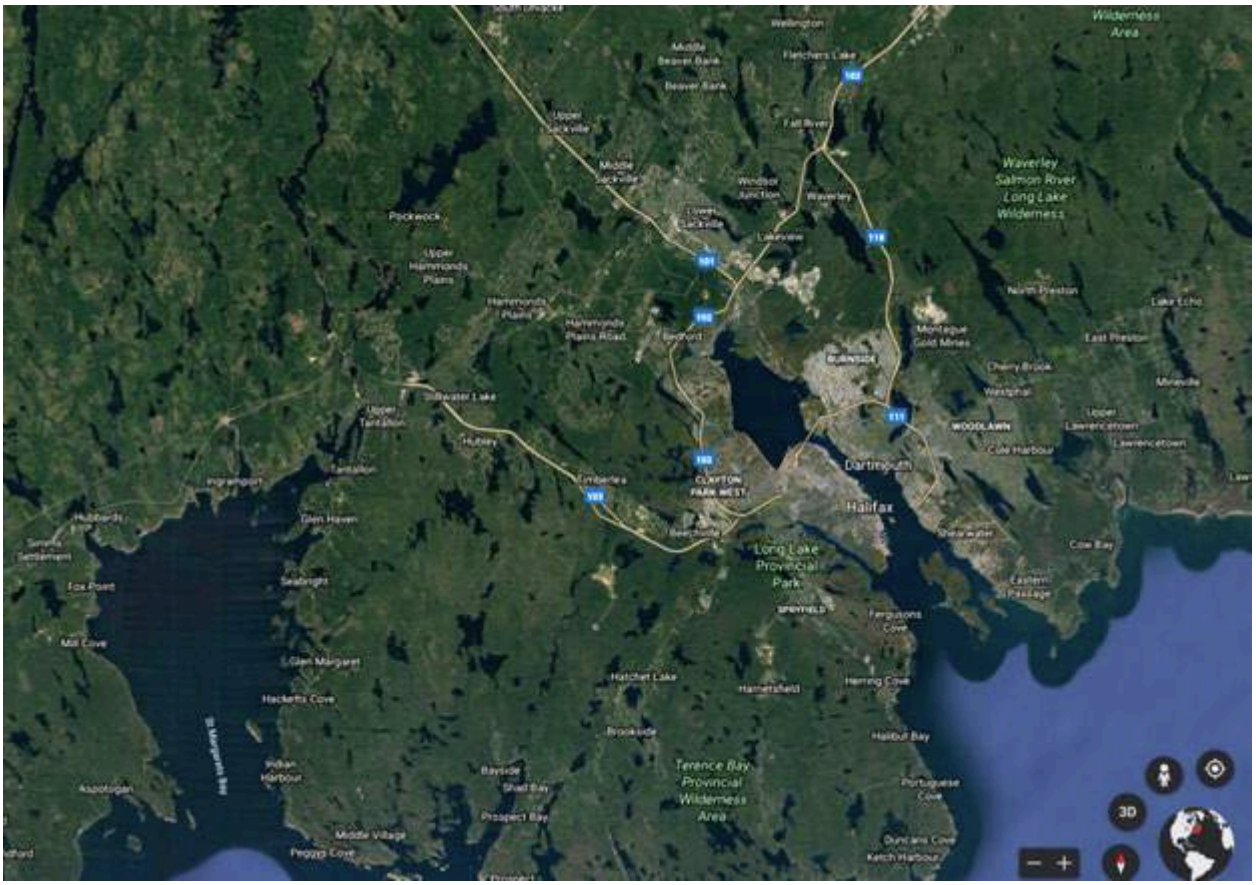
Chebucto-Timberlea-Sandy Lake area of Halifax, NS

Summary Document



NOVA SCOTIA CROWN SHARE LAND LEGACY TRUST

Halifax, NS, March 2021



Source: Google Earth

Cite report as:

Nova Scotia Crown Share Land Legacy Trust. 2021. Wildlife Corridor Landscape Design Charrette: Chebucto-Timberlea-Sandy Lake area of Halifax, NS. Summary Document. Nova Scotia Crown Share Land Legacy Trust, Halifax, NS. Canada. 55pgs.

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Cover photo: Five Bridge Lakes, K. Beazley

Halifax is located in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq.

We are all Treaty people.

INTRODUCTION AND CONTEXT

Halifax Regional Municipality's initial regional plan (2006) and the regional plan update (2014) highlight the importance of ecological connectivity between natural areas so as to enable and facilitate the movement of species across intervening landscapes that are becoming increasingly occupied by a continuously expanding pattern of urban development. The 2006 and 2014 plans (Map 4, in each case) identify connectivity priorities at a macro scale; however, although useful in identifying the importance of planning for the protection and maintenance of ecological corridors, both plans lack detail in regard to providing explicit direction for on-the-ground implementation.

The 2014 plan therefore calls for the preparation of "a greenbelting and open space priorities plan to protect and preserve connectivity between natural areas and open space lands …". The resulting Green Network Plan (2018) provides direction for land management and community design "to maintain ecologically and culturally important land and aquatic systems" and "to identify, define and plan land suited for parks [and protected areas] and corridors". A particular focus of the Green Network Plan (Map 9) is emphasis on the preservation and creation of natural connections between the Chebucto Peninsula and the greater Mainland.

As the Green Network Plan remained largely a 'desktop' effort based on available GIS information, the charrette approach reported on herein attempted to move the process a step forward, by bringing GIS experts together with other participants having scientific and local area knowledge, to map significant corridor opportunities and options relative to the Chebucto Peninsula and existing and proposed protected areas on the Peninsula and nearby greater Mainland, generally extending from Ingrams River to the Peninsula to the Sandy Lake area.

OVERVIEW

Ecological connectivity is "the degree to which the landscape facilitates or impedes movement among resource patches" (Taylor et al., 1993, p. 571). It has both structural (based on the spatial structure of the landscape) and functional (based on how a particular organism reacts to the spatial structure of the landscape) elements, but the two are not mutually exclusive, with each informing the other (Brooks, 2003). At the landscape level, connectivity is often modelled through a core-corridor model, where large, vegetated areas serve as the core areas which are connected to one another by corridors.

Corridors are linear connections that facilitate through-movement across the landscape between core areas. Some corridors are contiguous, providing continuous physical connection between core habitat areas, while other are stepping stones, a linear series of smaller pieces of habitat linking two core habitat areas. Ideally, corridors should be as wide as possible to mitigate the edge effects that result from development on either side of a corridor and extend into the corridor, creating the zone of influence of human activity. For example, the zone of influence for black bears is 5 km in residential areas (Ford et al., 2020). To account for this zone of influence and to have a 1 km wide effective corridor for black bear, the corridor needs to be at least 6 km wide.

In Halifax Regional Municipality (HRM), the Halifax Green Network Plan was approved by Council in 2018. The Plan includes a framework to define an interconnected open space system, describes the benefits of such a system, and recommends actions to implement the Plan. To map the current state of connectivity of natural areas in HRM, the Plan used a core-corridor model, identifying 'Important Corridors' (the loss of which would impact local connectivity, but likely not regional

connectivity) and 'Essential Corridors' (those that provide critical or unique connections between core areas and are crucial to regional connectivity). According to the Plan, Essential Corridors should be at least 1 km wide (though the width should increase in proportion to the corridor's length), and Important Corridors should be at least 100 m wide. Where these widths are not possible, the Plan calls for as wide of an area to be maintained as possible and for restoration activities to be undertaken to restore disturbed habitats and to mitigate the impacts of nearby human activity(Halifax Regional Municipality & O2 Planning and Design, 2018, p. 36).

While the Halifax Green Network Plan provides a good basis for regional level planning, there are opportunities to build on the Plan's modeling and identify critical areas for connectivity at a finer scale, especially within and around the city's urban core, where there is pressure from urban development, road construction and forestry. Ultimately, more refined corridor mapping and rationale is needed to inform Action 32 in the Plan: "Amend the Regional Plan and Municipal Planning Strategies to prioritize the preservation and creation of natural connections to the Chebucto Peninsula (Map 9) from the Mainland when reviewing development proposals and updating planning policies and zoning in the area."

THE CHARRETTE PROCESS

On November 25, 2020, the Nova Scotia Crown Share Land Legacy Trust (NSCSLLT) hosted a virtual charrette to bring together scientists, planning experts and community advocate groups (for a full list of participants see Appendix I) with specific local area knowledge to create a conceptual map for wildlife corridors extending from the Backlands to the Ingram River Wilderness Area and the Sandy Lake-Sackville River Area. These are the main areas that provide habitat connectivity for wildlife on the Mainland moving to and from the Chebucto Peninsula.

Participants were divided into four groups, each looking at connections between different core areas (Figure 1):

a) Sackville River- Sandy Lake to Blue Mountain Birch Cove Lakes Wilderness Area (BMBCL);
b) BMBCL to the proposed Ingram River Wilderness Area;
c) BMBCL to the Five Bridge Lakes Wilderness Area; and,
d) Five Bridge Lakes Wilderness Area to Long Lake Provincial Park and the Backlands.

Each group worked together to identify the critical connections in their core area, considering both terrestrial and aquatic connectivity, as well as both structural and functional elements of connectivity. The goal of this charette was to create a series of maps (and their supporting rationale) that would build on the Plan's corridors mapping and would also identify areas not currently being considered in connectivity planning which should be considered.

The objectives were to: 1) stimulate thinking about possible solutions and collaboration amongst knowledgeable individuals; 2) create a series of conceptual maps that could be used for future refinements and work in the area; 3) identify areas not currently being considered in connectivity planning, but that should be considered in the future; and, 4) advance the work of O2 in the HGNP in identifying potential wildlife corridors by utilizing the extensive local knowledge of participants.

Each group presented their mapped outputs to the larger group. The maps were then compiled and refined for consistent symbology for presentation in this summary report. The four separate maps were overlaid and combined to form a composite map of the larger region. The following sections provide overviews of each of the four group maps, as well as a summary and composite map.

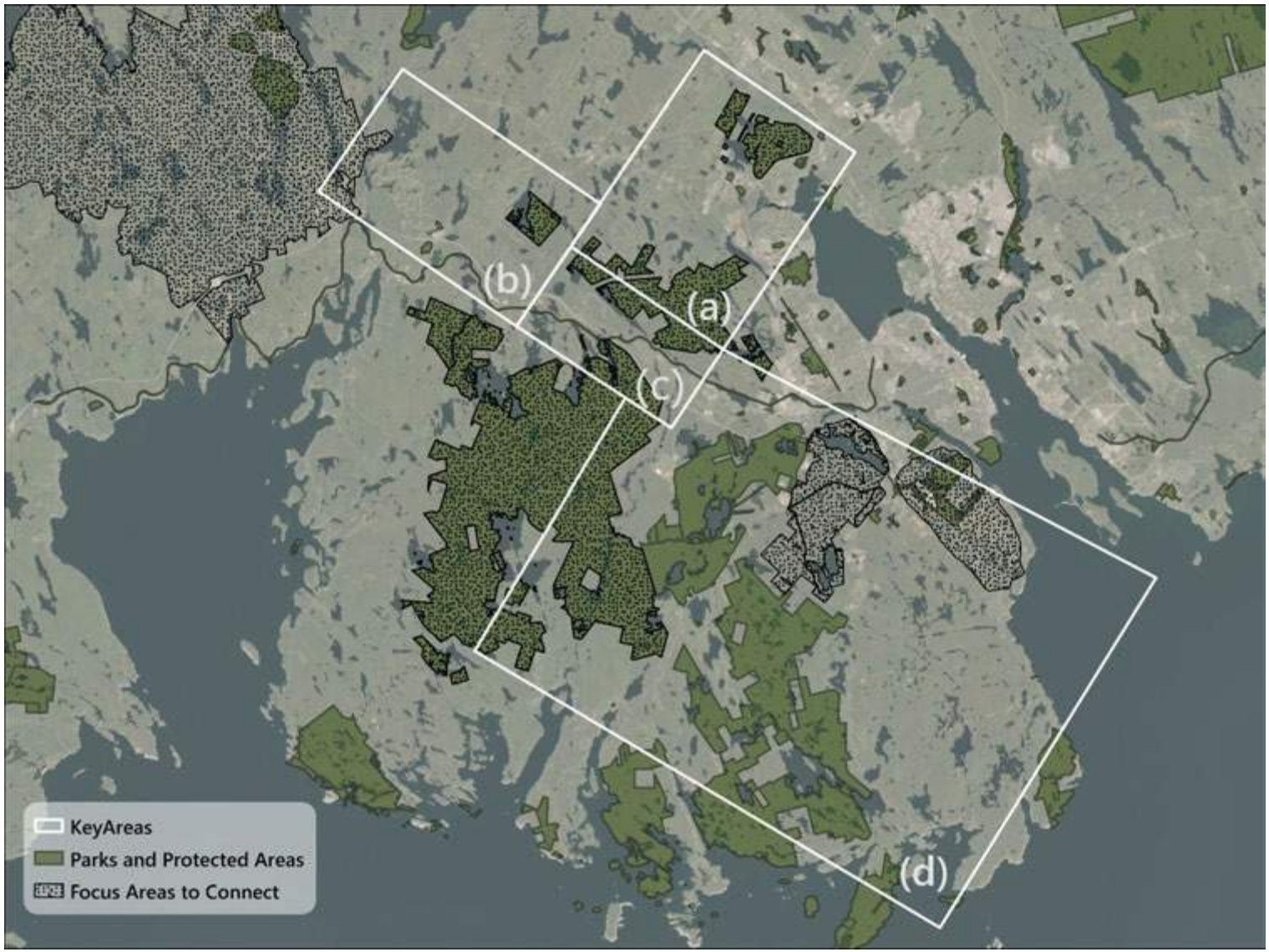


Figure 1. Key areas of concern for four groups during the charrette: Sackville River and Sandy Lake to Blue Mountain Birch Cove Lakes Wilderness Area (BMBCL) (a); BMBCL to the proposed Ingram River Wilderness Area (b); BMBCL to the Five Bridge Lakes Wilderness Area (c); Five Bridge Lakes Wilderness Area to Long Lake Provincial Park and the Backlands (d).

1. SACKVILLE RIVER-SANDY LAKE TO BLUE MOUNTAIN BIRCH COVE LAKES

Overview of the Area

The first group was focused on connectivity from the Sackville River and Sandy Lake to Blue Mountain - Birch Cove Lakes Wilderness Area (BMBCL). The Halifax Green Network Plan designates the Sackville River Valley from McCabe Lake to the Bedford Rifle Range as an essential corridor, and there are two converging important corridors linking Sandy Lake Regional Park and BMBCL, looping around the Stonington Park subdivision (Figure 2).

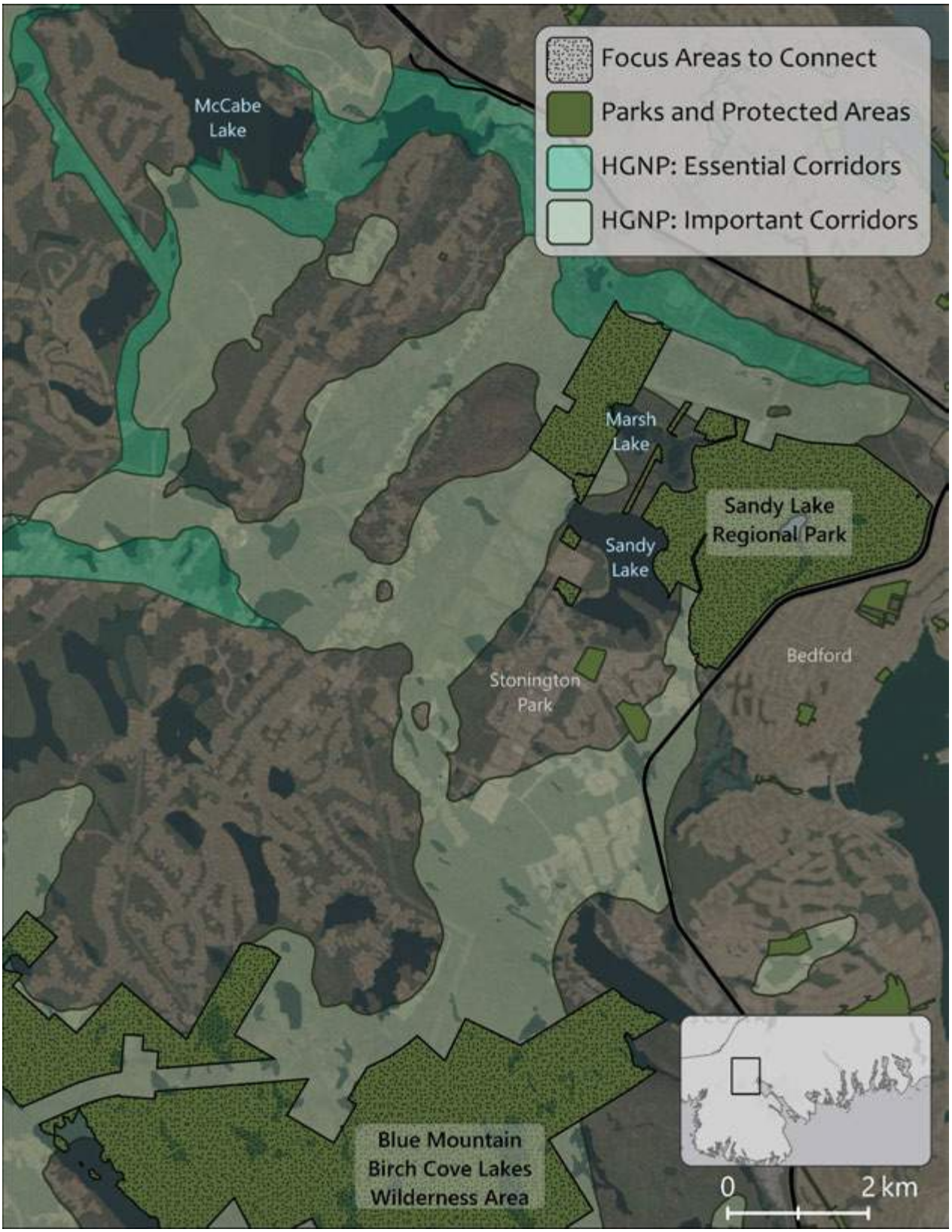


Figure 2. Overview of the area between Sandy Lake and Blue Mountain Birch Cove Lakes Wilderness Area

Primary Connections

The group identified a primary corridor that runs from Webber Lake along the Sackville River Valley into Sandy Lake Regional Park, through an essential corridor identified in the Halifax Green Network Plan (Figure 3). Between the two larger protected parts of Sandy Lake Regional Park lies Marsh Lake, which the group identified as being critical habitat to protect and an important area for aquatic connectivity. The important corridors identified in the Halifax Green Network Plan actually go around much of this critical area rather than incorporating it.

Another primary connection identified by this group runs along the west side of Sandy Lake to the intersection of Hammonds Plains Road and Larry Uteck Boulevard, which was identified as a major pinchpoint for connectivity between Sandy Lake and BMBCL (Figure 4). At this juncture, there are a few options for connectivity, which could also point to potential candidate spots for wildlife crossing structures. It was noted that there are a number of wetlands around this intersection which are important habitat and should form the basis of the corridors in the area.

The group largely focused their identification of corridors on aiming to preserve the areas around streams in order to maintain both aquatic and terrestrial connectivity, incorporating known corridors of wildlife movement to refine corridor placement. A corridor along a powerline right of way was also identified through the Uplands Park subdivision, which is known to be used by wildlife currently. From the Black Duck Wetlands there is a relatively undeveloped path that connects to BMBCL (Figure 5).

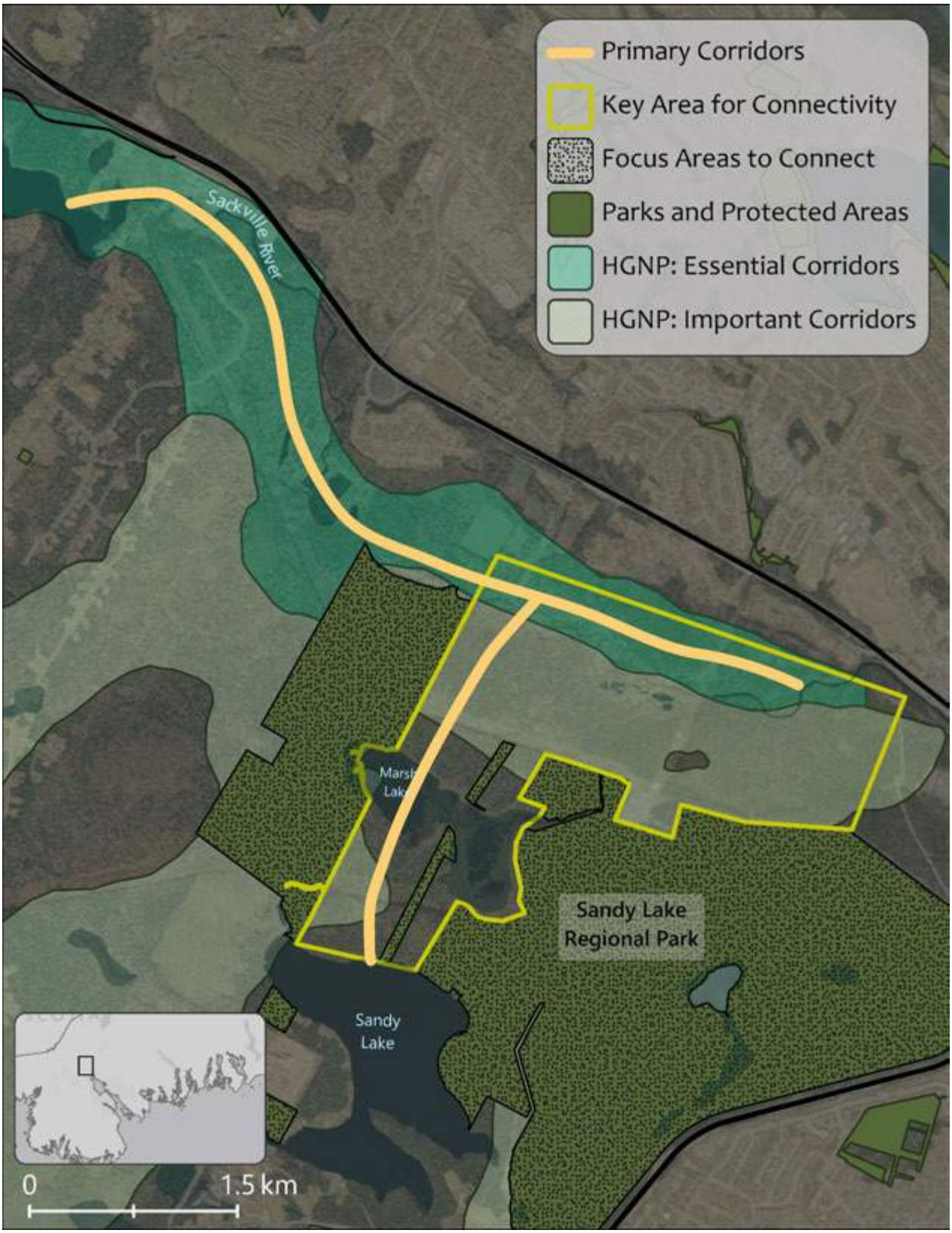


Figure 3. Connectivity between the Sackville River Valley and Sandy Lake, focused on the key area around Marsh Lake

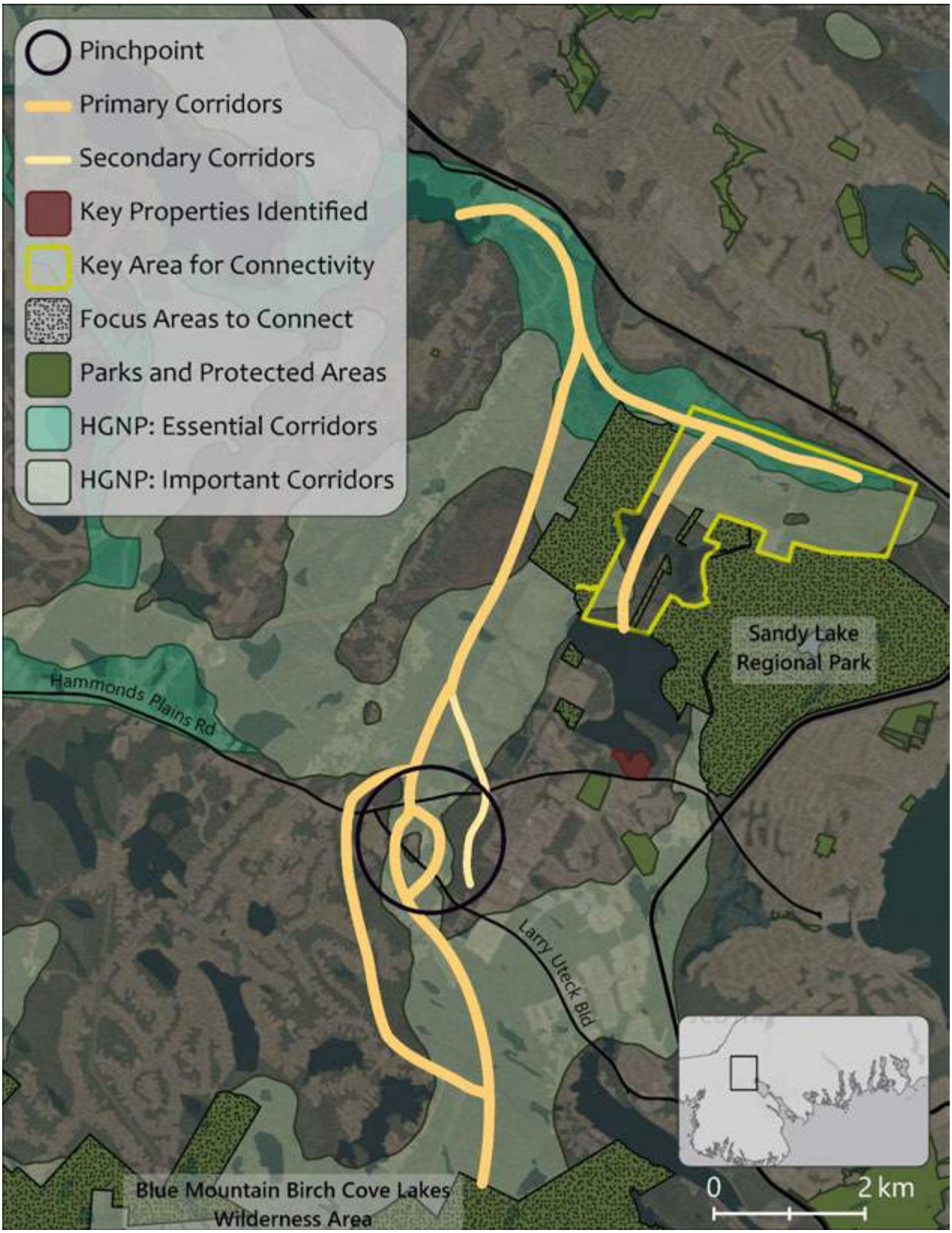


Figure 4. The main terrestrial connections between Sandy Lake and Blue Mountain Birch Cove Lakes Wilderness Area

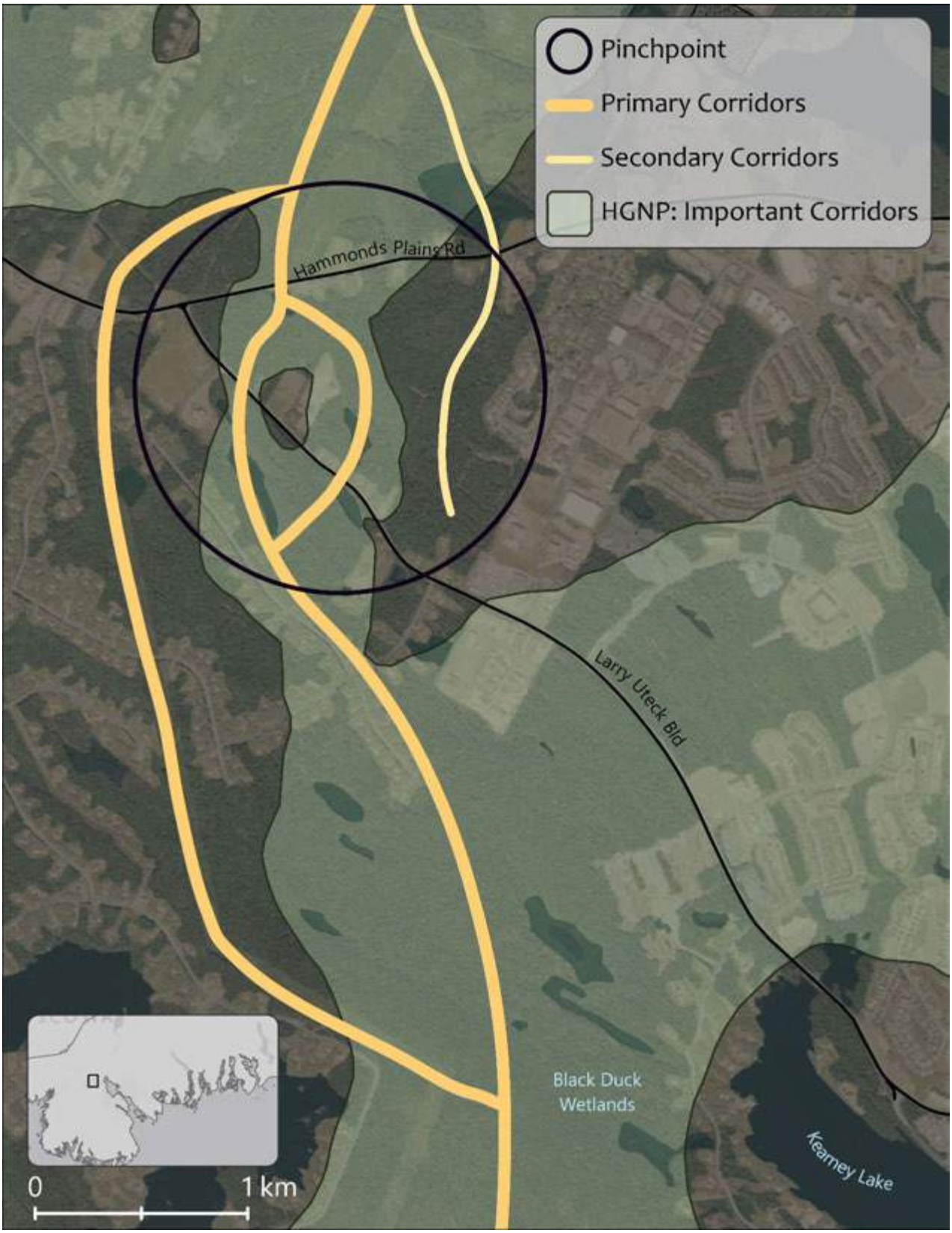


Figure 5. Pinchpoint around the intersection of Hammonds Plains Road and Larry Uteck Boulevard

Aquatic Connectivity

The entire Sackville River Valley was identified as being critical to protect, from McCabe Lake to the Bedford Basin, most of which is also designated as an essential corridor in the Halifax Green Network Plan (Figure 6). The group also noted that there is a pinchpoint for aquatic connectivity where the river meets Lucasville road, near Webber Lake (Figure 7).

As was noted above, Marsh Lake is an important area for connectivity, providing a direct linkage between the Sackville River and Sandy Lake via. Peverills Brook. Other streams and their tributaries flow from the BMBCL Wilderness Area into Sandy Lake, flowing around the intersection of Hammonds Plains Road and Larry Uteck Boulevard. As was noted above, this is a critical area for connectivity, and the group first identified the aquatic connections and then widened them to incorporate terrestrial connectivity as well. Several wetlands and streams connecting them were identified, including Black Duck Brook, which eventually flows into Kearney Lake and links up with an aquatic connection also identified by the group focused on connectivity between BMBCL and Five Bridge Lakes Wilderness Area.

Across the study area, the corridors identified by the group largely followed those in the Halifax Green Network Plan, but there were some differences, as noted (Figure 8).

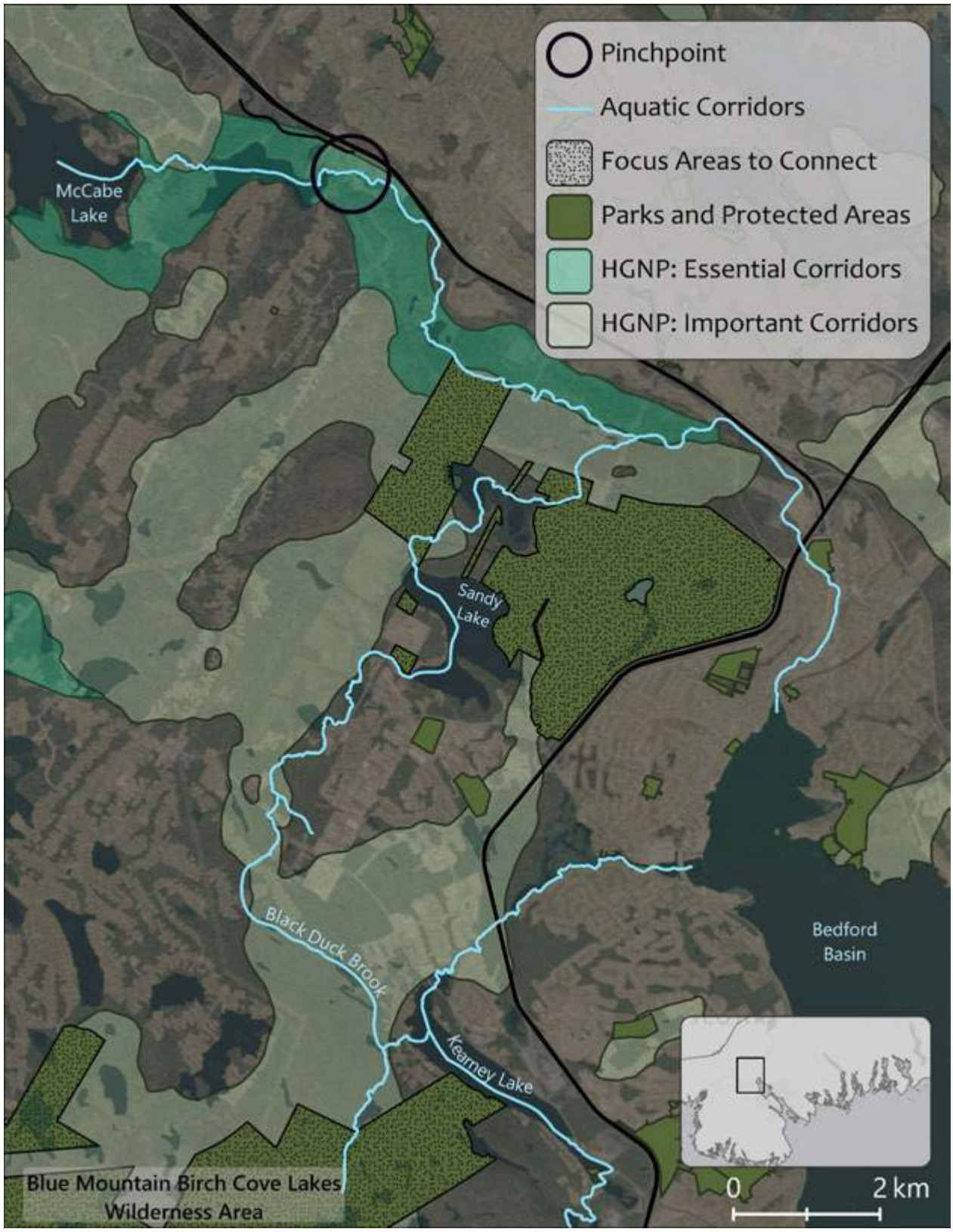


Figure 6. Aquatic Connectivity in the area around the Sackville River and Sandy Lake to Blue Mountain Birch Cove Lakes

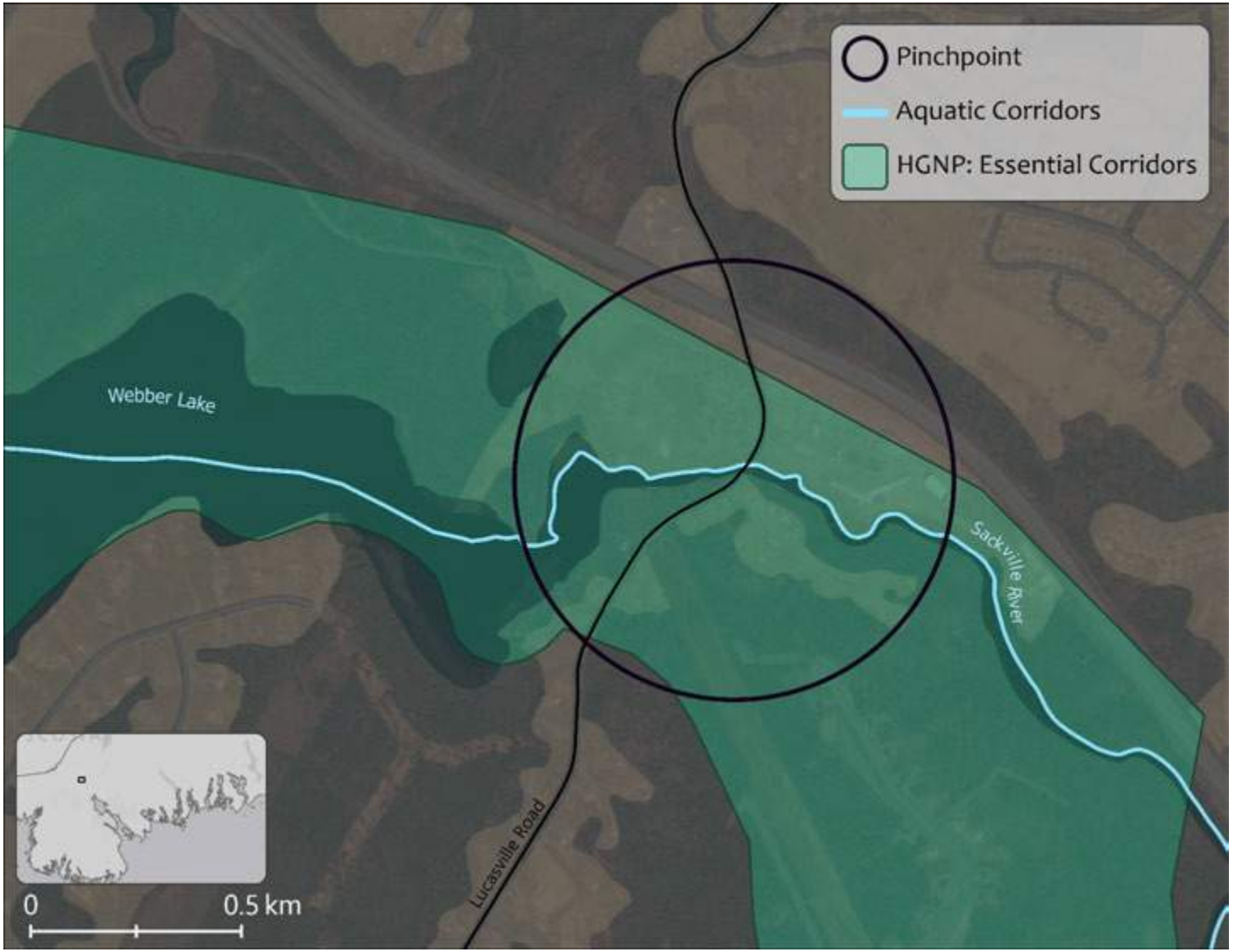


Figure 7. Pinchpoint in Aquatic Connectivity along the Sackville River at Lucasville Road near Webber Lake

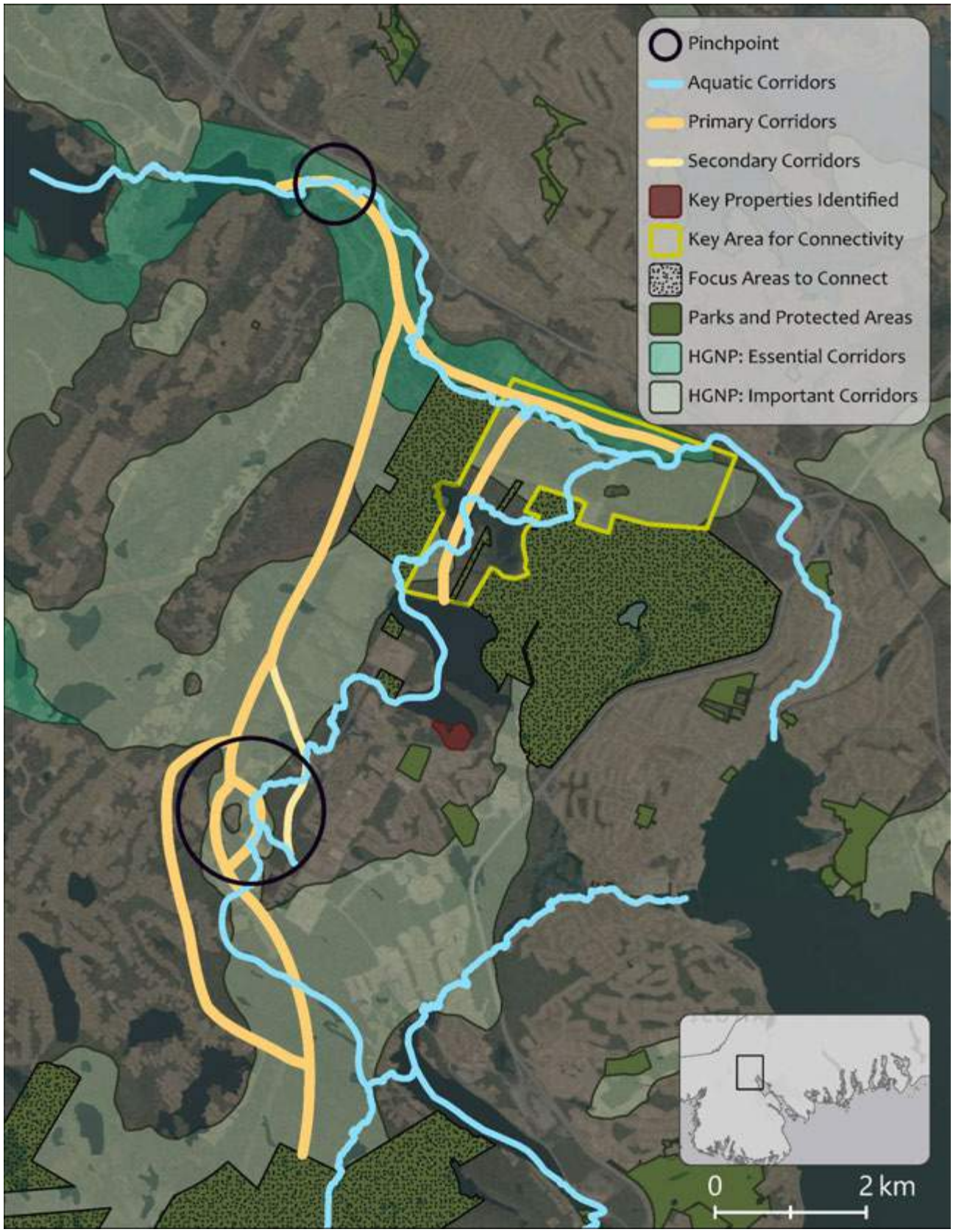


Figure 8. Summary map for the Sandy Lake to Blue Mountain Birch Cove Lakes group

BLUE MOUNTAIN BIRCH COVE LAKES TO INGRAM RIVER

Overview of the Area

The second group was focused on identifying areas for connectivity between the Blue Mountain Birch Cove Lakes (BMBCL) Wilderness Area and the Ingram River area and beyond (Figure 9). The Ingram River area is key to provincial scale connectivity, linking the Central and Western regions of the province. The St. Margarets Bay Stewardship Association has spearheaded a campaign to establish a core wilderness area on a block of Crown land formerly owned by the Bowater Mersey Paper Company, just to the north of St. Margarets Bay, as the proposed Ingram River Wilderness Area. The Halifax Green Network Plan identified two key corridors between BMBCL Wilderness Area and the Ingram River area. The wider of the two corridors flows to the north between the communities of Yankeetown and Glen Arbour, crossing Hammonds Plains Road as it continues towards the Pockwock Wilderness Area. A narrower corridor to the south flows through a more densely populated area, crossing Highway 103 twice, between the communities of Stillwater Lake and Hubley and to the west of the exit at Hammonds Plains Road, connecting also to Five Bridge Lakes Wilderness Area. Though highly developed, the latter corridor is identified as essential in the Halifax Green Network Plan.

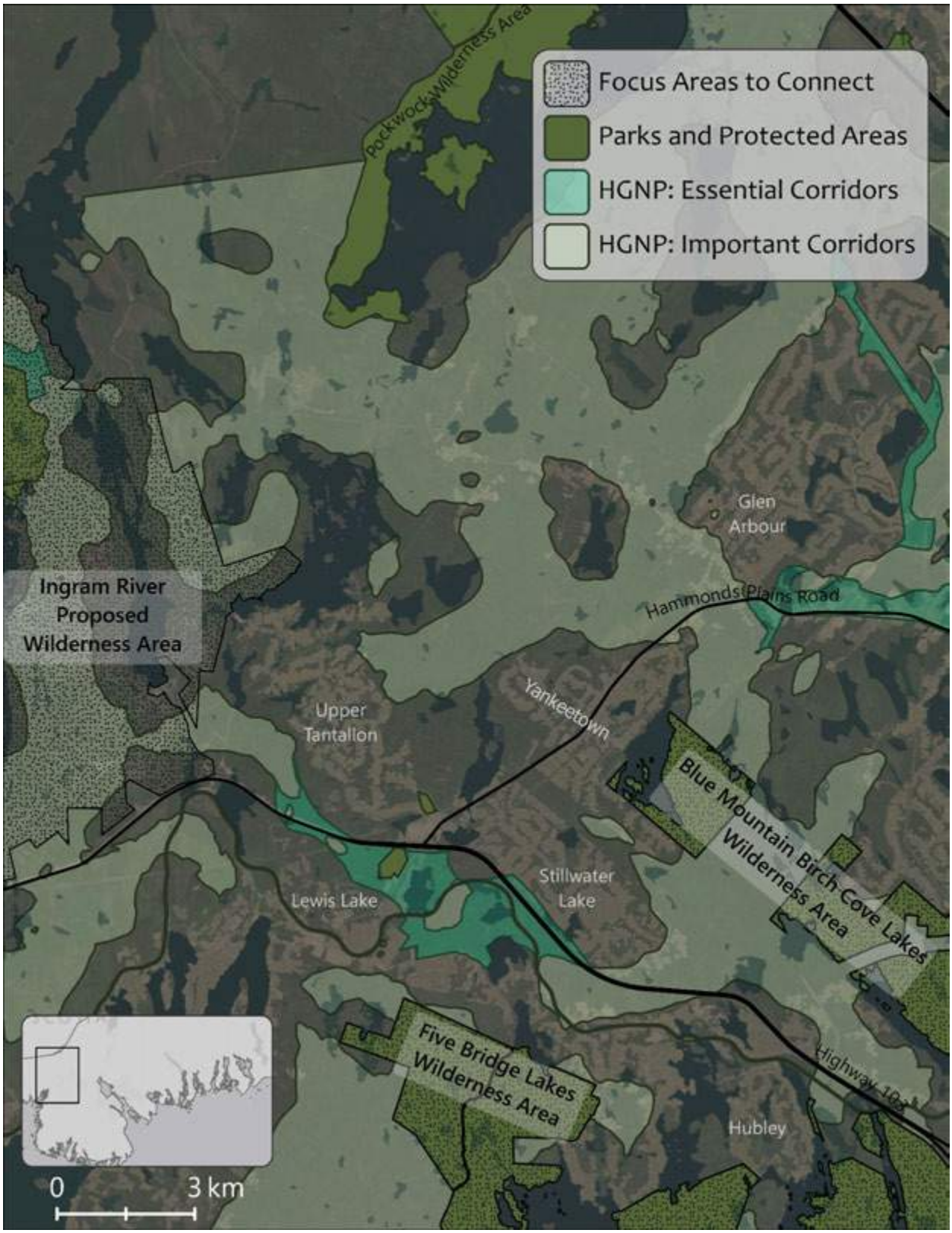


Figure 9 Overview map of the area between the Blue Mountain Birch Cove Lakes Wilderness Area and the Ingram River area

Northern Connection

A primary connection between BMBCL and the proposed Ingram River Wilderness Area flows northwards out of BMBCL towards the Pockwock Wilderness Area before turning westward towards Ingram River (Figure 10). The group noted that land ownership patterns drove the identification of potential corridors in the area, as much of it is privately owned and developed/slated to be developed. They also noted that the important corridors identified in the Halifax Green Network Plan served as a guide to finding the remaining intact corridors between the area's many subdivisions.

The area where the corridor crosses Hammonds Plains Road, between Yankeetown Road and Wallace Hill Road, was identified as a pinchpoint (Figure 11). Although it is narrow (~150 m wide), there is an intact remnant natural habitat between the communities of Yankeetown and Glen Arbour that provides an opportunity for wildlife movement along the identified corridor up towards the Pockwock Wilderness Area and the Ingram River area. Although there is development pressure, it is critical that this piece remains undeveloped as it is the only opportunity to cross Hammonds Plains Road with undeveloped land on both sides of the road within the identified corridor.

A large swath of land for connectivity was identified for potential acquisition or collaboration with the landowners (Figure 12). Properties in this area are currently owned by a variety of actors, including the Crown, Halifax Regional Water Commission and Elmsdale Lumber, the latter of which holds the properties immediately adjacent to the proposed Ingram River Wilderness Area. Properties managed by the Halifax Water Commission in this area provide connectivity to the Pockwock Wilderness Area and areas beyond HRM.

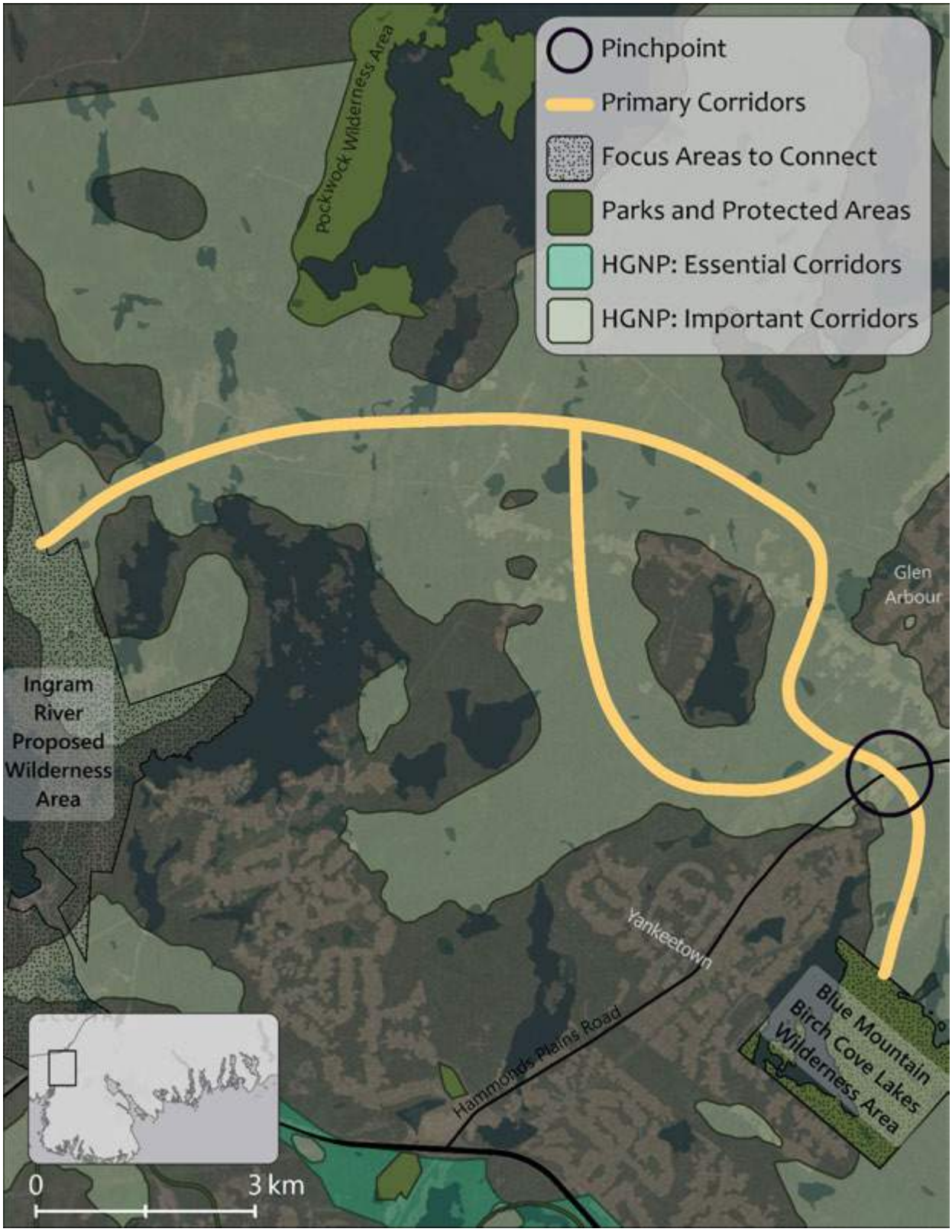


Figure 10 Corridors identified in the northern part of the area of interest



Figure 11 Pinchpoint identified in the Northern Connection where the corridor crosses Hammonds Plains Road between Yankeetown Road and Wallace Hill Road.

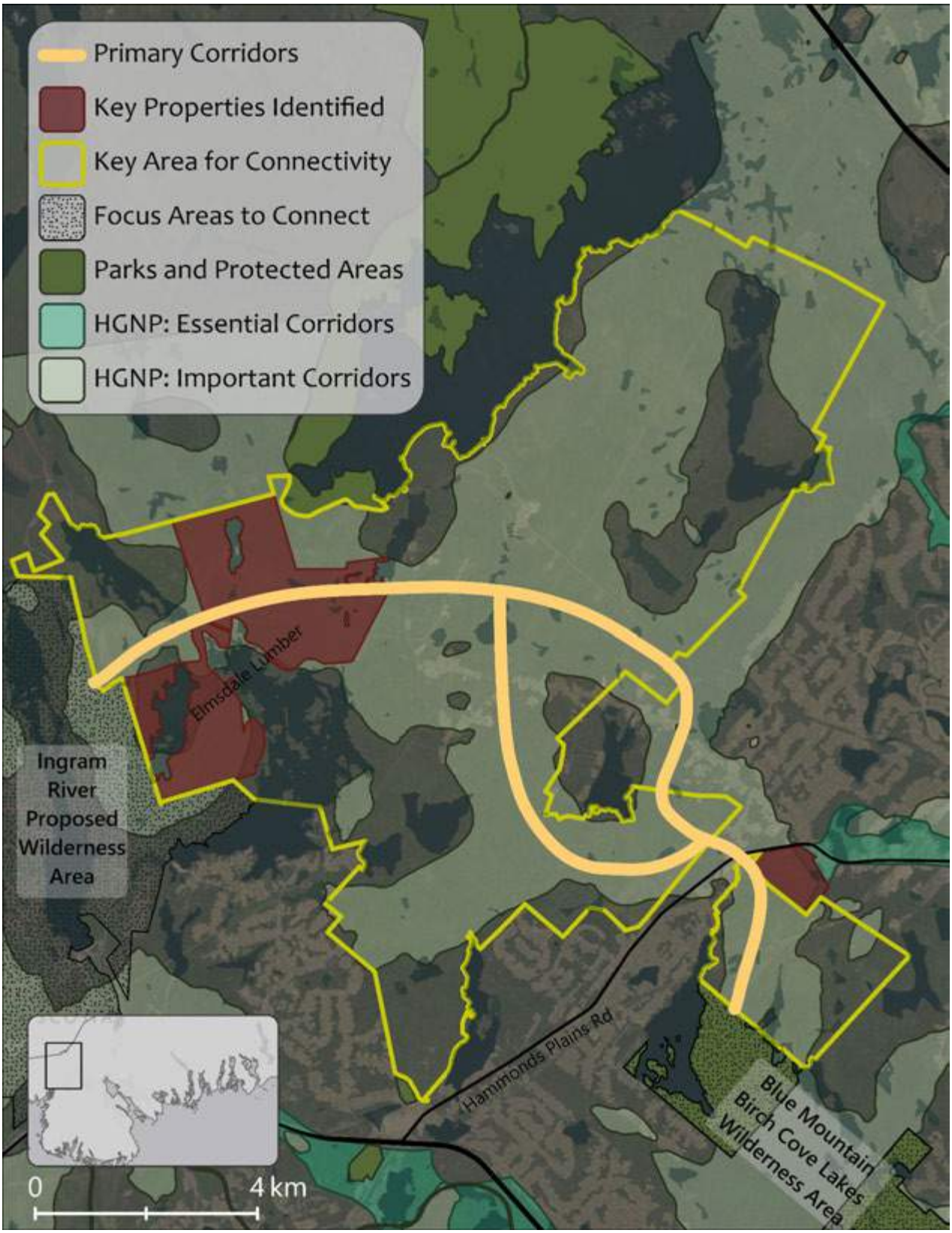


Figure 12. The key areas to manage for connectivity around the northern connection identified between Blue Mountain Birch Cove Wilderness Area and the Ingram River proposed Wilderness Area

Southern Connection

Connecting BMBCL to the Ingram River area by going south from the BMBCL is also important, though intact potential corridors are far narrower (well under 100 m) and comprise fewer opportunities for connectivity than within the northern connection (Figure 13). The corridor is identified in the Halifax Green Network Plan, with parts of it deemed essential. Connectivity along this path is highly limited to the gaps between a number of subdivisions in the area, especially in the area south of Highway 103. These paths offers opportunities to connect to the Five Bridge Lakes Wilderness Area, but this would require going through Hubley, and questions were raised about how successful this could be as it is a very narrow connection through an already narrow corridor and would likely require restoration (Figure 14).

An important opportunity to link to the northern connection was also identified (Figure 13). Just to the southwest of BMBCL there is a strip of Crown Land between the communities of Yankeetown and Stillwater Lake that provides a link towards Hammonds Plains Road, beyond which there is undeveloped land that connects to and abuts the HGNP important corridor and the northern connection in the area around Stillwater Lake. This opportunity for connectivity was not identified in the Halifax Green Network Plan but appears to be a potentially crucial option, especially given significant development pressures throughout the area.

Across the study area, important options for connectivity were identified, including opportunities for designing some redundancy into a connected system (Figure 15). Some corridor locations are situated within larger undeveloped areas and represent crucial opportunities for additional core areas and wide corridors. Other corridors are very narrow, including some that are considered essential, and are likely to require restoration, especially in key pinchpoints.

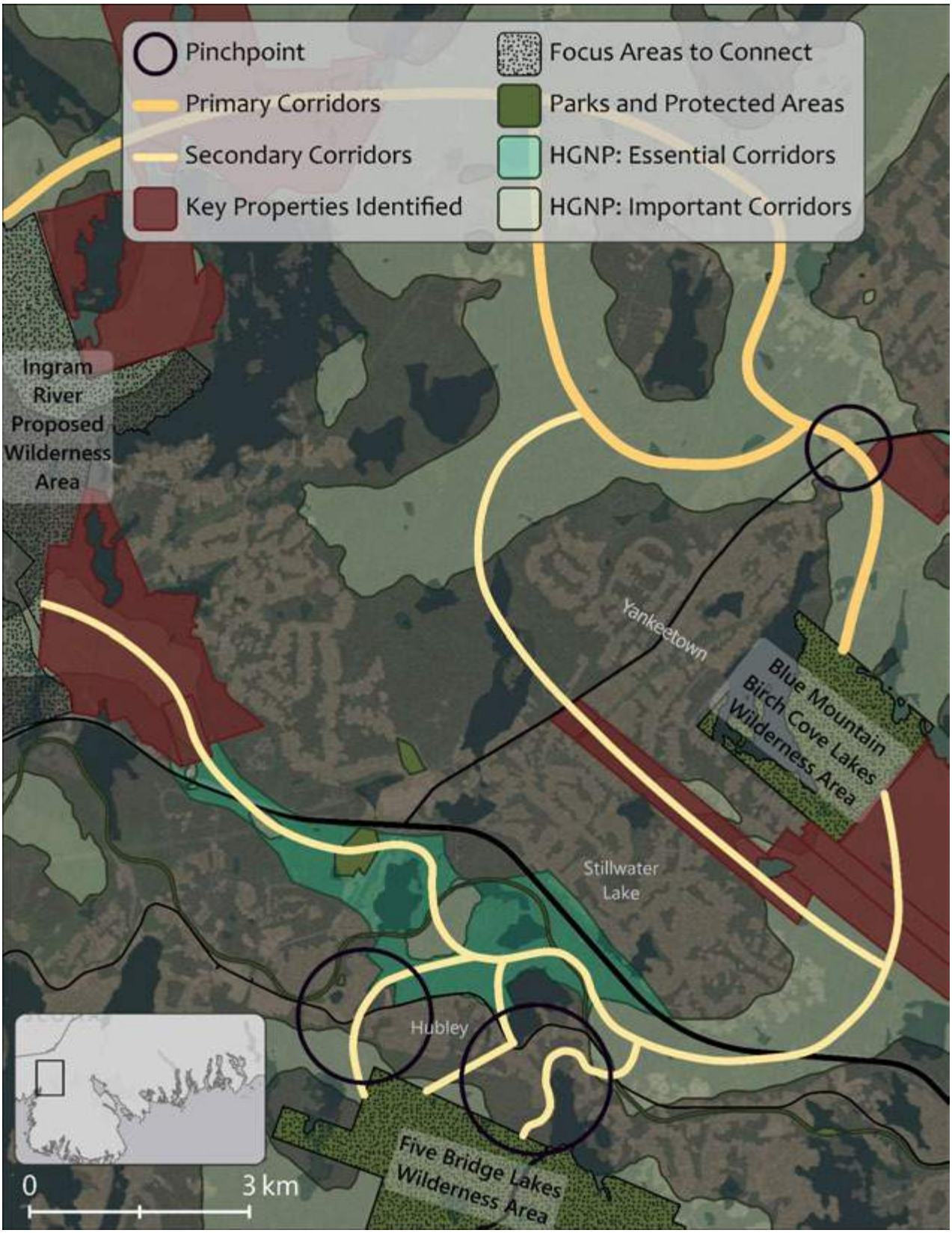


Figure 13 Corridors identified in the southern part of the area of interest

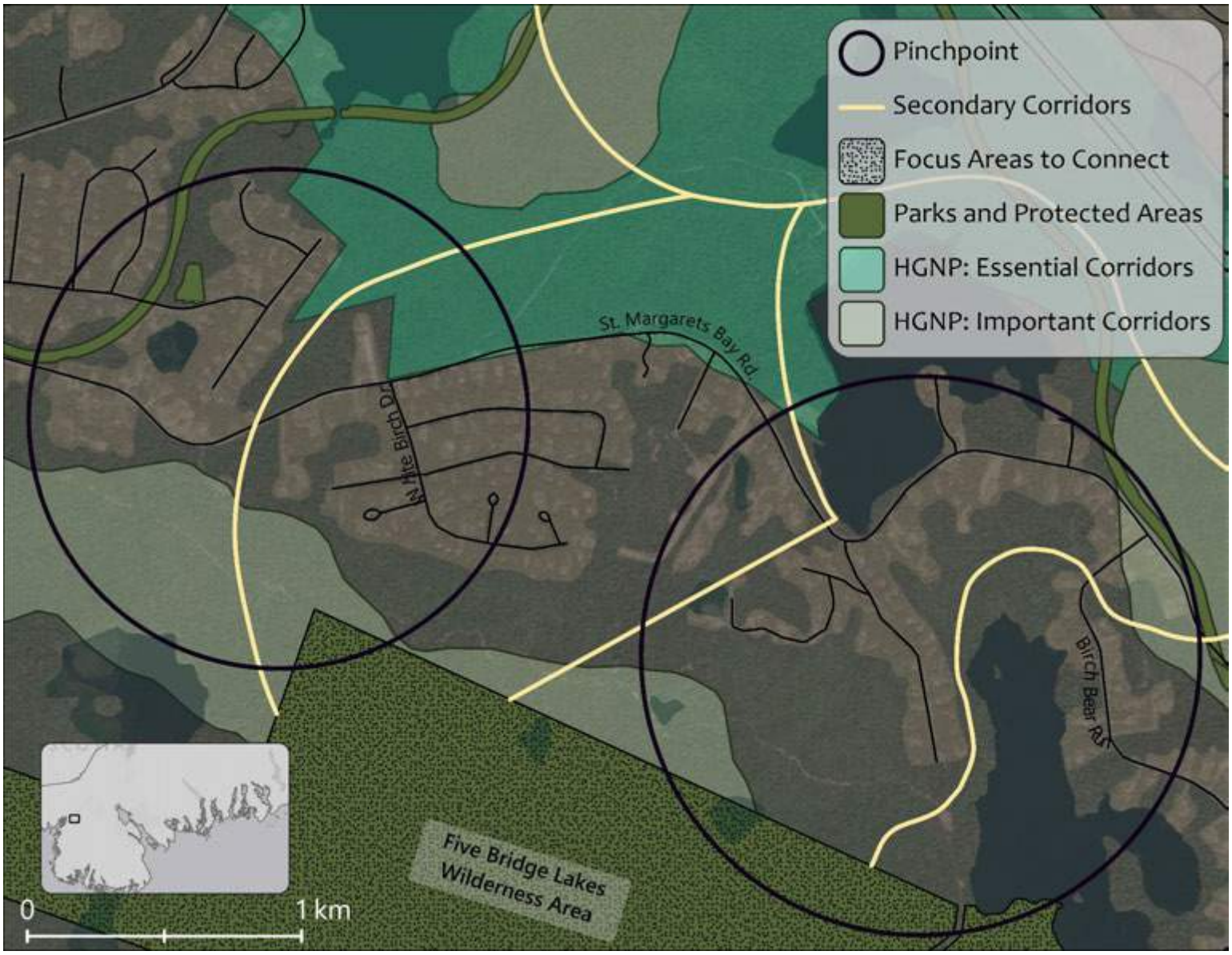


Figure 14 Pinchpoints identified that could connect the southern connection to the Five Bridge Lakes Wilderness Area

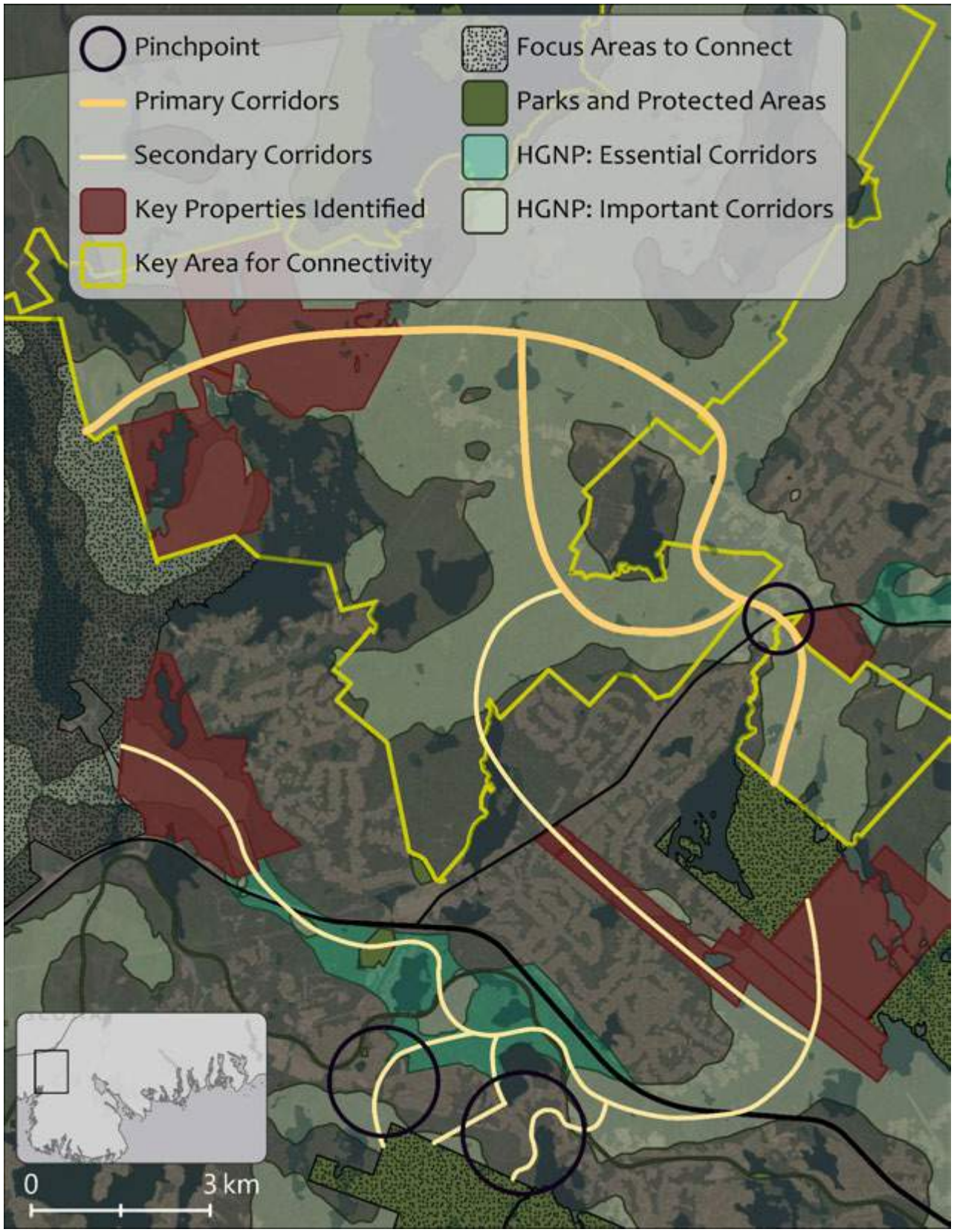


Figure 15 Summary map for the Blue Mountain Birch Cove Lakes to Ingram River Group

BLUE MOUNTAIN – BIRCH COVE LAKES TO FIVE BRIDGE LAKES WILDERNESS AREA

Overview of Area

A third group focused on opportunities for connectivity between two core wilderness areas: Blue Mountain Birch Cove Lakes (BMBCL) and Five Bridge Lakes (Figure 16). The area between the two wilderness areas is bisected by Highway 103 and St. Margarets Bay Road (Highway 3), which presents a challenge for connectivity.

The Halifax Green Network Plan identified three important corridors between the two wilderness areas. First is a corridor that crosses Highway 103 between the communities of Stillwater Lake and Hubley, as also identified as a corridor by the BMBCL–Ingram River group. The second corridor (and the widest of the three), flows from BMBCL through the Sheldrake Lake subdivision before crossing Highway 103 and entering Five Bridge Lakes. The final corridor utilizes the semi-developed land of the Links at Brunello golf course as a connector between the two wilderness areas.

The group noted that the Halifax Green Network Plan does a good job at identifying the corridors in this area. In part, this is because there is not a lot of land that remains undeveloped, so options for connectivity are limited. There are few remaining opportunities: corridors are narrow (generally just a couple of hundred meters wide) and are under threat from future urban development and road construction.

The group noted that while promoting connectivity in the area is important, so is working to expand the formal protection of land in these core areas, particularly BMBCL where several properties to prioritize for protected areas acquisition have already been identified, including lands that the Nova Scotia Nature Trust recently purchased, which are important for both connectivity and maintaining BMBCL as intact core habitat. This is consistent with the HGNP, which shows important corridors as infilling and encompassing the irregular boundaries of the wilderness areas, particularly BMBCL (Figure 16).



Figure 16. Overview of the area between Blue Mountain Birch Cove Lakes and Five Bridge Lakes Wilderness Areas

Primary Connection

The group identified the main connection between BMBCL and Five Bridge Lakes as the area between Glengarry Estates and Sheldrake Lake subdivisions (Figure 17). This area represents the widest area (about 1.5 km) of potential intact corridor between the two areas of interest. This potential corridor could go under Highway 103 by following the Beechville Lakeside Timberlea Trail, but the group also noted that there are spots along the Highway in this area that have the geological features that would be suitable to the construction of a wildlife overpass because the highway cuts through bedrock and the land is elevated on both sides of the highway. It was also pointed out that there is a potential barrier for terrestrial species in the form of Frasers Lake which runs the length of the gap between two subdivisions, across the path of the potential corridor. Accordingly, it remains important to seek out other opportunities for connectivity, including those requiring restoration.

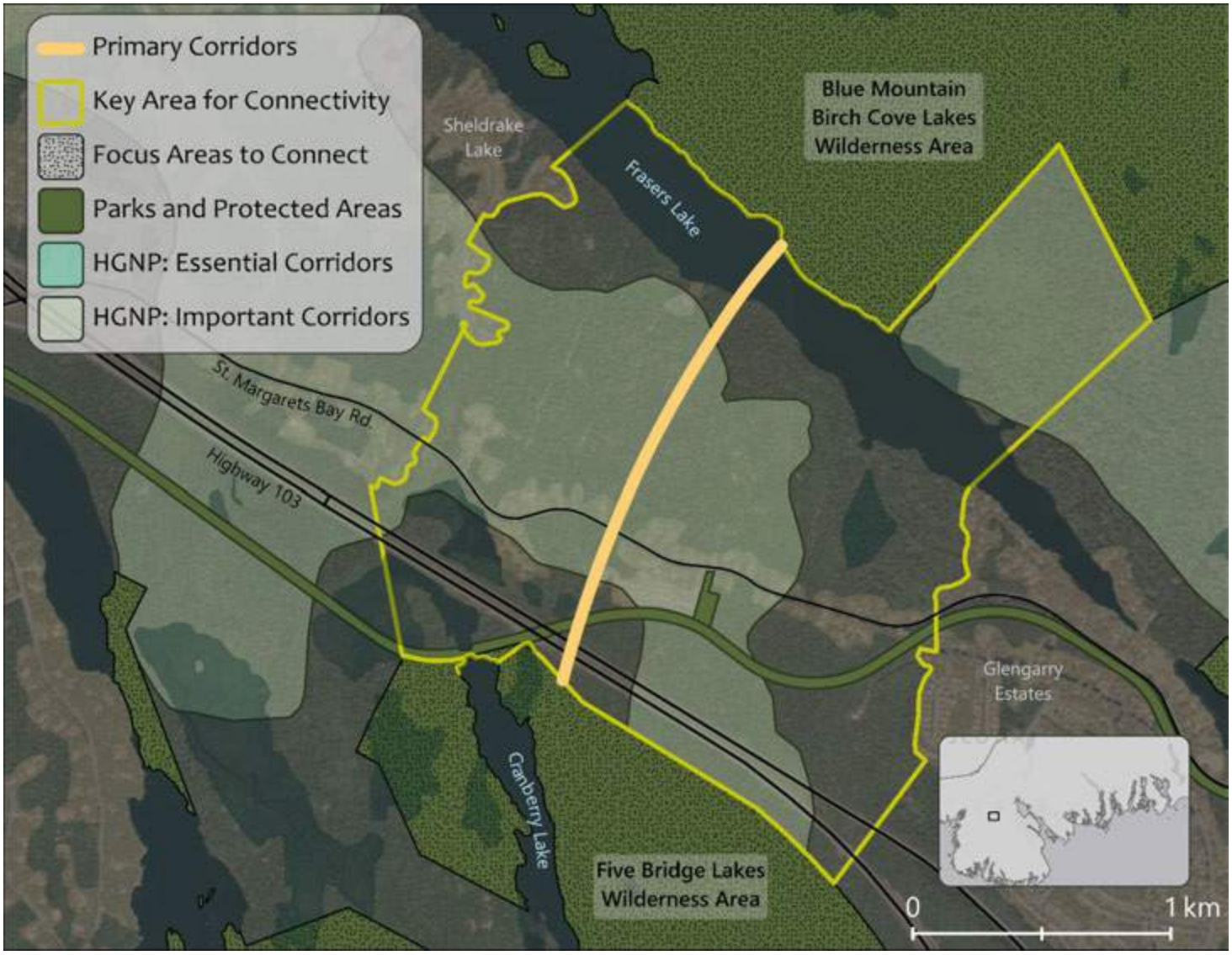


Figure 17. Primary Corridor Identified between Blue Mountain Birch Cove Lakes and Five Bridge Lakes Wilderness Areas

Secondary Connection

The group identified the same secondary connection as the BMBCL–Ingram River group, connecting the BMBCL to Five Bridge Lakes through NS Nature Trust lands, crossing Highway 103 between the communities of Stillwater Lake and Hubley along the corridor identified in the Halifax Green Network Plan (Figure 18).

Like the BMBCL–Ingram River group, this group identified Crown Land between the communities of Yankeetown and Stillwater Lake as being important for connectivity. Additionally, they point to the two properties between this piece of Crown Land and the lands NS Nature Trust recently purchased as being important to retain in an undeveloped state. In regard to the Crown land, the group notes that there may be the possibility of land swaps to benefit connectivity around Maple Lake (which was identified as being important for both north-south and east-west connectivity), which is under pressure from proposed development (both residential pressures and interest about a potential access road to connect Sussex Dr to Eider Dr.) that would block off potential for connectivity, which is currently key to connecting the Chebucto peninsula to the northern part of the province.

The group identified a potential corridor that branches off the one also identified by the BMBCL–Ingram River group, which goes between Maple and Upper Sheldrake Lakes before crossing Highway 103 and St. Margarets Bay. Once on the south side of the roads, the corridor branches in two, continuing south through the Sheldrake Lake subdivision, connecting to Five Bridge Lakes on the western side of Frederick Lake and following the Beechville Lakeside Timberlea Trail to Five Bridge Lakes near Cranberry Lake.

It was also noted that the Links at Brunello golf course is a relatively low impact development that could contribute to connectivity for some species across the southern extent of the area of interest (Figure 19). They note that there are existing culverts in place that may be able to be upgraded to an open bottom culvert or bridge to enhance connectivity in the area.

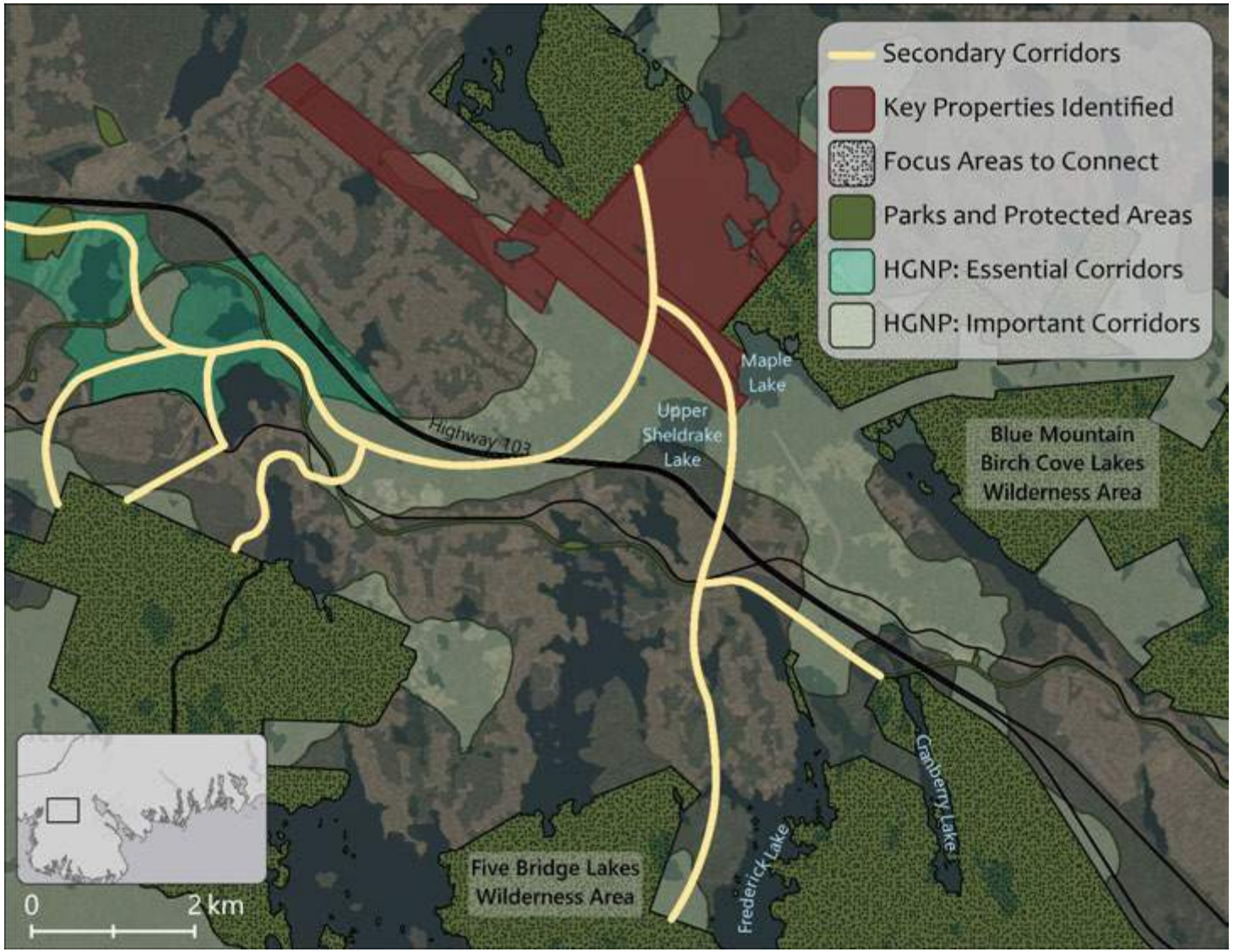


Figure 18. Secondary connection identified between Blue Mountain Birch Cove Lakes and Five Bridge Lakes Wilderness Areas



Figure 19. Secondary connection identified between Blue Mountain Birch Cove Lakes and Five Bridge Lakes Wilderness Areas that utilizes the Links at Brunello Golf Course

Riparian and Aquatic Connection

In addition to terrestrial connectivity, the group considered riparian and aquatic connectivity between the two wilderness areas, noting that there is the potential to connect the two areas of interest along the Nine-Mile River, as well as a couple of streams around Governor Lake, Lovett Lake and Black Duck Ponds in the Beechville/Lakeside area (Figure 20).

Points were also raised about aquatic connectivity between BMBCL and the ocean through the Kearney Lake River system to the Bedford Basin. This connection would also link up to the aquatic connections identified by the Sackville River-Sandy Lake to BMBCL group.

Combined, the terrestrial and aquatic areas of connectivity identified for this area of interest roughly support corridors identified in the HGN plan, while noting existing barriers to connectivity and opportunities for restoration (Figure 21).

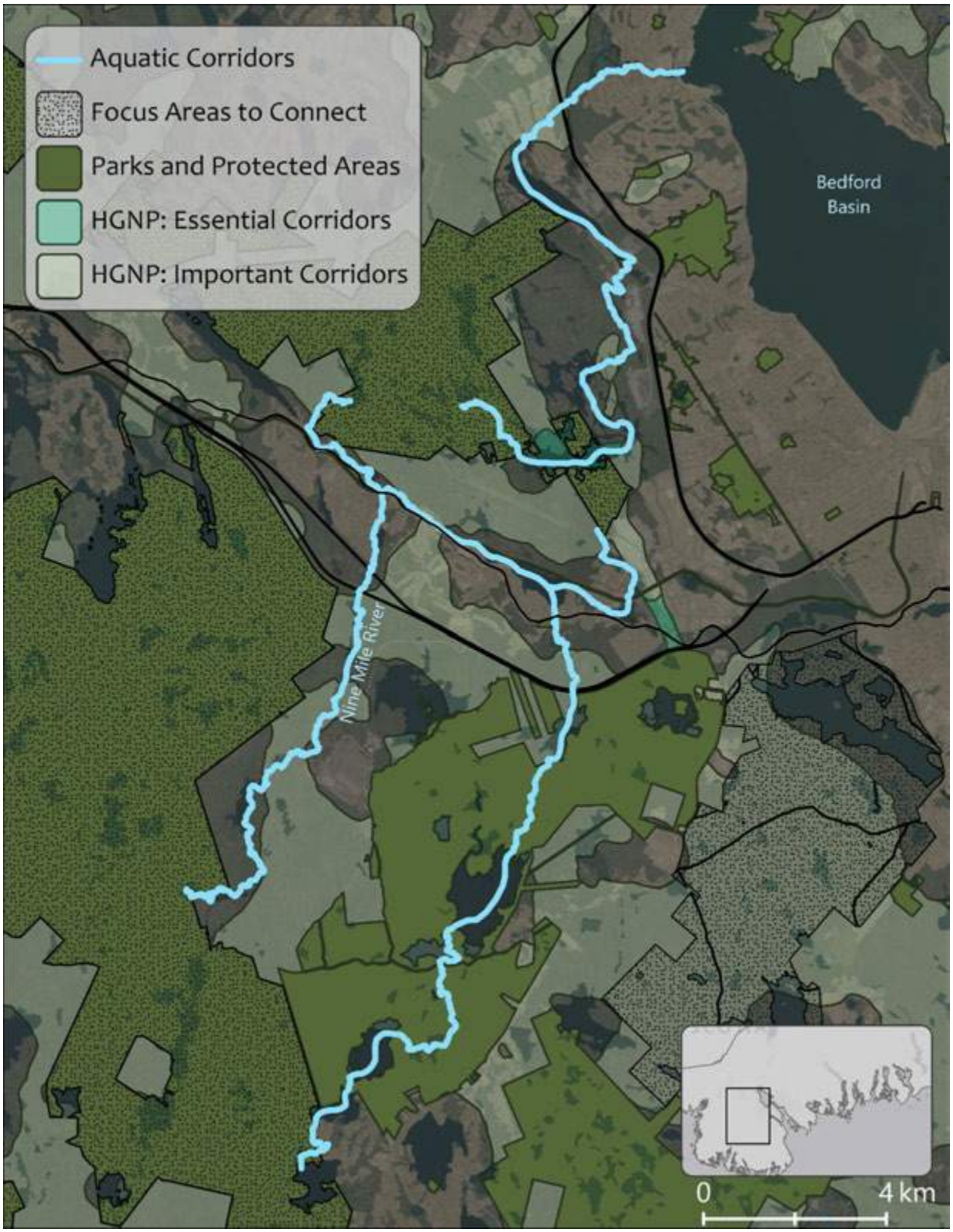


Figure 20. Aquatic Connectivity between Blue Mountain Birch Cove Lakes and Five Bridge Lakes Wilderness Areas as well as Blue Mountain Birch Cove Lakes Wilderness Area and the Bedford Basin via. the Kearney Lake watershed

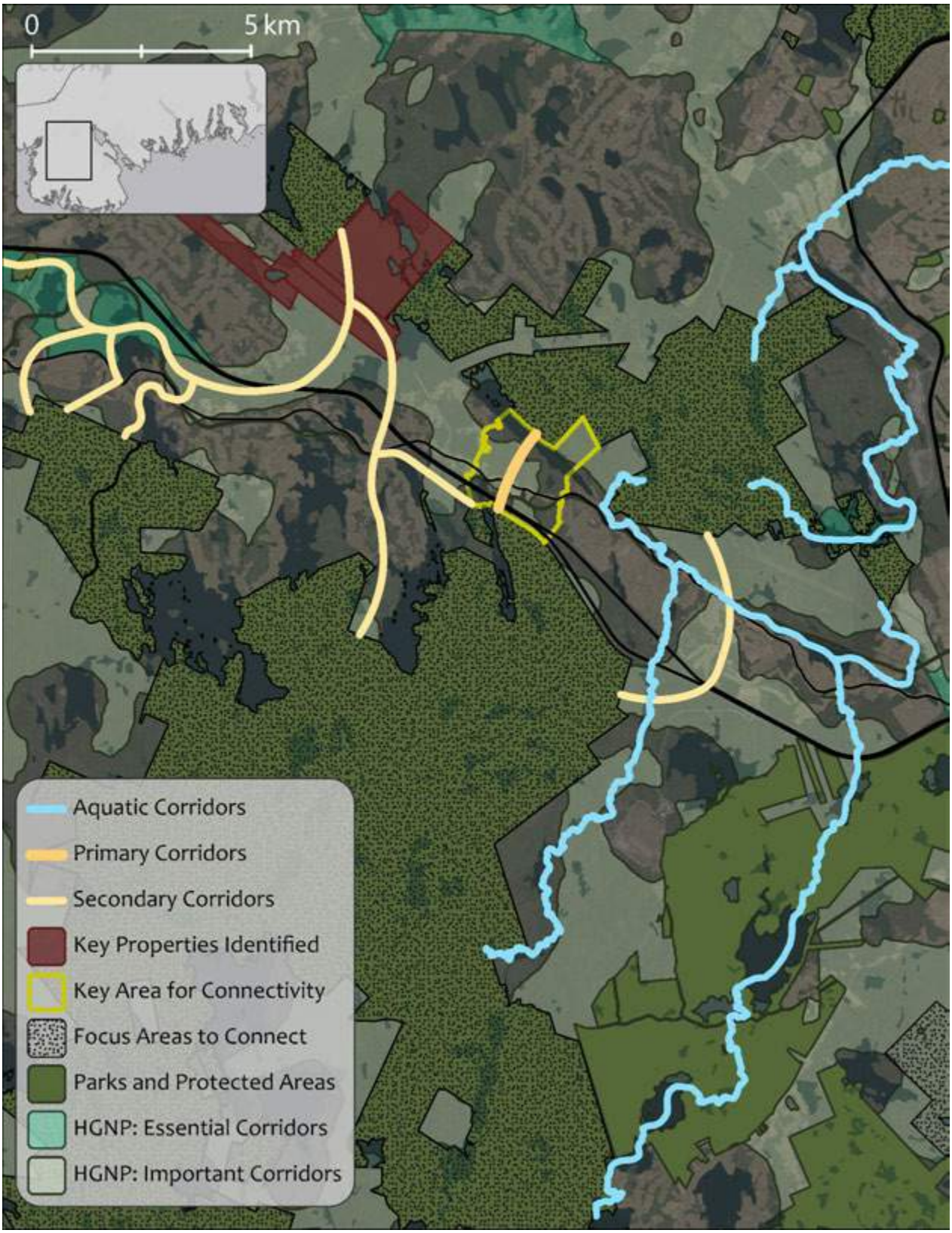


Figure 21. Summary Map for the Blue Mountain Birch Cove Lakes Wilderness Area to Five Bridge Lakes Wilderness Area group

FIVE BRIDGE LAKES WILDERNESS AREA TO LONG LAKE PROVINCIAL PARK AND THE BACKLANDS

Overview of Area

A fourth group focused on connectivity between Five Bridge Lakes Wilderness Area, Long Lake Provincial Park and the Backlands (Figure 22). While there are no major highways acting as barriers for connectivity between these areas, there are several major roads that impact connectivity in the area, namely Herring Cove Road, Old Sambro Road and Prospect Road. Within this area of interest there are several relatively large patches of natural habitat, including the Terrace Bay Wilderness Area, Western Common and several parcels of unprotected Crown Land.

Like the Blue Mountain Birch Cove Lakes to Five Bridge Lakes group, this group noted that while promoting connectivity in this area is important, so is working to expand the protection of core areas of habitat, as much of this area remains undeveloped, but also unprotected and under threat from future development. This is consistent with indications of wide areas of important corridors in the HGNP (Figure 22).

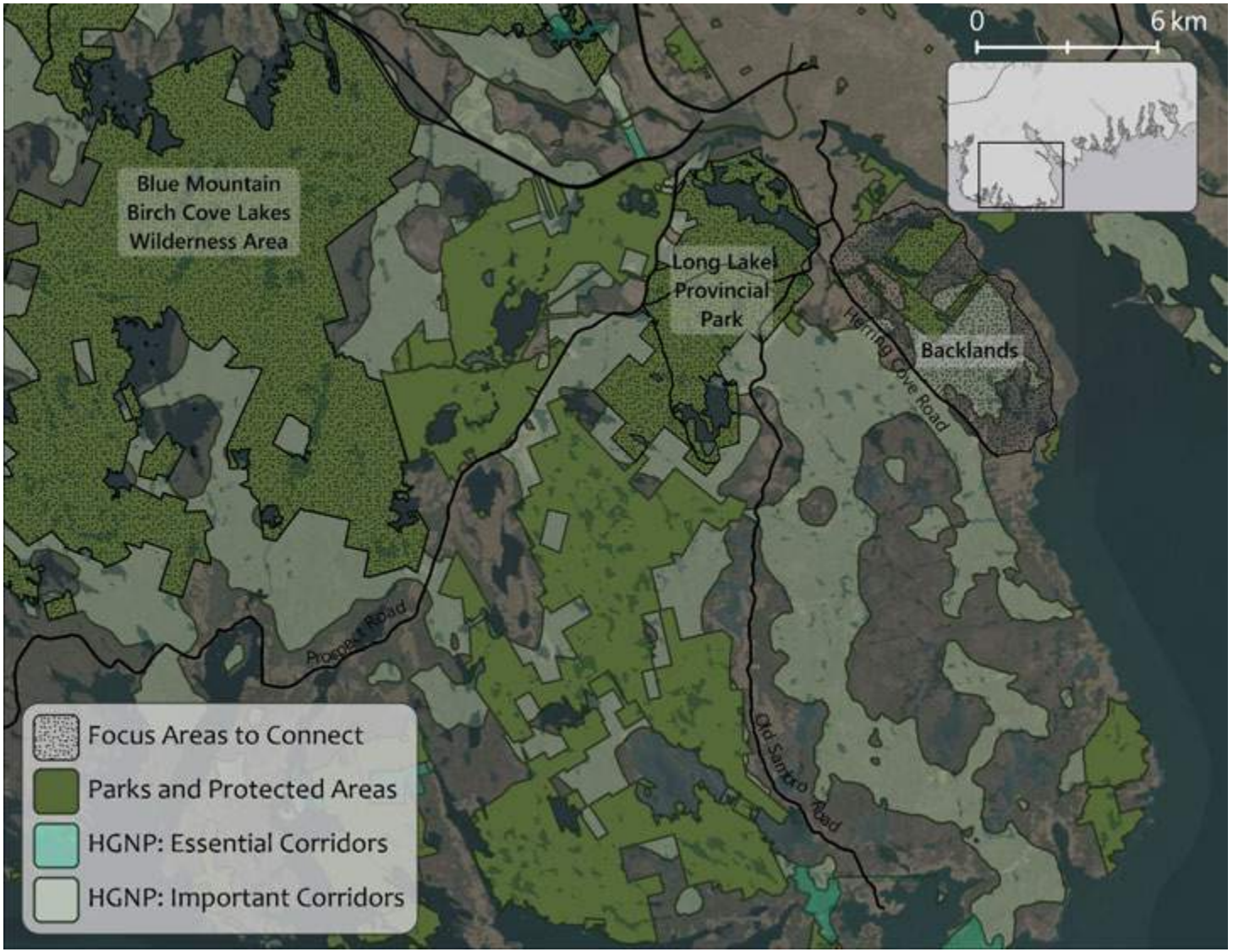


Figure 22. Overview of the area between the Five Bridge Lakes Wilderness Area, Long Lake Provincial Park and the Purcell's Cove Backlands

The Backlands

The group looked at connectivity within the Backlands and identified several properties that should remain undeveloped to maintain connectivity (Figure 23). The primary corridor identified connects Frog Pond Park and the Nova Scotia Nature Trust's Backlands property. The corridor first crosses Williams Lake Road and then goes through several key undeveloped properties before reaching Shaw Wilderness Park and Colpitt Lake (Figure 23). The group also identified a key pinchpoint along this corridor where it crosses Williams Lake Road (Figure 24). On the other side of the Wilderness Park, key properties were identified to ensure a connection to the Nova Scotia Nature Trust's lands. Another key connection was identified between Long Lake Provincial Park and the Backlands, flowing between Old Sambro Road and the Catamaran Ponds was identified as an important wildlife corridor (Figure 23).

Three smaller, secondary connections were identified linking a large, undeveloped piece of Crown land in the Backlands to Herring Cove Provincial Park Reserve, York Redoubt National Historic Site and Connaught Battery Park across Purcell's Cove Road and John Brackett Drive (Highway 253) (Figure 23).



Figure 23. Connectivity within the Backlands

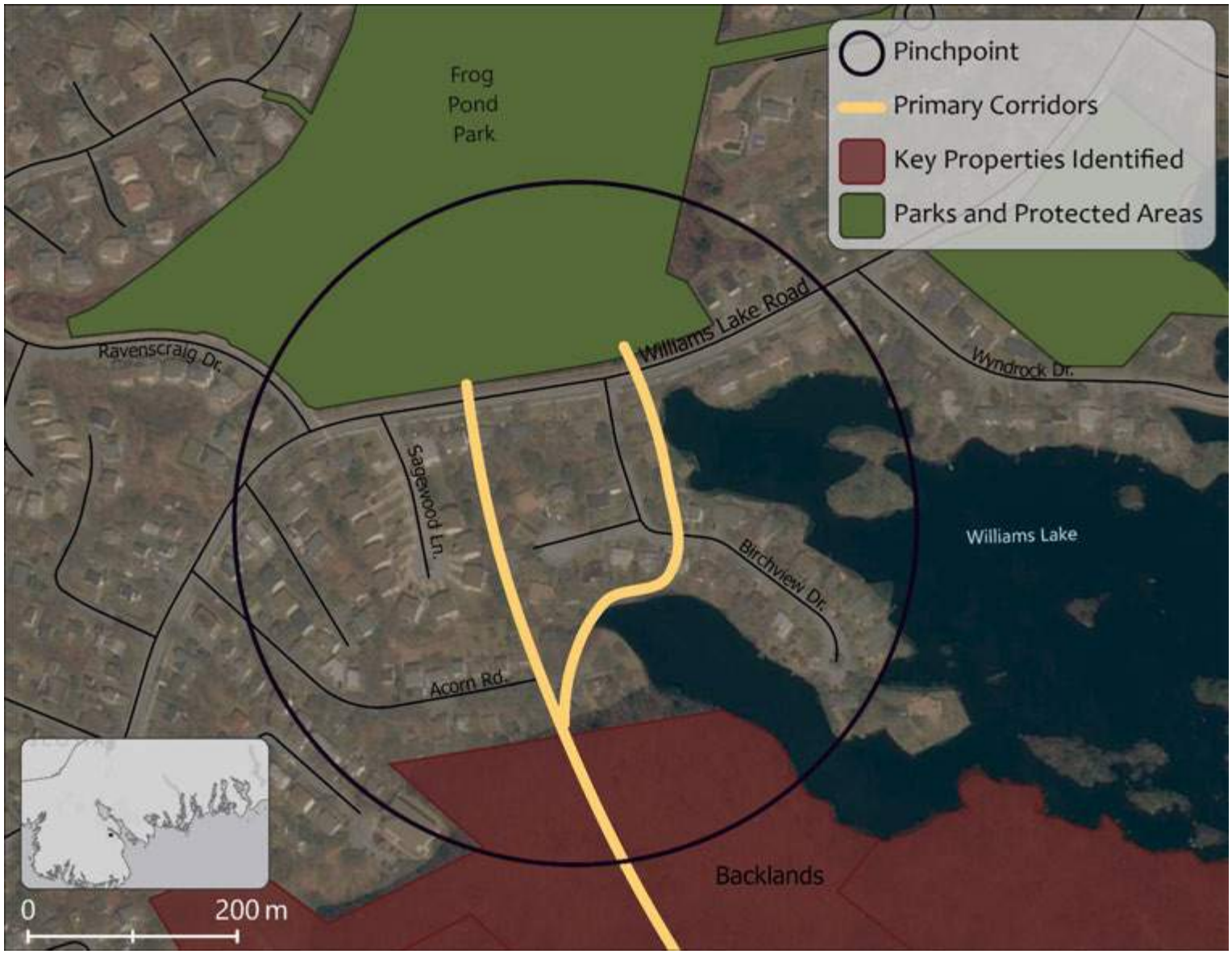


Figure 24. Pinchpoints identified around Williams Lake Road on the corridor connecting Frog Pond Park and the Backlands.

The Backlands to Terrace Bay Wilderness Area and Long Lake Provincial Park

Moving out of the Backlands towards the Terrace Bay Wilderness Area and Long Lake Provincial Park, the first major barrier to connectivity is Herring Cove Road. The group identified several places along the road where development on either side is relatively thin or non-existent between the communities of Herring Cove and Spryfield for potential wildlife crossings (Figure 25).

Beyond Herring Cove Road, a large parcel of Crown land was identified as critical to the conservation strategy of the area. If left undeveloped, the Crown land will continue to act as core habitat and provide contiguity with Long Lake Provincial Park and Terrace Bay Wilderness Area. The group also identified two opportunities for connectivity across Old Sambro Road at locations of large parcels of undeveloped land (currently owned by a development company), which provide natural habitat on both sides of the road in gaps between subdivisions.

The group discussed the importance of securing properties between Long Lake Provincial Park and Terrace Bay Wilderness Area for the long-term protection and expansion of these core habitats. They reported that there has been talk of constructing a road through these lands to connect Harrietsfield and Goodwood, which would disrupt the connectivity that currently remains between the two existing protected areas.

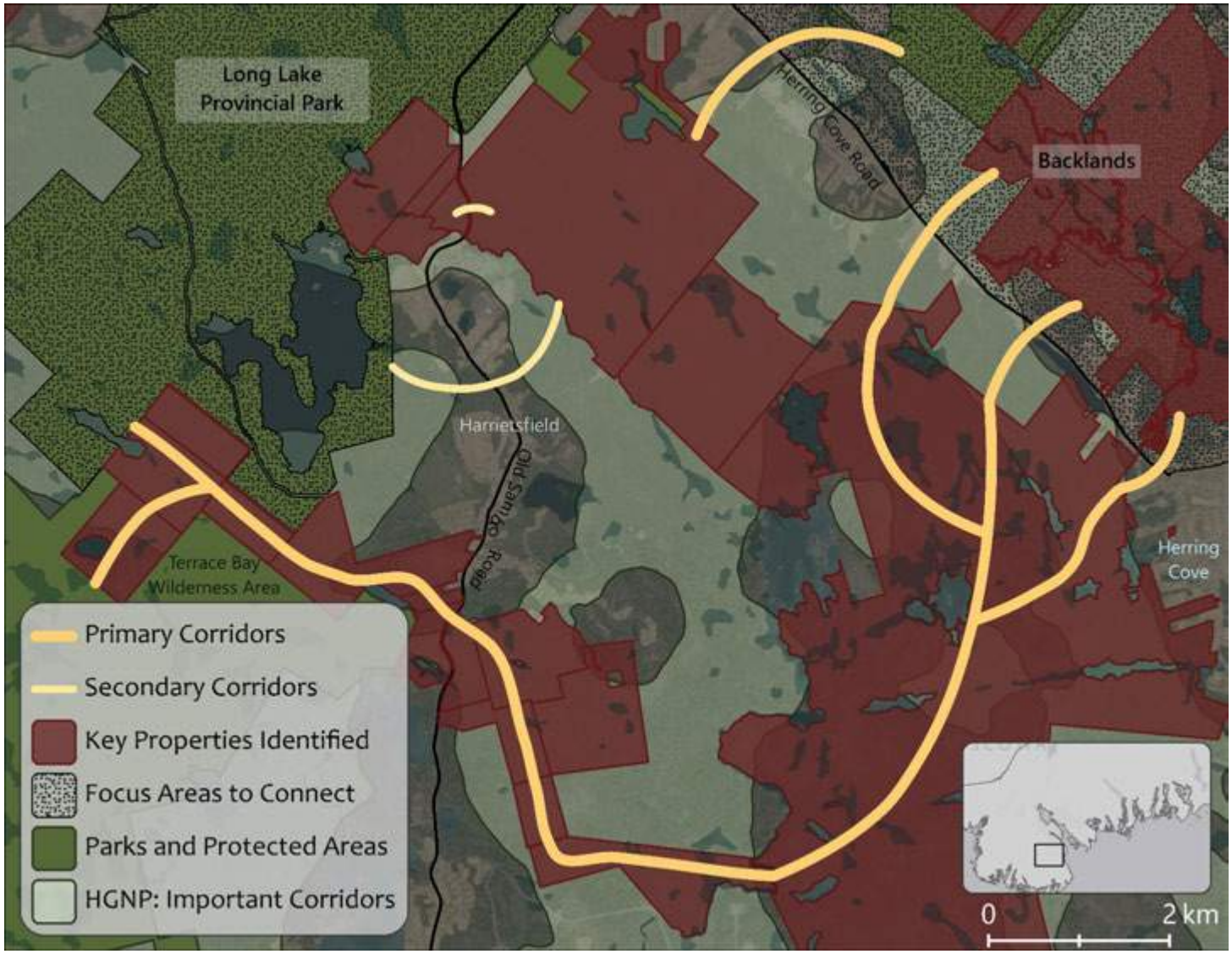


Figure 25. Connectivity between the Backlands and Long Lake Provincial Park and Terrace Bay Wilderness Area

Terrace Bay Wilderness Area and Long Lake Provincial Park to Five Bridge Lakes Wilderness Area

The Western Common and the HRM-owned lands adjacent to it provide opportunities for connectivity across Prospect Road, connecting Long Lake Provincial Park to Five Bridge Lakes Wilderness Area (Figure 26). The group noted that there are a few low-hanging fruits for connectivity across the road where there is parkland on both sides of the road. However, these are not the only opportunities for connectivity, but the others would require connections between currently unprotected (though undeveloped) parcels.

The group made the case that all of the lands and waters between Long Lake Provincial Park and Terrace Bay and Five Bridge Lakes Wilderness Areas should be managed for connectivity because, despite the Otter Lake Landfill and other areas of disturbance, there likely remains high permeability for many species of wildlife through the area. They also note that by doing so, it would provide a wide (~6 km) corridor which would serve black bear and other large and/or sensitive wildlife species.

A corridor between Five Bridge Lakes and Terrace Bay Wilderness Areas that also builds a connection to the Roges Roost Wilderness Area was identified (Figure 27). The corridor largely follows an important corridor identified in the Halifax Green Network Plan in the area to north of Shad and Prospect Bays.

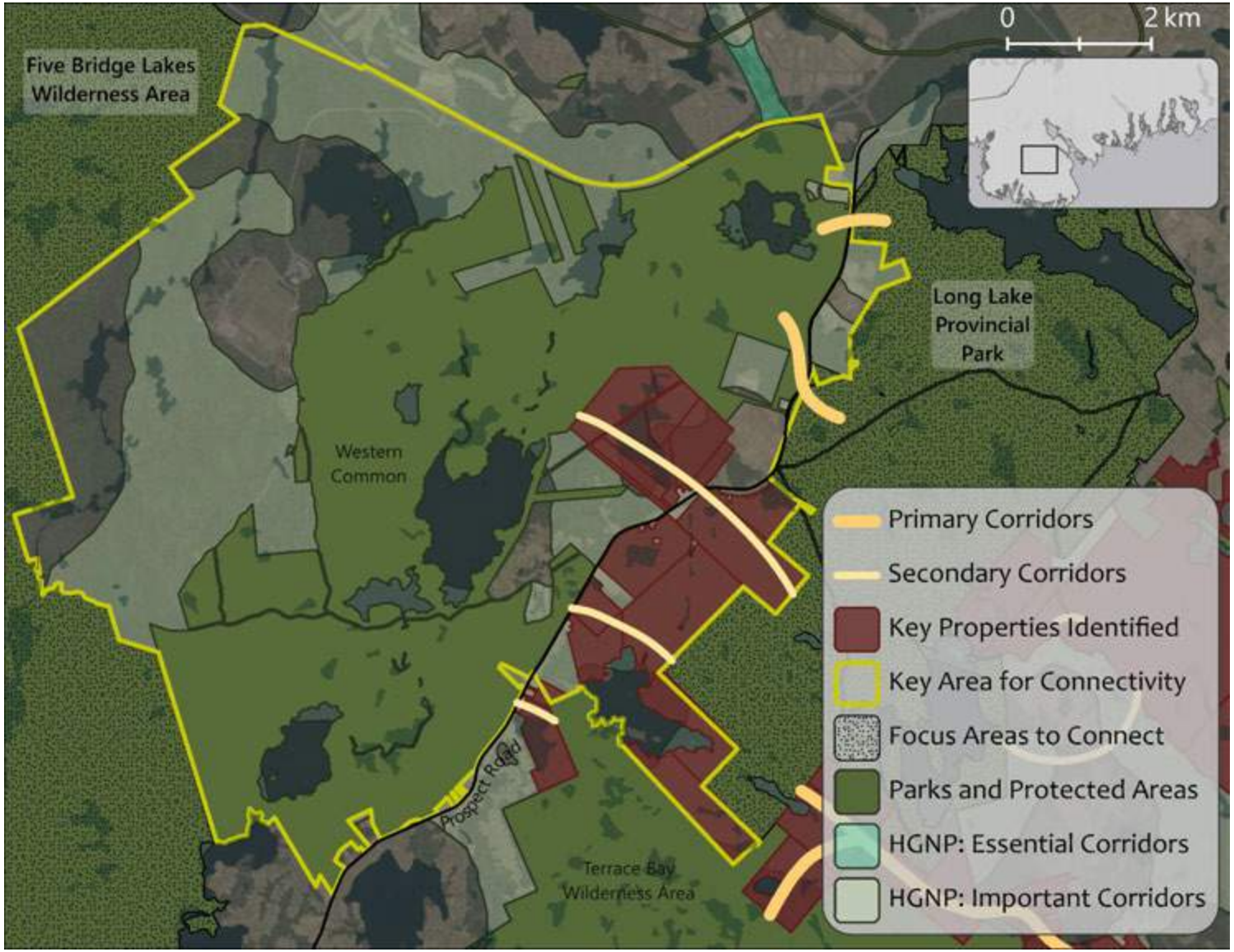


Figure 26. Connectivity between Long Lake Provincial Park and Five Bridge Lakes Wilderness Area, highlighting the key area around the Western Common and connections over Prospect Road.

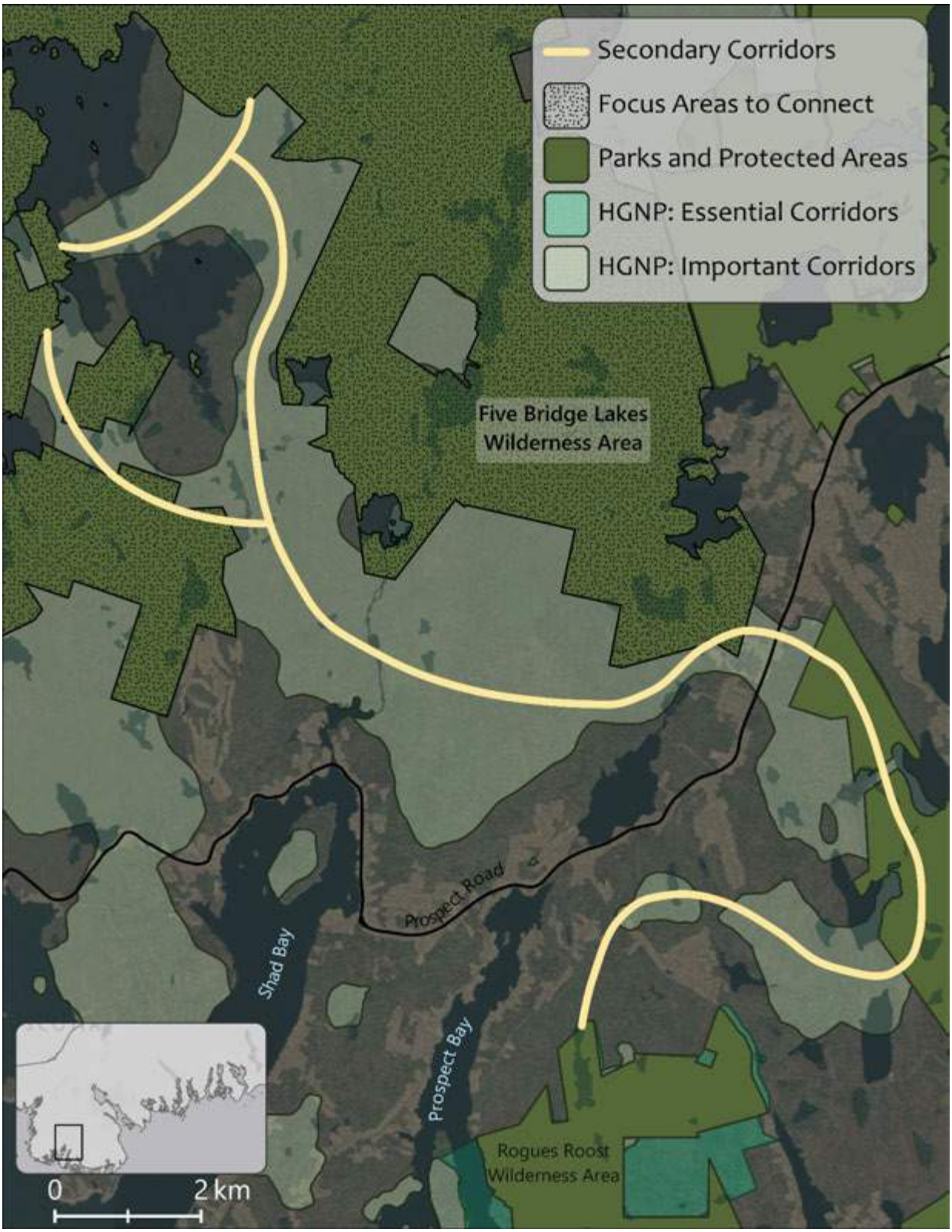


Figure 27. The corridor identified between Five Bridge Lakes, Terrace Bay and Rogues Roost Wilderness Areas.

Aquatic Connectivity

Several corridors for aquatic connectivity in the Backlands were identified (Figure 28). The first is Governor's Brook which flows from two Catamaran Ponds behind the Sobeys in Spryfield to Colpitt and Williams Lake. The Catamaran Ponds are the headwaters for Colpitt and Williams Lake and thus need to be adequately protected. Secondly, although it is a relatively built-up area, there is the possibility for aquatic connectivity between Long Lake and Kidston Lake through Spryfield. An aquatic connection between Long Lake and Herring Cove through the MacIntosh Run and Pine Islands Ponds was also identified.

Together, these key properties and corridors represent crucial opportunities for protecting core areas and connectivity in a region that comprises relatively large and intact parcels of Crown and other undeveloped lands (Figure 29). Much of these lands abutt and overlap important corridors identified in the HGNP. Despite their condition at present, important threats to connectivity exist due to existing and potential future road and other developments and or resource extractions.

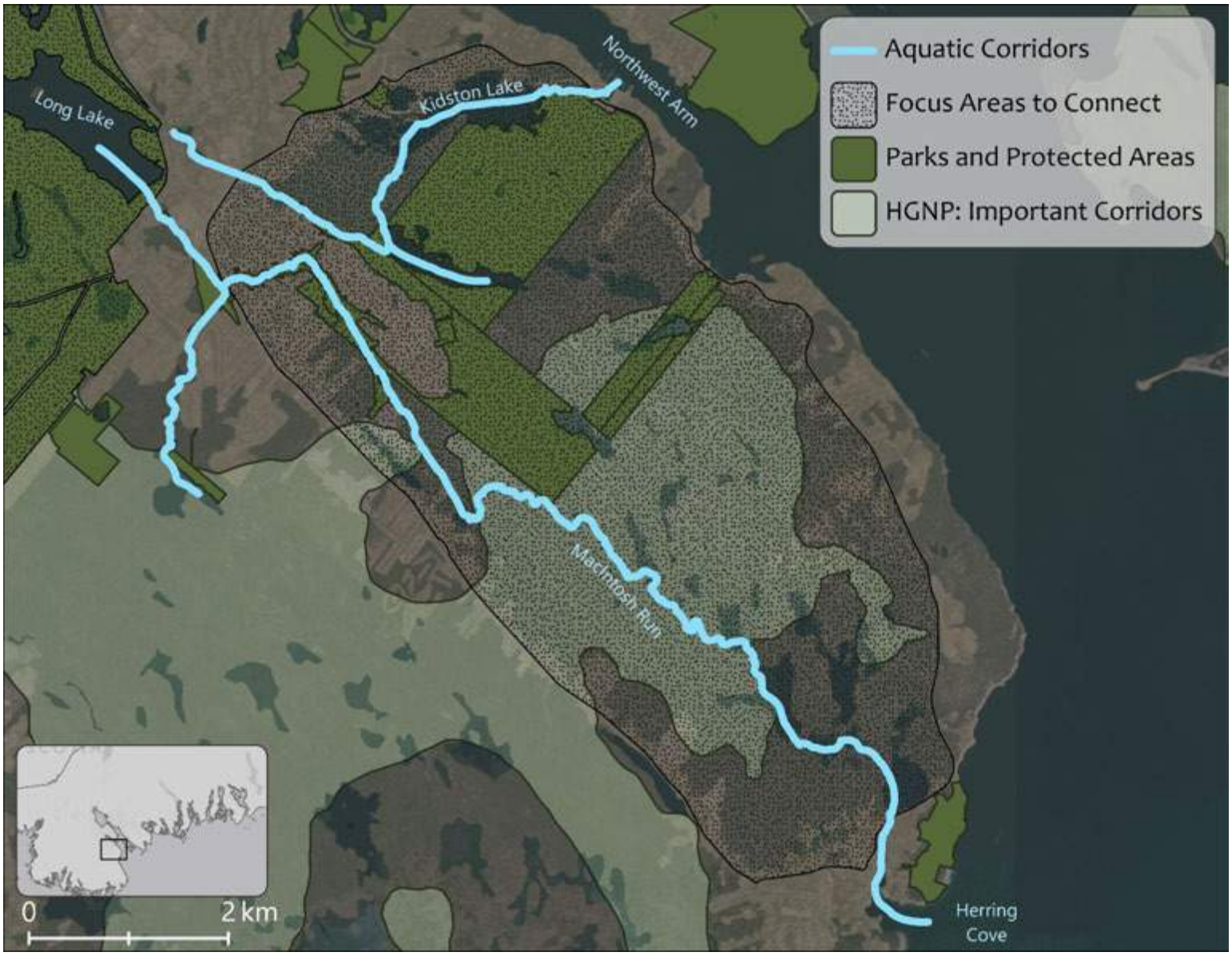


Figure 28. Aquatic Connectivity in the Backlands

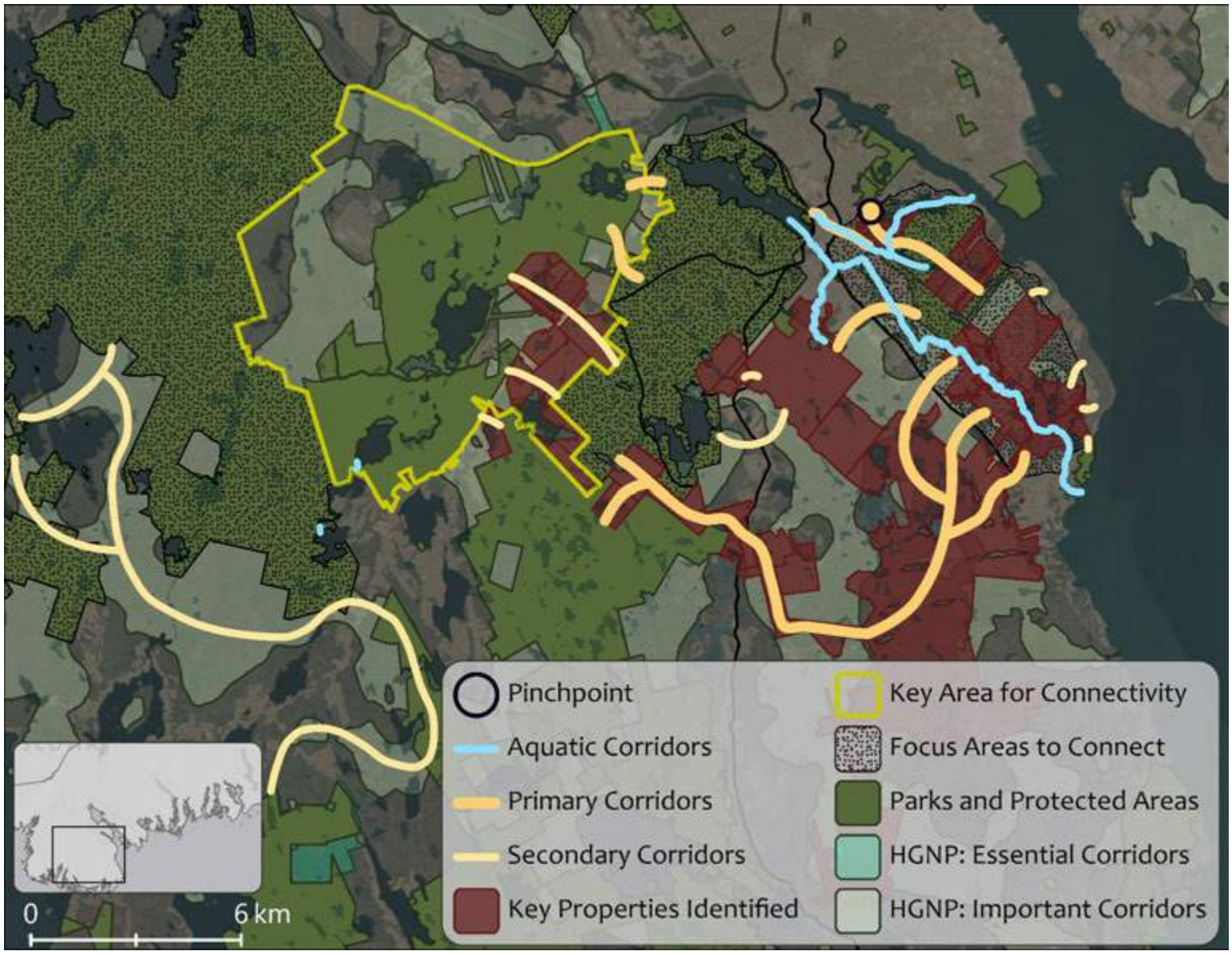


Figure 29. Summary map for the Five Bridge Lakes Wilderness Area to Long Lake Provincial Park and the Backlands group

Summary

Putting together the products of all four groups produces a conceptual map for wildlife corridors through a critical yet threatened part of HRM, where the Chebucto Peninsula connects with the rest of mainland Nova Scotia. The mapped area of interest extends from the Sandy Lake-Sackville River area through BMBCL to the Ingram River area and through Five Bridge Lakes, Terrance Bay and Rogues Roost Wilderness Areas and Long Lake Provincial Park to the Backlands. While many of these corridors follow those that were identified in the Halifax Green Network Plan, some are not, highlighting the importance of considering connectivity at the fine scale and communicating with those who have an intimate knowledge of the local landscape (Figure 30).

It is important to note that while the corridors in the maps throughout this document are symbolized by thin lines, they should not be interpreted as such. Rather, the lines showing the corridors represent the centerlines of corridors, the width of which should be as large as possible. In addition to the indicated corridors, numerous key properties for the maintenance or restoration of connectivity were identified. Currently, these properties are not explicitly managed for wildlife corridor conservation and are owned by a number of different landowners including the Crown, HRM, lumber and utility companies, and private developers. Each group also identified at least one broad swath of land which is crucial to connectivity, and also for expanding core areas for conservation. These areas represent prime opportunities for buffering, supplementing, or expanding core areas, and for securing corridors wide enough to serve large and sensitive species of wildlife while safeguarding against edge-effects and human land uses and activities along their boundaries. Other areas crucial to connectivity are currently limited to narrow corridors and several require restoration. Nonetheless, they are important to secure as remaining remnants of essential corridors and for planned redundancy within the connected network.

In the areas of HRM focused upon in this report, as is likely the case in much of HRM, opportunities for conserving wildlife connectivity are being lost daily. It is imperative that systematic planning that precisely identifies and delineates the boundaries of core areas and corridors in a green/ecological network design be completed in the very near future. Strategic short-term and long-term measures that implement the protection of core areas and corridors need to be developed and put in place. Moving forward, in addition to formal land conservation through land securement (e.g., land purchase, conservation easements), creative mechanisms for maintaining and restoring connectivity in key areas will be required, such as: zoning; right of first refusal for purchasing key private properties; formal easements and rights of ways along riparian areas, through subdivisions and along roadways; planned corridors associated with land development approvals; and road mitigation measures such as fences, overpasses, underpasses, bridges and box culverts.

Many local individuals and groups have formal and experiential knowledge of the land, wildlife, and connectivity planning. Collaborative partnerships between governments at all levels, including the Mi'kmaq, non-government organizations and other interested parties, and citizens would support the co-production of knowledge while building constituents of support.

The charrette has served to expand the understanding of issues, priorities and opportunities relating to ecological connectivity within the context of the Chebucto Peninsula and the greater Mainland and, by extension, within Nova Scotia and between Nova Scotia and continental North America.

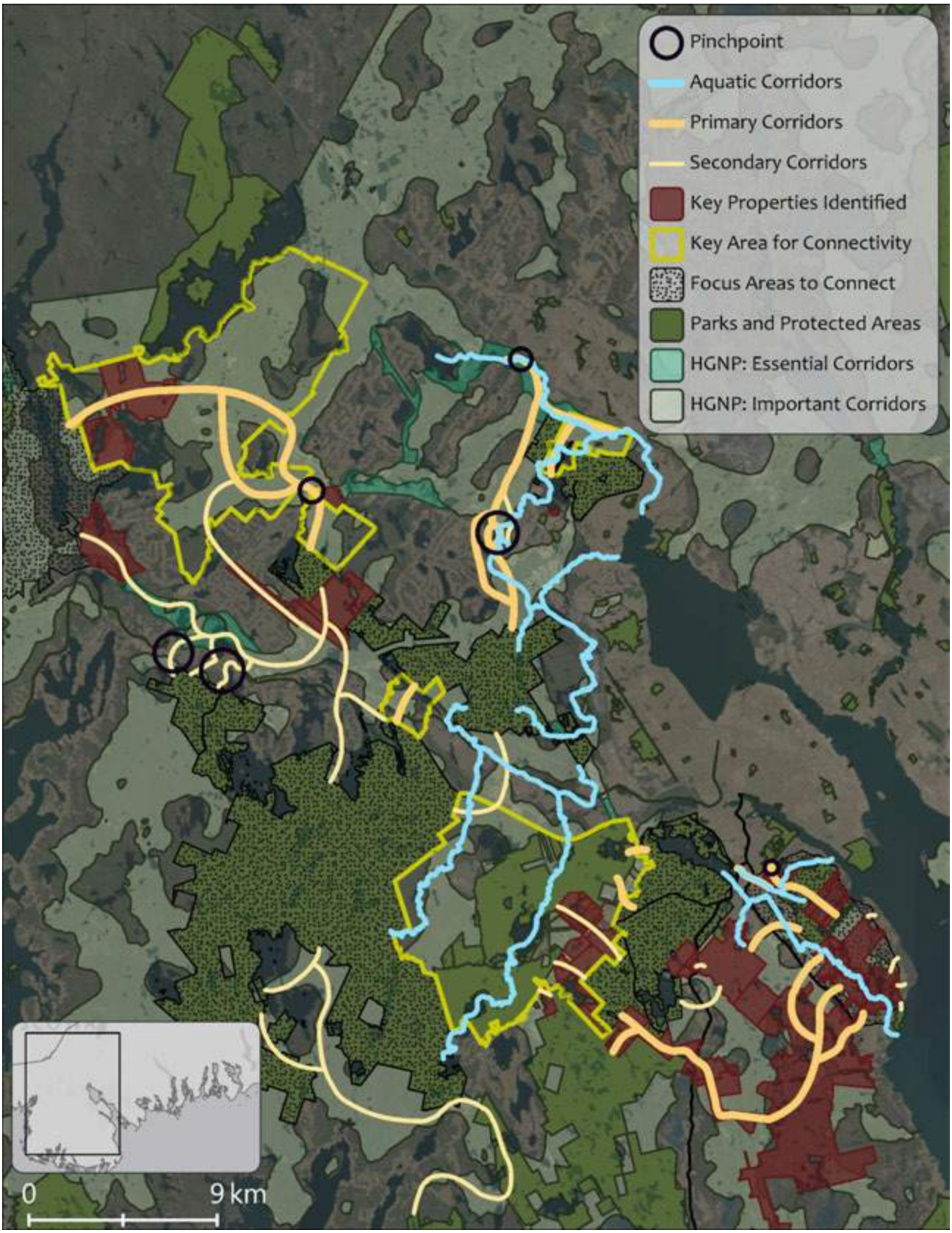


Figure 30. Summary map showing the work of all of the groups during the charrette

In order to move beyond understanding toward specific efforts to ensure ecological connectivity is protected (or restored where already compromised), it is useful to consider next steps as informed by the charrette exercise, including:

- advance recommendations through the ongoing review and update of the 2014 regional plan, relative to priority and direction with respect to ecological connectivity;
- build in ecological connectivity as a priority interest and requirement to be addressed where relevant at the local planning level;
- establish an ongoing relationship with the Department of Transportation and Active Transit to identify and address connectivity issues and opportunities associated with highway construction or upgrading;
- identify and delineate opportunities and options to protect, maintain and/or restore 'essential' and 'important' corridors through field study and ground-truthing and in consideration of existing patterns of property ownership and land use;
- coordinate field study, mapping and planning efforts amongst responsible agencies, organizations and/or advocacy groups; and
- identify funding sources and partnerships.

In the absence of focussed effort and action, development will continue to encroach on rapidly narrowing options and opportunities to maintain or restore ecological connectivity between the Chebucto Peninsula and the greater Mainland, and effective foreclosure soon will become the inevitable and ultimate outcome.

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APPENDIX I: CHARRETTE PARTICIPANTS

Organizers

Karen Beazley, Chair, Nova Scotia Crown Share Land Legacy Trust
Dale Smith, Trustee, Nova Scotia Crown Share Land Legacy Trust
Mary Ellen Donovan, Friends of Blue Mountain – Birch Cove Lakes Society, Sandy Lake – Sackville River Regional Park Coalition

Technical Organizers

Karen McKendry (Remote Platform Host), Ecology Action Centre
Dave MacKinnon (GIS Resource Person); Chair, Science Advisory Committee, Nova Scotia Crown Share Land Legacy Trust

MC/Host of Charette

Karen Beazley, Chair, Nova Scotia Crown Share Land Legacy Trust; Dalhousie University

Sandy Lake – Blue Mountain Birch Cove Lakes

GIS Resource Person: Caitlin Cunningham, Dalhousie University

Mary Ellen Donovan
Lisa Doucette
David Patriquin
Karen Robinson
Walter Regan
Clarence Stevens

Blue Mountain Birch Cove Lakes – Ingram River

GIS Resource Person: Kermit deGooyer, Nova Scotia Environment – Protected Areas

Emma Kinley
Mike Lancaster
Oliver Maass

Blue Mountain Birch Cove Lakes – Five Bridge Lakes

GIS Resource Person: Pat Nussey, Nature Conservancy of Canada

Rich LaPaix
Chris Miller
Megan Pagniello
Jan Skora
Dale Smith

Five Bridge Lakes – Long Lake Provincial Park and the Backlands

GIS Resource Person: Dave MacKinnon, Nova Scotia Environment – Protected Areas

Kathleen Hall
Martha Leary
Peter Lund
Patricia Manuel
Jillian Meredith

Observers

Kathleen Fralic, Planning and Development, Halifax
Leah Perrin, Planning and Development, Halifax

Summary Report Preparation and Cartography

Caitlin Cunningham

APPENDIX II: GIS LAYERS USED

Nova Scotia Provincial Datasets

CROWN LAND
A spatial dataset of all Crown lands in Nova Scotia. Crown lands are all or any part of the land under the administration and control of the Minister of Lands and Forestry as per the Crown Lands Act. The dataset includes land in which the Nova Scotia Department of Lands and Forestry has full or partial interest. Data download available at: https://data.novascotia.ca/Lands-Forests-and-Wildlife/Crown-Land/3nka-59nz

NOVA SCOTIA FOREST INVENTORY
Layers containing polygons for all lands in the province as described in the Photo Interpretation Specifications. Includes water, forested and non-forested areas with additional identification of freshwater wetlands and coastal habitat area classifications. Data download available at: https://novascotia.ca/natr/forestry/gis/forest-inventory.asp

NOVA SCOTIA PROTECTED AREAS SYSTEM
These lands help preserve Nova Scotia's natural values through a blend of legislation, ownership and management. Included here are: National Parks, National Wildlife Areas, Provincial Wilderness Areas, Provincial Nature Reserves, selected Provincial Parks and selected land trust properties and easements. This combination of federal, provincial and private lands contributes to both provincial and national land conservation and biodiversity goals. Data download available at: https://data.novascotia.ca/Environment-and-Energy/The-Nova-Scotia-Protected-Areas-System/ticv-5du5

NOVA SCOTIA ROAD NETWORK
Nova Scotia Road Network (NSRN) is a digital representation of all the roadways in Nova Scotia. The NSRN has several descriptive attributes to define a roadway such as number of lanes, surface type, and road class. The NSRN is a networked data set complete with linear entities such as roadways as well as point entities such as junctions and blocked passages. The NSRN data conforms to the federal government's National Road Network (NRN) and is regularly uploaded as a contribution to the NRN. Data download available at: https://data.novascotia.ca/Roads-Driving-and-Transport/Nova-Scotia-Road-Network-NSRN-/484g-adjn

NOVA SCOTIA PROPERTY LINES
Dataset that delineates property lines across the province.

NOVA SCOTIA HYDROGRAPHIC NETWORK
The Nova Scotia Hydrographic Network (NSHN) is updated and maintained from aerial photography. Hydrographic features (banks, network linear features, junctions, etc…) are collected and networked into a seamless database. Attribution has been applied to reflect network directionality as well as network priority (main vs. secondary path). Toponyms are included in the attribute table for named hydrographic linear, point and polygon features. Hydrographic feature codes and their descriptions are provided with the download in a NSTDB feature code table. Data download available at: https://nsgi.novascotia.ca/gdd/

Halifax Regional Municipality Datasets

HALIFAX GREEN NETWORK PLAN

TheHalifaxGreenNetworkPlanwasadoptedbyHalifaxRegionalCouncilonAugust14,2018.Theunderlying datatosupportthemapsintheplandocumenthavebeenreleasedthroughopendata.Pleasevisithttps://www.halifax.ca/about-halifax/regional-community-planning/community-plans/halifax-green-network-planforcompleteinformation Data download available at: https://www.halifax.ca/home/open-data/open-data-files#HGNP

HRM PARKS
Polygon representation of HRM owned and maintained parks. Includes areas that have been developed as parks and land with the primary function of providing active and/or passive recreation opportunities. Data download available at: https://catalogue-hrm.opendata.arcgis.com/datasets/3df29a3d088a42d890f11d027ea1c0be_0?geometry=-68.390%2C44.111%2C-57.937%2C45.475

C115

Dear Kathleen Fralic and Regional Plan Review team,

My name is Brenna Walsh and I am a active community member living in Dartmouth. I am writing as I am concerned about the amount of focus which was placed on climate change through the Themes and Directions Report and other engagement material, such as the Shape Your City survey. I think the actions which are laid out in the HalifACT plan are strong, but it will be very difficult to deliver on these actions and transform HRM into a truly sustainable community without integration of these principals throughout planning and all other decision making spaces within the municipality.

I would first like to say that I am very happy to see the expansion of focus on addressing climate change within HRM in the Regional Plan, going from a section with six lines to expanding the Environment, Energy and Climate Change chapter to incorporate HalifACT's net zero emissions targets. I would push the regional planning team to devote a full chapter to the issues and actions laid out in HalifACT as they will be integral to all planning going forward in HRM. In addition to this, I would urge you to ingrain the whole of community approach recognized as needed within HalifACT to build a low carbon and resilient community and elevate addressing climate change further within the Regional Plan. I would ask that you adopt the need to apply a climate change lens to all decisions which are encompassed by the Regional Plan, and establishing strict criteria to apply this climate lens to decision making. Additionally, decarbonization and building resilience to climate change should be explicitly included within the Principles of the Regional Plan.

Another important measure to adopt is the use of carbon budget approach, a framework for which explained within section 1.3 of HalifACT to make planning decisions. This would include the requirement to make accurate calculations of how future developments, or modifications to the ways in which neighbourhoods operate will stack up within the carbon budget that the city has between now and 2050 (from which the HalifACT plan commits to city to being carbon neutral going forward). Different models for how the carbon budget is assessed and integrated into city planning have been taken up in leading cities around the world, such as Edmonton, Alberta and Oslo Norway. I would urge the city to explore what has been done in other cities and establish specific accounting measures and criteria which must accompany development planning, and establish a system in which the full carbon budget for the year is shared with citizens. This can support transparency, build support for leading sectors, and provide examples for development proposals which will maximize benefits within the community and minimize carbon use.

Looking to the Themes and Directions report, I:

- (9.2) support adoption of policy to encourage net-zero and climate resilient new construction. Ways to make this policy more effective should be considered, such as incentives ro push developers to choose the lower carbon pathway. Strict criteria should be included in this policy and shared with the public.
- (9.3) support adopting policy to encourage alternative energy sources such as district energy and microgrids. I would also encourage the planning team to direct funding to research to assess which areas planned for intensification, or for redevelopment could benefit most from these alternative energy sources, provide this information to developers

and when possible, implement additional prioritization to selecting development proposals which include these alternative energy sources.

- (9.4) support adjustments of land-use bylaws to facilitate solar development and uptake of electric vehicles and installation of their infrastructure, particularly those which would benefit renters and citizens living in low-income housing and allow them to take advantage of associated benefits.
- (9.5) support adjustment to policy which would allow for implantation of large-scale wind energy generation.
- (9.6,9.7) support risk assessment to infrastructure and implementation of policy which would build in resilience to climate change for critical infrastructure, whether in retrofitting old buildings or in requirements for new builds. Additionally, the climate risks identified for critical infrastructure should also encompass the slower incremental changes (increased heat, rain) and requirements to build in resilience to these non-extreme climate risks should also be implemented into policy. Technological solutions (automated adjustments to heating/cooling) as well as low-tech solutions (building orientation) and green infrastructure solutions (green roofs) should all be considered and put forward as ways to build resilience.
- support the adoption of the IMP's delineation of 90 % of growth occurring in the central and suburban areas of HRM, with strong prioritization for densification, and building in grey and brownfield sites, and ensuring that the complete street approach is taken as densification and development occurs.

Leadership from the municipality on climate action, coming down strongly from its highest planning document, the Regional Plan will both allow for us to deliver on action directly, and push, influence and inspire other sectors and stakeholders which operate within the municipality to decarbonize and build resilience for a climate safe future in HRM. Clear measures and criteria must also be laid out within the Regional Plan as to how climate change will be considered, and how this will influence decision making, in ways which are clear and transparent for the general public. It is key that climate change, both transitioning to a low carbon community, and building the resilience and adaptation measures which will be needed to protect our community from incoming changes to our climate be a key framing through which we view all planning decisions now and going forward for HRM.

Sincerely,

Brenna Walsh

C119

Response to Regional Planning Committee
Re: Regional Plan and Dutch Village Road

Submitted By:
Hank Huizinga and Darlene Loke
[redacted]
June 29, 2021

We would like to provide feedback on the proposed and current changes in the Fairview area of Halifax. Thank you for providing us this opportunity. We are long time residents of the Fairview area (my wife has lived in this community for 50 plus years) and have been proud members of our community BOTH as renters and homeowners. Between us we have witnessed and experienced change in this community.

Background Information and Summary: (To help with context of my concerns)

FIRST, I have copied below from the Plan Dutch Village Road Goals from the 2016 Plan Dutch Village Road Report (https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/160719rc1462.pdf).

Plan Dutch Village Road Goals:

1. Maintain and encourage the retention of local businesses through zoning regulations
2. Create greater predictability of built form through an as-of right process
3. Create development that is respectful of the community
4. Allow commercial development along all parts of Dutch Village Road
5. Ensure new development transitions appropriately to low density residential neighbourhoods within the Dutch Village Road study area
6. Create new buildings that are better integrated with neighbourhood
7. Provide site design that creates livable and walkable communities
8. Generate a more defined commercial node
9. Regulate the lands under one By-law (Mainland Land Use By-law)
10. Permit consideration of high-rise development in Area A by development agreement

SECOND, I have referenced 2 articles from the Halifax Examiner to offset my own research. I felt it was important to include words from these 2 writers (one lives in Fairview) because they echo exactly many of our own concerns and fears:

The first is an article published March 16, 2021. The title is “A Fair View of the Future for Dutch Village Road” and written by Suzanne Rent. The link to it is:
https://www.halifaxexaminer.ca/featured/a-fair-view-of-the-future-of-dutch-village-road/

The second article was published March 23, 2021. The title is “Fairview Development Proposal Moves to Next Steps” and was written by Zane Woodford. The link is: https://www.halifaxexaminer.ca/city-hall/fairview-development-proposal-moves-to-next-steps-and-other-halifax-council-news/

THIRD, I have attached a copy of our Public Engagement Survey Westerwald which includes many of these concerns.

Summary

The original recommendations were published in 2016 for Dutch village road. Keeping in mind the original recommended goals which were supposed to be the basis of the new plan, please review our list of concerns as they relate to these goals. Please note that many of these concerns overlap. This is a Summary of them in no order of importance with details following:

1. 100% land usage
2. Traffic Considerations
3. Affordable Housing in Fairview
4. Greenspace for Community/Family Use
5. General Observations
6. A Request for information from the Regional Planning Committee

Concerns/Comments

1) 100% land usage

I am truly disappointed that 100% land usage is allowed within zone C-2C and has so adversely affected the area we call home.

It clearly does not fit the Dutch Village Road Goals. This by-law is most importantly unsafe and is in opposition to goals 3, 6, & 7 above. The only objective it accomplishes is allowing a building that is too big for the property it is on.

For example, the intersection of Dutch Village Road and Rosedale where the two new apartment buildings have been built.

i) The intersection is now **unsafe**. Drivers exiting Rosedale to Dutch Village: the drivers must almost pull into incoming traffic to be able to see if there it is clear to turn. Drivers turning left onto Rosedale Ave are unable see a vehicle advancing down to the corner and occasionally almost collide.
ii) Insufficient space for bus drivers to **safely** turn onto Rosedale from Dutch Village. We have witnessed bus drivers having to do a three-point turn. This is a bus route and now the bus drivers can not safely navigate their routes.
iii) It appears the balconies of the buildings are over-top of you as you are both driving and walking.

Additionally,

i) There were plans to include a bike lane and sidewalks on Dutch Village Rd. There is also a requirement for snow removal. To provide a livable and walkable community there should be safe passage and green space. This is in contradiction with the 100% land usage. I personally can not envision how this can be accomplished.
ii) The 100% land usage allows for all buildings to be connected in an unbroken line. How is this respectful of the community? I for one don't agree with creating a duplicate of the Dartmouth Crossing Village shops. That is not a community.
iii) Parking. Where will there be parking for all the new commercial development? Again, with the sidewalk and plans for bike lanes, where is there available space if 100% land use is permitted? (Where are the tree plantings that the city was promoting just recently?) Is the

proposal that parking structures be built where you can pay for parking? How will this be successful in drawing business to the area?

iv) The points below are taken from https://www.halifaxexaminer.ca/featured/a-fair-view-of-the-future-of-dutch-village-road/ which echoes many of the concerns I have noted and have

"- There are no sidewalks on the west side of the road! I cannot fathom housing dozens, if not hundreds more citizens and not have a place for them to safely walk. And the construction of the new buildings is so close to the road, it's hard to imagine how a sidewalk could even be installed. "

– "It is hard to see traffic when leaving the bottom of Rosedale to turn right or left onto Dutch Village. There are two new buildings that obstruct the view, so you must edge out into traffic to see. Then if the bus needs to turn up Rosedale as you're waiting to enter Dutch Village, there's not enough room for the bus to turn up! The entrance to Rosedale is now simply too narrow and if snow is going to be piled on the road as it was this year, it's going to cause perpetual problems."

– "Dutch Village is now a busy thoroughfare for people coming from Main Avenue, Washmill Lake Drive, Clayton Park to either get to Bayers Road or onto Joseph Howe. This is hugely problematic for pedestrians, especially having a childcare centre on that road, and being in the area of schools."

– "In the summer, the line up for Dairy Queen spills onto the road DAILY. It narrows the road and affects the safety of turning left onto Rosedale or right onto Dutch Village from Rosedale."

Westerwald Street: There are proposed buildings in this area to be built using the 100% land usage by-law. The problems on Dutch village road are only multiplied on this street. We have also attached our "Public Engagement Survey" which expresses our concerns. The plan calls for integration into the existing community. How can a "development transitions appropriately to low density residential neighbourhoods within the Dutch Village Road study area" when the land usage goes from 100% land usage to residential land usage.

The 100% land use policy is suitable for downtown Halifax, not a residential community. To my knowledge, 100% land usage is not allowed in any residential area except Fairview. Why is Fairview the exception? Why is this by-law only appropriate for this area? I can already see the impact of only a few buildings being built on Dutch Village Road. I can only see the situation getting worse as more buildings are erected. And I can not see how sidewalks under the balcony of buildings is of benefit to anyone or community centric.

It appears to me that this new 100% land use in zone C-2C should never have been agreed to and should be removed. It clearly does not fit the Dutch Village Road Goals. I plead with you again to please re-consider this by-law and remove it.

2) Traffic considerations

We live on Sunnybrae Ave. near the bottom. In the morning (pre-covid), cars were backed up the street to exit onto Dutch village road. I see no reason this behaviour will not start again after everyone returns

to work. I find it difficult to get out of my own driveway let alone exiting from Sunnybrae onto Dutch Village where I usually have to wait for traffic light timing during non-rush traffic.

There will now be all new residential areas and commercial areas without any changes to traffic flow. There are new apartments planned for Westerwald and this street exits very close to the Joseph Howe/Dutch village intersection.

Should there not be a plan in place BEFORE the buildings are put up to ensure the community can absorb all this new traffic with Dutch village being only a narrow two-way street. I would like to see what that plan looks like now since more changes have been added to it. I am hopeful that this is not a reactive plan where we will deal with the congested traffic and accidents after it happens.
We are assuming with all the new residential buildings there will be a requirement for more bus stops/bus routes. Dutch village road is a narrow two-lane road. Where will the bus stops be? With 100% land usage, there is no shoulder on the side of the road to pull over and not impact traffic flow.

3) Affordable Housing in Fairview

Fairview is (or was) one of the last affordable housing areas in Halifax. Numerous low-rent buildings are being replaced with new construction with rents that are much higher which the existing tenants can not afford. Where will all these existing tenants go now? There is a new affordable housing project being built on Joseph Howe, but there is no legal obligation for the building owner to offer affordable housing. *What work is the City Planning Department doing to make affordable rents a requirement in Fairview development?* Is there a clause that the new affordable housing units will not be converted to full rent since there is no legal obligation? *What is the PLAN to assist those displaced with new accommodations?* We need this work to help our displaced neighbors.

My concerns were researched and confirmed in the Halifax Examiner Article in the March 16, 2021, edition which I already referenced and provided link to above the new buildings all have much higher rents than existing units (starting rents were quoted by building). Even though the new building BANC Investments' 12-storey project proposed for Joseph Howe Drive will have affordable units, will they still be affordable in 10 or 15 years since there is no legal obligation?

4) Greenspace for Community/Family Use

It is important that we not loose all our green space. I can see no plan with the 100% usage for any on Dutch Village Road. There doesn't appear to be a plan for any green space or public outdoor/family meeting areas where we can meet and celebrate in the lower part of Fairview. Maybe still see things like the summertime farmer's table or the French fry truck that you see in a neighborhood. There is one (very small) family playground on Titus St. that already sits very close to a heavy traffic corner. It is not an interesting or engaging place for kids and not safe if they run out on the street. We also enjoy supporting the weekend Elderkin farm market; however, we see this type of open area will be disappearing. I recently learned there is green space near the Boss Plaza, but I was not even aware of it as a public space and assumed it was the property of the Boss Plaza. Again - another inadequate space.

5) General observations

I am excited that we are developing the Dutch village area. I agree that development is required but it needs to be both a benefit to the community and to the developers. I agree in PRINCIPLE with the plan goals but am struggling to see how the execution of the plan is functionally helping to create a neighbourhood that is better and more integrated.

My observation is that decisions are being made that are not beneficial for the community. It appears that the new construction is of the highest possible density buildings to fit the maximum number of occupants for maximum profit for the developer. Is this to make it more attractive for developers? I understand and agree that new housing is required. However, new housing must also fit the existing neighbourhood/community to be a successful example of what can be accomplished. Instead, it appears that the new construction is a contrast to the existing Fairview neighbourhood instead of an extension.

6) A Request for information from the Regional Planning Committee

i) We know that the original PLAN DUTCH VILLAGE ROAD has been modified since the original announcements. We would like you to present to the community the most recent version of the plan showing how it has been revised from the original and why.

ii) I would like to meet the original Committee members who presented the original Plan Dutch Village Road recommendations. Have they remained part of the process to ensure our input was acted on? Have they visited the work accomplished so far and does it match their original vision for us? How many of them are residents of Fairview and how many were developers and council members who are not residents?

PUBLIC ENGAGEMENT SURVEY: WESTERWALD AND MELROSE

Submitted May 26, 2021 by:

DARLENE MARIE LOKE
HENDRIK HUIZINGA
[redacted]

1a) What concerns do you have about allowing townhouses and more apartment buildings near Westerwald Street?

- Loss of affordable housing. What will happen to those families living in rented spaces now who will be displaced?
- Traffic – The exit from Westerwald is very close to the Joseph Howe/Dutch Village traffic light. Can this already tight intersection handle the additional traffic congestion? How about Sunnybrae Ave? Is there potential for the Trail next door to be compromised for the traffic to exit on Dutch Village?
- Lack of green space – the plans do not show any green space/common areas. Shouldn't this be a requirement for the density of people being added.
- Height of the buildings. The size and magnitude of the structures will affect the surrounding area. The proposal is six stories, but it often appears that a building permit amendment increases the number of stories. This affects all residences close to the site.
- Is this PHASE 1 of this plan? The plan seems to focus on one side of Westerwald and nothing is said about the area at the bottom of Melrose (Motel and apartment building) and the bottom of Sunnybrae(apartment building) that is also highlighted? Will there be more "phases" similar to what they did with Halifax West School area?
- **If a city is carefully planning for the future, new development should be both a benefit to the community and the developer. It appears that the benefit to the community has taken a back seat to the benefit of the developer where the main goal appears to be maximizing profit by putting the greatest number of units in the smallest possible space.**

1b) What concerns do you have about ground floor commercial?

- Parking – Where are tenants/visitors/potential customers going to park. The plan shows limited parking.
- Is the commercial area for the building tenants or for the community?
- We are not sure what types of ground floor commercial use is required in the area. Fairview is a residential neighbourhood. Fairview does not need more fast food takeout places (ie: Pizza, fish&chips, KFC etc.) and cosmetic outlets (Hair salons, Barbers, Tanning/ Spa salons) there are two supermarkets, 2 drugstores and a medium department store in close proximity.

2a) What benefits do you think allowing townhouses and more apartment buildings could bring to the area?

- Townhouses and apartment buildings can add to the community if they are built with a plan of integration and community use. We do not see this in the plans as presented.

2b) What types of ground floor commercial uses might be appropriate?

- Not sure what (if any) types of ground floor commercial use is required in the area. Fairview is a residential neighbourhood. Fairview does not need more fast food takeout (ie: Pizza, fish&chips, KFC) and cosmetic outlets (Hair salons, Barbers, Tanning salons) there are two supermarkets, 2 drugstores, medical offices and a medium department store in close proximity.
- Any type of community business such as children activities, meeting places, etc.

3) Please tell us what you think of the newer apartment buildings built in the area. How have these buildings changed the look and feel of the area? How do they fit with nearby residential streets.

- Severe encroachment issues: The apartment buildings at the bottom of Rosedale are too close to Dutch Village road and is a safety hazard. When exiting from Rosedale onto Dutch Village road, you almost have to pull onto Dutch village road before you can see the traffic. We do not understand how this building was allowed to be built so close to the street. On Dutch Village Road it looks like the we'll be walking on the sidewalk under the first story apartment decks.
- **If a city is carefully planning for the future, new development should be both a benefit to the community and the developer. It appears that the benefit to the community has taken a back seat to the benefit of the developer where the main goal appears to be maximizing profit by putting the greatest number of units in the smallest possible space. Where is the community?**
- We personally do not like the design of the buildings and feel they do not blend in with existing Fairview housing. They appear to be built to contrast what exists in Fairview. Looking at our skyline and seeing big black and red buildings that actually hide the views of our streets and sunshine does not feel like home anymore. The newest ones don't even have a strip of grass. It feels like a ghetto.

4) Are there any small changes you would like to see near Westerwald Street?

5) Is there anything else we should know about your neighbourhood?

- Fairview has been an affordable housing community allowing people to locate close to Halifax downtown. This allows younger families and new immigrants to purchase property in the area. Schools are close by as well as green spaces for recreation. We personally would be sad to see this replaced by highly priced/high density units.
- As indicated in a previous answer and in our opinion: **If a city is carefully planning for the future, new development should be both a benefit to the community and the developer. It appears that the benefit to the community has taken a back seat to the benefit of the**

developer where the main goal appears to be maximizing profit by putting the greatest number of units in the smallest possible space.

C167

PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Regional Plan Review Team
CC: Haruka Aoyama, Legislative Assistant
Caroline Hemstock, Diversity and Inclusion Advisor
Tracey Jones-Grant, Managing Director of Diversity & Inclusion/ANSAIO
FROM: Jane McKay-Nesbitt, Chair, Women's Advisory Committee
DATE: July 8, 2021
SUBJECT: Regional Plan Review – Women's Advisory Committee

We, the Women's Advisory Committee of Halifax, are writing to provide input for the 2022 Review of the Halifax Regional Municipal (HRM) Planning Strategy.

First, it should be noted that, when the HRM Planning Strategy was first developed in 2006 and last reviewed in 2014, the HRM Women's Advisory Committee (WACH) had not yet been established. In establishing the WACH in 2019 (see Administrative Order Number 2019-004-GOV), the HRM signaled its intentions to ensure that the voice of women would be reflected in its policies and procedures. Thus, going forward it is important that the HRM's Planning Strategy also reflects the voice of women. To that end, in developing its 2022 updated Strategy document, we encourage the HRM to adopt a 'gender lens' and implement GBA+ in the process of strategy development.

We also encourage the HRM to incorporate specific references in the Strategy document to the role that WACH may play in future HRM strategy development and implementation. For example, Item 5.9 states that the Regional Plan Review will "continue to engage the Diversity and Inclusion Office as a resource during planning projects". We encourage you to add a statement about the role of WACH. Item 5.9 could read as follows (suggested changes have been **bolded** for ease of identification): The Regional Plan Review will "continue to engage the **Women's Advisory Committee** and the Office of Diversity and Inclusion as resources during planning projects". Similarly, Item 5.13 could be amended as follows: "Include the Accessibility Advisory Committee, the **Women's Advisory Committee**, and the Diversity & Inclusion Office in the review of the forthcoming engagement tool to ensure it uses best practices for inclusion of **women**, and residents with a wide array of disabilities".

Following are other important items for consideration as the Strategy Planning document is reviewed and updated.

1. The HRM is encouraged to consider intersectionality (e.g., women who are also disabled, women who are also members of a visible minority, etc.) in the development of its policies and procedures. For example, accessibility of community centers and public spaces is of particular concern for Muslim women, and the HRM is encouraged to consider their needs in its policies and procedures.

2. The HRM is encouraged to develop and implement policies for safer, more inclusive, and accessible transportation options for diverse groups of people (e.g., those of all abilities, racial identities, and age

groups), and for women. In this regard, the HRM is encouraged to consider recommendations arising from the HRMs' participation in the UN Safe Cities and Safe Public Spaces Programme.

3. 2SLGBTQ+ individuals and communities face violence, discrimination, and lack of accessible services in the HRM. The HRM needs to ensure that its policies ensure the safety of these individuals and communities and that accessible services are available to them.

4. Women are disproportionately impacted by the lack of affordable housing. In addition, women often have different needs than men (e.g., they are more likely to be a single parent). The HRM is encouraged to take into consideration the different needs of women as they address the housing affordability issue.

5. The HRM is encouraged to develop affordable housing alternatives within communities where people, especially Black and Indigenous peoples, have formed cultural attachments.

6. The notion of a 'complete community' [i.e., neighbourhoods where urban planning focuses on livability by prioritizing access to essential community services (like a local grocer, health services, library, community centre), affordable and accessible housing, active and public transportation and diverse recreation options, all proximate to where residents live] is very important in ensuring that all people, and especially women, have access to essential services both in both urban and non-urban areas of HRM. This is particularly important during lockdowns that may occur during a pandemic.

7. Adopting a 'gender lens' is particularly important when developing and implementing policies regarding the use of public spaces (e.g., adequate lighting), including public washrooms, and when considering food security and accessibility.

Thank you for taking our comments into consideration as the HRM Strategy Plan is updated for 2022.

Women's Advisory Committee
Haruka Aoyama, Legislative Assistant
Tel: 902.490.6517
Email: AoyamaHa@halifax.ca

C239

"for the use of the inhabitants of the town of Halifax as Common forever" (1763-2021)

July 16, 2021

RE: Friends of Halifax Common submission to HRM Review of Regional Plan

We at the Friends of the Halifax Common are deeply concerned about recent incursions into the Halifax Common from proposed multiple high rises (16-, 28-, 29- and 30-storey and ~900 cars – similar in mass to the Nova Centre) at the corner of Spring Garden Road and Robie Street; the expansion of major QE2 facilities onto parkland adjacent to the Natural History Museum and along Bell Road with two parking garages; the exclusive use of the Wanderer's Grounds by a professional soccer team; the overwhelming use of the remaining open space of the Common of organized sports and programmed uses; the eviction of the Common Roots Urban Farm from the area and the slow progress of the Halifax Common Master Plan by HRM Staff begun in 2017 and that has been without significant public input for nearly two years.

It is important to understand that the 240 acres of the Halifax Common from Robie to South Park and North Park Streets and Cunard to South Street, "given to the inhabitants of the Town of Halifax as Common forever," in 1763, has deep historical significance; that it is one of the defining features of the urban form of Halifax; that it serves as a neighbourhood park in an area of increasing density under the Centre Plan; that Centre Plan Package B currently calls for no new green space; and most importantly that the diminishment of the Halifax Common has been going on for generations and will not stop with this generation unless given protection.

While the city needs to increase density on the peninsula we believe that high-rises on and next to the Halifax Common are a most inappropriate and unnecessary built-form as these dominate the skyline, create shadows and wind, disrupt and demolish neighbourhoods as well as increase traffic. We are

especially disappointed that the streetscapes on the perimeter of the Halifax Common will now be transformed into walls of high-rises. For example, two blocks adjacent to Quinpool Road on Robie Street may soon have five towers on the western edge despite enormous public opposition and against HRM staff recommendations.

We believe the process for determining the height of these buildings at these locations has been illegitimate and without *any* public benefit. Where is the transparency for these decisions that one would expect in a democracy? What are the criteria *apart* from the drive of developers? Why is there no *balance of interests*?

A member of HRM Planning staff said during a recent Zoom meeting that unforeseen Covid restrictions on organized sports gave us a "unique social experiment" in which we caught a glimpse of a new vision of the Halifax Common, its spontaneous use by individuals and small groups for informal activities, and its full value to the people of Halifax. On a warm day, hundreds of people could be seen spread out over the Common, particularly on the broad spaces of the North Common. This must be protected. And the 20% of the Halifax Common that is surface parking must be renaturalized.

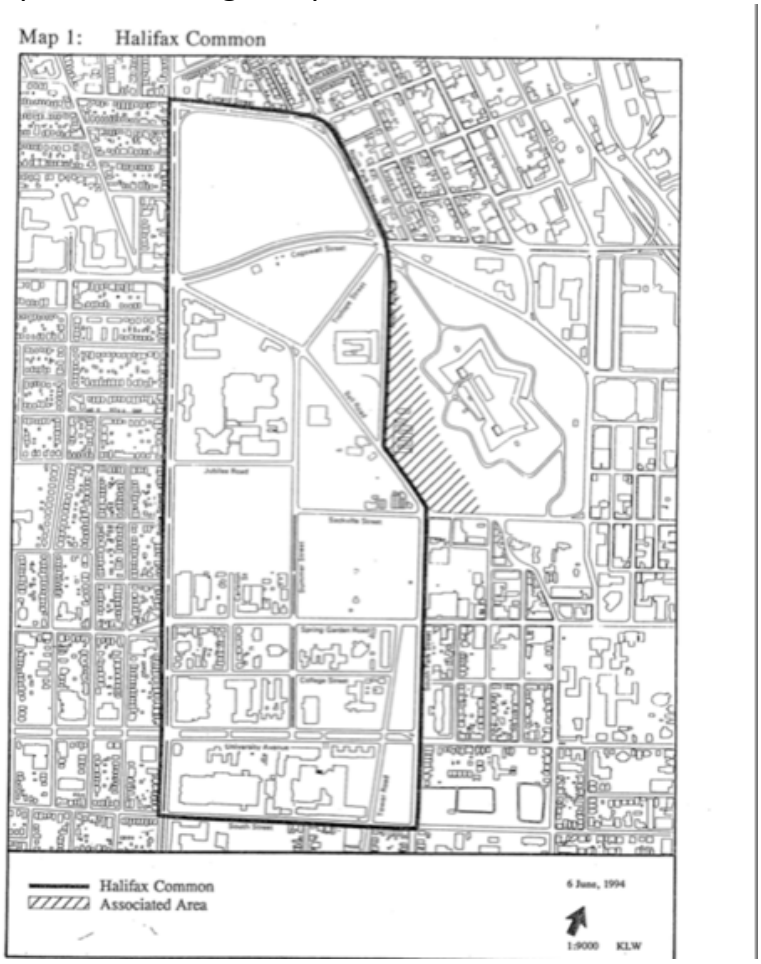
Protecting and adding new wilderness within HRM's entirety and planning for a greenbelt should be a top priority, but adding thousands of residents to the Peninsula also requires that the city ensure there is new green space added to the urban core too. We recommend that HRM not sell any public lands on the Peninsula and work to incorporate the Centennial Pool lands, the site of the former School for the Blind and in future, the hospital properties on the South Common into new park area that can extend a green network through the Halifax Common in all directions for humans and creatures that move through this area.

We also recommend a map be developed that shows potential green routing from the Halifax Harbour to the North West Arm and from Point Pleasant Park to Africville to create a vision of what our future can be and then work towards it. It is a climate crisis now, not in the future-we must work with nature to help handle its effects, to support biodiversity and to aid citizens' physical and mental health.

The Halifax Common as a gift to the people of Halifax must be protected. An example for this protection is the Provincial legislation given to the Dartmouth Common nearly thirty years ago. As executive members of the Friends of Halifax

Common we request the Regional Plan take our recommendations as they are intended and that HRM Council and planning staff begin steps to give equal protection to the Halifax Common as the Dartmouth Common currently enjoys and take all opportunities to expand public open green space on the Peninsula.

This map from the 1994 Halifax Common Plan shows the boundary of the Halifax Common's 240 acres and the area that Halifax committed to plan for and to recapture, to not give up and to retain. Let's make this happen.



Sincerely,

Friends of Halifax Common Board of Directors,

Peggy Cameron
Howard Epstein
Judith Fingard
PM McCurdy
Beverly Miller
Alan Ruffman
David Garrett

C245

Submission to the Regional Plan review
Prepared by Patricia Manuel, PhD MCIP LPP
July 16, 2021

Dear regional planning review team and HRM council

Thank you for the opportunity to provide comments to the first phase of the HRM regional plan review. I am familiar with the Regional Plan, I have read the Regional Plan Themes and Directions report, the issue papers, watched the presentations on the regional plan review themes, and participated in the on-line survey. I very much appreciate the work that the regional plan review team has prepared for public comment and the opportunities to engage in the process so far.

I am a geographer and a planning researcher and educator at Dalhousie University, specialized in community and environmental planning. I also volunteer with community-based environmental organizations. My areas of expertise include watershed planning; wetlands interpretation and assessment; coastal planning; climate change adaptation planning (coastal systems, watershed impacts, risk assessment, nature-based approaches; heat stress); and marine spatial planning. I view land use planning through an environmental lens and advocate for watershed and community-based approaches to land planning and land use.

I am submitting comments concerned mostly with Themes 8 - Environmental Protection and Theme 9 - Climate Action Planning, some aspects of Theme 7 - Integrating Community Facilities and Parks, and Theme 1 - Considering Regional Scale First, specifically the Urban Reserve land use designation. I will also draw attention to the need for coastal planning in a coastal region -- HRM Is a coastal region. Coastal planning provides a context for coastal climate adaptation planning and a planning context for the provincial coastal protection act regulation.

Also, I want to acknowledge that HRM has developed priority plans since 2014 that provide excellent direction for shaping our region: the Integrated Mobility Plan, the Halifax Green Network Plan, HalifACT, the Economic Growth Plan, and the Cultures and Heritage Priorities Plan. Plan reviews are opportunities to reassess and, if needed, realign the overarching plan objectives with the advances that have emerged through priority plans and the environmental, societal, and economic changes since the last plan update. There have been many of both since the last review in 2014!

General:

I urge Council, through this review, to

- **use the Halifax Green Network Plan to guide land use planning and growth in HRM.**

Action 1 of the Halifax Green Network Plan (HGNP) establishes the environmental framework for general land planning and growth in HRM: “Refine and incorporate the Green Network Ecology Map (Map 5 on page 35 [of the HGNP]) into the Regional Plan and use it to guide regional planning decisions related to the location and shape of: Urban service boundaries, Rural centres, Nature parks, Conservation design developments.”

The HGNP is a strong plan built from landscape ecology and environmental planning principles and methods. Planning in accordance with environmental opportunities and constraints integrates social, cultural, and economic health with ecosystem health.

The HGNP and the Green Network Ecology Map describe how natural patches and corridors weave the green network for the municipality. Attention to both large and small patches and wide and narrow, short and long corridors is essential for ensuring the integrity of the green network. Protecting the network is challenging in the urban context. Therefore, the new Regional Plan should contain policies to

- protect three of Halifax's last, large wild areas near rapidly urbanizing areas: Sandy Lake – Sackville River; Blue Mountain - Birch Cove Lakes; and the Purcell's Cove Backlands (extending the protection now afforded by the Shaw Wilderness Park to adjacent lands vulnerable to development). HRM has already demonstrated commitment to some protection, but the work is not yet complete.

Urban reserve and regional planning

One challenge to the large wildland protection opportunity is the Urban Reserve (UR) land use designation. Reviewing the UR is a priority in the Regional Plan review, identified under Theme 1 Considering regional scale first: "Revisiting the urban reserve designation where conditions have changed."

Conditions have changed in two ways: urban wilderness parks are taking shape adjacent some UR lands and the development potential could threaten the wilderness integrity and environmental quality of these parks which are becoming highly valuable municipal assets; and, Covid-19 has greatly enhanced people's need for and appreciation of outdoor spaces and wild spaces in particular. Urban wildlands are difficult to manage because they are relatively small as far as wilderness areas are concerned and are accessible to many people. Therefore, the larger the parks, with large buffers to accommodate use, the better.

The HGNP Action 29 states "Amend the Regional Plan to ensure that the Green Network map (Map 5 on page 35), is considered when reviewing changes to the Urban Service Area boundary, Urban Settlement Designation, Urban Reserve Designation, and when preparing Secondary Planning Strategies.

The regional plan review team is already examining the UR designation in the Williams Lake area of the Purcell's Cove Backlands and is well-aware of the challenges the UR presents for contiguous wildland park planning in the suburban area of HRM. The Regional Plan review must reflect on the past development impacts of UR lands on the landscape and natural heritage values and interruption of the green (and blue) network and consider implications of future UR development on wildlands. Societal values are shifting toward protecting nature. Climate change and the pandemic are driving the shift.

Local planning

Local planning and land development patterns can deliver a lot of cuts to the micro-fabric of the green network. Similarly, land use practices, even at the individual property level, can weave a lot of small patches and threads into the network. The HGNP addresses the need for natural area protection at all scales, and the review documentation addressing Themes 8 (Environmental Protection) and 7 (Integrating Community Facilities and Parks) similarly identify the treats to and opportunities for protecting small scale natural structures. Protection mechanisms range from protecting riparian vegetation along stream corridors of all sizes (addressed below) to encouraging property owners to use native plants in landscaping and naturalize the municipal right-of-way bordering their property.

- Introduce a policy to ensure that Green Network Plan principles are incorporated intro local area planning from land use zoning and by-laws to policies that support community development, gardening, and recreation. Don't lose sight of the importance of many small actions to protect and restore natural connectivity.

- Examine the impact of densification policies on the Halifax Urban Forest Management Plan and the integrity of the urban forest and other natural environments. Infill development might direct development into the serviced urban areas to protect undeveloped areas beyond the urban service boundary, but it can also replace remnant woodland, meadows, small wetlands (considered expendable). Consider opportunities for how to protect these areas in developments and identify their value as green infrastructure for urban stormwater management.

There is already extensive reference to the HGNP in the regional plan review documentation. Clearly, the regional plan review team is looking to the HGNP for direction. Leveraging the HGNP supports achieving the desired environmental foundation for the Regional Plan. The "Regional Plan Review Issue Paper: Planning Tools for Conserving and Protecting Land" (Also called the Open Spaces Issue Paper) specifically identifies seven actions in the HGNP for consideration in the Regional Plan review. The Background document, the Suburban Community Design Issue Paper, and the Rural Community Planning Issue Paper also reflect content of the HGNP although without reference to specific HGNP actions.

The HGNP is only as good as the extent of its implementation, however. Therefore, I hope this encouraging focus on the HGNP objectives and actions in review documentation is reflected in the updated plan.

I would like to highlight a few additional considerations for the regional plan review and revision that might not be fully covered in the HGNP or that might require drawing from the HGNP in a different way.

Protect wetlands, watercourses, and watersheds

The plan review documentation specifically references

- HGNP Action 6, addressing the objective to protect riparian corridors and wetlands from degradation, pollution, and other threats by reviewing "the Regional Plan and Land Use By-Law requirements for watercourse and wetland protection"

- HGNP, Actions 11, 12, and 13 addressing storm water management objective by working with Halifax Water to manage water quality and quantity through stormwater management guidelines, using green stormwater management infrastructure and developing low-impact site design guidance; and

- HGNP actions 5 and 18 relating to better protect environmental protection by managing environmentally sensitive lands by managing erosion, for example, and through acquisition vi the land development and subdivision process.

Implementing these actions and more in the HGNP are critical for improving and protecting all aspects of watershed health. The HGNP recommendations concerning the distance increases for riparian buffers are essential for this objective, and in particular protecting watercourses; but, **the regional plan needs to include recognition and protection for wetlands to the fullest extent possible.**

Wetland protection

HGNP Action 6 includes the statement: ”Consolidating environmental protection zones and applying these zones to sensitive riparian areas and wetlands, such as coastal marshlands, floodways and large wetland complexes, based on detailed mapping and analysis”. The HGNP omits most inland wetlands from consideration because it refers to large wetland complexes, only. HGNP does not define how large is large, nor does it define wetland complexes. Provincial wetland policy and regulation apply to wetlands 100 square metres and larger. Where a wetland is threatened by encroaching development, or where a wetland is preserved but situated within a development complex, the wetland needs protection from development impacts. Currently, buffers are encouraged, but not required. The HRM Regional Plan policy 2.3.2 Wetland Protection does not include buffers. The Regional Plan can strengthen wetland protection in HRM by applying a buffer to all wetlands covered by the provincial wetland policy and regulations. A buffer of 30 m would match the HGNP recommendation in Action 6 for watercourses: to “increase the standard watercourse buffer requirement from 20 to 30 m for watercourses that are greater than 50 cm wide”, and “maintaining a watercourse buffer requirement of 20 metres for watercourses that are intermittent or less than 50 cm wide.” If a buffer is recommended for small, intermittent streams, then the same protections should be extended to wetlands – small as well as large. Without buffers wetlands are polluted by overland runoff carrying nutrients and sediment, which can speed up succession to upland vegetation. The buffer is also habitat for animals that use upland habitat in combination with the wetlands. Small wetlands are critical amphibian habitat; removing a buffer between the wetland and development diminishes the habitat value of the wetland. Furthermore, wetlands are part of a stream network either directly connected as part of the stream corridor, or indirectly through overland and groundwater replenishment or discharge. Not including buffers for wetlands weakens the effectiveness of buffers for other parts of the network.

Watershed planning

Watershed planning should lead secondary planning, not the other way around.

Implementing HGNP Actions 5, 11, 12, 13, and 18 (all referenced in the review documents) along with Action 6 (above) and multiple other HGNP actions, is necessary to improve overall watershed environmental health, including the natural and developed areas of the watershed. The HGNP does not refer specifically to watershed planning and management, but a watershed approach is necessary for achieving the water quality and quantity objectives. Combining Action 1 of the HGNP and watershed planning would be a powerful structure for directing land use planning, growth, and development in the HRM.

Section 2.4 of the Halifax Regional Municipal Planning strategy describes Watershed Planning. It is a strong section of the Regional Plan in principle. However,

- the Regional Plan review should identify the extent to which watershed planning (Section 2.4 HRMP 2014) has delivered in practice; and

- the Regional Plan review should identify if reliance on watershed planning through the secondary planning strategy process is achieving the level of watershed planning needed to protect watercourses and wetlands expressed in Section 2.3 Water Resources of the Regional Plan or envisioned in the HGNP.

Watershed planning should produce **structured watershed plans** for all HRM plan areas and watersheds. Watershed planning means using targets of water quality (habitat and recreation for non-water supply watersheds) and quantity to guide and control development. Targets should be clear; opportunities and constraints that link land use and water protection identified; development suitability identified; and policies and by-laws controlling development defined based on the water protection objectives.

The updated regional plan needs a reliable and effective watershed planning implementation policy and a mechanism to ensure protection of water resources.

- If incremental planning initiated by secondary planning is not delivering the level of watershed planning necessary to achieve water quality and quantity protection objectives, then regional level approach is needed. Watershed planning should lead secondary planning, not the other way around.

Climate change adaptation planning, coastal protection, and coastal planning

Climate change adaptation planning is wide ranging because climate change impacts environment, society, and economy comprehensively. HRM has two strong priority plans and a management plan to deliver climate resilience, if they are implemented through the Regional Plan (revising the Regional Plan to reflect the priority plans). HalifACT 2050 directly addresses climate change mitigation and adaptation. The HGNP and the Urban Forest Master Plan work with HalifACT to deliver on many aspects of mitigation - carbon sequestration (mitigation) by protecting the urban forest canopy (absorbing carbon) and wetlands (storing carbon); and adaptation -- providing shade (tree canopy) for relief from heat (lowering heat risk); controlling runoff, flooding and erosion (increased precipitation, sea level rise/storm surges) by protecting the absorption capacity of the landscape and stabilizing banks and shorelines; and protecting the food production capacity of the land and food security (HGNP rural working landscape protection). Climate change will be a widely discussed topic in the plan review. My comments specifically address a few aspects of coastal adaptation to climate change, and I am relating them to some aspects of the HGNP, land use regulation, and the need for coastal planning.

The review team has already described the need for coastal protection -- identifying hazard, exposure, vulnerability and risk to residents, property, and infrastructure; and, the need to update the coastal vertical setback. The review team also notes that there are policy gaps for coastal protection, but does not specify where the gaps exist (Climate presentation and transcript, June 15, 2021). The provincial Coastal Protection Act regulations will define a coastal protection zone that combines an updated vertical setback to protect development from flooding exacerbated by sea level rise, and the mechanism to define a site level horizontal setback to protect land use and structures from impacts of shoreline erosion and to control activities that could harm coastal ecosystems.

Climate change adaptation and coastal protection

The HGNP and HalifACT 2050 are strong supports for coastal protection and the benefits for climate change adaptation because they include actions to protect natural landscape structures and natural vegetation, including at the coast, as well as actions to restore natural ecosystems. For example, objective 4.1.3.6. or the HGNP prioritizes "the preservation of open spaces as a low cost and sustainable approach to both mitigating and adapting to climate change" via Action 16 to "Continue to update the Region's flood scenario mapping and, through individual project work, **prioritize the preservation and restoration of riparian areas and shoreline vegetation as an effective method for mitigating flood impacts**." HalifACT Action 26 is to "Acquire more land to **preserve natural areas and ecosystem health in alignment with the Green Network Plan",** which also aligns with the HGNP Action 18 which is to build a reserve of environmentally sensitive lands "through the land development and subdivision process, in addition to existing parkland dedication provisions".

The Regional Plan needs to incorporate these actions to ensure that the existing natural shoreline in HRM is protected. That will also ensure easier compliance with the Coastal Protection Act regulations. The Regional Plan could be explicit with the intent of shoreline protection at the coast, in the service of climate change adaptation and protecting biodiversity.

- If the Regional Plan adopts Action 18 (above) acquisition could prioritize coastal lands to build a coastal land reserve for coastal protection that goes beyond the minimum requirements of the provincial Coastal Protection Act Regulations (discussed below) in new coastal subdivisions.

- Introduce a policy to prioritize nature-based approaches to climate adaptation over hard engineering approaches, **beginning with municipal, publicly owned coastline**. Nature-based approaches provide room for coastal process and ecosystem development. A vegetated shoreline, coastal wetlands, and dunes, for example, protect land use and other environments to the landward side from flooding and erosion. From a land and storm water management perspective, they are considered green infrastructure. They also increase green network connectivity by linking upland with the coast and into the near shore waters. Tidal wetlands are especially important for connectivity because they often transition to freshwater systems.

- Introduce a policy to use hard engineering solutions (e.g., seawalls, revetments, armouring) only in those circumstances where assets require the highest level of protection in the shortest period of time and can't be moved. Such assets might include critical safety and security infrastructure; valued cultural assets like heritage waterfronts; residential areas that can't be moved.

The Regional Plan must also address some problematic aspects of coastal protection in HRM if they are not addressed in the Coastal Protection Act regulations.

- Extend the restriction for development in the vertical setback to prohibit any new development not required for operation of marine activities. Currently, only residential occupancy in new construction is prohibited. [Regional Plan Policy E-22, 2.3.5 Coastal Inundation, 3.8 m vertical elevation above CGVD28]. Climate adaptation action does not advocate using the accommodate approach as a first principle; first principle should be to avoid developing in the hazard zone. For

example, locating the new Art Gallery of Nova Scotia, or the Queen's Marque Development, or Kings Warf complex in the projected coastal flood zones is not good climate change adaptation practice. None of these uses are essential for marine enterprise. All of them use accommodation site design and architectural design techniques to justify their location. HRM needs to move away from maladaptation practices.

- Introduce a policy or amend an existing one to control infilling of water lots along the shorelines of the HRM. Water lots are falling between the jurisdictional cracks and the problem has been highlighted recently in HRM by infill problems along the shore of the Northwest Arm. The problem potential isn't limited to this inland coastal waterway, however. The presumably responsible jurisdictions, including the provincial and federal governments, seem unable or unwilling to address the problem. HRM should apply to change the Halifax Regional Municipality Charter so that the municipality can extend land use planning to water lots for oversight and permitting of this infilling practice. The original intent of water lots did not include infilling to extend the dryland portion of the property to increase the lot area. Infilling water lots infringes on public access to the shoreline along the tidal zone (the public area of the shoreline, regardless of property ownership); may impact navigation in narrow waterways (which should be a concern for the federal government); may impact critical marine habitat; and may impact longshore drift (transfer of sediment along the shore) and therefore natural adaptation to climate change impacts.

- Introduce a policy to control development of undersized lots at the coast. Allowing development of lots with inadequate area to ensure safety from coastal flooding and erosion and placement of on-site services puts the developed property at great risk of climate change impacts and destroys coastal ecosystems. There are already enough existing properties and structures at risk of coastal flooding and erosion in HRM; allowing continued residential building in harms way is not responsible coastal land use permitting.

- Introduce a policy for rolling setbacks, if the mechanism for such a setback is not implemented in the Coastal Protection Act regulations. A rolling setback is one where the horizontal setback for development adjusts with the retreat of the coastline, i.e., the benchmark highwater mark or some other defined benchmark line. A rolling easement can be approached in a variety of ways, and can put greater or lesser limits on existing landowners wishing to develop on their properties as the tideline moves inland due to sea level rise or erosion. However, when a property changes hands, the coastal protection zone setback should be redefined according to the benchmark line (such as the highwater mark) at the time of deed transfer. A rolling easement ensures that the protection zone at the coast reflects the reality of the erosion or flood hazard.

Coastal Planning

Halifax Regional Municipality is a coastal region, but it lacks coastal planning. There is a patchwork of land use by-laws controlling coastal land uses and limited coastal expression in the current regional plan. Between 2009 and 2012 the provincial government attempted a coastal management strategy, organized through Department of Environment, but the initiative was abandoned. The new Coastal

Protection Act and Regulations is not coastal planning or management. The regulation is a protection zone that will be implemented by municipalities, along with other zones in the land-use by-laws. The provincial regulation addresses two aspects of concern from the 2009-12 coastal planning initiative – coastal ecosystem and habitat protection, and protection against sea level rise and storm events; and, partially addresses the concern for unregulated coastal development. But, four other problems are unresolved: coastal water quality, working waterfronts, public coastal access, coastal governance. Three of the four can be directly addressed through municipal planning for the coast.

HRM is a large municipality with a long and diverse coastline. HalifACT recognizes the lack of coastal planning is a problem for climate change action. The lack of coastal planning is also a problem for protecting coastal ecosystems; for protecting space for working waterfronts and coastal industries – traditional and new; and for ensuring just and equitable access to the coast for all HRM residents, other Nova Scotians, and visitors.

Specific to climate change action, HalfACT Action 28 stipulates "Develop a coastal-specific adaptation strategy with coastal communities" – in this case climate adaptation is driving coastal planning. HalifACT Action 28 informs Action 27: "Conduct a detailed spatially-based risk and vulnerability analysis of Halifax's coastal, waterfront, and shoreline area."

- Introduce a policy that provides guidance for coastal local planning areas on coastal adaptation planning. Integrate coastal adaptation planning with land use planning. Coastal and land use planning should be one and the same in coastal communities.

Climate change is an excellent motivator for coastal planning; comprehensive coastal planning would go further, however.

Coastal environmental quality:

- Introduce a policy to connect coastal planning with watershed planning (described earlier) to develop integrated land-coast-sea planning and management. Connecting land and sea via water ensures attention to and control of the land-based impacts on coastal and ocean (marine) environmental quality and protects habitat connections (especially along rivers systems). Municipalities control land use and development and therefore have a key role in managing impacts on coastal environmental quality.

- Extend the re-introduced municipal water quality monitoring program to coastal water quality in valued coastal recreation areas of the municipality. HRM recently announced a new lake water quality monitoring program -- an excellent initiative. Coastal waters also require monitoring, especially estuaries and recreational beaches. HRM could justify municipal monitoring of some areas (coastal parks) and should partner with the province for monitoring of other areas where provincial jurisdiction prevails.

Working waterfronts:

- Introduce a policy to protect or reserve coastal lands for traditional marine industries and activities and anticipated new industries, reflecting the emerging 'blue economy' opportunities for coastal regions. Coastal working landscapes are not specifically identified in Section 4.2 HGNP Working Landscapes of the HGNP, but they are implied and mapped in Map 7 Working Landscapes in the HGNP. Coastal working landscapes integrate both socio-culture and working landscapes on this map. A policy to protect or reserve coastal space for marine enterprise as

part of a coastal plan would also address the Rural Community Planning issues paper description of the need to support rural working landscapes.

Public coastal access:

- Introduce a policy to protect existing and increase opportunities for public coastal access. Only 14 percent of Nova Scotia's coastline is publicly owned (federal, provincial, or municipal ownership). Access to publicly own coastline in HRM is similarly limited. Public access to the coast and walking the shore, either at sea level or along bluffs is becoming increasingly difficult. Climate change threatens coastal access by flooding low-lying public land and destabilizing bluffs; subdivision and sale of coastal properties is challenging tradition accesses across private land; shoreline hardening, water lot infilling, and building docks are impeding access along the tidal zone.

A policy that becomes part of coastal planning could support many actions to improve public coastal access, including: inventory existing access; identify climate change risks to coastal access; work with the province to ensure public coastal lands are not transferred or sold to private interests); and explore opportunities to work with private coastal land owners to increase access to the shore (identify existing private-public access; identify impediments to otherwise legal public access – such as blocking passage along the shore below the ordinary highwater mark; explore opportunities for easements working with groups like NS Nature Trust, to acquire access).

Conclusion

Thank you for the opportunity to highlight opportunities for review and improvement of the Regional Plan from my perspective. Good luck with the continuing review process.

Respectfully submitted,
Patricia Manuel, PhD MCIP LPP
Halifax NS

C249

It's Time to Commit to 2030

A Climate Emergency Response to the Halifax Regional Plan Review



Sierra Club Canada Foundation, Atlantic Chapter
July 16, 2021

Introduction

The Halifax Regional Municipality has made some important strides in addressing the climate crisis and advancing the local conversation around climate change. The Sierra Club Canada Foundation would like to acknowledge those efforts.

The following recommendations include a number of ways that the HRM Council can respond to the climate emergency more quickly and effectively by incorporating more decisive action and earlier time frames in its Regional Plan.

This response also identifies areas in which the HRM Council's decisions have been inconsistent with its stated climate commitments. The Council has declared a climate emergency and regulated beneficial measures to reduce greenhouse gas (GHG) emissions and protect biodiversity. But it has also approved contradictory measures that will harm the environment and increase the municipality's carbon footprint.

Our goal is to identify policies and measures that the HRM Council can include in the Regional Plan to better address the climate emergency, and ensure a rapid transition to an equitable, sustainable, low-carbon future for all people living in the Halifax Regional Municipality..

Tynette Deveaux
Communications Coordinator, Beyond Coal Campaign
Sierra Club Canada Foundation, Atlantic Chapter

1. Plan for a 2030 Net-Zero Emissions Time Frame

Many of the climate strategies discussed in the *Themes & Directions* report are aligned with achieving net-zero emissions by 2050, the ultimate goal of the HalifACT climate action plan. However, it has become increasingly clear that a net-zero target date of 2050 will not prevent catastrophic climate effects, including in the Halifax Regional Municipality.

According to a new scientific report, *Climate Reality Check* (2020):[1]

- A 2°C global rise in temperature is likely to occur before 2050, even *with* stronger climate actions that go beyond the current Paris Agreement commitments
- The world's current trajectory of greenhouse gas (GHG) emissions could cause global temperatures to rise by 3°C between 2050 and 2075 and by 5°C by 2100
- The current 1.2°C of global warming is already dangerous to humans and ecosystems
- An increase of 2°C would be extremely dangerous, 3°C catastrophic, and 4°C unlivable for most people

The HalifACT plan is designed to keep global temperature rise below 1.5°C, a goal that no longer reflects the severity or extent of the crisis.

The federal government's 2019 *Canada's Changing Climate Report* reveals that the annual average temperature in Canada has increased by 1.7°C since 1948. In northern Canada, the temperature has increased by 2.3°C.[2]

In the past month alone, Canada has experienced:

- devastating wildfires that continue to rage with no end in sight
- record-breaking temperatures that have caused hundreds of heat-related deaths
- extreme weather events, including flooding, tornadoes, mudslides, hail storms, and more

1. Climate Reality Check 2020, p. 43, Breakthrough – National Centre for Climate Restoration, October 2020
2. Canada's Changing Climate Report, p. 116, Government of Canada, 2019

WEATHER

Invermere pelted by hail despite raging wildfires, smoky skies in other regions of B.C.



By Doyle Potenteau · Global News
Posted July 3, 2021 7:50 pm



The District of Invermere, B.C., was pelted by hail on Friday afternoon. **Avalily Permaculture and The Earthskills Institute**

Source: Global News, July 3, 2021[3]

Key Recommendation

To meet the rapidly worsening climate emergency, the HRM Council must frame all policies and future developments with a net-zero emissions target of 2030, rather than 2050.

3. Invermere pelted by hail despite raging wildfires, smoky skies in other regions of B.C., Global News, July 3, 2021

2. When Growth Is Necessary, Consider the Needs of the Environment First

2.0 Future neighbourhood planning should not result in continued urban sprawl, as it has in the past. We urge the HRM Council not to expand developments into undisturbed areas; careful regional planning can utilize previously developed land, instead.

Many of the suburban areas in HRM have forests, wildlife, marshes, and lakes. While these neighbourhoods are serviced by municipal water and sewer, it's important to limit any future expansion in these areas. We encourage the HRM Council to honour the Halifax Green Network Plan by preserving areas the Plan identified as priorities for protection, such as greenways, riparian areas, and wildlife corridors.[4]

The forests of HRM act as much-needed carbon sinks, provide habitat for wildlife, and preserve biodiversity. Lakes are already suffering from the effects of climate change, with decreasing water levels and warmer waters that produce toxic blue-green algae. As urban sprawl diminishes natural habitat, deer increasingly roam in many suburban streets and yards; with deer come ticks and concerns about Lyme disease.

Preserving the natural environment and biodiversity needs to be an important component of HRM's response to the climate emergency. The municipality's actions, as well as its plans, must reflect this.

2.1 Many of the new housing developments that the HRM Council approved over the last decade were for oversized single-family homes, particularly in the suburban and rural regions of HRM.

The lots in Boscobel on the Arm, a short drive from the Armdale Roundabout, range from 8,372 sq ft to 110,088 sq ft. The homes built on these lots range from large single-family homes to "McMansions."[5]

4. Halifax Green Network Plan, Halifax Regional Municipality, June 2018
5. Boscobel Pricing, Boscobel



One of the oversized single-family homes in the Boscobel on the Arm housing development off Purcell's Cove Road[6]

This housing development was opposed by members of the community, who pointed out that some of the trees that would be cut to make way for the housing project included 250-year-old Hemlock stands.[7]

Nevertheless, the land was cleared and the mega-homes were built.

2.2 Residents in efficient, densely planned neighbourhoods (which contain accessible services and transportation) produce less CO_2 per capita than residents in surrounding suburbs.[8] The transportation sector already accounts for 35 percent of all GHG emissions produced in the province.[9] HRM can limit the growth of transportation-related emissions by focusing on densification in the Regional (urban) Centre.

6. Boscobel Gallery, Boscobel
7. Paving paradise in Jollimore. Clearcutting, lack of consultation and damage to cemetery have residents upset, Halifax Media Co-op
8. Cities and Greenhouse Gas Emissions: Moving Forward, 2020
9. Climate Change Plan for Clean Growth: Discussion Paper, p. 4, NS Department of Environment and Climate Change, May 2021

Key Recommendations

The Sustainable Development Code is a US-based think tank that helps municipalities develop zoning regulations, ordinances, and by-laws that favour environmentally responsible housing, business, and infrastructure projects.[10] The Sustainable Development Code outlines three ways municipalities can foster local solutions to the climate crisis:

1. Remove obstacles (What in the existing code is harming your community?)
2. Create incentives (How can we encourage developers, homeowners, and others to adopt sustainable development practices?)
3. Fill regulatory gaps (What are the minimum standards your community will accept?)

We urge the HRM Council to pass new by-laws and bring in regulations that:

- prioritize the needs of the environment when reviewing and approving housing and building development projects
- limit the size of new single-family homes and prevent any further development of McMansion communities
- restrict new residential and business construction to lands that are already developed
- limit further expansion of municipal services for new developments in suburban and rural areas
- facilitate approvals and funding for housing developments that provide smaller, affordable, energy-efficient housing and use existing municipal services and infrastructure
- offer incentives to homeowners, businesses, and developers to accelerate the adoption of densification over urban sprawl

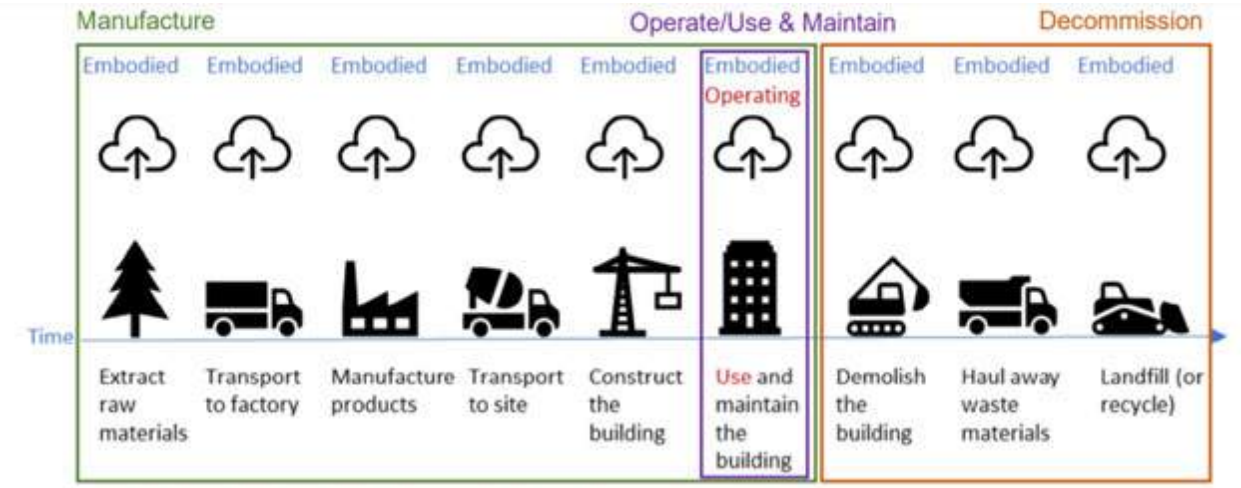
We also urge the Regional Council to take swift measures to formally protect ecologically sensitive and valuable areas within its purview, including Sandy Lake–Sackville River, Blue Mountain Birch Cove Lakes Wilderness Area, and the Purcell's Cove Backlands. We encourage Council to pass a by-law requiring that assessment and mitigation of impacts on wildlife and wildlife habitats be considered in development proposals.

10. About – Sustainable Development Code, Sustainable Development Code

3. Renovate Before You Demolish and Rebuild

Only operational building emissions (energy consumed for heating, cooling, ventilation, and plug loads) are accounted for in building emissions totals for Nova Scotia (and most of Canada).

Embodied carbon, in the context of buildings, refers to emissions associated with the materials extracted for construction, transportation, manufacturing, on-site construction, as well as decommissioning (including demolition, recycling, and landfill). [11]



Source: Embodied Carbon in Construction[12]

"Embodied carbon emissions account for up to 75% of a building's total emissions over its lifespan."[13]

The City of Vancouver's 2020–2025 Climate Emergency Action Plan commits to reducing embodied carbon emissions from new building and construction projects by 40 percent (compared to 2007 levels) by 2030. [14]

11. Embodied Carbon in Construction, p. 2, Zizzo Strategy, December 2017
12. Embodied Carbon in Construction, p. 2, Zizzo Strategy, December 2017
13. The Carbon Footprint of Construction: Briefing Note, p. 1, Architects Climate Action Network, February, 2021
14. How we build and renovate | Climate Emergency Action Plan, City of Vancouver

HRM can reduce embodied carbon emissions by:

- building smart (using low-carbon materials)
- building efficiently (using fewer resources and wasting less)
- building circular (designing for reusing and recycling)
- building durable (designing for longevity)

This will require:

- accurately and transparently accounting for embodied carbon emissions in the sector
- reducing embodied carbon emissions through new building regulations, monitoring, and enforcement
- mandating a whole life-cycle carbon assessment for new construction projects
- ensuring that projects meet specified carbon targets in order to obtain a building permit

A whole life-cycle carbon assessment is a way to measure the environmental footprint of a building or infrastructure project over its complete lifespan, from the sourcing and transportation of building materials, to its end-of-life decommissioning.[15]

Using scientifically validated CO_2 ratings for raw materials, builders can estimate the carbon footprint of a new building and consider its impact on the air, water, soil, global warming, and more. It helps to see the potential environmental benefits of using local and robust materials that last longer and can be recycled.

These life-cycle carbon assessments, and the data used to inform them, should be transparent and readily accessible to the public.

15. Embodied Carbon in Construction, p. 4, Zizzo Strategy, Embodied Carbon in Construction Policy Primer for Ontario, December 2017



Source: Life Cycle Assessment (LCA)[16]

"The greenest building is the one that is already built."[17]

The best way to reduce any new embodied carbon emissions is by reusing existing homes and buildings rather than demolishing older ones and starting over again.

The Royal Institute of British Architects recently came out strongly against demolishing older buildings, saying that they should instead be refurbished to reduce embodied carbon emissions.[18] Unfortunately, many buildings are written off much earlier than necessary to make way for something shiny and new.

16. Why Should Architects Understand and Care About Carbon and Life Cycle Assessment? ArchDaily, May 20, 2021
17. The Greenest Building Is One That Is Already Built, The Journal of the National Trust for Historic Preservation 21, no. 4, Elefante, C., 2007
18. RIBA Architects say building demolitions cause of carbon emissions, BBC, July 8, 2021

Currently, HRM Council is considering two proposed development projects that would result in the demolition of more than a dozen mixed-use, small-scale, historic buildings in the Carlton Street block (bounded by Spring Garden Rd, Robie St, College St, and Carlton St). These historic buildings provide numerous affordable housing and commercial units. The proposed plans would replace these with 4 highrises, ranging from 16 to 29 stories, plus penthouses.[19] [20]



Some of the houses in the Carlton Block that would be demolished to make way for new highrises if the HRM Council approves the development project. (Photo: Heritage Advisory Committee)[21]

When a community, such as Halifax, is full of demolitions and new construction projects, it is not a sign of sustainable prosperity or economic growth; rather, it is an indication that there is still a lack of understanding or disregard when it comes to the impact of embodied carbon on climate change.

Key Recommendations

The HalifACT plan says very little about embodied carbon emissions in new construction, except that HRM should begin accounting for embodied carbon in the building sector in six to ten years.[22] The Plan does not propose any targets to reduce embodied carbon emissions or regulations to bring them about.

It's imperative that the HRM Council fully understand the impacts of embodied carbon emission in construction and enact strong measures to rapidly reduce it. The Council must also implement measures that prohibit or disincentivize demolition and incentivize refurbishing buildings and homes, instead.

19. Embodied Carbon Report, Peggy Cameron, July 2021
20. Carlton block's "upward creep" proposals ignore both public concerns and HRM Regional Plan policy considerations, Nova Scotia Advocate, July 4, 2021
21. Halifax Heritage Advisory Committee: Case 20776, Halifax Regional Municipality, June 23, 2021
22. HalifACT: Acting on Climate Change Together, p.49, Halifax Regional Municipality, 2020

4. Prepare for Sea-Level Rise

In addition to eliminating embodied carbon emissions in the building sector, HRM must quickly enact measures to prevent new construction close to the coastline.

HRM has one of the most severe rates of sea-level rise in Canada; about half of the increase can be attributed to global sea-level rise and the other half is a result of land subsidence (sinking of the ground surface).[23] It's already become more difficult and costly to get flood-protection insurance for coastal properties.

Despite the risks of coastal sea-level rise and subsidence, there are plans to build a new Art Gallery of Nova Scotia on the Halifax waterfront. As local Halifax residents know, the waterfront has experienced major storm surges and flooding in recent years, resulting in significant and costly damages.[24] [25]

Sea-level rise models suggest that parts of the Halifax waterfront could be underwater in a matter of decades.[26]

"If you look at the history of climate change modelling and prediction over the past 15 years, usually it turns out worse than the models predicted."[27]

When we consider the projected lifetime of new buildings on the Halifax waterfront (40 to 100 years), it's clear that such plans would be detrimental to the environment and efforts to reduce GHG emissions.[28]

Key Recommendations

The HRM Council needs to use every power available to prohibit and disincentivize new construction near the shoreline and in coastal areas.

HRM Council must reopen discussions with the Province and the Nova Scotia Art Gallery to select a new, less vulnerable location for the project before construction gets underway.

The HRM Council must also urge the Province to implement regulations to guide and enforce the 2019 Coastal Protection Act.

23. The big picture: The looming threat of rising sea levels — and what we can do about it, Dal News - Dalhousie University, December 12, 2019
24. Maritime Coastal Flood Risk Map - NS, Nova Scotia Community College, Applied Geomatics Research Group
25. Coastal Risk Screening Tool, Climate Central
26. Coastal Risk Screening Tool, Climate Central
27. Rising seas and climate change: Everything you need to know, The Globe and Mail, May 14, 2020
28. With increasing sea level rise, does it make sense to build a new Art Gallery of Nova Scotia on the waterfront? Halifax Examiner, May 7, 2019

5. Net-Zero Buildings by 2030

Halifax Regional Municipality still has a lot of work to do to reduce the operational carbon emissions in the residential and commercial building sectors.

As the HalifACT plan points out, "Fuel and electricity consumption in residential, commercial and industrial buildings accounted for 70% of all energy use in Halifax" (according to 2016 data).[29]

The Canada Green Building Council offers guidance on building and retrofitting buildings to achieve net-zero carbon emissions; it also provides Zero-Carbon Building Design and Performance certifications for those that do.[30] The completed building projects are truly inspiring.

Evolv1: the first Zero Carbon Building – Design Certification

Canada Green Building Council[31]



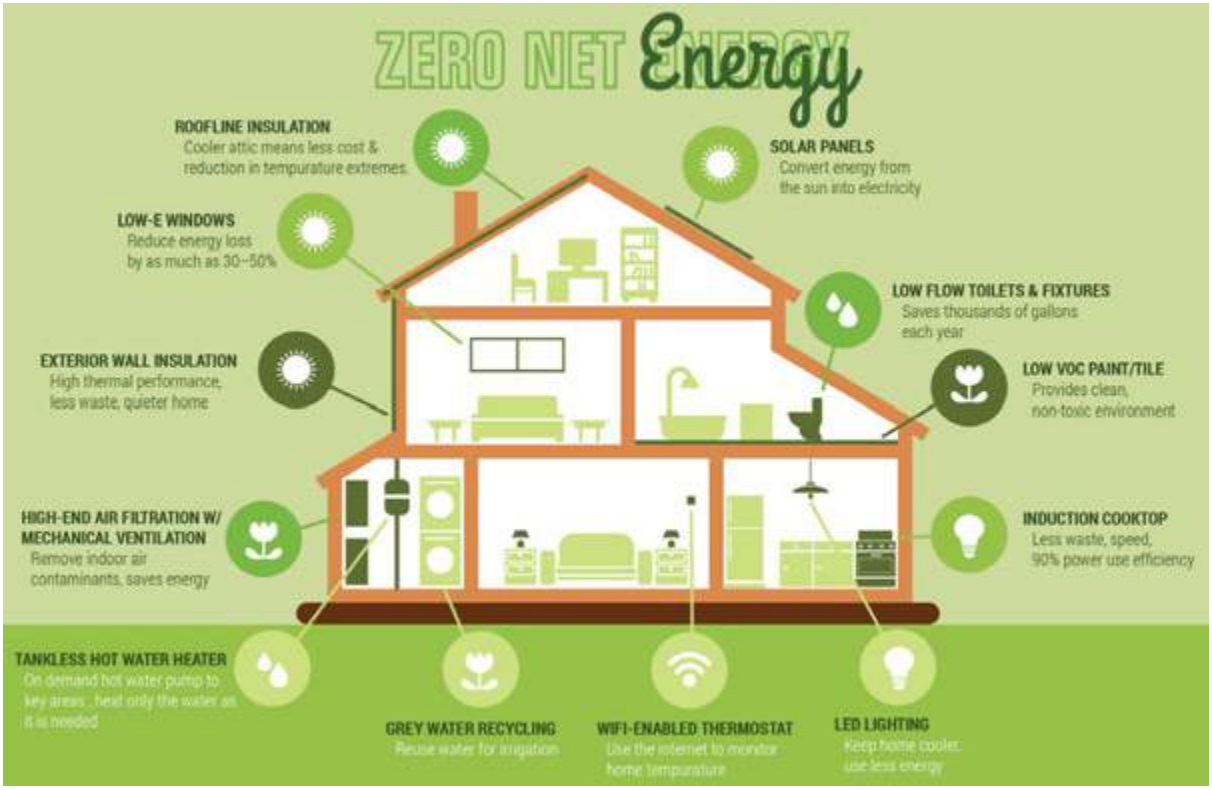


Humber College Building NX: first retrofit Zero Carbon Building – Design Standard certification

Canada Green Building Council[32]

29. HalifACT: Acting on Climate Change Together, p. 28, Halifax Regional Municipality, 2020
30. Canada's Zero Carbon Building Standard Celebrates First 10 Certifications, Canada Green Building Council, November 27, 2019
31. The First Zero Carbon Building- Design Certification, Canada Green Building Council- CaGBC, Youtube
32. Humber College Building NX: First Retrofit Zero Carbon Building- Design Standard Certification, Canada Green Building Council- CaGBC, Youtube

"As of January 1, 2022, the Vancouver Building By-law will require zero emissions equipment for space and hot water heating, as well as additional roof insulation, in new low-rise residential buildings."[33]



Source: CREARTE[34]

The money saved on energy costs will "more than offset the upfront capital costs" to achieve net-zero building standards.[35] Net-zero buildings—whether achieved through deep retrofits or new construction—can be designed to produce more green energy than they require. They can then provide surplus energy back to the local communities to help support the clean energy transition.

Key Recommendations

The HalifACT plan calls on HRM to "develop, adopt and apply a standard for net-zero and climate resilient new construction" by 2030.[36] However, the technology to build to net-zero standards is already readily available—and affordable.

As the climate crisis accelerates, so too must HRM's response.

We urge the HRM Council to require that any new homes and buildings be net-zero or net-zero ready beginning in 2022.

33. Zoning amendments to support the Climate Emergency Response, City of Vancouver
34. BASIX / NatHERS: Zero Net Energy, Crearte
35. The First Zero Carbon Building- Design Certification, Canada Green Building Council- CaGBC, Youtube
36. HalifACT: Acting on Climate Change Together, p. 36, Halifax Regional Municipality, 2020

6. Prioritize Deep Energy Retrofits

Canada's Climate Retrofit Mission, a new report by Efficiency Canada and Carleton University, sets out the pathways for achieving net-zero retrofits. It also presents an ambitious mission — mass climate retrofits — to get all building stock to net-zero carbon by 2035:

> By 2035, we will have retrofitted all of Canada's existing building stock to eliminate the direct use of fossil fuels and made our buildings zero-carbon ready, via a high level of energy efficiency and use of a decarbonized energy supply. Building retrofits will also contribute to the decarbonization of transportation and industry by redirecting existing clean energy resources away from energy waste.[37]

This mission is not just about reducing carbon emissions; it's also about doing it in a way that helps mitigate the local impacts of climate change and address energy poverty:

> Our buildings will be better prepared for extreme weather events brought on by climate change and become more comfortable, healthy, and productive places to be. In the process, Canada will have eliminated energy poverty and created high-quality housing conditions for Indigenous Peoples.[38]

Today, there are turnkey and streamlined options for deep energy retrofits, which can be done more quickly and efficiently—and with less disruption—than conventional retrofits. The ReCover Initiative is introducing an energy-efficient, prefabricated, modular approach to Canada's deep energy retrofits, based on the success of EnergieSprong in the Netherlands.[39] The Dutch refer to it as a "net-zero energy makeover," and it can be done in a week.[40]

37. Canada's Climate Retrofit Mission, Efficiency Canada & Carleton University, June 2021
38. Canada's Climate Retrofit Mission, Efficiency Canada & Carleton University, June 2021
39. ReCover Initiative—Our Story, ReCover
40. Energiesprong explained, Energiesprong Foundation



Source: Energiesprong explained[41]

ReCover is working to prioritize deep energy retrofits for people experiencing energy poverty. In Nova Scotia, 37 percent of the population experiences energy poverty.[42]

The ReCover Initiative is currently looking for municipalities with candidate buildings that can be fitted with deep energy retrofits by 2023 for demonstration purposes.[43]

Key Recommendations

The HalifACT plan calls on HRM to "develop a retrofit program to enable and fast-track deep energy and climate resilience retrofits in residential and non-residential buildings" by 2040.

We urge the HRM Council to adopt the 2035 target set out in Canada's Climate Retrofit Mission to complete the retrofit of all existing building stock to net zero.

We also encourage Council to partner with the ReCover Initiative to retrofit a building in Halifax that can be showcased as an example of a cost- and time-effective net-zero energy retrofit makeover.

41. Energiesprong explained, Energiesprong Foundation
42. The ReCover Initiative: Our Principles, ReCover
43. The ReCover Initiative: Our Results, ReCover

Conclusion

HRM's Regional Plan requires more ambitious climate action and by-laws with enforceable regulations. The Regional Plan must prioritize the well-being of the natural environment over corporate profit and the demands of developers. As Professor William Lahey concluded, "Ecosystems and biodiversity are the foundation on which the other values, including the economic ones, ultimately depend."[44]

The municipality should dedicate HRM's remaining carbon budget to creating small-scale affordable housing units in the Regional Centre rather than mansions in the suburbs.

Old habits die hard. It will take a concerted effort to change how homes and buildings are designed and built, how we travel within the municipality, and how we treat our natural ecosystems. We must learn to view these decisions through an environmental lens to protect what biodiversity remains.

This effort will require an amplified public awareness campaign about climate change and ways that decision-makers, residents, and businesses can effectively respond to the crisis.

An independent commission is necessary to oversee this process and ensure that building developers, large business owners, and industries with a vested interest in fossil fuels and resource extraction do not have an inordinate influence over HRM Council decisions.

The climate crisis and ecological breakdown we are facing are greater and more rapid than we could have imagined. The current situation requires HRM to implement stronger and more rapid measures to reduce GHG emissions, preserve remaining green spaces, and carefully guide HRM's growth and footprint.

This can be achieved through greater public accountability, independent and transparent carbon accounting, and science-based decision-making.

It's time to take decisive action, commit to net-zero by 2030, and double down to ensure a sustainable future.

44. An Independent Review of Forest Practices in Nova Scotia, p.3, William Lahey, August 2018

It's Time to Commit to 2030

A Climate Emergency Response to the Halifax Regional Plan Review



Produced by:

Tynette Deveaux

Mukhnaam Kaur

Alex Torrealba

Lindsay Lee

Gretchen Fitzgerald

Graphic Design by:

Oshean Juneja

C293

From: [redacted]
Sent: Wednesday, July 21, 2021 11:04 AM
To: Regional, Plan
Subject: [External Email] Halifax Regional Plan Submission
Attachments: HRM Regional Plan.pdf

[This email has been received from an external person or system]

On visiting the HRM Regional Plan Review website I was disappointed to see that the deadline for public submissions was July 16th. I have been following the process from inception almost 20 years ago! My family moved to Halifax in 1996 and being and very keen on exploring the outdoors we really appreciated the opportunities HRM offered to be able to get out into at least semi-wilderness within minutes of leaving downtown. However, during the following years we have see most of these areas being encroached upon or lost entirely to what appears to be uncontrolled development and urban sprawl. I have prepared a submission (attached) which I hope can at least be considered for inclusion in the comments from the public.

Sincerely,

Peter Lewis
Halifax

The Long-Awaited Halifax Regional Plan, Regional Wilderness Parks etc.

Similar to Rome burning while Nero was fiddling vast tracts of irreplaceable wilderness lands around HRM are being "chewed up" or otherwise desecrated by developers while the Provincial and Regional Governments continue the interminable Regional Planning process. I remember becoming aware of this process in the early 2000's. At that time there seemed to some agreement that more "Kingswood Like" urban sprawl development with acre plus lots to accommodate well/septic systems were "unsustainable" due to costs of servicing for garbage pick-up, snow clearing, school busing etc. not to mention the total dependence on private car and non-viability of public transport. Yet what has happened since - literally hundreds of sq kms and numerous formerly pristine lakes have been eaten up with just this type of development all around HRM – both sides of Hammonds Plains Road, Highway 3 in Tantallon, McCabe Lake in Sackville to mention just three of many.

Meanwhile Environment Advocacy Groups such as the Ecology Action, NS Nature Trust, Nature Conservancy of Canada, the Blue Mountain- Birch Cove Lakes (BMBCL) Wilderness group, Purcell's Cove Backlands, Sandy Lake groups etc, battle on trying to preserve a small portion of what is left of what makes Halifax almost unique amongst North American cities in truly being able to escape into a semi-wilderness area literally within 10 mins of downtown and even reachable by public transport. Not to mention the ecological value of maintaining an interconnected viable area for endangered wildlife habitat.

For the HRM to allow themselves to be blackmailed by developers like the Annapolis Group trying to extort the developed value of land in an essential section of the proposed Blue Mountian-Birch Cove Lakes Wilderness park is a disgrace. Land speculation (which applies to all of the above-mentioned areas) is a gamble – the developers cannot win every time. Fair compensation would be the cost of the land plus inflation.

The three areas mentioned above are currently under considered for "wilderness protection" BMBCL, Purcells Cove Backlands and Sandy Lake in Bedford and are championed by Volunteer Groups. My family have been exploring and leading informal hikes in these areas since moving to HRM in the mid-nineties. It has been

disheartening to see all three being eroded and under continuous threat of further development.

The BMBCL Wilderness as originally designated in Map 11 of the HRM Regional Plan could be considered the “Jewel in the Crown” of Wilderness Areas so close to the core of HRM and the envy of outdoor recreationists and environmentalists in most North American cites. So it is encouraging to hear that HRM council has finally agreed in principal to create a steering committee to guide an monitor the creation of the Wilderness Park. Saving a large portion of the BMBCL Wilderness area is a great achievement but there are vital areas which are still not protected notably Fox lake and Charlies Lake and the Western Flank. It is so refreshing to be able to stand on Fox Lake lookoff and not be able to see any building except a water tower and transmission lines and yet know “as the ‘the crow flies” it is only about 2 km to Bayers Lake business park. How may cities the size of Halifax can boast this? It is a pity that more politicians and decision makers can’t see the value of this.

When we moved to HRM in the 1990’s the trail to Blue Mountain used to be approachable from what is now Blue Mountain Drive. Ragged Lake and Lewis Lake were still pristine – in fact our now 29 year old son’s first wilderness camping experience was on the shores of Ragged Lake. Now the area is an à la Kingswood sprawl of mostly unserviced large lots with no public access to any of these lakeshores. So sad to see this loss of lakeshore access happening across so much in HRM. Isn’t it time to put a moratorium on any further private lakeshore development on the few remaining “pristine” lakes within the municipality or at least require a significant section is left for public access?

The recent acquisition of land in the Purcell’s Cove Backlands is really encouraging but it was dismaying to see the For Sale signs at the end of Drysdale Avenue and elsewhere which if a sale went through, would see development at the ends of both Williams and Colpitt Lake’s. The latter is one of the last “still development free” lakes in HRM. Any development along it’s shoreline would be significant ecological loss. It was encouraging to see, at least or now, that this parcel may now have been re-zoned as “urban reserve”.

Back in the 1990s there was a network of cross-country ski and hiking trails around the back of Jack Lake in Bedford – alas this area fell victim to the political

vandalism of the proposed Jack Lake prison site. A vast area of land was cleared – a large section of which has still not experienced any significant regrowth. The prison was never built there due to electoral promises and a change of the Provincial Government who then promptly cleared more woodland and built the prison in Burnside! Then, in an adjacent area, a huge tract of land was clear cut by a developer at the northwest end of Sandy Lake – none of which has since been developed. Are there no laws/rules to prevent developers behaving in this way? It seems as though their attitude is "let's get as much land cleared as we can before the environmentalists and advocacy groups try to preserve more wilderness". The "sprawl development" around McCabe Lake in Middle-Sackville (which after Grand Lake is probably the largest in the Region) is an absolute travesty!

In the past I have made the effort to write to politicians and have made submissions to the Regional Plan but I am afraid I have become somewhat cynical that "public consultation" is merely part of a development exercise and the developers still have more influence and ways around any decisions that don't suit them. Unlike in the UK and Europe where I grew up and where the use of "Compulsory Purchase Orders" are far more common, in North America the private individual's "rights" seem to outweigh the greater good of the community. Land speculation is a gamble and like any other form of gambling you shouldn't always expect to win.

C298

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HALIFAX REGIONAL MUNICIPALITY

JUL-19-2021

MUNICIPAL CLERK

Singh, Sweta

Subject: FW: [External Email] Sandy Lake Protection

From: Margot Metcalfe [redacted]
Sent: Sunday, July 18, 2021 9:22 PM
To: Office, Clerks <clerks@halifax.ca>; Mayor <mayor@halifax.ca>; Mason, Waye <Waye.Mason@halifax.ca>
Subject: [External Email] Sandy Lake Protection

[This email has been received from an external person or system]

Hello All,

Regarding Sandy lake protection: I would like to endorse this letter sent by Katherine Kitching. A shortened version follows.

My understanding is that the proposed development area in Sandy Lake represents an important animal corridor. Beyond that, as Katherine points out, the population of our city is increasing rapidly and our current parks are not sufficient to accommodate the increasing demand.

"..... you are aware how incredibly popular and beloved (Sandy Lake) has become for folks who live nearby it, and now for those who live all over Halifax.....People absolutely love that park and are making amazing use of it - dog walking, jogging, wilderness adventuring, family walks, swimming - you name it! And, despite all the use, the forest was still beautiful and full of creatures.

I beg you to reconsider allowing any type of zoning or policy that could lead to development there. It would be bad planning (and even heartless in my view!) to allow development in a place that thousands of people are showing you (voting with their feet!) that they love and treasure just as it is.

I think it's important to reflect that we were madly promoting more people to move to Halifax during (the pandemic) - and yet the current parks and trails are all already bursting at the seams. If we want to keep growing we have to plan for the recreation space the new residents will need. Places that used to be almost empty are crawling with people now. This is a good thing (and it is) also putting strain on the facilities - more garbage, more wildlife disturbance, parking issues.... and to some extent a degradation in the wilderness experience....

We need much more local wilderness protection for recreation and health for our citizens, as our population grows! And we need to be aggressively planning ahead - once these areas are lost to housing we will never ever ever get them back. It is absolutely clear that Haligonians love and value natural spaces and need plenty of it. The more we grow, the more we need. And with Indigenous peoples now rightfully clamouring for "land back" for their own purposes, we need even more!

....HRM has other goals related to sustainable transportation, low carbon emissions and "complete communities" that directly tie in to the urgent need to protect all remaining green space under threat in the urban and suburban areas of Halifax.....

In addition to protecting the entire Sandy lake area of trails, I would ask that the Regional Plan ensures protection for 100 percent of the remaining Backlands area (including the land that recently was listed for sale between Williams and Colpitt lake before being taken off the market again), and for 100 percent of the lands in the BMBC.

In addition, I urge you to please have a look at the large swath of land south of Kidston Lake, between Herring Cove rd and Sambro lake road. As far as I can tell none of that is protected - and yet it is beautiful land full of animals and birds and as we grow even more, I think it will be really important to add chunks of that wilderness to our protected areas as well, and help develop some walking trails.

Thank you for considering my feedback on the regional plan, and please keep me updated on further developments!"

Margot Metcalfe
[redacted]

I am grateful to live in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaw people. We are all Treaty People.
I identify as she/her and also accept 'they' as a generic pronoun.

Municipal Clerks Office
Date Distributed: July 23, 2021
Mayor, Councillors, CAO, Solicitor, Communications, Public Affairs, Gov. Relations,
Other: *Kate Greene, Leah Perrin, Kathleen Fralic, Shilo Gempton, Emilie Pothier, Eric Lucic, Kelly Denty, Jill MacLellan, Leen Romaneh*
Meeting: COW
Meeting Date: June 08, 2021
I**tem Number:** 5

C301

Halifax Regional Municipality
Shape Your City Halifax
Regional Plan Review

July 13th, 2021

Re: Interest in Regional Plan Review Public Consultation Opportunity

Dear HRM Regional Plan Project Team,

It is with great enthusiasm that we write to express our deep interest in HRM's Phase Two Regional Plan Review. Our team of Central Zone Health Promotion Specialists within Mental Health and Addictions (MHA) from Nova Scotia Health and IWK Health, have come together to discuss the Regional Plan, as well as, contribute to the public consultative survey. It is through this engagement that we were motivated to reach out to your project team with a request for a further discussion around enhancing and embedding mental health protective factors within the Regional Plan that will shape the conditions of our community in the coming years.

During our team's discussions we noted that the Regional Plan is described as "*the vision on how to improve the quality of our lives through the growth of healthy and vibrant communities, a strong economy, and a sustainable environment.*" As Health Promotion Specialists within MHA, our roles are committed to promoting positive mental health by influencing socioeconomic, political and cultural contexts that sustain and perpetuate inequitable conditions. Health promotion practice in MHA focuses on the social determinants of health that influence positive mental health outcomes and health equity, while concentrating on preventing or reducing stigma, risks, harms and injuries from poor mental health, substance use and gambling.

It is for these reasons that we feel a conversation between your project team and our central zone health promotion teams would add value to the public consultation process on shaping our city as well as provide a health promotion lens to ensure mental health protective factors and a health equity are brought to the forefront of decision making when possible.

We look forward to hearing from you.

Sincerely,

Lila Pavey, Erica Adams, Jenna Hopson, Liane Khoury and Rose Walls

C302

Singh, Sweta

Subject: FW: [External Email] Preservation of Sandy Lake lands as compatible with the green plan for carbon sequestration and to protect the ecology

From: Shane O'Neil [redacted]
Sent: Saturday, July 17, 2021 12:06 AM
To: Mayor <mayor@halifax.ca>
Cc: Office, Clerks <clerks@halifax.ca>
Subject: [External Email] Preservation of Sandy Lake lands as compatible with the green plan for carbon sequestration and to protect the ecology

[This email has been received from an external person or system]

Dear Mayor Savage and Councillors with HRM and HRM Planning staff

There has been correspondence to your office (s) to respect the ecological integrity of the land around Sandy Lake for parkland and to protect the lands for wildlife, wilderness preservation, and to be compatible with the HRM Greenplan.

Halifax is the largest municipality east of Montreal in Canada. Yet we are one of the smallest provinces in Canada. The largest watershed that discharges into Halifax harbour is the Sackville River watershed. Yet when you examine the HRM preserved lands in the entire municipality, there is almost no portion of the Sackville River watershed protected. You have been made aware of the unique or sensitive features of the Sandy Lake area, so now is the time to act to protect a portion of the Sackville River Watershed while respecting ecological integrity of the Sandy Lake lands.

I respectfully request that you take the necessary steps to secure this land for the future of the residents of HRM and Nova Scotia and to ensure a portion of this very unique watershed remains protected for the benefit of all residents. I understood that comments were expected by July 16. I began this note in the late evening and see that it is now 12:04. Please accept this note as a provision of comments with respect to the Sandy Lake Lands as of July 16.

Thank you
Shane O'Neil
[redacted]

HALIFAX REGIONAL MUNICIPALITY

JUL-19-2021

MUNICIPAL CLERK

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Municipal Clerks Office
Date Distributed: July 23, 2021
Mayor, Councillors, CAO, Solicitor, Communications, Public Affairs, Gov. Relations,
Other: *Kate Greene, Leah Perrin, Kathleen Fralic, Shilo Gempton, Emilie Pothier, Eric Lucic, Kelly Denty, Jill MacLellan, Leen Romaneh*
Meeting: COW
Meeting Date: June 08, 2021
Item Number: 5

APPENDIX F

KEY THEMES TABLE

THEME 1: CONSIDERING THE REGIONAL SCALE FIRST

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Correspondence, Survey, Stakeholder Meetings, Councillor Meetings, Committee Meetings	Regional Growth	• Support for continued population growth. • Requests for clear, transparent, and measurable criteria to justify the locations selected for growth and development. • Support for the growth targets suggested by Integrated Mobility Plan. • Support for basing decision-making on high growth scenario projections. • Support for the consideration of the recommendations of the Halifax Green Network Plan in development decisions.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Review and confirm the Regional Plan's development and growth policies by considering where and how the Municipality will grow within the life of this Plan. • Assess progress towards achieving household growth targets, including population and housing forecasts and their implications in relation to the available supply of developable land, housing supply and demand, and the provision of a range of housing choices. • Adopt Regional Plan policy requiring that the Halifax Green Network Plan's Green Network Ecology Map is used to help guide regional planning decisions.
	Urban Service Area	• Requests to include additional lands within the Urban Service Area. • Requests to maintain the current Urban Service Area boundary and intensify development within it. • Support for intensifying growth in existing urban areas with defined targets for density, to limit greenfield development and save costs associated with expanding infrastructure.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Identify any developer requests for expansions to the Urban Service Area boundary and assess whether the request should be considered, based on existing policy and the proposed future policy framework. • The Regional Plan's growth management policies work to encourage intensification in existing serviced areas, including on brownfield sites. The Urban Settlement designation and Urban Service Area boundary defines where serviced development can be located. The

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
		• Requests to encourage the redevelopment of brownfield sites.	Regional Centre Plan encourages significant intensification in the core of the city. Future work in the suburban and rural areas will explore ways to further incentivize development in existing communities.
	Future Serviced Communities	• Requests to delay or prevent secondary planning for the Future Serviced Communities located near Sandy Lake Regional Park and Blue Mountain Birch Cove Lakes Area.	• The Preliminary Population and Housing Analysis has shown that there is a need for additional land to accommodate HRM's growing population. Population growth since 2016 and expected continued growth has put pressure on the HRM's housing market availability. • Staff recommend initiating study on potential secondary planning for the lands west of Sandy Lake and the Highway 102 West Corridor. This work will require considering the policies and actions of HRM's priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, HalifACT and Sharing Our Stories) and planning for existing and future parkland and wilderness areas. Background studies will include watershed studies, land suitability analyses (environmental and cultural features), and baseline infrastructure studies (transportation and water/wastewater services).
	Urban Reserve Areas	• Requests to review the Urban Reserve designation and allow development of these lands. • Support for including Akoma lands within the Urban Service Area Boundary.	• The African Nova Scotian Road to Economic Prosperity supports development on the lands owned by Akoma Holdings. The Preliminary Population and Housing Analysis has shown that there is a need for additional land to accommodate HRM's growing population. Population growth since 2016 and expected continued growth has put pressure on the HRM's housing market availability.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
			• Staff recommend initiating comprehensive planning for the entire area designated Urban Reserve. This work will require considering the policies and actions of HRM's priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, HalifACT and Sharing Our Stories). Background studies will include watershed studies, a land suitability analysis (environmental and cultural features), and a baseline infrastructure study (transportation and water/wastewater services).

THEME 2: BUILDING HEALTHIER AND MORE COMPLETE COMMUNITIES

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Correspondence, Survey, Stakeholder Meetings, Councillor Meetings, Committee Meetings	Secondary Planning	• Support for using the recommendations of the priorities plans to guide the development of the Suburban and Rural plans. • Requests for general and site-specific policies to be considered through the Plan & By-law Simplification Program, including requests to permit larger and more intense commercial development in suburban and rural centres and consider secondary plan regulations around specific uses and building features to address concerns.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Adopt policy in the Regional Plan to support the implementation of the Halifax Green Network Plan, HalifACT, Integrated Mobility Plan, and Sharing Our Stories. • Establish the Secondary Plan and By-law Simplification Program in policy with the following broad objectives: • Implement the Regional Plan and priorities plans through land use and community design policies and regulations; • Organize the planning framework around Regional Centre, Suburban and Rural geographic areas; • oirect intensification to areas that support the building of healthier and more complete communities; • Affirm that each new plan and land use by-law will respond to local conditions and needs of our diverse communities. Community input and participation in this process will be critical, providing a primary source of guiding knowledge for the plans.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
			• Consider if the interim policy guidance may also be used to improve the processing of discretionary applications such as development agreements to further the goals and objectives of the Regional Plan.
	Complete Communities	• Support for planning for complete communities, including establishing a clear set of defined building blocks. • Support for continued engagement with communities to identify their vision and needs for creating a complete community. • Interest in ensuring that suburban and rural areas are also designed as complete communities. • Concern regarding car dependency as a result of limited local access to services and amenities, and lacking connections between communities. • Concern that the Themes & Directions survey asked participants to prioritize features of complete communities, as most participants believed all the features were important. The most popular feature was access to public open spaces (local parks, plazas and other public spaces).	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Review and revise the Regional Plan's Settlement policies to better support the Municipality's goal of building complete communities and implementing the direction of the Priorities Plans. • Review and revise the Regional Plan's growth centre policies using a 'complete communities' analysis by: • Defining different types of centres and adopting land use policies reflecting appropriate levels of growth for each; • Refining the expected population growth projections based on recent observed trends; • Identifying environmental and other physical constraints; • In Suburban communities, targeting new development around frequent transit networks; and

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
		• Support for intensifying growth in existing urban areas with defined targets for density. • Request to remove Beechville as a growth centre.	• In Rural communities, maintaining the Regional Plan's overall approach to limit sprawl and cluster development that encourages strong rural centres.
	Regional Centre	• Concern regarding building height on the Halifax Peninsula.	• The Centre Plan process has recently involved a comprehensive review of planning policy and regulations for the Regional Centre, including the Halifax Peninsula. The Regional Centre Secondary Municipal Planning Strategy and Land Use By-Law will guide development in this area.
	Suburban Areas	• Support for establishing a defined framework to guide decisions regarding planning applications in the suburban area. • Support for intensifying growth in existing suburban areas with defined targets for density, to limit greenfield development and save costs associated with expanding infrastructure. • Opposition to intensifying growth in existing suburban areas, to protect the desire for stable low-density neighborhoods. • Support for designing communities for pedestrians, not vehicles.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Establish a vision, objectives and key principles to guide the Suburban Plan, which includes: • Directing most growth to mixed-use, transit-oriented communities that can be served by transit, walking, wheeling and cycling; • Directing growth in a way that protects and preserves valuable wilderness areas and open spaces; • Ensuring planning regulations focus on affordability and accessibility, and support people-oriented urban design; and

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
		• Themes & Directions Survey participants identified that the most important features for future suburban communities are access to public parks and community facilities by walking, cycling or using a mobility device, access to shops and services by walking, cycling or using a mobility device, proximity to natural parks and open spaces, easy access to public transit, ability to live in the housing type of their choice and safe and comfortable active transportation.	• Protecting and prioritizing industrial lands and harbour access for marine-dependent uses, with other employment directed to mixed-use centres. • Adopt interim policy guidance for applications for secondary municipal planning strategy amendments to guide site planning and built form characteristics. • Consider if the interim policy guidance may also be used to improve the processing of discretionary applications such as development agreements to further the goals and objectives of the Regional Plan.
	Rural Areas	• Requests to review the locations and goals for rural growth centres • Requests to better identify and define rural communities, including their boundaries, goals and needs. • Themes & Directions Survey participants identified that the most important features for future rural communities are living in a village or town-like community where housing, shops and services are clustered and easy to access, and having access to high-speed internet at home.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Establish a vision, objectives and key principles to guide the Rural Plan which include: • Directing intensification to existing rural communities that act as important service centres and have the potential to be complete communities; • Protecting rural landscapes as critical to the region's natural and open space network; • Supportive adaptive reuse of existing buildings and land uses; • Supporting working landscapes for resource industries, agriculture and food security, and tourism opportunities;

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
			• Ensuring planning regulations focus on affordability and accessibility, and support building communities that reflect local character and history; and • Support a range of housing forms within each rural service centre. • Review past studies and initiate further analysis to understand the barriers and opportunities for developing innovative services in rural areas, with a focus on water, wastewater and rural public mobility. • Revise conservation design development policies to streamline the development process within rural service centres.

THEME 3: RECONSIDERING EMPLOYMENT AND INDUSTRIAL LANDS

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Correspondence, Councillor Meetings	Industrial Lands	• Request to consider permitting larger scale commercial uses in rural centres to reflect population growth. • Support for including small scale commercial uses in established neighbourhoods to reduce car-dependence.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • 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. • Establish policy to remove barriers to establishing small scale commercial uses in residential areas, including homebased business policies and regulations.

THEME 4: TRANSFORMING HOW WE MOVE IN OUR REGION

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Correspondence, Survey, Stakeholder Meetings, Councillor Meetings, Committee Meetings	Integrated Mobility Plan	• Support for the continued implementation of the Integrated Mobility Plan and the creation of "complete streets".	• As outlined in the Themes & Directions Report, the Regional Plan Review will update the Transportation and Mobility chapter of the Regional Plan to reflect the policies and actions of the Integrated Mobility Plan and its regional approach to transportation planning, including adopting policy to support the use of the Complete Streets approach to prioritize the movement of people using sustainable modes of transportation over vehicles.
	Transit	• Requests to extend transit routes to specific areas (including Lawrencetown/ Five Fathom Harbour, Beaver Bank, Herring Cove Lookoff, North End Halifax). • Support for maintaining the existing Transit Service Boundary. • Support for increased levels of public transit, including establishing a new Bedford ferry service. • Concerns about lack of access to public transportation in new suburban developments and areas of growth. • Support for aligning higher density development with rapid transit and active transportation infrastructure. • Support for establishing a long-term plan for transit.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Review the Urban Transit Service Boundary and assess its alignment with existing and potential housing and population growth. • Address the importance of coordinating land use and transportation planning around Rapid Transit, the Regional Plan will plan for higher-density mixed use development around Rapid Transit, and create policy direction for the provision of affordable housing, connectivity of local streets and active transportation infrastructure near stations and terminals. • Build on the approved Integrated Mobility Plan and Rapid Transit Strategy to establish a program of study to develop a long-term vision for transportation in HRM aligned with regional strategic growth.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
			• Halifax Transit is coordinating study and planning for a future Mill Cove ferry, connecting Bedford with Downtown Halifax. Planning & Development will be involved in this work, which will include considering opportunities for transit-oriented development near the ferry terminal.
	Active Transportation	• Support for continued investment in pedestrian and active transportation infrastructure to make these options more viable and safer. • Requests to reduce speed limits in urban areas to improve conditions for those using active transportation.	• As outlined in the Themes & Directions Report, the Regional Plan Review will support continued implementation of the Active Transportation Priorities Plan and adopting policy to support its review.
	Inclusion	• Requests to develop and implement policies for safer, more inclusive, accessible transportation options.	• The Complete Streets approach aims to create streets that are safe, convenient and comfortable for travel and access for users of all ages and abilities regardless of transportation mode (e.g. on foot, rolling, on a bicycle, using transit, in a private vehicle).
	Rural Mobility	• Request to consider permitting ATVs on public roads. • The two highest ranking responses for preferred modes of transportation in the rural area included driving alone in private vehicles and active transportation (walking, cycling or using a mobility device) at 12%	• As outlined in the Themes & Directions Report, the Regional Plan Review will review past studies and initiate further analysis to understand the barriers and opportunities for developing innovative services in rural areas including rural public mobility.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
	Traffic	• Concerns regarding congestion and traffic in particular areas and the impact of additional development on traffic levels.	• The Integrated Mobility Plan provides guidance for the Municipality's approach to transportation. A principle of the IMP is managing congestion: In the past, transportation planning focused on expanding road capacity in response to congestion. This typically relieves congestion for a short period, but this new capacity attracts more vehicle traffic, which then leads to calls for further road expansions. Managing congestion, instead of eliminating it, is a better alternative. • Led by the Strategic Transportation Planning program, the Municipality will adopt new guidelines for Transportation Impact Assessments, which includes Multi-Modal Level of Service guidelines to evaluate road network performance for all mobility modes (walking, cycling, transit and vehicles). • Traffic issues for specific areas of the region are dealt with operationally by Infrastructure Planning and Transportation & Public Works.

THEME 5: SOCIAL PLANNING FOR COMMUNITY WELL-BEING

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Correspondence, Survey, Stakeholder Meetings, Councillor Meetings, Committee Meetings	Diversity	• Requests to consider adopting an "equity lens" and consider the impacts of systemic racism in the development of policy. • Requests to provide support for underrepresented communities. • Participants in the Themes & Directions Survey identified the need to engage with underrepresented groups and act on the feedback that they provide.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Study the possible use of tools that could support capacity building, such as community benefit action planning, community trusts or community-led planning or projects. • Identify neighbourhoods facing inequities or communities that have been historically underserved and underrepresented and coordinate across departments to address vulnerabilities and build upon neighbourhood capacity. • Ensure the Regional Plan is aligned with the 94 Calls to Action, recommendations from the Task Force on the Commemoration of Edward Cornwallis and the Recognition and Commemoration of Indigenous History, and the African Nova Scotian Road to Economic Prosperity. This will be achieved through Sharing Our Stories and reviews of relevant policies and by-laws.
	Affordable Housing & Homelessness	• Concern about the availability of affordable housing options. • Support for flexible land use policy that is able to adapt to changing population and market conditions. This includes unexpected events and trends that impact immigration, household headship	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Support the development of the Housing Governance report to identify a municipal role in housing, furthering partnerships with non-profit housing organizations, private developers and the Province,

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
		rates, and the cost of labour, materials and land. • Concern about housing insecurity and homelessness, including funding availability for organizations that provide housing. • Request for guaranteed housing. • Respondents to the Themes & Directions survey identified Market Ownership as their preferred housing type, with a strong focus on affordable housing. The majority of respondents (74%) indicated that encouraging smaller housing units to provide more affordable options was important. • Concern about the availability of seniors housing in rural areas and the ability for residents to age in place.	to encourage the development and retention of affordable housing, including: • Identifying planning tools to ensure no net loss of housing during redevelopment; • Updating the Housing Needs Assessment on an annual basis; • Removing barriers and reviewing and expanding opportunities to support the development and retention of affordable housing; and • Study possible tools and programs to further leverage surplus or available land including community land trusts. • Explore additional approaches to encourage a diversity of housing forms through a review of existing policies. • Establish a vision, objectives and key principles to guide the Rural Plan which include... ensuring planning regulations focus on affordability and accessibility, and support building communities that reflect local character and history; and supporting a range of housing form within each rural service centre.
	Food Security	• Concern regarding food security and the need for resilient food systems, particularly healthy options. • Support for JUSTFood and community gardens.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Support the creation of JustFOOD and ensure alignment with its goals and recommendations by:

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
		• Support for encouraging a diversity of agricultural and food retail enterprises in communities	• Directing the use of JustFOOD tools and resources to better understand community vulnerability to food insecurity and the local food landscape when updating or creating planning policies. • Removing barriers and creating incentives for food uses such as urban agriculture, agricultural operations, food outlets, etc. and reducing the impact of non-agricultural uses on viable agricultural land.
	Communication	• Requests for municipal communications to use clear and concise language. • Requests for clearer communication with local residents regarding proposed developments in their communities. • Requests to consider local demographics and accessibility when planning for public engagement. • Participants in the Themes & Directions Survey indicated their preferred approach for participation in community decision-making was online surveys. There was also support for virtual and in-person open houses led by HRM Staff.	• As outlined in the Themes & Directions Report, the Regional Plan Review will review existing engagement policies and adopt the upcoming Public Engagement Guidebook.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
		• Participants in the Themes & Directions Survey identified the top three barriers for participating in community engagement are lack of information about ongoing projects, time, and lack of information on how to participate.	
	Indigenous Rights	• Support for increased recognition of the Peace and Friendship Treaty and the rights of the Mi'kmaq people. • Support for continuing to advance reconciliation. • Support for the implementation of the recommendations of the Task Force on the Commemoration of Edward Cornwallis and the Recognition and Commemoration of Indigenous History.	• As outlined in the Themes & Directions Report, the Regional Plan Review will ensure the Regional Plan is aligned with the 94 Calls to Action and the recommendations from the Task Force on the Commemoration of Edward Cornwallis and the Recognition and Commemoration of Indigenous History. • The ongoing Sharing Our Stories (Culture & Heritage Priorities Plan) project will inform this work and provide guidance for specific policy changes.
	Gender	• Request to consider adopting a "gender lens", gender-based analysis and engagement with the Women's Advisory Committee in the development of policy. This is particularly important for policy around affordable housing, as women are disproportionately impacted. • Request to consider the impact of policies on the 2SLGBTQ+ community.	• Regional Planning staff will work with the Office of Diversity & Inclusion on conducting a gender-based analysis of proposed Regional Plan amendments. • Staff will engage with the Women's Advisory Committee for comment on the draft amendment package when it is brought forward.

THEME 6: CELEBRATING CULTURE & HERITAGE

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Correspondence, Survey, Stakeholder Meetings, Councillor Meetings, Committee Meetings	Heritage Preservation	• Support for preserving heritage character and sense of place. • Request to place more emphasis on the recognition of Mi'kmaq culture and heritage in HRM. • Concern regarding the protection of archaeological resources. • Requests to preserve specific heritage buildings (Dartmouth Post Office, Carleton Street Streetscape) • Support for creating enhanced connections to Africville.	• As outlined in the Themes & Directions Report, the Regional Plan Review will incorporate the recommendations of the Sharing Our Stories (Culture & Heritage Priorities) Plan into the Regional Plan, with a particular focus on initiatives that share and celebrate a more diverse range of stories.
	Cultural Heritage	• Requests to further support cultural heritage, including developing more cultural events and education programs, including more Mi'kmaq street and place names, and establishing a civic museum.	

THEME 7: INTEGRATING COMMUNITY FACILITIES AND PARKS

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Correspondence, Survey, Stakeholder Meetings, Councillor Meetings, Committee Meetings	Protecting Wilderness Areas	• Strong support for the protection and expansion of wilderness parks. • Opposition to development and requests to complete in areas including Sandy Lake Regional Park, Blue Mountain Birch Cove Lakes Area and Purcell's Cove Backlands. • Requests to protect Owl's Head as a Provincial Park. • Support for strengthening existing tools and expand tools for protecting and conserving parkland. • Request to direct development away from important natural and cultural places. • Support for establishing community stewardship programs and partnerships to protect wilderness parks.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Apply the Open Space and Natural Resources Designation and Regional Park Zone to the publicly-owned lands for the Sandy Lake Regional Park, Blue Mountain Birch Cove Lakes Area, Shaw Wilderness Park and McIntosh Run Regional Park, maintain the Western Common Zone for the Western Common Wilderness, and adopt policy to guide future park development and management of these areas as "wilderness parks". • Ensure that parks and open spaces owned and/or managed by community organizations and other levels of government are recognized within this framework. • Continue to work with other levels of government and conservation groups to increase access to open spaces. • The publicly owned land at Owl's Head is currently zoned Regional Park, and no request to amend this zoning has been received to date. • Staff will continue to work with Parks & Recreation to explore tools and opportunities for protecting and conserving lands for park and wilderness purposes.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
	Sandy Lake Regional Park	• Requests to delay any secondary planning at Sandy Lake until the next Regional Plan Review to allow for independent ecological studies and floodplain studies to be conducted, and for the recommendations of the Wildlife Corridors Charrette Report and Halifax Green Network Plan to be incorporated into the Regional Plan. • Requests to establish a park plan for Sandy Lake Regional Park. • Requests to acquire 1800 additional acres of land west of Sandy Lake for park purposes and remove it from consideration as a Future Serviced Community. • Requests to protect Marsh Lake as part of the Sandy Lake Regional Park.	• The Preliminary Population and Housing Analysis has shown that there is a need for additional land to accommodate HRM's growing population. Population growth since 2016 and expected continued growth has put pressure on the HRM's housing market availability. • Staff recommend initiating study on potential secondary planning for the lands west of Sandy Lake and the Highway 102 West Corridor. This work will require considering the policies and actions of HRM's priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, HalifACT and Sharing Our Stories) and planning for existing and future parkland and wilderness areas. Background studies will include watershed studies, land suitability analyses (environmental and cultural features), and baseline infrastructure studies (transportation and water/wastewater services). • Parks & Recreation continues to plan for the publicly owned lands that are part of the Sandy Lake Regional Park, including lands around Marsh Lake.
	Blue Mountain Birch Cove Lakes Area	• Request to delay any secondary planning at Highway 102 West Corridor Lands until the next Regional Plan Review. • Requests to use regulatory tools to better protect the Blue Mountain Birch Cove Lakes Area and wildlife corridors (including requesting Charter amendments, Land Use Bylaw Amendments, Subdivision bylaw	• Regional Council has given direction to staff to undertake a comprehensive park planning exercise for the Blue Mountain-Birch Cove Lakes wilderness area. Parks & Recreation will lead that process. • The Preliminary Population and Housing Analysis has shown that there is a need for additional land to accommodate HRM's growing population. Population growth since 2016 and expected continued growth has put pressure on the HRM's housing market availability.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
		requirements) • Requests for HRM to commit to acquiring buffer lands, as shown on the conceptual park plan, and develop a transparent and collaborative approach for targeted acquisition. • Requests to establish a park plan for Blue Mountain Birch Cove Lakes Area that utilizes park management best practices and stormwater management practices recommended by AECOM. • Requests for the Municipality to oppose the construction of Highway 113.	• Staff recommend initiating study on potential secondary planning for the lands west of Sandy Lake and the Highway 102 West Corridor. This work will require considering the policies and actions of HRM's priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, HalifACT and Sharing Our Stories) and planning for existing and future parkland and wilderness areas. Background studies will include watershed studies, land suitability analyses (environmental and cultural features), and baseline infrastructure studies (transportation and water/wastewater services).
	Parks Strategy	• Requests to establish a regional parks strategy to provide a more comprehensive, holistic approach to parks planning. This could include a vision for how regional parks will function, their purpose, and timeliness to achieve goals. • Support for including and developing the Parks Spectrum and Level of Service Standards in policy. • Support for Charter amendments to facilitate parkland acquisition.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Incorporate the park spectrum into the Regional Plan. • Review and develop Level of Service Standards based on the recommendations of the Halifax Green Network Plan, public engagement and spatial analysis mapping of parkland and outdoor recreation amenities and future growth. • Amend the Regional Subdivision By-law to reflect the identified Level of Service Standards

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
			• In 2018, as part of the Halifax Green Network Plan adoption, Regional Council requested that the Province amend the Halifax Regional Municipality Charter, as set out in Actions 18 and 61 of the Halifax Green Network Plan, to: • enable the Municipality to acquire sensitive environmental lands (e.g. riparian areas, wetlands, steep slopes, etc.) as an environmental reserve through the land development and subdivision process, in addition to existing parkland dedication provisions; and • enable a greater range of legislative abilities, such as the ability to enact parkland dedication requirements based on density to address development that does not include the subdivision of land.
	Environmental Considerations	• Requests to recognize the importance of the role of parks for environmental reasons – conservation, wildlife corridors, climate change mitigation, supporting biodiversity.	• The Halifax Green Network Plan has highlighted the important role of parks and wilderness areas in maintaining the region's green network.
	Social Considerations	• Support for using an equity lens and mapping analysis to review park access for underrepresented communities.	• As outlined in the Themes & Directions Report, the Regional Plan Review will identify neighbourhoods facing inequities or communities that have been historically underserved and underrepresented and coordinate across departments to address vulnerabilities and build upon neighbourhood capacity.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
	Park Programming	• Requests regarding park programming for specific age groups/activities. • Support for additional signage and wayfinding in parks. • Request for additional waste receptacles in parks. • Request to allow recreational wharves on waterbodies.	• Parks operations are managed by Parks & Recreation, and this feedback has been passed along for consideration.
	Halifax Commons	• Concern regarding buildings on and around the Halifax Commons. • Concern regarding expanding the use of the Halifax Commons for organized sports and programmed uses.	• Parks & Recreation staff are completing a draft of the Halifax Common Open Space Master Plan, which will be presented to Regional Council along with a staff report in the coming months. (https://www.halifax.ca/about-halifax/regional-community-planning/regional-plan/common-master-plan)

THEME 8: ENHANCING ENVIRONMENTAL PROTECTION

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
	General	• Support for the implementation of the recommendations of the Halifax Green Network Plan. • Request to establish standard environmental terminology with clear definitions. • Request to consider using the Sustainable Development Code (sustainablecitycode.org) to favour environmentally responsible housing, business and infrastructure through zoning regulation and bylaws.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Use the concepts of the Halifax Green Network Plan to assess and consider ecological connectivity and value when identifying lands for future serviced development. • Adopt Regional Plan policy requiring that the Green Network Ecology Map is used to help guide regional planning decisions. • Continue to apply the Open Space and Natural Resource designation to recognize the value of the Green Network and revise the designation's boundaries to reflect the core areas and corridors shown on the Green Network Ecology Map. • Review Regional Plan policy to ensure that secondary planning strategies and land use by-laws include appropriate development regulations in important ecological areas and corridors and directs development away from hazardous locations. • Provide guidance for environmental considerations during policy-enabled discretionary planning applications

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
	Wildlife Corridors & Biodiversity	• Concerns about fragmentation of wildlife habitats and loss of connectivity, leading to loss of biodiversity. • Requests to consider and protect wildlife corridors (as identified by the Halifax Green Network Plan, the Wildlife Corridors Charrette Report and additional study) when planning for development. • Request to consider requiring bird-friendly design.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Develop a regional approach to the protection of natural corridors which: • Directs how natural corridors should be delineated at the regional and individual site level; • Prioritizes wildlife connections to the Chebucto Peninsula; • Includes clear policy direction for developing wildlife crossings through major infrastructure like highways and utility corridors and coordinating this work with the provincial government, utilities and other relevant stakeholders.
	Nature Based Solutions	• Support for the use of nature-based solutions for stormwater management, watercourse protection, flood resilience, drought resilience, and coastal protection.	• As outlined in the Themes & Directions Report, the Regional Plan Review will review policies to support and where appropriate, require the use of naturalization and green infrastructure during development.
	Urban Forest	• Support for the continued implementation of the Urban Forest Master Plan. • Concern regarding loss of trees. • Support for enhanced protection of trees on private property though the creation of a tree-retention by-law.	• As outlined in the Themes & Directions Report, the Regional Plan Review will review policies to continue to support the implementation of the Urban Forest Master Plan. • Action 9 of the Halifax Green Network Plan calls for the Municipality to "Consider the adoption of a private trees by-law to manage the removal of trees on private property within serviced (urban) areas. Specific direction to consider includes: Focusing on large properties with

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
		• Request for additional resources to support urban forestry. • Concerns regarding increasing invasive species. • Request to incorporate diverse native plantings on public lands. • Support for education programs for private landowners and nursery/ landscaping service operators.	development potential while minimizing impacts on small properties; Prioritizing the protection of trees and vegetation within the watercourse buffer; Developing an educational campaign to promote tree stewardship on private property." • Regional Planning staff continue to work with Urban Forestry to address the December 11, 2018, Regional Council motion for a staff report regarding "potentially creating new development charges for and/or regulating trees to be cut down on land that is developed for residential, commercial, and institutional purposes. The report should assess the advantages and disadvantages and the authority Halifax has to bring in such fees and regulation, given the enormous quantitative and qualitative benefits of trees as outlined in the Urban Forest Master Plan."
	Watercourses and Water Quality	• Requests to establish structured watershed plans with clear targets to guide and control development while maintaining water quality. • Support for establishing enhanced standard setbacks and buffer requirements around watercourses. • Request for enhanced water quality monitoring and management as a result of concerns related to algal blooms, reduced water levels and poor water quality.	• Action 6 of the Halifax Green Network Plan calls for HRM to "Amend Municipal Planning Strategies and Land Use By-laws to consolidate, clarify and refine the Municipality's variable approach to watercourse buffers." This work will be undertaking as part of the Regional Plan Review and through the Plan & By-Law Simplification program for Suburban and Rural areas. • As outlined in the Themes & Directions Report, the Regional Plan Review will: • Review and revise existing regulations protecting wetland and riparian areas in HRM land use by-laws to ensure greater protection for these features and

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
		• Request for the adoption of standards and monitoring for phosphorus loading.	ensure standards regulations are adopted across the region. • Adopt policy to direct future study and implementation of a comprehensive water quality monitoring program, including Lake Water Management Plans for urban lakes that establish phosphorus loading limits and mitigation measures and water quality monitoring protocols.
	Stormwater	• Request to establish a stormwater management plan to mitigate climate change and protect water quality and encourage naturalization efforts on private property. • Request to establish standards for salt run off and siltation to protect groundwater.	• As outlined in the Themes & Directions Report, the Regional Plan Review will update existing policy to reflect the Municipality's recent work to improve stormwater management practices. This includes the work to develop revised Joint Stormwater Standards and the revised Municipal Design Guidelines (Red Book).
	Wetlands	• Support for the development of a Municipal Wetlands Policy to protect their important ecological functions related to biodiversity and climate change. • Request to establish a standard wetland setback consistent with other types of watercourses. • Concern that when wetland alteration permits are approved by the Province, compensation often happens outside of HRM.	• As outlined in the Themes & Directions Report, the Regional Plan Review will review and revise existing regulations protecting wetland and riparian areas in HRM land use by-laws to ensure greater protection for these features and ensure standards regulations are adopted across the region. • Regional Planning staff will discuss the wetland alteration process with the Province, to determine if there are opportunities to improve outcomes for wetlands in HRM.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
	Coastal Protection	• Support for enhanced coastal protection and preparation for the impacts of sea level rise. This includes establishing regulations for development in coastal areas (horizontal and vertical setbacks), identifying risks to development and encouraging nature-based solutions (rather than engineering approaches). • Requests to protect traditional marine industries and anticipated new industries. • Requests to prevent infilling on the North West Arm and other areas. • Support for maintaining and enhancing public access to coastal areas and acquisition of coastal lands.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Continue to work with the Province to develop and adopt revised policies and regulations consistent with the Coastal Protection Act and tailored to the HRM context. • Complete a spatially-based risk and vulnerability analysis of HRM's coastal waterfront and shoreline area and adopt policy to direct development of a coastal-specific adaptation strategy. • Existing marine industrial zoning and restrictions on development on North West Arm properties will be maintained. • Regional Planning staff will study coastal access issues to determine if HRM has the legislative ability to improve public access.

THEME 9: LEADING THROUGH ACTION ON CLIMATE

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Correspondence, Survey, Stakeholder Meetings, Councillor Meetings, Committee Meetings	General	• Support for implementation of HalifACT • Support for acting on climate change and enhanced climate adaptation planning and strengthening language to reflect the urgent nature of the climate emergency. • Support for looking at the health, economic and social issues that contribute to climate change.	• HalifACT is the Municipality's climate action plan. Staff with the Environment & Climate Change group (part of Planning & Development) are leading the implementation of this plan. • As outlined in the Themes & Directions Report, the Regional Plan Review will update the Environment, Energy and Climate Change chapter of the Regional Plan to require consideration of climate impacts across issue areas.
	Net-Zero Targets / Mitigation	• Request to set net-zero emissions target to be 2030, rather than 2050. • Request to prioritize deep energy retrofits. • Support for encouraging the renovation of buildings rather than demolition, to account for embodied energy/embodied carbon. • Support for the adoption of a whole life-cycle carbon assessment. • Support for encouraging LEED certification and green infrastructure for new buildings.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Update the Environment, Energy and Climate Change chapter of the Regional Plan to reflect HalifACT's net-zero emissions targets and require consideration of climate impacts across issue areas. • Consider adopting policy to encourage net-zero and climate resilient new construction when considering discretionary planning applications. • Adopt policy to direct consideration of alternative energy systems, such as district energy and microgrids, as part of secondary planning and master neighbourhood planning projects. • Review and revise policy and land use by-laws to remove barriers to solar installations, energy storage systems, and electric vehicle infrastructure.

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
	Adaptation / Resiliency	• Request to consider requiring net-zero and climate resilient construction for development subject to discretionary planning approval. • Support for establishing community-based programs to support climate change initiatives. • Noted the importance of assessing key infrastructure to ensure it can withstand extreme weather events related to climate change. Themes & Directions survey participants most commonly identified temporary loss of electricity during storm events and extreme weather events as their main concerns resulting from climate change. • Request for the Urban Forest Master Plan to help deliver climate change mitigation goals such as carbon sequestration (forests and wetlands), protection of urban canopy, flooding and erosion, stabilizing banks and shorelines	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Consider adopting policy to encourage net-zero and climate resilient new construction when considering discretionary planning applications. • Identify current and future climate change hazards and critical infrastructure at risk to extreme climate events. • Review policies to continue to support the implementation of the Urban Forest Master Plan.

THEME 10: IMAGINING HRM INTO 2050 AND BEYOND

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Survey	General	• In the Themes & Directions Survey, participants ranked housing affordability and protecting natural places and wildlife as the two biggest priorities for planning for the next 30 years. Preserving air quality and water quality were also identified as important. Other priorities included climate change and natural hazards, green building construction, food security and agricultural productivity, aging population and a green energy transition.	• As outlined in the Themes & Directions Report, the Regional Plan Review will design a framework for how to engage communities on what they think should be studied and considered when planning for the future of HRM. This engagement will inform what to research over the next number of years to position us for the 2026-2030 Regional Plan Review.

THEME 11: THE IMPACTS OF COVID-19

SOURCE	SUB-THEME	COMMENTS	STAFF RESPONSE
Correspondence, Survey, Stakeholder Meetings, Councillor Meetings, Committee Meetings	Outdoor Amenities	• Noted that the pandemic has demonstrated the importance of outdoor amenity space and easy access to nature. • Requests for additional stewardship for wilderness parks that are being strained and degraded by increased human activity in wilderness parks as a result of the pandemic.	• As outlined in the Themes & Directions Report, the Regional Plan Review will: • Continue to monitor the impacts of the COVID-19 pandemic on social, economic, environmental and population growth indicators, and adopt a framework for tracking these trends to guide future regional planning. • Identify communities with inequitable access to the social determinants of health necessary to weather a pandemic, such as housing, food security, access to green/amenity space, and transportation options, and focus on prioritizing the servicing of these communities.
	Housing	• Concern about the impact of the pandemic on immigration and how this is being considered in population and housing analysis.	
	Economic	• Support for ongoing economic relief/ universal income as part of recovery.	

ATTACHMENT F

Public Participation Program

BE IT RESOLVED by Halifax Regional Council that the Revised Public Participation Program for the Regional Plan Review is amended as follows:

1. The title page is amended by deleting the number as shown in strikeout and adding the number shown in bold:

   DECEMBER ~~**2020**~~ **2021** UPDATE

2. The Introduction is amended by deleting the text as shown in strikeout:

   After 5 years of directing and managing growth in the region, the first Regional Plan review (RP+5) was initiated in 2011 to ensure the Plan still reflected the Municipality's goals for growth and development. The Plan was readopted in 2014. The second five-year review began in 2020, with the Regional Council approvals process anticipated to begin in 2022. ~~**The next significant review of the Regional Plan is being planned for 2026-2030 (at the end of the 25-year horizon of the 2006 Regional Plan**~~).

   Staff will also use this review period to identify any key emerging trends or planning research that might be required to establish the policy program for the next significant review period ~~**expected to begin in 2026.**~~ As well, the Regional Plan will establish policy direction to continue guiding the Plan & By-law Simplification program.

3. The Engagement Overview is amended by deleting the text as shown in strikeout and adding the text shown in bold:

   ~~**The purpose of this document is to identify opportunities and establish ways and means of seeking the opinions of the public on the Regional Plan Review**~~. This document recommends *who* to engage and consult with, as well as *how and when* consultation should be done. A series of engagement tactics are recommended to enable Regional Plan Review staff to target a variety of stakeholders across the region. This work plan will give staff the meaningful feedback needed to bring forward amendments to the Regional Plan for Regional Council to consider.

   This review of the Regional Plan is positioned to include engagement from other region-wide projects and to build upon the 2006 and 2014 Plans. The engagement is intended to include a two-way flow of communication where planning staff share information about the review with the public while also identifying changing priorities through their feedback. Engagement tactics will be divided into phases; the tactics selected for each phase will reflect the type of public input appropriate at that stage of progress in the Regional Plan Review.

~~**The Engagement Plan has been updated since the initiation of the Regional Plan Review by Regional Council in February 2020 to reflect the impacts of the COVID-19 pandemic on the timelines and engagement approaches for the project.**~~ **The Engagement Plan was first adopted in February 2020 at the time of Regional Council's initiation of the Regional Plan Review. The plan was updated in November 2020 to reflect the impacts of the COVID-19 pandemic on the timelines and engagement approaches for the project.**

This document is the revised Engagement Plan as of December 2021.

4. The Engagement Tactics is amended by deleting the text as shown in strikeout:

A. Online Engagement

The main engagement tactic that will be used to gather feedback throughout the Regional Plan Review will be the project's Shape Your City page ~~**(www.shapeyourcityhalifax.ca/regional-plan).**~~ The Regional Plan Review page will be designed to be informative and interactive. It will feature clear project updates and messaging, access to reference documents for review and a variety of engagement tools to allow residents to provide feedback and ask questions. Engagement tools that may be used include:

5. The Engagement Timeline is amended by deleting the text as shown in strikeout and adding the text shown in bold:

Engagement is planned to take place in distinct phases throughout the review process. Some overlap of tactics will occur across the phases. ~~**General correspondence via mail, phone and email will be accepted on an ongoing basis. Some overlap of tactics will occur across the phases.**~~ **Originally the Regional Plan Review was expected to occur in three phases. However, since the adoption of the original engagement plan, disruptions such as COVID-19 and faster than anticipated growth and supply challenges have led to adjustments in the work plan. The revised Phasing is presented as follows:**

Phase 1 began when the Regional Plan Review was initiated by Regional Council on February 25, 2020 and will continue into ~~**Fall 2020**~~ **Winter 2021**. The focus of Phase 1 is to ~~**meet with internal and external stakeholders to develop the scope and initial approach to the Regional Plan Review**~~ **introduce the Municipality's approach to the Regional Plan Review and receive feedback**.

Phase 2 will ~~**begin following the release of the Themes & Directions report, anticipated for Winter 2021. This document will introduce the municipality's approach to the Regional Plan Review and public and stakeholder engagement to receive feedback will take place in weeks following.**~~ **began in May 2021, when the project team presented the Themes and Directions Report. The goal of this phase of engagement was to provide an overview of the draft policy framework highlighting the proposed major changes. This Phase concluded in December 2021**.

Phase 3 ~~of engagement is anticipated to take place in Fall 2021, following the release of the first draft of amendments to the Regional Plan. The goal of this phase of engagement will be to provide an overview of the draft document, highlighting the proposed major changes, and receive feedback.~~ will take place over the first 6 months of 2022. The goal of this engagement is to solicit feedback on the projects and smaller policy adjustments being made to advance housing projects in advance of the Regional Plan Draft Document.

~~Additional engagement will take place in 2022, following the release of the final draft of the Regional Plan amendments, to be considered for approval by Regional Council. The goal of these activities will be to provide an overview of the final draft of the Regional Plan amendments and highlight how public input from the previous engagement phases has been used to inform recommendations. This is intended to help residents, stakeholders and Council understand how feedback has been received and used, particularly in the absence of more traditional in-person engagement.~~

Phase 4 will take place following the release of the Regional Plan Draft Document. The goal of this engagement will be to provide an overview of the draft of the Regional Plan amendments and highlight how public input from the previous engagement phases has been used to inform recommendations. This is intended to help residents, stakeholders and Council understand how feedback has been received and used, particularly in the absence of more traditional in-person engagement.

Phase 5 will take place once the Regional Plan has been amended and will focus on advancing lands to support the long-term growth of the municipality.

Detailed scheduling for each engagement phase will be released on the website when available.

6. The Revised Engagement Timeline for Regional Plan chart is deleted.

7. The title for A. Online Engagement, B. Email/Telephone Commenting, and C: Stakeholder Meetings are amended by adding the text shown in bold:

A: ONLINE ENGAGEMENT

PHASES ONE, TWO, THREE, **FOUR, FIVE**

B: EMAIL/TELEPHONE COMMENTING

PHASES ONE, TWO, THREE, **FOUR, FIVE**

C: STAKEHOLDER MEETINGS

PHASE ONE, TWO, THREE, **FOUR, FIVE**

8. The title for D. Committee Review is amended by deleting the text in strikeout and adding the text shown in bold:

D: COMMITTEE REVIEW

PHASE ~~**TWO, THREE**~~ **ONE, FOUR**

WHAT	Present the Regional Plan Review Themes & Directions to the relevant advisory boards and committees of Regional Council to inform of the scope of the project and gather feedback.
WHO	Relevant advisory boards and committees of Regional Council
WHEN	~~**Phase 2 (Themes & Directions Report) and Phase 3 (Draft Amendments)**~~ **Phase 1 (Themes & Directions Report)** **Phase 4 (Draft Regional Plan)**
WHERE	N/A
WHY	▪ To increase awareness of the Regional Plan Review and the role of the Regional Plan ▪ To gather feedback from relevant board and committee members (based on their terms of reference)
HOW	▪ Meeting protocols established by the various boards and committees.
MATERIALS NEEDED	▪ Engagement materials ▪ Project documents ▪ PowerPoint presentations

9. Table 5 Engagement Tactics and Materials Matrix is deleted and replaced with the following table:

Engagement Materials	1-A Online Engagement	1-B Email/Telephone Commenting	1-C Stakeholder Meetings	1-D Committee Review
1. PDF Themes & Directions	●		●	●
2. Site-Specific Amendments	●	●		

3. PDF Regional Plan Draft	●	●	●	
4. Online Surveys/Polls	●			
5. Online Q&A Forum	●			
6. Online Idea Boards	●			
7. Online Comment Forum	●			
8. Maps	●		●	●
9. Calendar of Events	●		●	●
10. PowerPoint Presentations			●	●
11. Website Updates	●	●		
12. Social Media Postings	●	●		
13. Online/Newspaper/Radio Advertising	●	●		
14. Contact Email/ Telephone Number	●	●	●	●
15. Video/Phone Conferencing		●	●	●