

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

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Table 1: Summary

Regional Plan Phase 4: Draft Regional Plan	Regional Plan Phase 5: Future Growth	Description
<i>* Requests marked with an asterisk (*) are new requests that were received after the publication of the Phase 3 Report in July 2022</i>		
Urban Reserve Lands		
Purcell's Cove Urban Reserve (C025, Case 22257)	Kidston Lake Urban Reserve lands (C071) and Spryfield area Holding Zone lands (C070-A, C074, C333)	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 Adjustment		
<i>None identified in Phase 4.</i>	- Smiths Road, Bedford (C089) - Montague Golf Course lands, Lake Loon (C325) - Lands off of Dyke Road, Cow Bay (C328) - Lands near Fraser Lake, 2832 St. Margaret's Bay Road, Timberlea (C337) - Temple Terrace, near Glendale Avenue, Lower Sackville (C539)* - Atholea Drive (C565)* <i>Middle Sackville Area</i> - Lands near Lindforest Rd, Middle Sackville (C070-B) - 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) - Springfield Estates, Middle Sackville (C329) - Lands to the west of Orchard Drive/Sackville Drive, Middle Sackville (C573)*	Requests to amend the Urban Service Area boundary and/or the Water Service Area boundary to enable development of properties with municipally provided water and/or wastewater services.
Schedule J – Beaver Bank/Hammonds Plains Growth Control Area		
<i>None identified in Phase 4.</i>	- 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 Hammonds Plains Road and south of Taylor Lake, Hammonds Plains (C517)* - Voyageur Lakes, Hammonds Plains (C522)* - Lands north of Monarch Drive and east of Beaver Bank Road, Beaver Bank (C103) - Lands near Barrett Lake, Beaver Bank (C299) - Lands south of Monarch Drive, Beaver Bank (C300) - Lands near Kinsac Lake, Kinsac (C117) 324 and 328 Beaver Bank Road, Beaver Bank (C343)	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.

Urban Area Plan Amendment		
- Caldwell Road and Cow Bay Road, Cow Bay (C048)* - Corner of Prince Albert Road at Lake Banook, Dartmouth (C602)*		Requests for supportive Regional Plan policy to enable an alternative form of development or increased density for lands currently within the Urban Settlement designation.
Work to be advanced through Suburban Plan Corridors: - Bedford Waterfront and the Esquire Motel lands, Bedford (Case 23084, C061-C) - Bedford Highway near Glenmont Avenue, Bedford (C616)* - Lands bounded by Lacewood Drive, Dunbrack Street and Radcliffe Drive, Halifax (C339) - Corner of Lacewood Drive and Glenforest Drive, Halifax (C579)* 80-90 Camelot Lane, Halifax (Case 24656 / C580)* - Corner of Langbrae Drive and Dunbrack Street, Halifax (C536)* 1 Craigmore Drive, Halifax (C620)* - Corner of Mayor Ave and Layton Road, Spryfield, Halifax (C405) - Corner of Herring Cove Road and Twin Oaks Road, Spryfield, Halifax (C548)* - Corner of Twin Oakes Rd and Circle Drive, Spryfield, Halifax (C611)* 41 Cowie Hill Rd and 30 Ridge Valley Road, Halifax (Case 23600)*		
Work to be advanced through Suburban Plan: - Birch Cove, Halifax (C061-A) - Schedule R Lands, Bedford Highway (Case 21661)* 686 Bedford Highway, Bedford (C621)* 219 Main Street, Dartmouth (Case 24660) 70 First Lake Drive, Lower Sackville (Case 2023-00368) - Bedford Highway and Millview Ave, Bedford (Case 24077) 617 St Margarets Bay Road, Halifax (Case 24414)		
Work to be advanced and resourced separately from the Regional Plan Review: Paper Mill Lake, Bedford (C061-B)		
Rural Area Plan Amendment		
1246 Ketch Harbour Road (C027/ Case 22212)	Canal Cays, Wellington (C541)	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		
- Burnside Phase 14 (22008) - Industrial lands near Aerotech (C508)		Requests for comprehensive planning for lands within the Regional Plan's Business/ Industrial Sub-designation.
Work to be advanced through Suburban Plan: Lands off Susie Lake Drive, Bayers Lake (C104)		

Table 2: Urban Reserve

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
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 Number of housing units proposed by Applicant: 4,800 units	- Under the Regional 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 Leiblin 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. - 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.	Phase 5: Future Growth - Planning for development in this Urban Reserve area will be considered 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 envisioned these lands will be considered for serviced development after 2031. - In Phase 5, staff will undertake a Strategic Growth and Infrastructure Priority Plan. Should this area be confirmed as a location for future growth, staff will recommend to Regional Council whether background study to support future master planning in this area should commence. Background studies would include ecological and cultural considerations, as well as baseline transportation and water and wastewater infrastructure studies.
Urban Reserve	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.	Phase 5: Future Growth Same as C071 above
Urban Reserve	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			Phase 5: Future Growth Same as C071 above
Urban Reserve	C333	Lands to the southwest of Herring Cove Road, Spryfield Area, Halifax (PIDs 00277228, 00319871, 00330811, 00325985, 00330803, 41182643, 00330795, 00277913, 41282179)	Request from Stephen Adams on behalf of the property owners to rezone lands in this area to R-2			Phase 5: Future Growth Same as C071 above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Reserve	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) - 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."	- 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 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.	Phase 4: Draft Regional Plan - Acknowledge that an urban form of serviced development is no longer envisioned in this location; - Re-designate and rezone the Shaw Wilderness Park lands to Open Space and Natural Resources Designation and the Regional Park Zone to reflect its current use; - Re-designate and rezone other publicly-owned lands and private conservation lands to the Open Space and Natural Resource Designation and the Protected Area Zone; - Re-designate privately owned Urban Reserve lands to Rural Commuter within 250m of Purcell's Cove Road, and apply the Open Space and Natural Resource Designation to the remainder of the properties; - Apply a new Purcell's Cove Backlands Designation and Zone within the Halifax Mainland Secondary Municipal Planning Strategy and Land Use By-law to the lands which will allow residential development on existing lots, and allow subdivision of existing lots into two lots only.
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			

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

Table 4: Urban Service Area Boundary Adjustments

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
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 and redesignate to permit the creation of five new lots.	- 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 near the Bedford West Sub Areas 1 and 12, and Sandy Lake Special Planning Areas, which are being studied as Future Serviced Communities. This study includes a watershed study, land suitability analysis, review of transportation infrastructure and water and wastewater infrastructure. - 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.	Phase 5: Future Growth - Amendments to enable serviced development in this area is not recommended until the conclusions of the Future Serviced Communities study is completed. - Regional Planning staff will monitor the progress of the Future Serviced Communities study and recommend an approach to these lands once that has been completed. It is anticipated that this will occur in Phase 5, at which time staff will: - 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.
Service Area Boundary Adjustment	C325	Montague Golf Course lands, between Montague Road and Lochmoor Lane, Lake Loon (PID 00624668)	Request from Fathom Studio on behalf of the property owner to include these lands within the Urban Service Area boundary, to enable a development agreement for a 6-storey apartment building for seniors. Number of housing units proposed by Applicant: 120-unit apartment building.	- Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development. The lands are outside the Urban Service Area but within the Water Service Area (municipal water services are available, but not wastewater services) - The lands are 500m north of the Westphal Urban Local Growth Centre and the current extent of the Urban Service Area - The majority of the property is included within the Cole Harbour/Westphal Community Plan Area, with the road frontage of the property within the North Preston, Lake Major, Lake Loon, Cherry Brook and East Preston Plan Area. - There is an existing development agreement on this property that permits a 9-hole golf course, sleigh wagon ride operation, and uses permitted within the R-1 Zone, Cole Harbour/Westphal LUB. Policy UR-10 permits multiple unit dwellings over 6 units if services are available, by development agreement.	- Consider this request in relation to the Regional Plan's strategic growth objectives, and in relation to a review of the Regional Plan's growth centres - If brought forward by the Province, the Cherry Brook Bypass may cross Montague Road just north of this property. A future interchange in this area may impact the growth pattern in this area. - Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, and follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan.	Phase 5: Future Growth - Amendments to the Urban Settlement designation and Urban Service Area boundary in this area are not recommended until further study of community growth and infrastructure in this area can be completed. - Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Lake Loon area will be studied at that time, and will: - Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term; - 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.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C328	Lands off of Dyke Road, Cow Bay (PID 00369397)	Request from Fathom Studio on behalf of Silver Sands Realty Ltd. to include these lands within the Water Service Area boundary and rezone to R-1, to enable residential subdivision. Number of housing units proposed by Applicant: 50 to 60 lots.	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, outside of the Urban Service Area. - The lands are not within or adjacent to a Regional Plan growth centre - Existing Regional Plan policies SU-13 to SU-16 set out the circumstances under which Water Service Areas may be established or expanded. - The lands are not currently eligible for Conservation Design Development, as they fall within the Rural Area designation under the Eastern Passage/ Cow Bay MPS. The Eastern Passage/ Cow Bay MPS envisions that the rural character of this area will be maintained.	- Any adjustment to the Cow Bay Control Area must be considered cautiously, in relation to the Regional Plan's strategic growth objectives. - The Halifax Green Network Plan identifies an "Important Corridor" on the edge of the lands, where wildlife and natural landscape connectivity should be prioritized. - The western side of the lands abuts the Cow Bay River. As part of the background study for the Morris Lake Expansion lands, there may be additional information learned about this watershed and the Cow Bay River floodplain. - Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, and follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan.	Phase 5: Future Growth - Amendments to Regional Plan and SMPS policy to enable additional subdivision in the Cow Bay area are not recommended until further study of future community growth and infrastructure planning in this area can be completed. - Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Eastern Passage/Cow Bay area will be studied at that time, and will: - Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term; - 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 Green Network Plan objectives; - 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.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C337	Lands near Fraser Lake, 2832 St. Margaret's Bay Road, Timberlea (PIDs 40054306, 40054363, 40261729, 40689358, 40319550)	Request by Clayton Development Limited to extend the Urban Service Area boundary to enable residential development with municipal water and wastewater services. Number of housing units proposed by Applicant: 690 units	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development - Under the Timberlea/ Lakeside/ Beechville MPS, the lands are within the Urban Residential designation. Policy UR-1 envisions this designation as a priority area for continuing residential development; however this was not supported by Regional Plan policy. The lands are not located in or adjacent to a Regional Plan growth centre.	- Consider this request in relation to the Regional Plan's strategic growth objectives. - The Halifax Green Network Plan identifies an Essential Corridor that passes through the site from north to south, where wildlife and natural landscape connectivity should be prioritized. - Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, and follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. - Although staff did not actively seek public comment on this request during Phase 3, the applicant's request letter was published on the Regional Plan Review webpage, and there were 17 submissions received. These submissions expressed strong opposition to development on this site. Residents expressed concern about the ecological integrity of the site, the impact of increased traffic from a development of this size, and how it will impact water quality and nearby wilderness area. Residents expressed concern about a change to the Urban Service Boundary and how it may impact current residents and where the services would connect. Residents also commented on the need for improved engagement, improved transit and the need for park programming, park planning and park acquisition. Residents also commented on the importance of the IMP, HGNP, and wildlife corridors.	Phase 5: Future Growth - This area was identified as a priority area for growth under the Timberlea/ Lakeside/ Beechville MPS; however, it is not considered a growth area under the Regional Plan, and the Halifax Green Network Plan has identified important environmental values on the lands. - Amendments to the Regional Plan and SMPS policy to enable serviced development in this area of Timberlea is not recommended until further study of future community growth, environmental constraints and infrastructure planning in this area can be completed. - Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Timberlea area will be studied at that time, and will: - Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term; - 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 wildlife corridors, and explore opportunities for landscape connectivity, consistent with Green Network Plan objectives; - 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.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C539*	85 Temple Terrace, Lower Sackville (PID 03016595)	Request from Fathom Studio on behalf of StoneRidge Fellowship Baptist Church, to include the northern section of the lands within the Urban Service Area, redesignate the lands to the Urban Settlement designation, and rezone the property to allow for a medium density residential development. Number of housing units proposed by Applicant: 794 units, mix of single, townhome, and multi-unit dwellings.	- 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. - Portion of property is located within the Urban Local Growth Centre (Lower Sackville). - Appears to be located within an important corridor under Map 5 of the GNP. - Wetlands and watercourse located on northern portion of the property.	- Consider this request in relation to the Regional Plan's strategic growth objectives - The Halifax Green Network Plan identifies an important corridor that passes through this site, where wildlife and natural landscape connectivity should be prioritized - 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.	Phase 5: Future Growth - Amendments to the Regional Plan and SMPS policy to enable serviced development in this area is not recommended until further study of future community growth, environmental constraints and infrastructure planning in this area can be completed. - Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Lower Sackville Area will be studied at that time, and will: - Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development; - 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 wildlife corridors, and explore opportunities for landscape connectivity, consistent with Green Network Plan objectives; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan.
Service Area Boundary Adjustment	C565*	Atholea Drive, Cole Harbour (PIDs 41519596, 41513557, 00559963, 00559955, 41199183, 41199175, 41199167, 41199159, 41199142)	Request by Fathom Studio to include the lands within the Urban Service Area for low to medium density residential development. Number of housing units proposed by Applicant: 548 units, mix of singles and townhomes	- 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. - The lands are located approximately 500m from the Morris Lake Conceptual Growth Centre - Lands have wetlands, watercourses, floodplains, and a lack of access to additional street connections	These properties are adjacent to the Morris Lake Expansion Special Planning Area, which is being studied as a potential Future Serviced Community. This study includes a watershed study, land suitability analysis, review of transportation infrastructure and water and wastewater infrastructure.	Regional Plan Phase 5: Future Growth - Amendments to enable serviced development in this area is not recommended until the conclusions of the Future Serviced Communities study for the Morris Lake Expansion Lands is completed. - Regional Planning staff will monitor the progress of the Future Serviced Communities study and recommend an approach to these lands once that has been completed. It is anticipated that this will occur in Phase 5, at which time staff will consider whether amending the Urban Service Area, Regional Plan designation and SMPS policy and land use by-law to allow for serviced development is appropriate.

Table 5: Service Area Boundary Adjustments - Middle Sackville

Type	Request #	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	Halifax Water has indicated that these lands are tributary to a wastewater main that does not meet the minimum size requirements of Halifax Water's Design Specification, and as a result, additional analysis is required. Therefore, staff were unable to bring this request forward as part of Phase 3 as originally planned. Instead, these lands will be considered in the broader study of Middle Sackville planned for Phase 5 (see C070-C below).	Phase 5: Future Growth - Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Middle Sackville Area will be studied at that time, and will: - Consider which lands in the Middle Sackville area may be appropriate for serviced development in the short term, and which should be considered in the longer term horizon; - 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.
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.	Phase 5: Future Growth Same as C070-C above
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	Phase 5: Future Growth Same as C070-C above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
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	Phase 5: Future Growth 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	Phase 5: Future Growth 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 Plan². - 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	Phase 5: Future Growth Same as C070-C above

² <https://www.halifax.ca/business/planning-development/applications/case-21639-middle-sackville-master-plan>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
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	Phase 5: Future Growth 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	Phase 5: Future Growth Same as C070-C above
Service Area Boundary Adjustment	C319/ Case 21639	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 21639³) - 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.	Phase 5: Future Growth Same as C070-C above

³ See: <https://www.halifax.ca/business/planning-development/applications/case-21639-middle-sackville-master-plan> and <https://www.shapeyourcityhalifax.ca/middle-sackville-planning-process>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
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.	Phase 5: Future Growth Same as C070-C above.
Service Area Boundary Adjustment	C329	Springfield Estates mobile home park, Middle Sackville (PID 40152845)	Request from Westphal Court Ltd., operating as Springfield Estate Manufactured Housing Community, to extending the Urban Service Area or the Water Service Area boundary to these lands to enable connection for municipal water services.	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. - The lands are not within or adjacent to a growth centre. - The Beaver Bank, Hammonds Plains and Upper Sackville SMPS recognizes difficulties with the park's sewage treatment plant and water quality issues with the water distribution system.	- Same as C070-C above. - Consider whether there is a health risk associated with existing water source which is Little Springfield Lake, which the proponent says is unprotected and can provide seasonally poor water quality.	Phase 5: Future Growth Same as C070-C above.
Service Area Boundary Adjustment	C573*	1766 Sackville Drive, Middle Sackville (PID 40153363). Lands to the west of Orchard Drive/Sackville Drive, Middle Sackville (C573)	Request from Reno's & Restoration Group Inc. to extend Urban Service Area to those lands to accommodate 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 outside but very close to the existing Urban Service Area boundary where it extends to the Rosemary Drive/Orchard Drive-Sackville Drive intersection. - The lands are 440 metre north of Middle Sackville Urban Local Growth Centre - A small portion of the property is within area of Elevated Archaeological Potential.	- 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.	Phase 5: Future Growth Same as C070-C above.

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

Type	Request #	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.	Phase 5: Future Growth - 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. - Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Hammonds Plains Growth Control Area will be studied at that time, and will: - Study population growth and settlement patterns to estimate which lands may be appropriate for new serviced development; - 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.
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.	Phase 5: Future Growth Same as C017 above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
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.	Phase 5: Future Growth Same as C017 above.
Schedule J (Hammonds Plains)	C517*	Lands north of Hammonds Plains Road and south of Taylor Lake, Hammonds (PID 41165275)	Request from Paul Dec, Upland, on behalf of Alumtech Holdings Inc, to be included in the service boundary to allow for a mid-rise housing complex designed and constructed explicitly for senior citizens.	- Under the Regional Plan, the property is designated Rural Commuter, where a rural pattern of development is envisioned. - Located 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 important wildlife corridor in (or adjacent to) 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.	Phase 5: Future Growth Same as C017 above
Schedule J (Hammonds Plains)	C522*	Voyageur Lakes, Hammonds Plains (PIDs 41351669, 41286584, 41286576, 41285636, 41285628, 41285610, 41285602, 41263104, 41233784, 41233776, 41233677, 41233669, 41233651, 41233644, 41233636, 41233628, 41233610, 41233602, 41233578, 41233560, 41233552, 41233545, 41233537, 41233529, 41233511, 41168394, 41168345, 41157751, 41157736, 41157728, 41157710, 41157702, 41157611, 41157603, 41157595, 41142597, 41142589, 41127564)	Request from Tom Swanson on behalf of United Gulf Developments to include the lands within the water services boundary.	- Under the Regional Plan, the property is designated Rural Commuter, where a rural pattern of development is envisioned. - Located 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.	Phase 5: Future Growth Same as C017 above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
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.	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	Phase 5: Future Growth - 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. - Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Beaver Bank Growth Control Area will be studied at that time, and will: - Study population growth and settlement patterns to estimate which lands may be appropriate for new serviced development; - 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.
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	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.	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.	
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		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.	
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 24045⁴) - 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.		

⁴ <https://www.halifax.ca/business/planning-development/applications/case-24045-carriagewood-estates-beaver-bank>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Schedule J (Beaver Bank)	C343	324 and 328 Beaver Bank Road, Beaver Bank (PIDs 41052960 and 41052978)	Request from Beaver Bank Investments to include the entirety of the lands within the Urban Settlement designation, extend the Urban Service Area boundary and remove the lands from the Beaver Bank Growth Control Area (Schedule J).	- Under the Regional Plan, the portion of the lands with frontage on Beaver Bank Road are located within the Urban Settlement designation and within the Urban Service Area boundary. The remainder of the lands are within the Rural Commuter designation, where a rural pattern of development is envisioned. - The portion of lands the lands in the Rural Commuter designation 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. - The lands are not located in or near a Regional Plan growth centre.	Same as C103 above	Phase 5: Future Growth Same as C103 above

Table 7: Urban Plan Amendment

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Bedford						
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 Plan⁵ 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."	Phase 4 and Suburban Plan - The Draft Regional Plan has removed the Urban Local Growth Centre from this location. - Future policy will be considered through the Suburban Plan process to enable a future development process that would allow limited mixed use development on these lands.

⁵ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200526rc916.pdf>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C061-B	Paper Mill Lake, PID 00360677, Bedford	Request from Sunrose Land Use Consulting on behalf of United Gulf to consider new planning policy to allow for mixed use residential/commercial development	- This request originated in 2009. The planning process for these lands was deferred by Council until concerns with transportation and servicing capacity were addressed. As part of the Bedford Highway Functional Plan, staff advised that this request would be brought forward as part of the Regional Plan Review process. - Under the Regional Plan, the lands are within the Urban Settlement designation and within the Urban Service Area. The area is not a designated Regional Plan growth centre. - Under the Bedford SMPS, the lands are designated Commercial Comprehensive Development District (CCDD) and Residential Comprehensive Development District (RCDD). An existing development agreement which allows low density residential development (6 units/acre) applies to much of the lands within the RCDD designation.	<i>Environmental Considerations</i> - Consistent with existing Bedford MPS policy and the Halifax Green Network Plan, future development must be designed in a way that considers measures to mitigate potential water quality impacts on Paper Mill Lake. <i>Mobility Considerations</i> - Transportation access to this site may be challenging. A connection to Hammonds Plains Road at Brookshire Court, consistent with existing Bedford MPS policy, is likely necessary; however, this road connection would be within the Province's control-of-access area for Highway 102 (i.e., within 60m of the interchange ramps) and would intersect with the acceleration and deceleration lanes for the ramps. The technical feasibility of this access would need to be explored at the development agreement and/or subdivision stage of development. - Active transportation (AT) infrastructure will be important within and to connect to the development. AT and transit connections to the planned ferry terminal at Mill Cove will be important to support the development. <i>Density and Built Form Considerations</i> - Given that these lands are not identified as a Regional Plan growth centre, and high frequency transit is not available here, staff have proposed relatively low density of 9 units per acre for these lands. A future development agreement will require a range of housing types and permit small-scale commercial development to support the neighbourhood. - Estimated number of housing units: 1,047 units (estimated at 9 units/acre)	Advance work and resource separately from the Regional Plan, and be included in future Suburban Plan. - This project has transitioned to the Strategic Projects Team and will be resourced outside of the Regional Plan. - Further work is required to consider the transportation constraints on the site, and to determine new planning policy and regulations which will support the development of a complete community.

Type	Request #	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 Development 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. Estimated number of housing units: 3135 units (estimated at 58 units/acre). This estimate may be high, as it includes water lots which are unlikely to be infilled.	Suburban Plan Rapid Transit Corridors - Halifax Transit has been planning for the Mill Cove ferry terminal. To support this work, staff will consider opportunities for redevelopment to support the ferry terminal. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.
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	C616*	Bedford Highway near Glenmont Avenue (PIDs 41377920, 41377938, 41377946, 41377953, 41377920, 00429407, and 00429340)	Request from Zzap Consulting on behalf of Pat Crockery for a mid-rise multi-storey building containing approximately 98 residential units, three levels of underground parking and commercial units fronting onto the Bedford Highway. Additionally proposing five ground-based units fronting onto Crosby Street. Number of housing units proposed by Applicant: 103 units	- Under the Regional Plan, the lands are identified as an Urban Local Growth Centre where a mix of low, medium and high-density residential uses are envisioned. In established neighbourhoods, low to medium density residential uses are envisioned. - Under the Bedford SMPS, the lands are designated Residential. The policy describes maintaining the existing low-rise residential character and stability. - Under the Bedford LUB the lands are zoned RSU and only permit single unit dwelling.	- These lands are located within the 800m walkshed of the Mill Cove Ferry terminal proposed by the Rapid Transit Strategy. - Neighbourhood and surrounding land uses are low-rise residential, commercial strip mall and shopping centre, 6-storey residential buildings, and the Bedford Waterfront Park.	Suburban Plan Rapid Transit Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	Case 21661	Schedule "R" Review	On May 9, 2017, in response to a plan amendment application for 686 Bedford Highway (Case 20232 ⁶), Regional Council passed a motion ⁷ to initiate a process to review and consider amendments for properties within Schedule "R", Halifax Mainland MPS.	Under the Bedford Highway Secondary Plan within the Halifax Municipal Planning Strategy, the intent of the Schedule "R" policy is to limit larger mixed-use (residential/ commercial) buildings to specific areas of the Bedford Highway. Policy 1.8.1 states that to be considered for inclusion within Schedule "R", properties must have the Highway Commercial Designation, be zoned C-2B, and be immediately adjacent to lands currently under Schedule "R".	- Regional Council's May 9, 2017 motion to consider amendments to Schedule "R" directed staff to consider issues such as appropriate land uses, planning tools, maximum height, density, built form requirements, and consider opportunities to expand Schedule "R" onto properties that abut the Bedford Highway and are located between the existing segments of Schedule "R". - The lands are located within the proposed Mill Cove Ferry terminal but need to be considered as part of a larger plan for infrastructure and services on Bedford Highway.	Suburban Plan A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this proposal will be provided in that report.
Urban Plan Amendment	C621*	686 Bedford Highway (PID 00288514)	Request from Zzap Consulting to build a multi-storey building with approximately 162 residential units. Number of housing units proposed by Applicant: 162 units.	- Under the Bedford Highway Secondary Plan within the Halifax Municipal Planning Strategy, these lands are designated Low Density Residential. - These lands are zoned R-1 in the Halifax Mainland Land Use By-law.	- Lands are not within a proposed BRT Corridor. - Regional Council's May 9, 2017 motion to consider amendments to Schedule "R" directed staff to consider issues such as appropriate land uses, planning tools, maximum height, density, built form requirements, and consider opportunities to expand Schedule "R" onto properties that abut the Bedford Highway and are located between the existing segments of Schedule "R".	Suburban Plan - See Case 21661 above - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.
Urban Plan Amendment	Case 24077	736 Bedford Highway (PID 41092917) 740 Bedford Highway (PID 00289496) 746 Bedford Highway (PID 00288282) 14A Millview Avenue (PID 00430447) PID 00360412 PID 00288308	Request by Sunrose Land Use Consulting, on behalf of United Gulf⁸, to build a mixed-use residential/commercial building on 736, 740, 746 Bedford Highway and 14 Millview Avenue; a new public street connecting Dowell Drive to Millview Avenue developed with townhouses or small lot single units. On August 23, 2022⁹, Regional Council directed that consideration of policy changes for this proposal be directed to the Suburban Plan process.	- Under the Regional Plan, the subject site is designated Urban Settlement. - The subject site is under 2 planning areas, 4 land use designations, and 4 zones. - There is no common use permitted in all 6 lots forming the subject site. - Any development proposal requires amendments to both Halifax and Bedford MPS, as well as the adjustment to the planning area boundary. 736 Bedford Highway and 14 Millview Avenue have a density cap based on servicing capacity. A further investigation is required. - The subject site contains Schedule R properties (see Case 21661).	- The subject site is located between the 2 proposed ferry terminals in Larry Uteck (East) and Mill Cove. The subject site is also on Bedford Highway. - This request may enable development rights for 736 Bedford Highway and 14 Millview Avenue and finalize the Capital Cost Contribution obligations on the lands.	Suburban Plan - Consistent with Council's August 23, 2022 motion, this will be included as part the Suburban Plan process. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.

⁶ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/170509rc1415.pdf>

⁷ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/170509rc-mins.pdf>

⁸ <https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/220823rc15114.pdf>

⁹ <https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/220823rc-mins.pdf>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Clayton Park / Halifax Mainland						
Urban Plan Amendment	C339	Lands bounded by Lacewood Drive, Dunbrack Street and Radcliffe Drive, Halifax (PIDs 40555294, 40594640, 40555278, 40594632, 40594624)	Request by ZZap Consulting Inc. on behalf of Crombie REIT, for amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law to enable the consideration of a high-density transit-oriented development at the Park West Centre site Number of housing units proposed by Applicant: 2000 units.	- Under the Regional Plan, the lands are identified as an Urban Local Growth Centre, where a mix of low, medium and high density residential uses and a range of commercial uses is envisioned. - Under the Halifax SMPS, the lands are designated Commercial. The policy describes different scales of commercial centres to support residential uses (neighbourhood, minor, major).	- Under Halifax SMPS Policy 2.19.9 Council intends to consider new planning policy for areas near Willett Street, Lacewood Drive, Dunbrack Street, and commercially zoned properties south of Radcliff Street and adjacent to Dunbrack Street only through a comprehensive planning process. - There are a number of services in the immediate area, and the Rapid Transit Strategy proposes bus rapid transit (BRT) routes on both Lacewood Dr. and Dunbrack St., making this an important location where mixed-use, transit-oriented development should be encouraged. Based on this, as well as the increased rates of growth in the Municipality, the number of development proposals in the area, the Regional Plan Review proposes to upgrade this area to an Urban District Growth Centre, which can allow for a mix of medium to high density uses, developed to support transit and pedestrian oriented buildings. - Considering this site through the first Phase of the Suburban Plan will ensure that future development will consider priority plans and the Halifax Water's Infrastructure Master Plan.	Suburban Plan Rapid Transit Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.
Urban Plan Amendment	C579*	70 Lacewood Drive (PID 00296806). Corner of Lacewood Drive and Glenforest Drive.	Request by Fathom studio, on behalf of the property owner, to enable the development of a 8 storey mixed-use building containing 110 units, and a 18 storey mixed-use building containing 190 units. Total Proposed Units: 300	- Under the Regional Plans, the lands are approximately 350 metres from Regional Local Growth Centre and Urban Local Growth Centre. - Under the Halifax Municipal Planning Strategy, the lands are designated Commercial and Residential Environments. The site is currently zoned Minor Commercial (C-2A), which permits apartment buildings and limits the height to a maximum of 35 feet. This zone also permits low-impact commercial uses, including local business, banks, shops, offices, restaurants, and day care facility.	- The Rapid Transit Strategy proposed a BRT route on Lacewood Drive. These lands are within walkshed and abutting the proposed BRT corridor. - Considering this site through the first Phase of the Suburban Plan will ensure that future development will consider priority plans and the Halifax Water's Infrastructure Master Plan.	Suburban Plan Rapid Transit Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	Case 24656/C580*	80-90 Camelot Lane, Halifax (PID 40524811 and 40524803)	WM Fares Architects, on behalf of Cosmos Properties and Developments to construct 13-storey, 4-building development Proposed housing units: of 500-unit multi-unit residential development, with the floor area of 71,596 square metres (17.7 acres).	- Under the current Regional Plan, the site is close to the Birch Cove and Clayton Park West Urban Local Growth Centres - Under the Halifax Mainland MPS the site is subject to Schedule K (Comprehensive Development District), with new development along the Eliza Ritchie Drive	The Rapid Transit Strategy proposed a BRT route on Dunbrack Road. The subject site is within a walking distance from the proposed Langbrea Station on the Purple Line, and some of the local amenities include local parks, the Park West School and a fire station.	Suburban Plan Rapid Transit Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.
Urban Plan Amendment	C536*	7 Langbrae Drive (PID 40494346). Corner of Langbrae Drive and Dunbrack Street, in Clayton Park.	Request by Fathom studio, on behalf of the property owner, to enable the development of a 10-12 storey residential building. Number of housing units proposed by Applicant: 112 units.	- Under the Regional Plan, the lands are identified as an Urban Local Growth Centre where a mix of low, medium and high-density residential uses and a range of commercial uses is envisioned. Infill redevelopment of large parking lots is encouraged. - Under the Halifax SMPS, the lands are designated Residential. The policy describes maintaining the existing residential character and stability and permit redevelopment at a scale that is compatible with the existing residential neighbourhoods.	- The Rapid Transit Strategy proposed bus rapid transit (BRT) routing down Dunbrack Street, with a stop at this location, making this an important location where mixed-use, transit-oriented development should be encouraged. The Rapid Transit Strategy proposed bus rapid transit (BRT) routes down Dunbrack Street, with a stop at this location. - The Rapid Transit Strategy proposed a BRT route on Dunbrack Road. The subject site is within a walking distance from the proposed Langbrea Station on the Purple Line, and some of the local amenities include local parks, the Park West School and a fire station. - 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.	Suburban Plan BRT Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.
Urban Plan Amendment	C620*	1 Craigmore Drive, Halifax (PID 41067836)	BANC Investments Ltd. requests consideration of adding more residential uses on the property in particular the front area. The concept includes a FAR of 5.00 and a height of 20 stories on the entire property.	- Under the Regional Plan, these lands are designated Urban Settlement - Under the Halifax Municipal Planning Strategy, these lands are designated residential environment (RES) - These lands are zoned Local Business Zone (C-1) in the Halifax Mainland land use bylaw	- The site is about 2 acres in size and is near existing tall buildings within a Future Growth Node (West End Mall). - This is a transit served corridor and within the walkshed of proposed yellow and purple BRT lines.	Suburban Plan BRT Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	Case 24414*	617 St. Margaret's Bay Road, Halifax	Kevin Riles, on behalf of Vassili Tsimiklis, wishes to construct a 20-to-30-unit apartment building at 617 St. Margaret's Bay Road.	The subject site is zoned R-2P, which permits multi-unit buildings containing a maximum of 4 units. However, Policy 1.3.1 in the Medium-Density Residential designation for Mainland South allows Council to consider a rezoning to permit apartment buildings up to 4 storeys (50 feet.) (R-3 General Residential and Low-Rise Apartment). Apartments larger than 4 storeys are only permitted in the R-4 zone in the High-Density Residential Designation (Policy 1.4). The area around the subject site is a mix of R-2P (General Residential), R-2 (General Residential Conversion), R-3 (General Residential and Low-Rise Apartment), and RDD (Residential Development District) properties, which include single unit dwellings, semi-detached dwellings, and multi-unit buildings up to eight (8) units.	- There is no zone in the Medium-Density Residential Designation that permits the height requested by the applicant. The applicant requested that the R-4 Zone and the High-Density Residential designation be applied to the subject site. - This site is 1.6 kilometres from the proposed Chocolate Lake Station on the Yellow Line so beyond the larger walkshed and has steep slopes.	Suburban Plan - Do not proceed with a site specific plan amendment application. Consider the site as part of the later phase of the Suburban Plan. - The site can apply for a rezoning of up to 4 storeys (50 feet) with the existing policy. - The established residential context and limited amenities does not make this site suitable for a larger multi-unit development.
Spryfield (Halifax Mainland)						
Urban Plan Amendment	C405	Corner of Mayor Ave and Layton Road, Spryfield, Halifax (PIDs 00312652, 00312934, 00312926)	Request by West Coast Holdings Ltd. For amendments that would permit redevelopment of this site with a 5-7 storey apartment building. Number of housing units proposed by Applicant: Approximately 50-60 units.	- Under the Regional Plan, the lands are 800 metres north of the Spryfield Urban District Growth Centre - Under the Halifax Mainland South Secondary Planning Strategy, Halifax SMPS, the lands are designated Medium-Density Residential". The site is currently zoned R-2P, which permits 4-unit apartment buildings. The MDR designation also enables the R-3 Zone, which limits the height of apartment buildings to 4 storeys and density to 75 persons per acre.	- The Rapid Transit Strategy proposed a BRT route on Herring Cove Road. These lands are within walkshed, about 200 metres from the route and within a 5-minute walk of a proposed station at the intersection with Old Sambro Road. - The IMP and Rapid Transit Strategy encourage residential density near high frequency transit. The location of the Spryfield growth centre should be reconsidered to reflect the planned rapid transit route. - There are existing residential buildings on the site. Opportunities to compensate for the potential loss of affordable units should be considered.	Suburban Plan BRT Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.
Urban Plan Amendment	C548*	240 Herring Cove Rd (PID 00311951). Corner of Herring Cove Road and Twin Oaks Road.	Request by West Cove Holdings Ltd for amendments that would permit redevelopment of this site with a 7-9 storey apartment building. Number of housing units proposed by Applicant: The applicant has proposed approximately 50-60 units.	- Under the Regional Plan, the lands are approximately 600 metres north of the Spryfield Urban District Growth Centre. - Under the Halifax Mainland South Secondary Planning Strategy, Halifax SMPS, the lands are designated Medium-Density Residential. The site is currently zoned R-3, which permits apartment buildings and limits the height of apartment buildings to 4 storeys, max 50 feet in height and density to 75 persons per acre.	- The IMP and Rapid Transit Strategy encourage residential density near high frequency transit. The location of the Spryfield growth centre should be reconsidered to reflect the planned rapid transit route. - There is an existing residential building on the site. Opportunities to compensate for the potential loss of affordable units should be considered.	Suburban Plan BRT Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C611*	Corner of Twin Oakes Rd and Circle Drive. PIDs 00314856 & 00314500).	Request from Zzap Consulting to amend Halifax Mainland MPS and LUB to increase height and density limits and enable redevelopment for a 6-storey multi-unit development. Number of housing units proposed by Applicant: 6-storey building containing 110 units.	- Under the Regional Plan, the lands are designated Urban Settlement - Under the Halifax Mainland Municipal Planning Strategy, the lands are designated Medium Density Residential (MDR) and zoned General Residential and Low-Rise Apartment (R-3). Current height maximum is 4-storeys (50ft) and 75 persons per acre.	- The Rapid Transit Strategy proposed a BRT route on Herring Cove Rd. These lands are within walkshed and abutting the proposed BRT corridor. - 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.	Suburban Plan BRT Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.
Urban Plan Amendment	Case 23600	41 Cowie Hill Road, Halifax (PID 00274241) and 30 Ridge Valley Road, Halifax (PID 00274407)	Request from ZZap Consulting Inc, on behalf of Hazelview Investments, to construct 2 new multiunit dwellings; and request by Universal Realty Group, on behalf of Ridgevalley Investments Limited to construct 2 new multiunit dwellings. Total Number of housing units proposed by Applicants: 478 units On May 31, 2022 ¹⁰ , Regional Council directed staff to initiate a process to consider amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law to modify zoning requirements for two R-4 zoned properties located at 30 Ridge Valley Road and 41 Cowie Hill Road.	- Under the Regional Plan, these lands are designated Urban Settlement - The lands are close to Spryfield Urban District Growth Centre - Under the Halifax Mainland Municipal Planning Strategy, these lands are designated: 41 Cowie Hill: High Density Residential (HDR) and Low Density Residential (LDR) 30 Ridge Valley Road: High Density Residential (HDR)	- The Rapid Transit Strategy proposed a BRT route on Herring Cove Road. The subject site is less than 420 metres from the proposed Cowie Hill Station on the Yellow Line. - Local amenities include a school, parks and limited commercial uses	Suburban Plan BRT Corridors - The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. - A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.

¹⁰ <https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/220531rc1515.pdf>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Dartmouth						
Urban Plan Amendment	C602*	300 Prince Albert Road (PID 00209544), Dartmouth. Corner of Prince Albert Road and Lake View Point Road, at Lake Banook	Request from ZZap Consulting, on behalf of Stillwater Property Group Inc., to amend the Regional Plan, Regional Centre Secondary Municipal Planning Strategy (RCSMPS) and Regional Centre Land Use By-law (RCLUB) to enable waterfront commercial and recreational uses, and accessory structures within the watercourse buffer.	- Under the Regional Plans, the lands are designated Urban Settlement and located within regional centre. The norther and western part of the subject property are within the 20m of riparian buffer. - Under the Regional Centre Municipal Planning Strategy, the lands are designated Corridor Designation. The site is currently zoned Corridor Zone (COR), which permits a wide range of residential, commercial and institutional uses. This zone permits Water Access Structure uses, that includes boat ramps, marine-related uses, parks on public land, and historic site or monument uses. - Southern half of the property is within area of Elevated Archaeological Potential.	- Regional Plan policy E-16 requires retention of a minimum 20 metre wide riparian buffer along all watercourses throughout HRM to protect the chemical, physical and biological functions of marine and freshwater resources. Phase 4 of Regional Plan Review is proposing to increase riparian buffer to 30 metre. - The portion of the subject site that are located within the riparian buffer is currently vegetated with couples trees and grass. To allow for development that contains main uses within riparian buffer requires regional plan amendment. - The Halifax Green Network Plan identifies this area of high socio-cultural landscape open spaces value. - 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. - Residential uses not proposed.	Phase 4: Draft Regional Plan - The Draft Regional Plan includes policy that would permit a special area to be established through the Regional Centre Plan and land use bylaw to allow limited recreational uses and commercial uses within a riparian buffer where the riparian buffer has been infilled or altered prior to 2006, developed in an environmentally sensitive manner and provide opportunities for natural green space and public access and enjoyment - A development agreement for such a use would need to consider whether it is appropriate to allow for commercial and recreational main uses in accessory structures within riparian buffer on lands that have been previously infilled, and consider implications on water quality, wildlife and the protection of property from the natural hazards of flooding.
Urban Plan Amendment	Case 24660*	219 Main Street, Dartmouth (PID 40612228)	Request from Sunrose Land Use Consulting, on behalf of United Gulf Developments Limited, for amendments to the Dartmouth MPS to construct 1,037 residential units and approximately 125,000 sq. ft. commercial spaces. Number of housing units proposed by Applicant: 1037 units	- Under the Regional Plan, these lands are designated Urban Settlement - Under the Dartmouth Municipal Planning Strategy, these lands are designated Main Street (MS) - Dartmouth LUB: C-2 Zone permits as-of-right development of up to 8 storeys	- Although the subject site is not on a BRT corridor, Main Street may be a potential candidate for the future BRT expansion line. - Future development should consider transition to adjacent low density residential and park uses. - Local amenities include the NSCC campus, regional sports fields and commercial uses.	Suburban Plan A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Eastern Passage						
Urban Plan Amendment	C048/ Case 24174/ MPSA- 2023- 00407*	Corner of Caldwell Road and Cow Bay Road (PIDs 40081176, 00373167, 00373142)	Request by Sunrose Land Use Consulting, on behalf of Gary Edwards, to construct two mixed-use buildings up to an 8 storey with 98 residential units, 12,000 sq. ft. of commercial spaces, and 134 parking spaces. Number of housing units proposed by Applicant: 98 units.	- Under the Regional Plan, the lands are designated Urban Settlement and an Urban Local Growth Centre - Under the Eastern Passage/Cow Bay Municipal Planning Strategy, the lands are designated Urban Residential (UR) and zoned Community Facility (P-2) and Two Unit Dwelling (R-2). - Policy UR-8 allows Council to consider a development agreement for a multiunit dwelling between 3 and 12 units. The maximum cap exists due to a constraining sewer capacity in the area, but Eastern Passage Sewer Treatment Plan was upgraded in 2018.	Existing MPS policy has limited development in this area based on infrastructure capacity, which was resolved in 2018.	Phase 4 - As part of this review, staff propose to : - consider amendments to the Eastern Passage/Cow Bay MPS Policy UR-8 to allow multiunit dwellings with more than 12 units by development agreement; and - repeal Policy UR-7(a) now that the infrastructure limitation is resolved.
Sackville						
Urban Plan Amendment	Case 2023-00368*	70 First Lake Drive, Lower Sackville (PID 00362442).	Request by Upland Studios, on behalf of the property owner, to enable the development of an 11-storey mixed-use building containing 220 units and a 20 storey mixed-use building containing 275 units, ground floor commercial and underground parking. Number of housing units proposed by Applicant: 495 units	- Under the Regional Plan this property is designated Urban Settlement - Under the Sackville Municipal Planning Strategy this property is designated Urban Residential (UR) and Community Commercial (CC) - The lot is zoned residential (R-1) and commercial (C-2) in the Sackville Land Use By-law - The Sackville Plan policies do not contemplate such an increase in density and a development of this size. - The plan requires "70:30" single unit to multi-unit mix for the Plan area as well as language about developments being 'compatible' with adjacent land uses in terms of height, bulk, lot coverage, and appearance.	- The site has the capacity to provide a significant amount of housing for Sackville. Initial studies do not identify servicing constraints. The site is serviced by transit (Route 82/182) and is well served by amenities such as the Sobeys's, the Rink, the trails around First Lake, school, etc. but is not located on an existing or proposed frequent transit or BRT route. - Priority Plans Context in Support: - Consider focusing commercial land use inside designated mixed-use growth centres and minimize these uses in other areas (Action 27 Integrated Mobility Plan). - Integrating climate change implications into land use planning policies and process by reducing sprawl and efficiently using land and transportation systems (Action 23 HalifACT). - Increasing housing stock to accommodate the growing population in Halifax (Strategic Objective 1.6 Halifax's Inclusive Economic Strategy 2022-2027).	Suburban Plan Part of the proposal can proceed through a development agreement but a separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.

Table 8: Rural Plan Amendment

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
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 40-unit residential development and an adaptive reuse of the existing building for commercial and residential uses. Initiated by Regional Council on April 2, 2020¹¹ Number of housing units proposed by Applicant: 40 units <i>Note that a revised concept plan was submitted June 6, 2022, reducing the proposed number of units to 40 (from 60)</i>	- 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 the Regional Plan envisions for rural communities outside of growth centres. - There are opportunities for appropriate adaptive reuse and alternative housing forms under existing policy. Staff have advised the applicant to pursue adaptive reuse of the existing building under the existing policies.	Phase 4: - Staff have advised the applicant that there are as-of-right and rezoning opportunities and that those should be pursued in the short term. - The Draft Regional Plan includes policy that would enable adaptive reuse of existing buildings for residential purposes. This would allow a future development agreement for the existing building.
Rural Plan Amendment	C541*	Canal Cays, Wellington (PIDs 00470674, 40698516, 40634750, 40621914, 40621922, 40695603, 40621930, 40551178, 40551186)	On September 13, 2022, Regional Council passed the following motion: That Halifax Regional Council request a staff report directing the Chief Administrative Officer (CAO) to consider opportunities for development of properties on Canal Cays, Wellington, during Phase 5 of the Regional Plan Review. This review should consider, at minimum: options for public road access; the relationship to the Kinloch subdivision and the Aerotech Connector Road; and environmental protection measures.	- Under the Regional Plan, the lands are designated Rural Commuter, where a rural pattern of development is envisioned. - 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 2" that has not yet begun.	- 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.	Phase 5: Future Growth Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Wellington area will be studied at that time.

¹¹ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200402rc-mins.pdf>

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.

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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.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Industrial Lands	Case 22008	Burnside Expansion Lands (Phase 14), 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 Council¹², 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. - Residential uses not proposed.	Phase 4: - 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.

¹² <http://legacycontent.halifax.ca/council/agendasc/documents/c150428.pdf>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C104* Revised	Lands on Susie Lake Drive, Bayers Lake Business Park, Halifax PIDs 41515750 and 41515768 (11.5 acres) (Note that a previous request on this site included 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) Number of housing units proposed by applicant: The applicant originally proposed 2000 units, but has revised it to 700 units. <i>Note: Some lands included in the original proposal are expected to be developed with commercial/ industrial uses, so this estimate is high.</i>	- 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. - Under the Halifax Mainland MPS & LUB the lands are designated as Industrial and zoned as I-3 which does not permit residential uses.	- 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.	Suburban Plan A separate staff report responding to the January 25, 2022 motion of Regional Council will initiate the Suburban Plan process. Further detail on this site will be provided in that report.
Industrial Lands	C508* <i>Case 22009 project scope includes this parcel</i>	Lands near Aerotech, Goffs. East of Aerotech and West of Waverley – Salmon River Long Lake Wilderness Area (PID 00515841)	Request from, Louis Lawen, on behalf of Lawen Group, to rezone lands to airport industrial.	- The subject property is within the study area of an active planning application (Case 22009) that intends to update the zoning for Aerotech Business Park. This project includes introducing new zones that will protect and support these valuable industrial lands. - Under the Regional Plan, the lands are primarily designated Open Space and Natural Resource designation, with a small portion of the lands along the north property line are within Rural commuter designation and Industrial Park sub-designation. Rural Commuter designation envisions a rural pattern of development, and are outside the Urban Service Area. - Under the Planning Districts 14 & 17 MPS, the Resource Designation (RE) recognizes traditional resource related activity but also recognizes the land base for future growth. P-132 permits rezoning of lands to industrial if they abut Airport Industrial lands.	- Per the November 23, 2021 motion of Regional Council¹³, staff are currently undertaking a project to update the range of permissible industrial and commercial land uses in Aerotech Business Park (Case 22009). This will involve applying a service boundary around existing serviced properties and establish a policy for amending this boundary to accommodate any future expansion of Aerotech Business Park. - The 2008 Business Parks Functional Plan suitability analysis shows substantial areas of suitable land remaining in Aerotech Business Park, and the land use regulations restricted the development of non-aviation related uses.	Phase 4 and Advance Outside the Regional Plan - The Draft Regional Plan applies the Urban Settlement Designation and Business Industrial Sub-designation to the lands. - Appropriate zoning will be considered through Case 22009.

¹³ <https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/211123rc-mins.pdf>