

Attachment F:
Site-Specific Amendment Requests Considered During Regional Plan Review Phase 3

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Table 1: Summary of Recommendations

Requests Recommended for Amendments	Requests Recommended to be Considered in Future Phases	Requests Not Recommended – Discontinue Consideration
Requests that will allow as-of-right development (no further Council approval required) - First Lake Drive, Middle Sackville (C060) - Lands near Atholea Drive, Cole Harbour (C009, C047, C077, C326) Requests that will require a future development agreement process (Community Council approval and public engagement required) - Lake Loon Golf Centre Lands, Main Street and Golf View Drive, Dartmouth (C003) - Lands on the east side of Morris Lake, Cole Harbour (C070-E) - Birch Hill Mobile Home Park, Eastern Passage (C079) Requests that will require a future plan amendment process (Regional Council approval and public engagement required) - Bedford Commons, Bedford (C001) - Exhibition Park, Halifax (C086)	Phase 4 - Purcell's Cove Road, Halifax, PID 41342080 (C025) - Lands near Lindforest Court, Middle Sackville (C070-B) - Paper Mill Lake, Bedford (C061-B) Phase 5 - Holding Zone lands off Herring Cove Road, Spryfield area, Halifax (C070-A, C071, C074 and C333)	2137 Purcell's Cove Road, Halifax (C005)

Table 2: Requests Recommended for Amendments

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests that will allow as-of-right development (no further Council approval required)				
Lands on First Lake Drive, Lower Sackville (C060)	C060: Request from Linda Williams regarding PIDs 41404096 and 40507824 and December 11, 2018 motion of Regional Council “to consider amendments to the Water Service Area, as identified on Map 1 of the supplementary staff report [regarding Case 20662] dated November 14, 2018, as part of the next review of the Regional Municipal Planning Strategy.”¹	- A portion of the lands is outside the Water Service Area, established in the Regional Subdivision By-law. - The Water Service Area boundary is not currently aligned to property boundaries. Halifax Water supports realignment of the Water Service Area boundary in this area to include these properties and remove the Provincial park lands from the boundary. Proposed housing units (estimated): 7 lots	No comments received	Amendments proposed with this report: - Amend the Regional Subdivision By-Law to align the Water Service Area boundary with the existing property boundaries (Attachment D). - Future development will be permitted as-of-right under the R-6 Zone, Sackville LUB. No additional public engagement or Council approval will be required.
Lands near Atholea Drive, Cole Harbour (C009, C047, C077, C326)	C009: Internal staff request to include lots currently in the Water Service Area in the Urban Service Area boundary C047: Request from ZZap Consulting Inc. on behalf of the property owner to include PID 40400624 and PID 40110157 within the Urban Service Area and permit serviced residential subdivision C077: Request from Tony Lajo, Dora Construction to extend the Urban Service Area to enable subdivision for 5 lots east of Pearl Drive (PID 40852931) C326: Request from Imon Hadian to include PID 00559997 within the Urban Service Area and permit serviced residential subdivision	- Under the Regional Plan, the lands are designated Rural Commuter and within a Water Service Area, outside the Urban Service Area boundary. - Under the Cole Harbour/Westphal MPS and LUB, the lands are designated and zoned R-1, for low-density residential development. - PID 40110157 is included in the Morris Lake Expansion Special Planning Area², where a comprehensive master planning process will be undertaken. <i>Servicing Considerations</i> - There are lands in this Water Service Area that are serviced with both water and sewer; recently, limited additional subdivision has been approved for properties in this situation. - Halifax Water has no concerns with including these lands within the Urban Service Area boundary. Any required upgrades to the existing local water, wastewater, and stormwater systems will be the responsibility of the applicant. <i>Mobility Considerations</i> - Portland Street is at capacity at peak periods, and there is no active transportation infrastructure in this area (no sidewalks, bike lanes). Given the transportation constraints in this area of Cole Harbour, staff advise that low density development as permitted by the current zoning is appropriate at this time. <i>Density & Built Form Considerations</i> - The applicant for request C047 (ZZap Consulting) has expressed interest in further pursuing an additional application to reduce the required lot size on these lands. If active transportation and transit connections can be improved in the future, higher densities enabled by a reduction in required lot size or permitted housing types forms may be reasonable to consider. Proposed housing units (estimated): 388 units (estimated at 7 units per acre).	3 public submissions received - Generally, comments were supportive of the expansion of the service boundary and saw the need for more homes here. - There were some concerns around traffic, water quality, and general concerns for the environment. - Comments expressed a need for amenities, services, and schools in this area.	Amendments proposed with this report: - Amend the Regional Plan to re-designate these lands to the Urban Settlement designation (Attachment A); - Amend the Regional Subdivision By-Law to include these lands within the Urban Service Area (Attachment D). - Future residential development will be permitted as-of-right under the existing R-1 Zone in the Cole Harbour/ Westphal Land Use By-Law. No additional public engagement or Council approval will be required. - Note that PID 40110157 is included in the Morris Lake Expansion Special Planning Area and amendments are not proposed for those lands at this time.

¹ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/181211rc-mins.pdf>

² <https://novascotia.ca/iust/regulations/regspamorrlakeexpansion.htm>

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests that will require a future development agreement process (Community Council approval and public engagement required)				
Lake Loon Golf Centre Lands, on Main Street and Golf View Drive, Dartmouth (C003)	C003: Request from Lake Loon Golf Centre to include these lands within the Urban Service Area and Urban Settlement designation to enable future development of this site (PIDs 40396152, 00602474, 41053299, 41073395, 00261933, 00261925, 00261958, 41053281, 40285397, 00261917)	- Under the Regional Plan, the lands are designated Open Space and Natural Resources, located outside the Urban Service Area and within the Westphal Urban Local Growth Centre - The lands are within the Collins Park Watershed and immediately adjacent to the Lake Lemont Emergency Water Supply Area. Future development should consider the Lake Lemont Source Water Protection Plan and be designed to mitigate any potential impact on the Emergency Water Supply Area. - Transportation Planning has advised that: - Aligning access to the site with the signalized intersection at Ridgecrest Drive and Main Street is preferred, with closure of the Golf View Drive and Main Street intersection due to safety concerns; - Work on the Main Street Functional Plan is expected to begin this year, and this site is within the planned study area. The project will develop a vision for mobility on Main Street with design options that aim to enhance conditions for all users based on the amount of available space. The plan will address any deficiencies in the active transportation or transit network along the corridor. Proposed housing units (estimated): 191 units (estimated at 7 units per acre)	No comments received	Amendments proposed with this report: - Amend the Regional Plan to re-designate these lands to the Urban Settlement designation (Attachment A); - Amend the Regional Subdivision By-law to include these lands in the Urban Service Area boundary (Attachment D); - Amend the Dartmouth SMPS to redesignate the lands from RSV to CDD, and introduce development agreement policy (Attachment B); and - Amend the Dartmouth Land Use By-Law to apply the CDD Zone (Attachment C). - Future development will require a development agreement process, which will require public engagement and Council approval. The proposed development agreement process will require Council to consider, in addition to all other relevant policies of the Regional Plan and Dartmouth SMPS: - Halifax Water's Lake Lemont Source Water Protection Plan including; - designing on-site stormwater management using best management practices and in a manner that emphasizes low impact development measures to mitigate any potential impacts on the Lake Lemont Watershed Area; - buffers for watercourses and wetlands that are adjacent to the Lake Lemont Watershed Area; - measures to prevent unauthorized access to Lake Lemont Emergency Water Supply Area; - that the transportation network prioritizes walking, the easy use of mobility devices, cycling and transit use, and supports connections to the surrounding community; and - any future functional plan approved by Regional Council for the Main Street corridor.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Lands on the east side of Morris Lake, Cole Harbour (C070-E)	C070-E: Request from Armco Capital to update the Regional Plan with Integrated Mobility Plan principles, so that lands in the Morris-Russell Lake Secondary Plan area can be developed (PIDs 41057639, 00403386, 40802993, 40402539)	- Under the Regional Plan, these lands are within the Urban Settlement designation and the Urban Service Area boundary. There is a need for additional housing within the existing serviced area to accommodate population growth. <i>Mobility Considerations</i> - Under the Morris-Russell Lake Secondary Planning Strategy (Cole Harbour/Westphal, Dartmouth and Eastern Passage SMPS), development on these lands has been limited by Policy ML-8, which does not allow for further development “until the Caldwell Road Connector has been constructed to Caldwell Road unless a traffic study has been undertaken by a qualified consultant which demonstrates that the level of service on Portland Street and Caldwell Road conforms with the performance criteria established under the Municipality’s Guidelines for Preparation of Traffic Impact Studies and the road classification established under policy ML-6.” - Regional Council’s adoption of the Integrated Mobility Plan in 2018 marked a significant change in the Municipality’s approach to transportation planning, with a focus on moving people and goods instead of vehicles. The IMP calls for an increased focus on active transportation and connections to transit in suburban areas. - There are capacity constraints on Portland Street during peak periods. The ongoing Portland Street Functional Plan project is exploring whether the Mount Hope extension will be required to support additional transportation needs in this area. <i>Use and Density Considerations</i> - The Morris-Russell Lake Secondary Planning Strategy enables these lands (Parcels 18 and MLE-2) to be developed with a mixture of residential uses, at a density of 8 units per acre. Based on this density, staff have estimated the lands could be developed with approximately 805 units. <i>Environmental Considerations</i> - The Morris-Russell Lake Secondary Planning Strategy includes existing policy intended to protect the water quality of Morris Lake.	No comments received	- Amendments proposed with this report: - Amend the Morris Lake Secondary Planning Strategy within the Cole Harbour/Westphal, Dartmouth and Eastern Passage/Cow Bay SMPS documents to enable residential development on the lands on the east side of Morris Lake by development agreement (Attachment B); and - Amend the Dartmouth SMPS to remove the requirement for a Public Participation Committee to be established as part of the development agreement application (Attachment B). - Future development will require a development agreement process, which will require public engagement and Council approval. The proposed development agreement process will require Council to consider, in addition to all other relevant policies of the Regional Plan and SMPS documents: a) That the development’s transportation network prioritizes walking, the easy use of mobility devices, cycling and transit and allows for connections to surrounding neighbourhoods; and b) Opportunities to coordinate development with transportation network investments in the area, particularly higher order transit service and active transportation connections to nearby transit facilities such as the Portland Hills Terminal and Woodside Ferry Terminal. - The Province’s Bill 137 has suspended referrals to planning advisory committees for three years. Future public engagement on any development agreement application will follow the standard engagement process for a policy-enabled application. At minimum, the application will need to be published on the HRM website, notification signage posted on the property, and a mail-out notification sent to the surrounding community. A public information meeting may also be held. - It is expected that the ongoing Portland Street Functional Plan and future work related to the Morris Lake Expansion Special Planning Area³ will further consider the potential for a Caldwell-Mount Hope Connector Road and any future changes to the transit network to support development in this area. The proposed policy supports staff and Council in considering this ongoing work as part of the development agreement process.

³ <https://novascotia.ca/just/regulations/regs/spamorrislakeexpansion.htm>

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Birch Hill Mobile Home Park, Eastern Passage (C079)	C079: Request from Killam Developments to expand the Birch Hill Mobile Home Park (PIDs 40001414 and 00373639), which requires an extension to the Urban Service Area boundary	- Under the Regional Plan, the lands are within the Rural Commuter designation and are outside the Urban Service Area. However, the existing Birch Hill Mobile Home Park is within the Urban Settlement designation and the proposed expansion lands are immediately adjacent. Eastern Passage is identified as an Urban Local Growth Centre. - The Eastern Passage/Cow Bay SMPS Policy UR-11 allows the Birch Hill Mobile Home Park to expand provided servicing is available; however, the existing policy references the former service boundary applied in the area prior to adoption of the Regional Plan, rather than the Urban Service Area established in the Regional Subdivision By-Law. - The site has access to transit. Route 6C runs on Caldwell Road past the site, and Route 6B can be accessed at the intersection of Caldwell Road and Cow Bay Road, about 500 metres from the site. - No significant environmental constraints were noted on the site at this time. However, this would be further examined during a future development agreement process, as IM-11 of the Eastern Passage/ Cow Bay SMPS requires Council to consider “that the proposed site is suitable in terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility to flooding”. Proposed housing units (estimated): 125 – 150 units (estimated at 7-9 units per acre)	No comments received	Amendments proposed with this report: - Amend the Regional Plan to re-designate these lands to the Urban Settlement designation (Attachment A); - Amend the Regional Subdivision By-law to include these lands in the Urban Service Area (Attachment D). - Future development will require a development agreement process, under existing Policy UR-11 of the Eastern Passage/Cow Bay SMPS. This will require public engagement and Council approval.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests that will require a future plan amendment process (Regional Council approval and public engagement required)				
Bedford Commons, Bedford (C001)	C001: Request from Fathom Studio on behalf of BANC Group to allow residential development in a private business park (PIDs 00416222, 41214404, 41214370, 41240276, 00428458)	- Under the Regional Plan, the lands are within the Business/ Industrial Sub-designation, and designated and zoned for industrial and commercial use under the Bedford Secondary Municipal Planning Strategy - The Industrial Employment Lands Strategy anticipated that Bedford Commons would accommodate non-industrial uses based on recent development trends, land use permissions and developer interest, and therefore these lands were <u>not</u> included as part of HRM's supply of industrial employment lands <i>Mobility Considerations</i> - There is benefit to providing residential units close to existing jobs at Bedford Commons. However, reviewed against IMP principles, there is a risk that this area could develop as a vehicle-centric community due to its proximity to the future Burnside Connector and the lack of existing active transportation and transit connections. This risk can be mitigated by improving active transportation and transit connections. - The Active Transportation Priorities Plan envisions a "Desired Bikeway" on Duke Street and Rocky Lake Drive, which would connect to the planned active transportation facilities along the Bedford Highway. Potential active transportation upgrades across the 102 interchange are being considered as part of the Burnside Connector design. - The Cobequid Terminal is within ~1.5kms of the site, however the site is inaccessible from the site due to inadequate pedestrian infrastructure. There is a Park & Ride lot at the terminal which could encourage residents of the proposed development to commute by transit. - As currently planned, transit service is likely not sufficient to create a well-connected community or to encourage residents to take transit instead of their vehicles. Local Route 88 runs along Duke Street and Damascus Road is the only route that will be within an accessible walking distance (0-750m) from the proposed development. Route 88 currently runs at one-hour intervals, which is not planned to change under the Moving Forward Together Plan. In planning this development, consideration should be given to opportunities to improve transit connections between the proposed development, Cobequid Terminal, and potential upgrades to service through the area. <i>Density Considerations</i> - Further work is needed to determine an appropriate development density. The applicant proposed 1711 units (14.25 units/acre). Staff previously estimated a lower density of approximately 9 units per acre given the transportation challenges on the site, which would yield 1,337 units.	No comments received	Amendments proposed with this report, with further amendments to be considered during Phase 4: - This report recommends proposed amendments to the Regional Plan to identify Bedford Commons as an opportunity site where a mixed-use residential/ commercial development will be planned (Attachment A). - Future development will require a further plan amendment process. The proposed Regional Plan policy identifies criteria that should be considered during this process including: a) that the proposal envisions a mixed-use neighbourhood that will provide a range of housing types, places of employment, and services where daily needs of residents can be met; b) the relationship of the site to surrounding uses and neighbourhoods, including the existing commercial and industrial development in the area; c) overall development densities and building massing; d) the classes of land uses permitted; e) phasing of development; f) the use and conservation of energy; g) the adequacy of public parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Halifax Green Network Plan; h) the proposed transportation network and the need for any on-site transit facilities; and i) applicable direction contained in the Regional Plan and Council approved Priority Plans. - The applicant intends to submit additional information regarding their proposal for this site. Staff will consider whether further policy and zoning regulations can be established as part of Phase 4 of the Regional Plan Review to allow future development of this site.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Exhibition Park, Halifax (C086)	C086: Request from Fathom Studio on behalf of BANC Group to allow mixed-use (residential and commercial) development on the Exhibition Park lands (PIDs 40600728, 41457987, 41432642)	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and calls for focusing growth within centres and controlling growth outside of those centres - Although the lands are outside the Urban Service Area boundary, the existing buildings are serviced as a result of the previous Provincial ownership of the property - This site presents an opportunity to redevelop an existing brownfield site that is close to existing and future employment nodes (Ragged Lake, Bayers Lake). The site is a gateway to the Prospect area. Future development must consider these lands in relation to the Prospect Road context, Long Lake Provincial Park, and the future expansion of Ragged Lake Industrial Park. In response to the June 5, 2018 motion of Regional Council,⁴ HRM Corporate Real Estate and Planning & Development have begun background studies for the Ragged Lake Industrial Park. - There are existing transportation challenges for this site that should be considered together with infrastructure planning for the Ragged Lake Industrial Park expansion. At present, the only available access to the site is via Prospect Road. There is no existing active transportation infrastructure on this section of Prospect Road, and none included in existing plans. Proposed housing units (estimated): Further work is needed to determine an appropriate development density. The applicant proposed 1844 units (68 semi-detached; 76 townhouses; 22 multi-unit buildings with 1700 units). Staff previously estimated a lower density of approximately 9 units per acre given the available transportation connections to the site, which would yield 1,016 units.	12 public submissions received - There was both support and opposition for this request. Those in favour saw that development at this site could provide economic opportunities for businesses and traffic problems could be solved. - Those opposed felt there were too many traffic issues in this area and that before development should be considered here, there is a need to review the entire plan area at a community level. There were concerns about growth in this area and the need improved transit and active transportation opportunities. - There were also comments related to concern over nearby wilderness areas and water quality, the need for affordable housing, and improved engagement.	Amendments proposed with this report: - Amend the Regional Plan to identify the Exhibition Park site as an opportunity site where mixed-use residential/commercial development may be planned through a future master neighbourhood planning process (Attachment A). - The proposed Regional Plan policy requires Council to initiate the master neighbourhood planning process, and in doing so consider: a) that the proposal envisions a mixed-use neighbourhood that will provide a range of housing types, places of employment, and services where daily needs of residents can be met; b) opportunities to coordinate master neighbourhood planning with the ongoing planning for the expansion of the Ragged Lake Industrial Park, with particular regard to the transportation network and water and wastewater servicing infrastructure; and c) that a public participation program that provides diverse and inclusive opportunities for public engagement during the master neighbourhood planning process is adopted. - The proposed Regional Plan policy further identifies criteria that should be considered during the master neighbourhood planning process including: a) the relationship of the site to surrounding uses and neighbourhoods, including the Prospect Road area, Long Lake Provincial Park, Western Common Wilderness area, and the Ragged Lake Industrial Park; b) if required, a land suitability assessment that identifies vulnerable landforms, sensitive ecological features and climate hazards, including but not limited to, any wetlands, watercourses, flood prone areas, steep slopes, forest cover, contaminated sites, and wildlife habitats and corridors; c) if required, a culture and heritage assessment that identifies and evaluates culture and heritage resources located on or adjacent to the opportunity site; d) if required, a baseline infrastructure study that assesses existing transportation infrastructure assets and constraints (using a multi-modal level of service analysis) and existing wastewater and water services infrastructure capacity and constraints; e) overall development densities and building massing; f) the classes of land uses permitted; g) phasing of development; h) the use and conservation of energy; i) the adequacy of public parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Halifax Green Network Plan; j) the proposed transportation network and the need for any on-site transit facilities; and k) applicable direction contained in this Plan and Council approved Priority Plans.

⁴ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/180605rc1431.pdf>

Table 3: Requests Recommended to be Considered in Future Phases

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests to be considered in Phase 4				
Lands on Purcell's Cove Road, Halifax (C025)	C025: Request from ZZap Consulting, on behalf of Tony Maskine, to allow for residential subdivision with on-site services of PID 41342080, which is currently within the Urban Reserve designation. <i>Note: This request was revised in February 2022, following Regional Council consideration of the Themes & Directions What We Heard Report. Originally, the applicant requested inclusion in the Urban Service Area.</i>	- Under the Regional Plan, these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031). As a result of the acquisition of Shaw Wilderness Park, these lands are no longer envisioned for future serviced development, and there is a need to apply an alternative designation and zone. This was included as Action 66 of the Halifax Green Network Plan, which states: "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."⁵ - This request was revised by the applicant following the release of the Themes & Directions What We Heard Report. The original request had asked staff to consider applying the Urban Service Area boundary to this property to enable future subdivision with municipal water and wastewater services. As a result of the revised request, based on the size of this lot and the scale of the proposed development, staff determined that it was appropriate to consider whether this could be brought forward in Phase 3.	74 public submissions received. Many of these comments also referenced C005. - Most comments focused on the need to protect wilderness areas around and near Shaw Wilderness Park, opposition to development in this area, opposition to the expansion of the urban service boundary. To the residents, allowing a subdivision and any expansion to the service boundary may open the door for future development. They want a firm stance that this area is to be protected. - Some residents have general environmental concerns for this area and saw the importance of this area as a wildlife corridor and the implementation of the Halifax Green Network Plan. A few Residents also expressed concerns related to protecting the water quality of Williams Lake. Traffic related to development in this area is a concern. - Some residents saw the need to acquire the lands to form part of the Shaw Wilderness Park which should be stewarded. This area would help to meet climate goals and objectives for HalifACT. To protect wilderness areas, development should be focused on increasing density in existing neighbourhoods such as the Peninsula. - A few residents expressed that transit and active transportation in this area should be improved. Residents also saw the need for improved public engagement, especially in this area. - Finally, many residents stated that there is an existing trail from Purcell's Cove Road to Williams Lake. Although on private property, this trail has been used for generations to access the lake for recreational opportunities (swimming, skating, and hiking). Residents would like continued access to Williams Lake from this trail.	Consider during Phase 4 – Draft Regional Plan - Significant public comment was received on this request, and as a result staff have been unable to develop a complete recommendation for this report. Therefore, staff recommend this request be considered as part of Phase 4, together with other lands in the Urban Reserve designation, as follows: - Re-designate and rezone the Shaw Wilderness Park lands to reflect its intended use as a Regional Park; - Acknowledge that an urban form of serviced development is no longer envisioned in this location and consider re-designating and rezoning the remaining privately-owned lands currently zoned and designated Urban Reserve to an alternative designation and zone that recognizes the environmental and cultural importance of the Purcell's Cove Backlands.

⁵ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/210608rc1141.pdf>

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Lands west of Paper Mill Lake, Bedford (C061-B)	C061-B: Request from Sunrose Land Use Consulting on behalf of United Gulf to consider new planning policy to allow for mixed use residential/commercial development on PID 00360677	- 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. Proposed housing units (estimated): 1,047 units (estimated at 9 units/acre)	3 public submissions received - Generally, there were concerns about traffic and the need for a connection between Nine Mile Drive to Hammonds Plains Road and Moirs Mill Road. There is an ongoing Development Agreement with Paper Mill Lake with extensive public engagement that has been occurring for years. - Comments expressed the need for infrastructure in this area, amenities, the need to protect the environment and wilderness, better transit and schools.	Consider during Phase 4 – Draft Regional Plan - Staff were unable to complete sufficient analysis in Phase 3 to recommend amendments to the Bedford SMPS and LUB at this time. 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. - New policy is expected to require a development agreement process, which will require public engagement and Council approval. The proposed Bedford SMPS policy identifies criteria that must be considered during this process including consideration of density, housing mix, type and form, stormwater management, water quality, parks and open space, and transportation network.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Lands with frontage on Old Sackville Road and Lindforest Court, Middle Sackville (C070-B)	C070-B: Request from Armco Capital Inc. to extend the Urban Service Area boundary to PIDs 40695504, 40123788, and 41315946 to allow for serviced development on these lands	- 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, including: “that the development is capable of utilizing existing municipal trunk sewer and water services without exceeding capacity of these systems”. - Halifax Water has advised 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, thorough analysis is requested.	No comments received	Consider during Phase 4 – Draft Regional Plan - Due to the wastewater infrastructure issues identified by Halifax Water, this request is not able to meet the criteria of Regional Plan Policy SU-6 and therefore not recommended at this time. - As an alternative, Staff will include these lands in the broader study of Middle Sackville already planned for Phase 4, which 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. Staff propose to: - Study the current and future potential development pattern in the Middle Sackville area (considering existing development, ongoing as-of-right subdivision applications, ongoing enabled planning applications, and requests received through the Regional Plan Review process) to understand the area’s infrastructure planning needs; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in the area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider past and ongoing public engagement in the area, including the Middle – Upper Sackville & Lucasville Community Visioning program, and consider what, if any additional public engagement is required.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests to be considered in Phase 5				
Holding Zone lands off Herring Cove Road, Spryfield area, Halifax (C070-A, C071, C074 and C333)	C070-A: Request from Armco Capital Inc. to extend Urban Service Area boundary to allow for serviced development on the full extent of the proposed Clifton Heights subdivision, Spryfield area, Halifax (PIDs 00325985, 00330803, 00330811, and 00319871), related to an active subdivision application (File #22930) C071: Request from Kevin Riles on behalf of North American Real Estate to amend the current planning policy to allow for development on lands near Kidston Lake (portion of PID 00283283 within the Holding zone) C074: Request from Stephen Adams, on behalf of the property owners, to extend the Urban Service Area boundary on PID 00277228 to allow for serviced development on the full extent of these lands C333: Request from Stephen Adams on behalf of property owner to extend the Urban Service Area boundary to allow for serviced development on the full extent of these lands	- Under the Regional Plan, these lands are designated Urban Settlement and located outside the Urban Service Area boundary. - 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. <i>Servicing Considerations</i> - Policy SU-4 sets out criteria which must be considered before a significant expansion is undertaken to the Urban Service Area boundary, including: (c) if required, a watershed or sub-watershed study has been completed in accordance with Policy E-23; (d) that, if required to pay for growth-related municipal infrastructure costs, a municipal infrastructure charge area has been established or is adopted concurrently with the boundary amendment; (e) the need to oversize the water, wastewater or stormwater systems to allow for future development within an Urban Settlement or Urban Reserve designation; and (f) a charge needed to pay for growth related improvements to the water, wastewater or stormwater systems has, where required, been approved by the Review Board. - Halifax Water has indicated that the Holding Zone lands have not previously been included in their development projections, and an Infrastructure Master Plan is needed to determine future water and wastewater servicing needs before the Urban Service Area boundary is adjusted. <i>Mobility Considerations</i> - The Herring Cove Road Functional Plan 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 proposed a Bus Rapid Transit (BRT) line along Herring Cove Road, ending at Greystone Drive. 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. Future development should consider whether mixed use development could support a complete community with transit in this area. <i>Environmental and Cultural Considerations</i> - A watershed study may be required under Policy SU-4. - 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 Halifax Green Network Plan identifies two "Important Corridors" on the lands, where wildlife and natural landscape connectivity should be prioritized. - On May 17, 2022, Regional Council approved the inclusion of the Rocking Stone site in Kidston Lake Park within HRM's Registry of Heritage Property. Regional Plan Policy CH-16 provides guidance for development abutting heritage properties.	18 public submissions received - Residents were generally opposed to development in the area and wanted to see better protection for wilderness areas and expressed that it has ecological value. This area is used for recreational purposes and residents would like to see it protected. To protect this area, development should be focused on increasing density in existing neighbourhoods. - There was a concern about the impact of development on water quality and general environmental concerns in this area. In addition, some residents would like to see more acquisition of land in this area as many have come to see the importance of outdoor space due to COVID-19. This area may be important for wildlife corridors. - Residents believed that this development could impact traffic and there was a need for more and better transit. There were also comments related to better park programming, concerns over climate change and GHG emissions, the need for affordable housing, the need for better planning at the community level and public engagement.	Reconsider during Phase 5 – Future Growth - There has not been sufficient analysis completed to recommend extending the Urban Service Area boundary at this time. The proposed extension does not meet the intent of Policy SU-4. Further work is required to consider the environmental constraints on the site, and to determine new planning policy and regulations which will support the development of a complete community. - Therefore, staff recommend that these lands be considered together with the Kidston Lake Urban Reserve area. This work will begin in Phase 5 (Future Growth), at which time 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.

Table 4: Requests Not Recommended

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
2137 Purcell's Cove Road, Halifax (C005)	C005: Request from Gina Stick to include PID 00271346 within the Urban Service Area boundary, to allow for water services to be extended to service this residential dwelling.	- Under the Regional Plan, the lands are designated Urban Settlement and located outside the Urban Service Area. - The lands are adjacent to the Purcell's Cove Urban Reserve area. The Regional Plan envisions that the Purcell's Cove Urban Reserve area will become a future serviced community beyond the life of the Regional Plan (after 2031); however, the acquisition of Shaw Wilderness Park means this is no longer expected. - Halifax Water has advised that connecting this existing dwelling to water and wastewater service would require an extension of the water and wastewater systems within Purcell's Cove Road, and the wastewater system would require a pumping station arrangement. The cost would have to be covered wholly by the applicant or facilitated through an HRM Local Improvement Charge. This is likely to be cost prohibitive given only one property owner has expressed interest in connecting to municipal services.	- Many submitted comments from the public referenced both Cases C005 and C025. The comments most relevant to Case C005 include: - Residents have already undergone an exercise related to servicing in this area and they are opposed to any expansion of the Urban Service Area due to cost - Allowing the expansion of the Urban Service area may lead to unwanted development or "creep" of development into the area. They want a firm stance against development. - Concern that servicing this lot would disrupt a signature collection of rhododendrons and azaleas. - Many residents who live in the area are also unserviced and have addressed this issue through purchasing a generator to have access to clean water during power outages.	Amendments not recommended – discontinue consideration of this request - Given the level of infrastructure upgrades required, connecting to municipal services is unlikely to be financially feasible. - There are no plans to extend services in this area; therefore, no amendment to the Urban Service Area is recommended at this time.