

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

Contents

Table 1: Summary 2

Table 2: Urban Settlement - Future Serviced Communities..... 3

Table 3: Urban Reserve 6

Table 4: Service Area Boundary Adjustments..... 9

Table 5: Service Area Boundary Adjustments - Middle Sackville 13

Table 6: Schedule J – Beaver Bank/ Hammonds Plains Growth Control Area..... 17

Table 7: Urban Plan Amendment 20

Table 8: Rural Plan Amendment 23

Table 9: Industrial Lands 25

Maps 28

Table 1: Summary

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

Table 2: Urban Settlement - Future Serviced Communities

Applicable Regional Plan Policy:

3.2.1 Urban Settlement Designation

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

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

- S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered:
- (a) where reviews of regional population and housing forecasts have been undertaken and the proposed amendments may assist in achieving the growth targets established by this Plan; and
 - (b) the lands are within or adjacent to a growth centre.
- S-2 Where requests are received to initiate secondary planning for any of the areas identified above as potential growth areas, consideration shall be given to: (a) the need for additional lands and the fiscal implications to HRM and Halifax Water and their capacity to meet additional financial commitments; and (b) the implications for achieving the HRM growth targets.

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

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

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

Table 3: Urban Reserve

Applicable Regional Plan Policy:

3.2.2 Urban Reserve Designation

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

The following seven areas are designated as Urban Reserve:

1. interior lands bounded by Highway 7, Ross Road, Highway 207 and Broom Road (Cole Harbour/Westphal);

2. land surrounding Anderson Lake area (Dartmouth/Bedford);

3. Governor Lake North (Timberlea);

4. Ragged Lake (Halifax); [See Industrial Lands Table]

5. Kidston Lake lands (Spryfield/Herring Cove);

6. Purcell's Cove area back lands; and

7. private lands in the Blue Mountain - Birch Cove Lakes Regional Park area.
- S-3The Urban Reserve Designation shall be established on the Generalized Future Land Use Map (Map 2) to identify those lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of this Plan.
- S-4HRM shall, through the applicable land use by-law, establish an Urban Reserve Zone to regulate development of lands within the Urban Reserve Designation. This Zone shall permit open space uses and limit residential development to existing lots and to one lot subdivided from an existing lot under lot frontage exemption provisions of the Subdivision By-law on a property identified by PID No. 00270934.

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

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

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

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

Table 4: Service Area Boundary Adjustments

Applicable Regional Plan Policy:

- SU-4 When considering any expansion of the Urban Service Area, HRM shall have regard to the following:
- (a) that a Secondary Planning Strategy for the lands to be included within the Urban Service Area has been adopted by HRM except that this requirement may be waived where, in the opinion of HRM, the proposed extension represents a minor adjustment to the Area;
 - (b) the financial ability of HRM to absorb any costs relating to the extension;
 - (c) if required, a watershed or sub-watershed study has been completed in accordance with Policy E-23;
 - (d) that, if required to pay for growth-related municipal infrastructure costs, a municipal infrastructure charge area has been established or is adopted concurrently with the boundary amendment;
 - (e) the need to oversize the water, wastewater or stormwater systems to allow for future development within an Urban Settlement or Urban Reserve designation; and
 - (f) a charge needed to pay for growth related improvements to the water, wastewater or stormwater systems has, where required, been approved by the Review Board
- SU-15 HRM may consider expanding existing Water Service Areas to existing communities,subject to the financial ability of HRM to absorb any costs related to the expansion, if:
- (a) the lands are in proximity to a water transmission main planned or constructed by Halifax Water to improve the performance of the water distribution system;
 - (b) a study has been prepared by a qualified person verifying that there is a water quality or quantity problem that cannot reasonably be rectified by an alternative means;
 - (c) there are environmental concerns related to the long-term integrity of on-site sewage disposal systems and a wastewater management plan is also considered in accordance with Policy SU-19; and
 - (d) an area charge needed to pay for growth related improvements to the water, or stormwater services has been approved by the Review Board or Halifax Water has advised that an area charge is not required.

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

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

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

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

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

Table 5: Service Area Boundary Adjustments - Middle Sackville

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

Service Area Boundary Adjustment	C102	Lands north of Highway 101, east of Springfield Estates mobile home park, Middle Sackville (PID 00475442)	Request from Ramar Developments Ltd., for the property to be included within the Urban Service Area boundary to enable serviced development	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development - There is a large wetland mapped on Schedule G of the Beaver Bank, Hammonds Plains, Upper Sackville Land Use Policy, which cannot be developed pursuant to Regional Plan Policy E-15. - The lands are not within or adjacent to a Regional Plan growth centre.	- Same as C070-C above Proposed housing units (estimated): 293 units (estimated at 5 units per acre)	Phase 4 – Draft Regional Plan - Same as C070-C above
Service Area Boundary Adjustment	C310	Lands southeast of Springfield Lake, with frontage on Sackville Drive, Middle Sackville (PID 40167561)	Request from Brycon Construction for this property to be included within the Urban Service Area boundary to enable serviced development of these lands	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. - The lands are not within or adjacent to a growth centre.	- Same as C070-C above Proposed housing units (estimated): 87 units (estimated at 5 units per acre)	Phase 4 – Draft Regional Plan - Same as C070-C above
Service Area Boundary Adjustment	C311	Lands north of Webber Lake, west of Lucasville Road (PID 40123614)	Request from Marchand Developments Ltd. to re-designate these lands to the Urban Settlement and extend the Urban Service Area boundary to enable development of a multi-unit residential building on municipal services	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. - The lands are at the edge of the Middle Sackville Urban Local Growth Centre, and east of lands within the study area for the Middle Sackville Master Plan³. - The portion of the lands adjacent Webber Lake are designated and zoned Flood Plain under the Beaver Bank, Hammonds Plains and Upper Sackville MPS and LUB. - The lands are within an “Important Corridor” under the Halifax Green Network Plan, where wildlife and natural landscape connectivity should be prioritized.	- Same as C070-C above Proposed housing units (estimated): 87units (estimated at 5 units per acre)	Phase 4 – Draft Regional Plan - Same as C070-C above

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

Service Area Boundary Adjustment	C312	Lands north of Springfield Lake, Middle Sackville (PIDs 41302837, 41305020, 41047655, 41491853, 41302829, 41077603)	Request from Marchand Developments Ltd. to re-designate these lands to the Urban Settlement and extend the Urban Service Area boundary to allow for serviced development in this area	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. - Under the Beaver Bank, Hammonds Plains, and Upper Sackville MPS, the lands are designated Mixed Use, Rural Resource, and Springfield Lake. The Springfield Lake designation recognizes that Springfield Lake itself is an environmentally-sensitive headwater lake, and development in this area must be balanced with the protection of natural systems through careful stormwater management and water quality monitoring.	- Same as C070-C above Proposed housing units (estimated): 1,596 units (estimated at 5 units per acre)	Phase 4 – Draft Regional Plan - Same as C070-C above
Service Area Boundary Adjustment	C314	Lands with frontage on Orchard Drive and Bambrick Road, Middle Sackville (PID 40699845)	Request from Sunrose Land Use Consulting, on behalf of Shoreham Development Limited, to extend the Urban Service Area boundary to allow for serviced development in this area	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. - The lands are at the edge of the Middle Sackville Urban Local Growth Centre.	- Same as C070-C above Proposed housing units (estimated): 347 units (estimated at 5 units per acre)	Phase 4 – Draft Regional Plan - Same as C070-C above
Service Area Boundary Adjustment	C319	Lands near Highway 101 and Margeson Drive, Middle Sackville (PIDs 40281479, 40123598, 41287129, 40123606)	Request from Armco Communities to consider extending both municipal water and wastewater service to these lands	- Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development - The lands are within the Middle Sackville Urban Local Growth Centre, and within the Middle Sackville Master Plan study area, identified as Phase 3 (Case 21639⁴) - PID 40281479 is zoned CDD, and referenced in Regional Plan Policy SU-6, which states that “HRM shall consider the extension of municipal wastewater and water distribution services to these properties to allow for a residential subdivision by development agreement” subject to meeting several criteria. However, under the Middle Sackville Master Plan, the applicant has requested this parcel be considered for highway commercial uses.	- Same as C070-C above - Also, as the lands are currently part of the Middle Sackville Master Plan study area, alternative direction may be required from Regional Council to proceed with a different approach to these lands. Proposed housing units (estimated): 662 units (estimated at 5 units per acre)	Phase 4 – Draft Regional Plan - Same as C070-C above

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

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

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

Applicable Regional Plan Policy:

Until transportation infrastructure capacity is increased within the Hammonds Plains and Beaver Bank areas, residential subdivision activity shall be limited.

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

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

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

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Schedule J (Beaver Bank)	C117	Lands near Kinsac Lake, Kinsac (PIDs 41340258; 40871626; 40121089; 41381963; 40121931)	Request from Marchand Homes, to include these properties within the Urban Settlement designation and Urban Service Area boundary to enable subdivision with central servicing	- Under the Regional Plan, the lands are within the Rural Commuter designation, where a rural pattern of development is envisioned. The property is adjacent to the Urban Settlement designation (planned Carriagewood Estates subdivision – Case 23213⁵) - The property is within the Beaver Bank Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. - PID 40871626 includes a large wetland mapped on Schedule G of the Beaver Bank, Hammonds Plains, Upper Sackville Land Use Policy, pursuant to Regional Plan Policy E-15.	adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. Proposed housing units (estimated): C103: 30 units (estimated at 1 unit per acre) C299: 73 units (estimated at 1 unit per acre) C300: 3 units (estimated at 1 unit per acre) C117: 275 units (estimated at 1 unit per acre)	- Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider what public engagement will be required. • See Map D

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

Table 7: Urban Plan Amendment

Applicable Regional Plan Policy:

3.2.1 Urban Settlement Designation

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

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

- S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered:
- (a) where reviews of regional population and housing forecasts have been undertaken and the proposed amendments may assist in achieving the growth targets established by this Plan; and
 - (b) the lands are within or adjacent to a growth centre.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C061-A	Birch Cove, Bedford Highway, Halifax (PIDs 00325316, 41165481, 00291484, 00456533, 00325308, 00325290)	Request from Sunrose Land Use Consulting on behalf of United Gulf to consider new planning policy to enable comprehensive mixed-use development on these lands	- Under the Regional Plan, this area is within the Halifax Harbour designation, which identifies a need to balance the need for harbour-related industrial uses and other uses, such as residential. The lands are within the Urban Service Area. - The Regional Plan also identified the area as an Urban Local Growth Centre. A “Birch Cove Waterfront Plan” prepared in 2010 proposed a mixed use residential/commercial development on the lands; however, the project was put on hold and drew local opposition.	- The Bedford Highway Functional Plan⁶ highlighted challenges to access due to the location near the CN rail line, and potential vulnerability of these water lots to sea level rise as a result of climate change. The Functional Plan recommended that HRM “undertake detailed land use study to understand the relationship between development, Bedford Highway Access, the rail line, transit modes, and climate change/sea level rise and consider removing the Urban Local Growth Centre classification for Birch Cove area as part of the next Regional Plan review.” Proposed housing units (estimated): 54 units (estimated at 20 units/acre)	Phase 5 – Future Capacity - As part of this review, remove the Regional Plan Urban Local Growth Centre from this location - Adopt policy to enable a future development process adopting policy that would allow limited mixed use development on these lands providing access challenges can be addressed.

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

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

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

Table 8: Rural Plan Amendment

Applicable Regional Plan Policy:

- S-5 The Rural Commuter Designation shall be established on the Generalized Future Land Use Map (Map 2) to encompass those areas within commuting distance of the Regional Centre that are heavily influenced by low-density residential development. The intent for this designation is to:
- to protect the character of rural communities and conserve open space and natural resources by focussing growth within a series of centres, as shown on Settlement and Transportation Map (Map 1);
 - support the delivery of convenience services to the surrounding settlement area;
 - control the amount and form of development between centres; and
 - protect the natural resource base and preserve the natural features that foster the traditional rural community character

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

⁷ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/180605rc1431.pdf>

⁸ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200402rc-mins.pdf>

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

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

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

Table 9: Industrial Lands

Regional Plan

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

....

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

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

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Industrial Lands	Case 22009	Aerotech Business Park [Lands within the Business/Industrial Sub-Designation in the Airport Area]	Request from HRM Corporate Real Estate for new planning policy and zoning that would enable a broader range of industrial uses on these lands; planning policy to include clarification on a servicing boundary	• Under the Regional Plan, the lands are within the Business/ Industrial sub-designation. The Regional Plan calls for safeguarding a sufficient supply of industrial land and recognizing the need for airport related uses. • There is no servicing boundary despite municipal water and wastewater services available in the municipally-managed portion of Aerotech. • Under the Planning Districts 14 & 17 LUB, the lands are designated Airport. The AE-1 zone permits a range of industrial uses, with a focus on aerospace industry, but does not permit general industrial uses such as warehousing and distribution. • Regional Plan Policy EC-5 states that where lands have been identified as suitable for industrial use, HRM will amend planning policy and regulations to enable those uses, and minimize conflict with potential incompatible uses. • Regional Plan Policy EC-10 requires HRM to work with the Halifax International Airport Authority in the development of airport-related facilities to ensure that municipal infrastructure requirements are adequate for any future expansion plans.	• Under the Regional Plan, Aerotech is currently designated for industrial use, and a Regional Plan amendment is not required to amend the secondary plan regulations and zoning. • A service boundary should be applied, and policy guidance for future service boundary extensions should be adopted in the Regional Plan. • Proposed housing units (estimated): N/A – Residential uses not proposed	• Advance work and resource separately from the Regional Plan • Case 22009 was initiated by Regional Council on November 23, 2021¹¹. This work will: - Expand the range of permitted uses in the Aerotech Business Park, by update zoning in a similar manner to the recent review of planning policy and zoning in the Burnside Industrial Park area; and - Delineate an appropriate service boundary around lands that are currently serviced, and establish policy direction to guide any future service expansions. This will require an amendment to the Regional Plan.

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

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

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

¹³ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/180605rc1431.pdf>

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

Maps

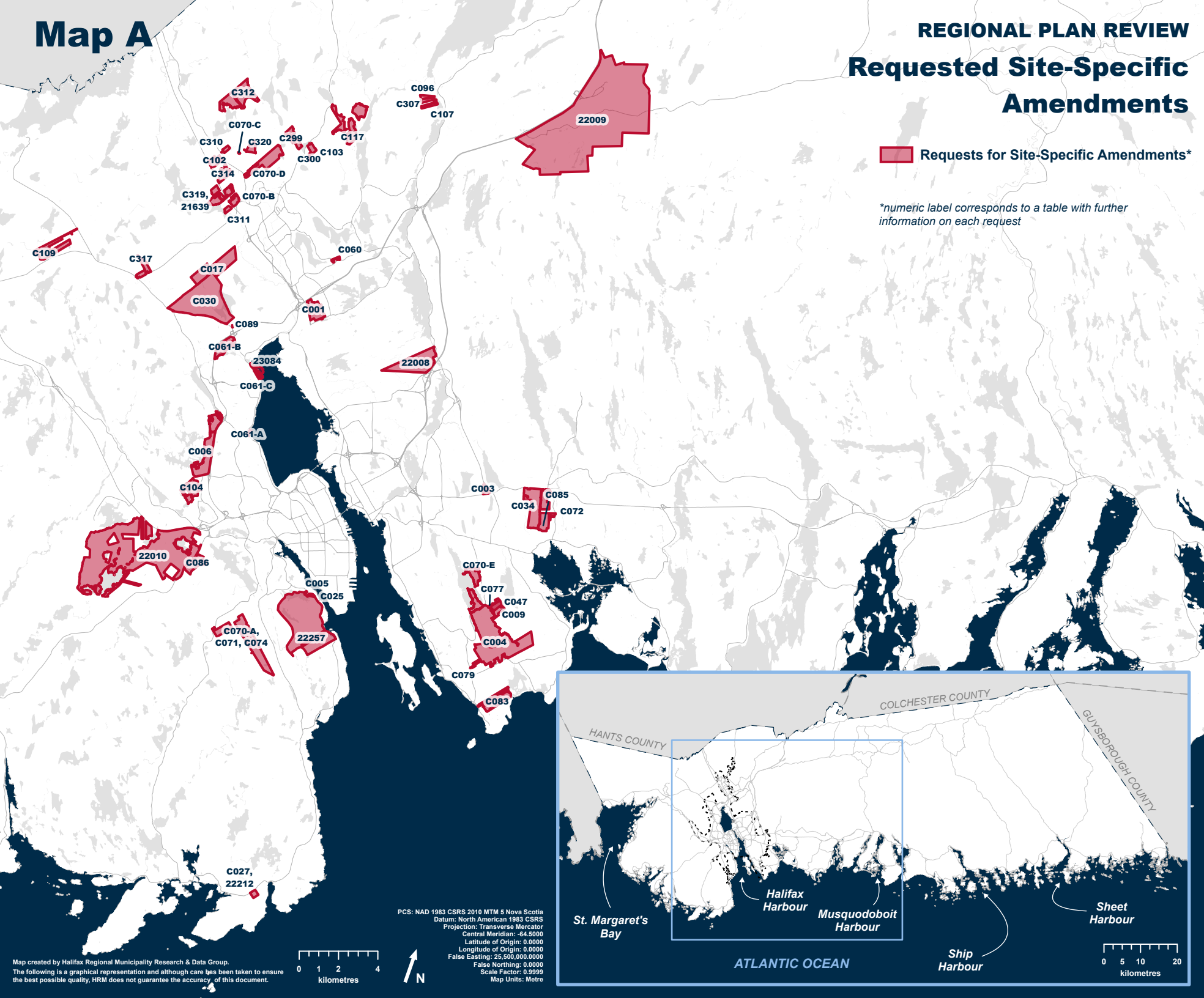
Map A:	All Site-Specific Amendment Requests
Map B	Spryfield Holding Zone Requests
Map C:	Middle Sackville Requests
Map D:	Schedule J Requests
Map E:	Canal Cays Requests

Map A

REGIONAL PLAN REVIEW Requested Site-Specific Amendments

 Requests for Site-Specific Amendments*

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



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

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

ATLANTIC OCEAN

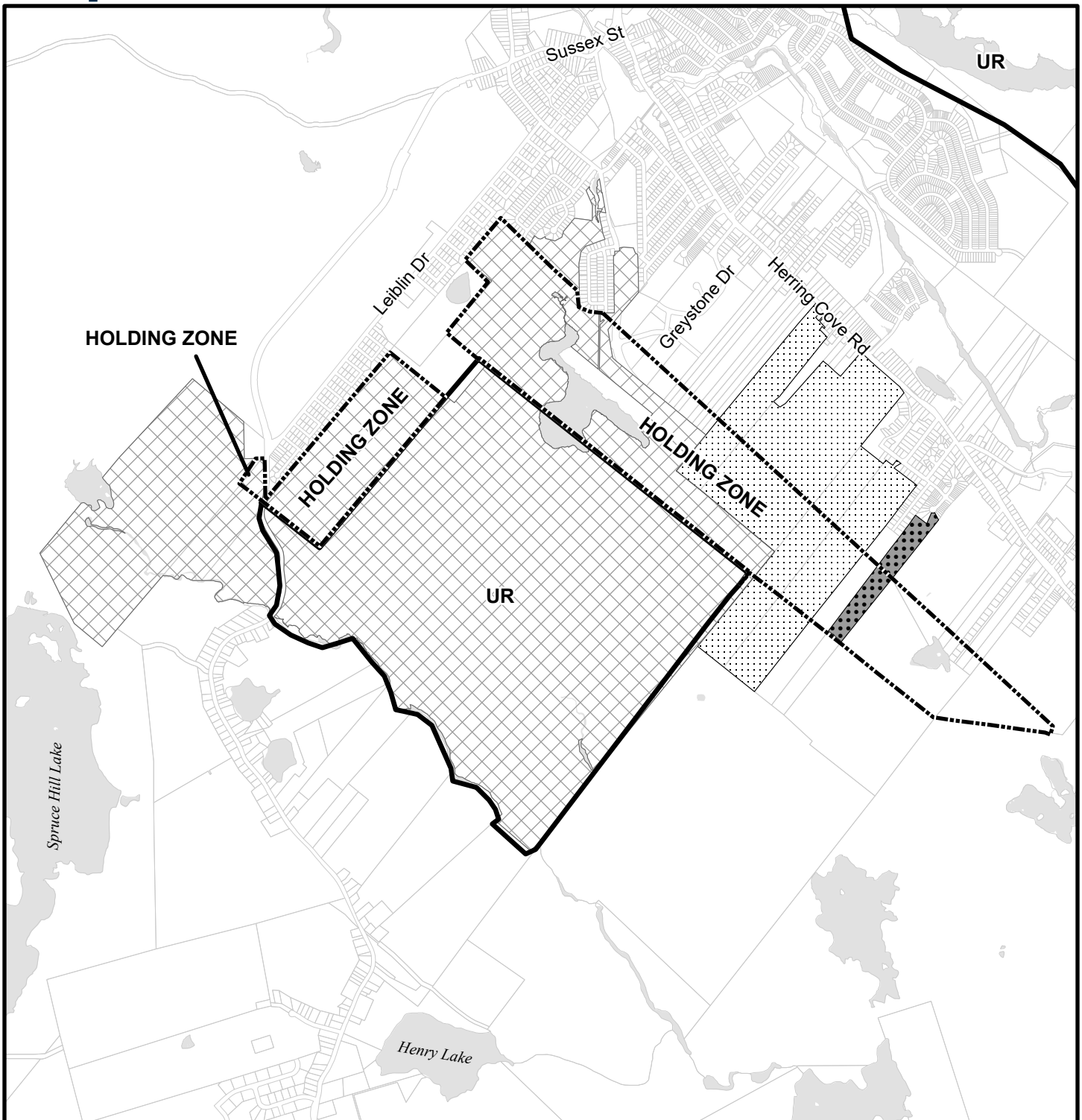
Ship Harbour

St. Margaret's Bay

Halifax Harbour
Musquodoboit Harbour

Sheet Harbour

Map B



Spryfield Holding Zone and Site-Specific Requests

-  Holding Zone
-  Urban Reserve

Request Correspondence Number

-  C070-A
-  C071
-  C074



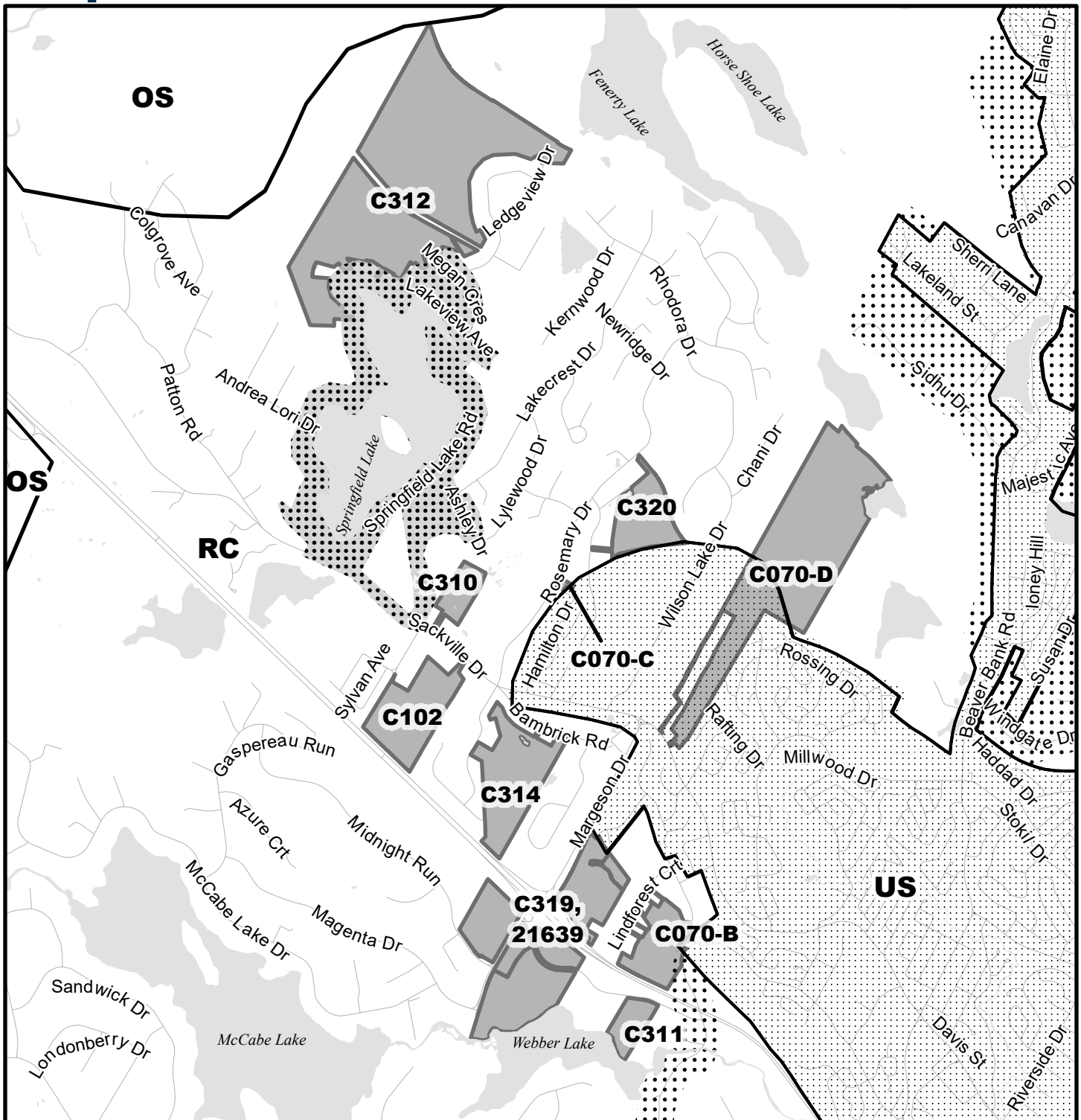
HALIFAX

0 180 360 540 720 900 m

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

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

Map C



Requests for Site-Specific Amendments - Middle Sackville

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



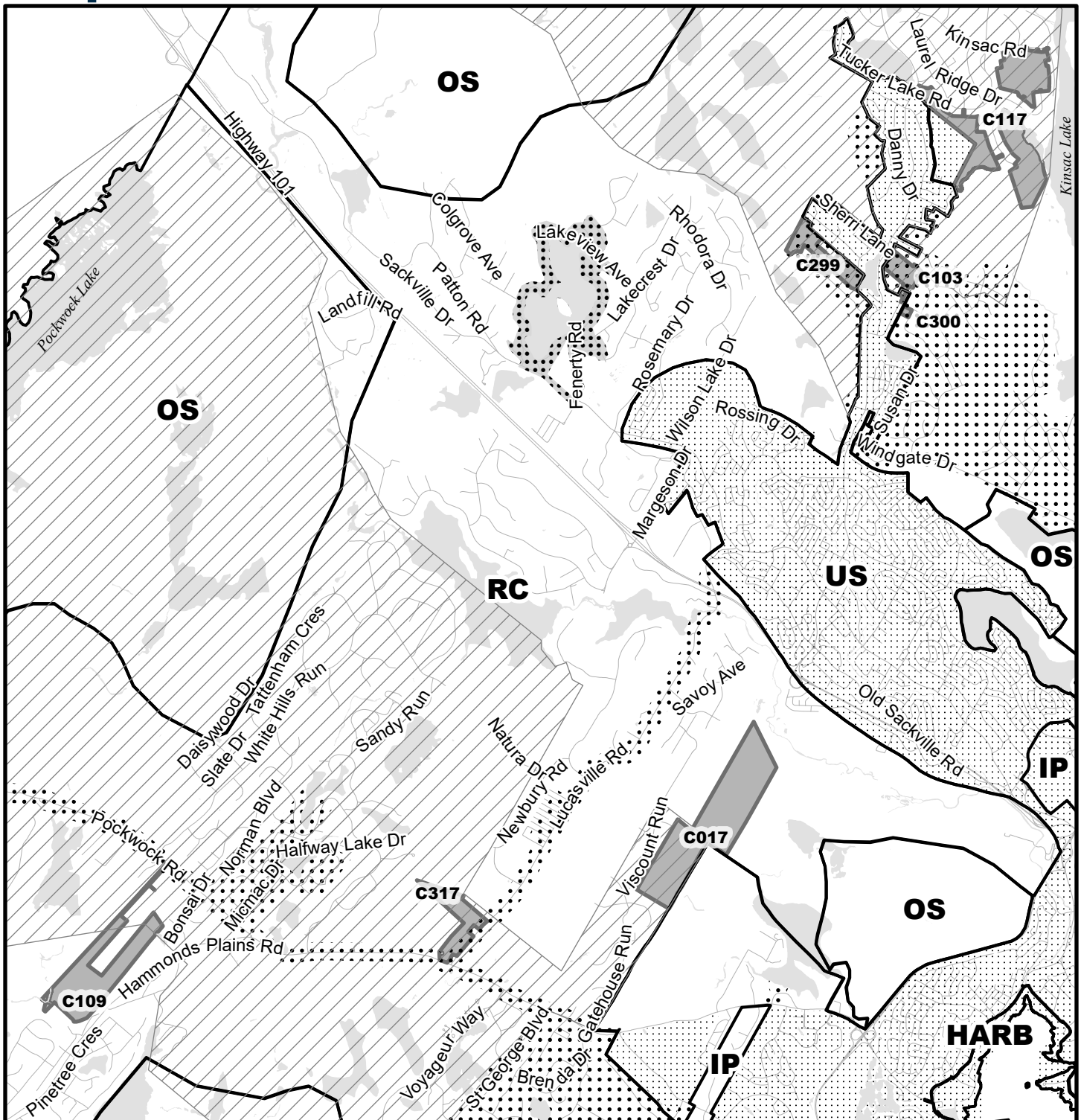
HALIFAX

0 250 500 750 1,000 1,250 m

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

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

Map D



Requests for Site-Specific Amendments - Schedule J

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



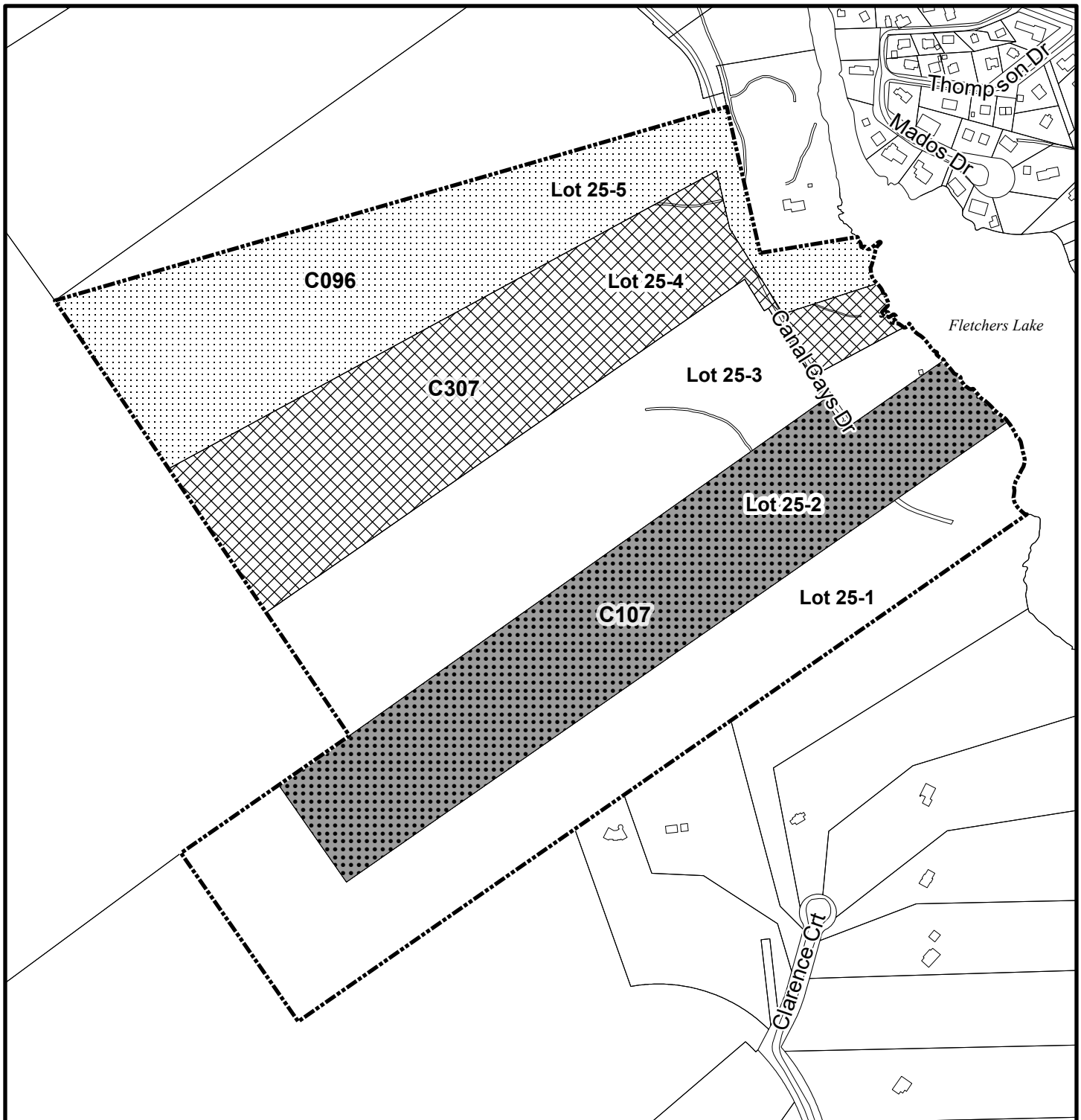
HALIFAX

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

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

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

Map E



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

 Area of Consideration

Request Correspondence Number

 C096

 C307

 C107



HALIFAX

0 40 80 120 160 200 m



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