

Attachment A-6:
Site-Specific Amendment Requests for Consideration through the Regional Plan Review Process – Phase 5

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Table 1: Summary

Regional Plan Phase 5: Future Growth		Description
* Requests highlighted and marked with an asterisk (*) are new requests that were received after December 2023		
Urban Reserve Lands [Table 2]		
<ul style="list-style-type: none">Purcell’s Cove Urban Reserve (Case 22257)Kidston Lake Urban Reserve lands (C071) and Spryfield area Holding Zone lands (C070-A, C074, C333)Lands North of Governors Lake, Lakeside and Timberlea (C902)*		Requests to initiate comprehensive secondary planning or to amend the existing designation and zoning for lands designated Urban Reserve, which the Regional Plan envisioned could be considered for future serviced development after 2031.
Service Area Boundary Adjustment [Tables 3 and 4]		
<p>General Area Requests [Table 3]</p> <ul style="list-style-type: none">Smiths Road, Bedford (C089)Montague Golf Course lands, Lake Loon (C325)Lands off Dyke Road, Cow Bay (C328)Lands near Fraser Lake, 2832 St. Margaret’s Bay Road, Timberlea (C337)Temple Terrace, near Glendale Avenue, Lower Sackville (C539)Atholea Drive (C565)Aerotech Comprehensive Development District Lands, Fletchers Lake (C786)Lands at Crane Hill Road and Glasgow Road, East Preston (C807)Lands at Maple Grove Drive and Cobequid Road, Lower Sackville (C809)Lands at Montague Road and Highway 107, Montague Gold Mines (C806)925 Windgate Drive, Beaver Bank (C863)*North Preston Road at Johnson Road, North Preston (C931)*Fall River Road at Hunts Brook Road (C944)*Fall River “Site B”, Fall River Road (C949)*	<p>Middle Sackville Area Requests [Table 4]</p> <ul style="list-style-type: none">Lands near Lindforest Rd, Middle Sackville (C070-B)Lands at the corner of Rosemary Drive and Marigold Drive, Middle Sackville (C070-C)Lands near Little Lake, Middle Sackville (C070-D)Lands North of Highway 101, East of Springfield Estates mobile home park, Middle Sackville (C102)Lands Southeast of Springfield Lake, with frontage on Sackville Drive, Middle Sackville (C310)Lands North of Webber Lake, west of Lucasville Road (C311)Lands North of Springfield Lake, Middle Sackville (C312)Lands with frontage on Orchard Drive and Bambrick Road, Middle Sackville (C314)Lands near Highway 101 and Margeson Drive, Middle Sackville (C319/Case 21639)Lands in the Berry Hills subdivision, Middle Sackville (C320)Springfield Estates, Middle Sackville (C329)Lands to the west of Orchard Drive/Sackville Drive, Middle Sackville (C573)Various Lands East of Springfield Lake, Middle Sackville (C808)	Requests to amend the Urban Service Area boundary and/or the Water Service Area boundary to enable development of properties with municipally provided water and/or wastewater services.
Schedule J – Beaver Bank/Hammonds Plains Growth Control Area [Table 5]		
<ul style="list-style-type: none">Lands West of Sandy Lake and Marsh Lake, Hammonds Plains/ Lucasville (C017)Lands North of Hammonds Plains Road and south of Taylor Lake, Hammonds Plains (C109)Former Pin-Hi Golf Course, Hammonds Plains Road/ Lucasville Road (C317)Lands North of Hammonds Plains Road and south of Taylor Lake, Hammonds Plains (C517)Voyageur Lakes, Hammonds Plains (C522)Lands North of Monarch Drive and east of Beaver Bank Road, Beaver Bank (C103)Lands near Barrett Lake, Beaver Bank (C299)Lands South of Monarch Drive, Beaver Bank (C300)Lands near Kinsac Lake, Kinsac (C117)Lands between Westwood Boulevard and Pockwock Road, Upper Hammonds Plains (C719-A)Lands between Rochester Drive and McCabe Lake Drive, Hammonds Plains (C719-B)342 Beaver Bank Road, Beaver Bank (C785)Beaver Bank Road at Gilby Crescent (C946)*Heatherglen Drive, Beaver Bank (C959)*		Requests to allow development on lands within the Beaver Bank/Hammonds Plains Growth Control Area (Schedule J), which restricts residential subdivision activity within portions of the Beaver Bank and Hammonds Plains communities until transportation infrastructure capacity is increased.

Rural Area Plan Amendment [Table 5]	
<ul style="list-style-type: none"> Canal Cays, Wellington (C541) Highway 277, Dutch Settlement (C960)* Beechcrest Drive and Stonehedges Lane, Waverley (C988)* 71 Dorothy Drive, Head of Chezzetcook (C989)* 	Requests for supportive Regional Plan policy to enable an alternative form of development or increased density for lands currently within the Rural Commuter designation.
Industrial Lands [Table 6]	
<ul style="list-style-type: none"> Industrial lands near Aerotech, Goffs (C508) Sky Boulevard Lands, Goffs (C932)* 	Requests for comprehensive planning for lands within the Regional Plan's Business/ Industrial Sub-designation.

Table 2: Urban Reserve

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment Received During Phase 4 Public Engagement Period	Recommended Approach
Urban Reserve	Case 22257	Purcell's Cove Backlands Urban Reserve (UR zoned lands east of Shaw Wilderness Park)	Staff-initiated.	<ul style="list-style-type: none">Under the Regional Plan these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031). However, an urban form of serviced development is no longer envisioned in this area.Phase 4 proposes to re-designate and rezoned the Shaw Wilderness Park lands but maintain the Urban Reserve designation and Urban Reserve Zone on privately-owned lands to the east until further study can be completed (See Attachment A-4).	<ul style="list-style-type: none">On June 8, 2021, Regional Council passed the following motion: "Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-Law for lands currently designated and zoned Urban Reserve in the Purcell's Cove Backlands area (as shown on Map 1 of this report), through the ongoing Regional Plan Review (Case 22257) in order to protect environmentally significant features in the area, consistent with the policy directions outlined in this report."	<ul style="list-style-type: none">Many comments express strong support for protecting the environment in the Purcell's Cove Backlands and preventing development in the area.Comments highlight the unique ecosystem of the area.The proposed approach during public engagement in 2023 suggested that development be located 250m from the road. Residents generally expressed that this distance is too large.The fire-prone ecology means that fire mitigation plans should be developed for the area.Suggestion to designate a portion of these lands a Healing Forest – a nationwide program supporting green spaces dedicated to reconciliation between Indigenous and non-Indigenous people.	Phase 5: Future Growth <ul style="list-style-type: none">The proposed Regional Plan maintains the Urban Reserve designation and Urban Reserve Zone on privately-owned lands to the east and identifies that a land suitability assessment will be undertaken to consider how to apply the Rural Commuter designation and an appropriate community plan designation, zone, land uses, development density, site design, and built form standards. This work will be undertaken as part of Phase 5.
Urban Reserve	C071	Lands near Kidston Lake, off Leiblin Drive and Old Sambro Road, Spryfield (PIDs 00283283; 40872053; 00315283; 00315291)	Request from Sightline Planning + Approvals (formerly KWR Approvals Inc.) on behalf of North American Real Estate to amend the current planning policy to allow for development on these lands. Number of housing units proposed by Applicant: 4,800 units	<ul style="list-style-type: none">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	<ul style="list-style-type: none">Regional Plan policy envisions these lands will be considered for serviced development after 2031.The Halifax Green Network Plan identifies the ecological and cultural value of this area, including the International Biological Program (IBP) area south of Kidston Lake.Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness areas and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan.	<ul style="list-style-type: none">Many comments expressed concern about the effect of development on the Kidston Lake watershed, such as how stormwater runoff from homes and roads will affect water quality and nearby wetlands.Comments expressed concern regarding traffic, and the existing road system is perceived as inadequate for increased traffic levels. Comments identify a need for a comprehensive transportation strategy for the broader area.Comments highlighted that school availability may be an issue, as local schools are crowded.Comments suggested impacts to wildlife should be considered, including birds and coyotes.There is some interest in the proposal including moderate scale housing forms and affordable housing options.	Phase 5: Future Growth <ul style="list-style-type: none">Planning for development in this Urban Reserve area will be considered after the completion of study and planning for future serviced communities in the Urban Settlement designation. This is in keeping with the existing Regional Plan policy which envisioned these lands will be considered for serviced development after 2031.In Phase 5, staff will undertake a Strategic Growth and Infrastructure Priority Plan. Should this area be confirmed as a location for future growth, staff will recommend to Regional Council whether background study to support future master planning in this area should commence. Background studies would include ecological and cultural considerations, as well as baseline transportation and water and wastewater infrastructure studies.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment Received During Phase 4 Public Engagement Period	Recommended Approach
Urban Reserve	C070-A	Clifton Heights subdivision, Spryfield area, Halifax (PIDs 00325985, 00330803, 00330811, and 00319871)	Request from Armco Capital Inc. to extend Urban Service Area boundary to allow for serviced development on the full extent of these lands, related to an active subdivision application (File #22930)	<ul style="list-style-type: none"> Under the Regional Plan, these lands are designated Urban Settlement and located outside the Urban Service Area boundary. Policy SU-4 sets out the circumstances under which the Urban Service Area boundary can be extended. Under the Halifax MPS/Mainland South Secondary Plan, the lands are designated RDD and zoned Holding. The lands are envisioned to be comprehensively developed when services are made available. The Halifax Mainland policy identifies environmentally sensitive features in the area that should be protected, including tree cover, exposed bedrock, wetlands and streams and steep slopes. 	<ul style="list-style-type: none"> The Herring Cove Road Functional Plan has highlighted significant transportation constraints for the Herring Cove Road area as a result of existing and planned development in the area. A land use component of the Functional Plan has yet to be completed. The Rapid Transit Strategy has proposed a Bus Rapid Transit (BRT) line along Herring Cove Road. The focus for significant additional development in the Spryfield area should be within the 800 metre walkshed. These lands at the edge of that area, so a lower density may be appropriate. 	<ul style="list-style-type: none"> Traffic congestion on Herring Cove Road was identified as an issue. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C071 above
Urban Reserve	C074	Lands to the southwest of Herring Cove Road, Spryfield Area, Halifax (PID 41182643)	Request from Stephen Adams, on behalf of the property owners, to extend the Urban Service Area boundary to allow for serviced development on the full extent of these lands.				
Urban Reserve	C333	Lands to the southwest of Herring Cove Road, Spryfield Area, Halifax (PIDs 00277228, 00319871, 00330811, 00325985, 00330803, 41182643, 00330795, 00277913, 41282179)	Request from Stephen Adams on behalf of the property owners to rezone lands in this area to R-2				

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Urban Reserve	C902*	<p>Lands North of Governors Lake, Lakeside and Timberlea</p> <p>(PIDS 40143471; 00404632; 41222472; 40027237; 40143489; 40143521; 40026395; 40027435; 40143422; 41222621; 40025264; 40160640; 40381659; 41219106; 41224882; 40160731; 40026387; 41222480; 40026403; 40143513; 41224890; 40026726)</p>	Request from Fathom Studios, on behalf of Parkdale Developments, to extend the serviceable boundary to allow for serviced development.	<ul style="list-style-type: none"> Under the Regional Plan, these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031) Portions of the lands are designated Holding Area (H) under the Halifax Mainland SMPS and Mixed Resource (MR) in the Timberlea/ Lakeside/Beechville SMPS. The lands are zoned Urban Reserve (UR) in the Halifax Mainland and the Timberlea/ Lakeside/Beechville land use by-laws. There are several watercourses, wetlands greater than 2000sqm on the lands, as well as a wetland of special significance on the lands. The lands share their Northern border with the Blue Mountain – Birch Cove Lakes (BMBCL) partnership lands. 	<ul style="list-style-type: none"> Regional Plan policy envisions these lands will be considered for serviced development after 2031. Consider this request in relation to the Regional Plan's strategic growth objectives and follow policy guidance found in the Halifax Green Network Plan (HGNP). Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. 	<ul style="list-style-type: none"> This is a new request. No public comments have been received. 	<p>Phase 5: Future Growth</p> <ul style="list-style-type: none"> Planning for development in this Urban Reserve area will be considered after the completion of study and planning for future serviced communities in the Urban Settlement designation. This is in keeping with the existing Regional Plan policy which envisioned these lands will be considered for serviced development after 2031. In Phase 5, staff will undertake a Strategic Growth and Infrastructure Priority Plan. Should this area be confirmed as a location for future growth, staff will recommend to Regional Council whether background study to support future master planning in this area should commence. Background studies would include ecological and cultural considerations, as well as baseline transportation and water and wastewater infrastructure studies.

Table 3: Service Area Boundary Adjustments

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C089	24 and 30 Smiths Road, Bedford (PIDs 00419226 and 00419101)	Request from Ramar Developments Ltd. to extend central services to this property and re-designate to permit the creation of five new lots.	<ul style="list-style-type: none">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 AreaLands 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.	<ul style="list-style-type: none">These lands are near the Bedford West Sub Areas 1 and 12, and Sandy Lake Special Planning Areas. Sandy Lake is being considered as a Future Serviced Community, and comprehensive planning has begun as of May 2025.The Sandy Lake watershed study (completed in 2014) recommended advanced stormwater management and removing septic systems as a mitigation measure to limit phosphorus runoff into Sandy and Marsh Lakes.	<ul style="list-style-type: none">No comments were received on this proposal.	Phase 5: Future Growth <ul style="list-style-type: none">Regional Planning staff will monitor the progress of comprehensive planning for the Sandy Lake Future Serviced Community and recommend aligning an approach to these lands in coordination with that process. It is anticipated that this will occur in Phase 5, at which time staff will:<ul style="list-style-type: none">Consider re-designating 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.
Urban Service Area Boundary Adjustment	C325	Montague Golf Course lands, between Montague Road and Lochmoor Lane, Lake Loon (PID 00624668)	Request from Fathom Studio on behalf of the property owner to include these lands within the Urban Service Area boundary, to enable a development agreement for a 6-storey apartment building for seniors. <i>Please note that the applicant has since submitted an application (PLANAPP 2023-01187) for a development agreement to permit shared housing with special care on this property.</i>	<ul style="list-style-type: none">Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development. The lands are outside the Urban Service Area but within the Water Service Area (municipal water services are available, but not wastewater services)The lands are 500m north of the Westphal Urban Local Growth Centre and the current extent of the Urban Service AreaThe majority of the property is included within the Cole Harbour/Westphal Community Plan Area, with the road frontage of the property within the North Preston, Lake Major, Lake Loon, Cherry Brook and East Preston Plan Area.There is an existing development agreement on this property that permits a 9-hole golf course, sleigh wagon ride operation, and uses permitted within the R-1 Zone, Cole Harbour/Westphal LUB. Policy UR-10 permits multiple unit dwellings over 6 units if services are available, by development agreement.	<ul style="list-style-type: none">Consider this request in relation to the Regional Plan's strategic growth objectives, and in relation to a review of the Regional Plan's growth centresIf brought forward by the Province, the Cherry Brook Bypass may cross Montague Road just north of this property. A future interchange in this area may impact the growth pattern in this area.Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development and follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan.	<ul style="list-style-type: none">No comments were received on this proposal.	Phase 5: Future Growth <ul style="list-style-type: none">Amendments to the Urban Settlement designation and Urban Service Area boundary in this area are not recommended until further study of community growth and infrastructure in this area can be completed.Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Lake Loon area will be studied at that time, and will:<ul style="list-style-type: none">Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term;Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area;Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan;Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan;Consider what public engagement will be required.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Water Service Area Boundary Adjustment	C328	Lands off of Dyke Road, Cow Bay (PID 00369397)	<p>Request from Fathom Studio on behalf of Silver Sands Realty Ltd. to include these lands within the Water Service Area boundary and rezone to R-1, to enable residential subdivision.</p> <p>Number of housing units proposed by Applicant: 50 to 60 lots.</p>	<ul style="list-style-type: none"> Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, outside of the Urban Service Area. The lands are not within or adjacent to a Regional Plan growth centre. Existing Regional Plan policies SU-13 to SU-16 set out the circumstances under which Water Service Areas may be established or expanded. The lands are not currently eligible for Conservation Design Development, as they fall within the Rural Area designation under the Eastern Passage/ Cow Bay MPS. The Eastern Passage/ Cow Bay MPS envisions that the rural character of this area will be maintained. 	<ul style="list-style-type: none"> Any adjustment to the Cow Bay Control Area must be considered cautiously, in relation to the Regional Plan's strategic growth objectives. The western side of the lands abuts the Cow Bay River. As part of the background study for the Morris Lake Expansion lands, there may be additional information learned about this watershed and the Cow Bay River floodplain. Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development and follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. 	<ul style="list-style-type: none"> No comments were received on this proposal. 	<p>Phase 5: Future Growth</p> <ul style="list-style-type: none"> Amendments to Regional Plan and SMPS policy to enable additional subdivision in the Cow Bay area are not recommended until further study of future community growth and infrastructure planning in this area can be completed. Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Eastern Passage/Cow Bay area will be studied at that time, and will: <ul style="list-style-type: none"> - Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with Green Network Plan objectives; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider what public engagement will be required.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C337	Lands near Fraser Lake, 2832 St. Margaret's Bay Road, Timberlea (PIDs 40054306, 40054363, 40261729, 40689358, 40319550)	<p>Request by Clayton Development Limited to extend the Urban Service Area boundary to enable residential development with municipal water and wastewater services.</p> <p>Number of housing units proposed by Applicant: 690 units</p>	<ul style="list-style-type: none"> Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. Under the Timberlea/ Lakeside/ Beechville MPS, the lands are within the Urban Residential designation. Policy UR-1 envisions this designation as a priority area for continuing residential development; however, this is not supported by Regional Plan policy. The lands are not located in or adjacent to a Regional Plan growth centre. 	<ul style="list-style-type: none"> Consider this request in relation to the Regional Plan's strategic growth objectives. Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development and follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. 	<ul style="list-style-type: none"> Many comments express concern about the environmental impact of this development, such as impacts to water quality, wetlands, watercourse, wildlife, flooding of nearby areas, clear cutting impacting lake water supply, and impacts to aquatic wildlife. There is interest in whether an environmental impact study has been completed. There are traffic concerns as there are not many roadways or sidewalks near the development area and it is not well serviced by transit. Concern that the development is too dense for the area. Need for investments in the area if the development goes ahead – sidewalks, transit, and school capacity. Need for more accessibility to nearby parks and trails incorporated into the development. Previous public comments received in Phase 3: <ul style="list-style-type: none"> Strong opposition to development on this site Concern about the ecological integrity of the site, the impact of increased traffic from a development of this size, and how it will impact water quality and nearby wilderness area. Concern about a change to the Urban Service Boundary Comments on the need for improved engagement, improved transit and the need for park programming, park planning and park acquisition. The importance of the IMP, HGNP, and wildlife corridors. 	<p>Phase 5: Future Growth</p> <ul style="list-style-type: none"> This area was identified as a priority area for growth under the Timberlea/ Lakeside/ Beechville MPS; however, it is not considered a growth area under the Regional Plan, and the Halifax Green Network Plan has identified important environmental values on the lands. Amendments to the Regional Plan and SMPS policy to enable serviced development in this area of Timberlea is not recommended until further study of future community growth, environmental constraints and infrastructure planning in this area can be completed. Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Timberlea area will be studied at that time, and will: <ul style="list-style-type: none"> Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term; Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; Consider environmental implications, such as watershed impacts, constraints such as floodplains and wildlife corridors, and explore opportunities for landscape connectivity, consistent with Green Network Plan objectives; Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; Consider what public engagement will be required.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C539	85 Temple Terrace, Lower Sackville (PID 03016595)	<p>Request from Fathom Studio on behalf of StoneRidge Fellowship Baptist Church, to include the northern section of the lands within the Urban Service Area, re-designate the lands to the Urban Settlement designation, and rezone the property to allow for a medium density residential development.</p> <p>Number of housing units proposed by Applicant: 794 units, mix of single, townhome, and multi-unit dwellings.</p>	<ul style="list-style-type: none"> 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. A portion of the property is located within the Urban Local Growth Centre (Lower Sackville). Wetlands and watercourse located on the northern portion of the property. 	<ul style="list-style-type: none"> Consider this request in relation to the Regional Plan's strategic growth objectives. 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. 	<ul style="list-style-type: none"> Comments included support for the development, happy to see a mix of townhouses and apartments being included. An additional letter from the property owner was submitted, explaining how the proposed development relates to the municipality's smart growth goals. 	<p>Phase 5: Future Growth</p> <ul style="list-style-type: none"> Amendments to the Regional Plan and SMPS policy to enable serviced development in this area is not recommended until further study of future community growth, environmental constraints and infrastructure planning in this area can be completed. Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Lower Sackville Area will be studied at that time, and will: <ul style="list-style-type: none"> Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development; Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; Consider environmental implications, such as watershed impacts, constraints such as floodplains and wildlife corridors, and explore opportunities for landscape connectivity, consistent with Green Network Plan objectives; Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan.
Urban Service Area Boundary Adjustment	C809	35 Gillis Lane and 474 Cobequid Road, Lower Sackville (PIDs 40094443 and 40094450)	<p>Request from Stanley Gordon, Vera Gillis, Lynn Woolliscroft Gillis, Andrew Jennings-Lindsay to extend the Urban Service Area boundary and permit mixed use development on the lands.</p> <p>Proposed units: Estimated by the applicant at 512 units</p>	<ul style="list-style-type: none"> 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. A portion of property is located within the Urban Local Growth Centre (Lower Sackville). A small portion of the property has water frontage on First Lake. 	<ul style="list-style-type: none"> The request cannot be considered as part of the Suburban Plan, as requested by the applicant, until it has been determined that the lands should be included within the Urban Area and the Urban Service Area boundary. Note that this request is in the same section of Cobequid Road as C539 above. Consider this request in relation to the Regional Plan's strategic growth objectives. 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. 	<ul style="list-style-type: none"> There was no opportunity for public comment as the request was received at the end of the public engagement period. 	<p>Phase 5: Future Growth</p> <ul style="list-style-type: none"> Same as C539 above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C565	Atholea Drive, Cole Harbour (PIDs 41519596, 41513557, 00559963, 00559955, 41199183, 41199175, 41199167, 41199159, 41199142)	<p>Request by Fathom Studio to include the lands within the Urban Service Area for low to medium density residential development.</p> <p>Number of housing units proposed by Applicant: 548 units, mix of singles and townhomes</p>	<ul style="list-style-type: none">Under the Regional Plan the lands are within the Rural Commuter designation, which envisions a rural pattern of development, and are outside the Urban Service Area.The lands are located approximately 500m from the Morris Lake Conceptual Growth CentreLands have wetlands, watercourses, floodplains, and a lack of access to additional street connections.	<ul style="list-style-type: none">These properties are adjacent to the Morris Lake Expansion Special Planning Area, which is being studied as a potential Future Serviced Community. This study includes a watershed study, land suitability analysis, review of transportation infrastructure and water and wastewater infrastructure. The results of this study is expected in Summer 2025, with a recommendation for next steps expected in Fall 2025.	<ul style="list-style-type: none">No comments were received on this proposal.	<p>Phase 5: Future Growth</p> <ul style="list-style-type: none">Amendments to the Regional Plan and SMPS policy to enable serviced development in this area are not recommended until further study of future community growth, environmental constraints and infrastructure planning in this area can be completed.Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Cole Harbour area will be studied at that time, and will:<ul style="list-style-type: none">Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development;Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area;Consider environmental implications, such as watershed impacts, constraints such as floodplains and wildlife corridors, and explore opportunities for landscape connectivity, consistent with Green Network Plan objectives;Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan.Regional Planning staff will monitor the progress of the Future Serviced Communities study for the Morris Lake Expansion Lands to understand the surrounding context.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C786	<p>Lands adjacent to Highway 102 and the Highway 102 Aerotech Connector in Fletchers Lake</p> <p>(PIDs 00527861, 41356841, 00529248, 41356858, 41461625, 41334459, 00515601, 00515874, 40149551)</p>	<p>Request by Clayton Developments Limited, on behalf of Aerotech Developments GP Limited, 4538217 Nova Scotia Limited, and Municipal Enterprises Limited, to extend the Urban Service Area boundary to enable residential and commercial development with municipal water and wastewater services.</p> <p>Number of housing units proposed by Applicant: 7000-8000 multifamily and ground-based dwellings</p>	<ul style="list-style-type: none"> 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 Planning Districts 14 & 17 MPS the lands are across the resource, residential, mixed residential, and airport industrial designations. The lands are not in a growth centre but have proximity to the existing River-Lakes/Fall River Rural Growth Centre. Portions of the lands are in the River-Lakes Secondary Plan, which guides the provision of services and future development to maintain the rural village atmosphere and rural character of the River-Lakes communities. 	<ul style="list-style-type: none"> Consider this request in relation to the Regional Plan's strategic growth objectives. This development proposes a significant expansion of serviced development in an area that has thus far only been considered for a rural settlement pattern. The Highway 102 Aerotech Connector highway (currently under construction) will run through these lands. Environmental considerations include impacts on the Collins Park Watershed, and large wetlands in 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, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. 	<ul style="list-style-type: none"> There was no opportunity for public comment as the request was received at the end of the public engagement period. 	<p>Phase 5: Future Growth</p> <ul style="list-style-type: none"> Amendments to the Regional Plan and SMPS policy to enable serviced development in this area are not recommended until further study of future community growth, environmental constraints and infrastructure planning in this area can be completed. Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Lower Sackville Area will be studied at that time, and will: <ul style="list-style-type: none"> Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development; Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; Consider environmental implications, such as watershed impacts, constraints such as floodplains and wildlife corridors, and explore opportunities for landscape connectivity, consistent with Green Network Plan objectives; Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C806	Lands at Montague Road and Highway 107, Montague Gold Mines (PID 00249680)	Request by KRW Approvals, on behalf of the property owner, to extend the Urban Service Area boundary and include the lands in the Suburban Plan, and rezone to R-1.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development, and are outside the Urban Service Area. The site is adjacent to the Port Wallace Urban District Growth Centre, which envisions a mix of residential housing densities and commercial, institutional, and recreation uses. Under the Cole Harbour / Westphal MPS the lands are designated Urban Residential along Montague Road, and Rural Residential on the rest of the property. 	<ul style="list-style-type: none"> The request cannot be considered as part of the Suburban Plan, as requested by the applicant, until it has been determined that the lands should be included within the Urban Area and the Urban Service Area boundary. It is noted that these lands are in the area potentially impacted by historic Montague Mine Tailings. Any potential environmental contamination would need to be studied and understood before any development on this site could be considered. If environmental contamination can be addressed, this request should be considered in relation to the Regional Plan's strategic growth objectives. Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. 	<ul style="list-style-type: none"> There was no opportunity for public comment as the request was received at the end of the public engagement period. 	Phase 5: Future Growth <ul style="list-style-type: none"> Amendments to the Urban Settlement designation and Urban Service Area boundary in this area are not recommended until further study of community growth and infrastructure in this area can be completed. Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the area will be studied at that time, and will: <ul style="list-style-type: none"> Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term; Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; Consider environmental implications, such as watershed impacts, constraints such as environmental contamination, floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; Consider what public engagement will be required.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C807	Lands at Glasgow Road and Highway 7, East Preston (PID 41058439)	Request from Sightline Planning + Approvals (formerly KWR Approvals Inc.) on behalf of the property owners, to extend the Urban Service Area boundary and include the lands in the Suburban Plan.	<ul style="list-style-type: none"> Under the Regional Plan the lands are within the Rural Commuter designation, which envisions a rural pattern of development, and are outside the Urban Service Area. The North Preston, Lake Major, Lake Loon, Cherry Brook and East Preston The lands are not in a growth centre but have proximity (~0.6km) to the East Preston Rural Local Centre which envisions a mix of low to medium density residential, convenience commercial, institutional and recreational uses. East Preston is near to North Preston, which is within the Urban Service Area boundary and has municipal water and wastewater service. There are wetlands and watercourses present on the site, including a wetland of special significance. There is a very large wetland at the North of this site. 	<ul style="list-style-type: none"> The request cannot be considered as part of the Suburban Plan, as requested by the applicant, until it has been determined that the lands should be included within the Urban Area and the Urban Service Area boundary. East Preston is an historic African Nova Scotian Community. Planning & Development has created an African Nova Scotian Community Action Planning team, designed to work with African Nova Scotian Communities on their community and economic development goals. The African Nova Scotian Road to Economic Prosperity includes several actions directing HRM to work directly with ANS communities on land use planning and service provision. Lands in Westphal, owned by Akoma Holdings Ltd on the former NS Home for Coloured Children site are currently being studied for potential servicing through the Future Serviced Communities study. The findings of that study may provide an understanding of servicing constraints and opportunities in the general area. 	<ul style="list-style-type: none"> There was no opportunity for public comment as the request was received at the end of the public engagement period. 	Phase 5 – Future Growth <ul style="list-style-type: none"> Before amendments can be made to include these lands within the Urban Service Area boundary, further work must be undertaken with the applicant and the East Preston community to understand their community growth objectives and how they may relate to infrastructure and service provision. African Nova Scotian Community Action Planning program works with ANS Communities that have identified priorities for change. There may be opportunities to consider adjustments to zoning or other development issues in the short term, while work is ongoing to address broader infrastructure and servicing issues. During Phase 5 of the Regional Plan Review, staff will undertake a Strategic Growth and Infrastructure Priority Plan, which will consider opportunities for serviced development to support ANS Communities.
Urban Service Area Boundary Adjustment	C863*	925 Windgate Drive, Beaver Bank (PID 40118648)	Request from Mirus Homes to include the lands in the Urban Service Area boundary.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development, and are outside the Urban Service Area. The site is not located in a growth centre. Under the Beaver Bank, Hammonds Plains and Upper Sackville MPS the lands are designated Mixed Use A (MUA). 	<ul style="list-style-type: none"> Consider this request in relation to the Regional Plan's strategic growth objectives. 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. 	<ul style="list-style-type: none"> This is a new request. No public comments have been received. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C806 above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C931*	Lands at North Preston Road at Johnson Road, North Preston (PID 00642462)	Request by ZZap on behalf of the property owner, to extend the Urban Service Area boundary to facilitate applicable MPS DA policies for a residential development.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are within the Rural Commuter designation and a small sliver of Open Space and Natural Resources designation. The Rural Commuter designation, which envisions a rural pattern of development. A portion of the land is inside the Urban Service Area and a portion is located outside the Urban Service Area. Under the North Preston, Lake Major, Lake Loon, Cherry Brook, and East Preston the lands are designated Mixed Use. 	<ul style="list-style-type: none"> Consider this request in relation to the Regional Plan's strategic growth objectives. North Preston is an historic African Nova Scotian Community. Planning & Development has created an African Nova Scotian Community Action Planning team, designed to work with African Nova Scotian Communities on their community and economic development goals. The African Nova Scotian Road to Economic Prosperity includes several actions directing HRM to work directly with ANS communities on land use planning and service provision. The proposed Regional Plan includes policy to clarify when an extension to the Urban Service Area boundary can be considered minor. It should be noted that there are many parcels within the North Preston community that are partially within the Urban Service Area boundary. 	<ul style="list-style-type: none"> This is a new request. No public comments have been received. 	Phase 5: Future Growth <ul style="list-style-type: none"> Further information on the infrastructure capacity of the water and wastewater systems in North Preston is required. As part of Phase 5, staff will undertake a Strategic Growth and Infrastructure Priority Plan and consult with Halifax Water on their Integrated Resource Plan. This process will provide information on whether this adjustment could be considered minor, or if additional infrastructure capacity is required before a major adjustment is required.
Water Service Area Boundary Adjustment	C944*	Fall River Road at Johnson Road, Fall River (PIDs 40521841 and 00507046)	Request by Design Point on behalf of the property owner, to extend the Water Service Boundary for new land development in Fall River	<ul style="list-style-type: none"> Under the Regional Plan, the lands are within the Rural Commuter designation which envisions a rural pattern of development. The lands are located just outside the Water Service Area. Under the Planning Districts 14 & 17, the lands are designated Residential In the 2014 Regional Plan, a sliver of the property is located within the Rural Commuter Centre Conceptual Growth Centre, but primarily located outside. Note that under the proposed Regional Plan includes the entire holding within the Fall River/ River Lakes Rural Growth Centre, as the property is located within the River-Lakes Secondary Plan. The Regional Plan sets out the conditions through which a Water Service Area can be extended. 	<ul style="list-style-type: none"> Consider this request in relation to the Regional Plan's strategic growth objectives. 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. 	<ul style="list-style-type: none"> This is a new request. No public comments have been received. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C806 above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C949*	1085-1109 Fall River Rd, Fall River (PID 00506501 and PID 41541640; also known as the Site B “Carr Farm” site)	Request by Design Point on behalf of the property owner to extend the Urban Service Area Boundary to enable municipal wastewater connection for proposed seniors oriented units.	<ul style="list-style-type: none">Under the Regional Plan, the lands are within the Rural Commuter designation which envisions a rural pattern of development. The lands are located inside the Water Service Area.The property is located within the River-Lakes Secondary Plan and identified as Site B – Fall River Village North Residential Opportunity Site (“Old Carr Farm”) to consider alternative housing options.The lands have been designated a Special Planning Area by the Minister of Municipal Affairs and Housing.	<ul style="list-style-type: none">Consider this request in relation to the Regional Plan’s strategic growth objectives.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.	<ul style="list-style-type: none">This is a new request. No public comments have been received.	Phase 5: Future Growth <ul style="list-style-type: none">Same as C806 above

Table 4: Service Area Boundary Adjustments - Middle Sackville

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban 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.	<ul style="list-style-type: none">Under the Regional Plan, designated Rural Commuter and within the Middle Sackville Urban Local Growth CentrePID 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	<ul style="list-style-type: none">In 2022, Halifax Water indicated that these lands are tributary to a wastewater main that does not meet the minimum size requirements of Halifax Water’s Design Specification, and as a result, additional analysis is required. Therefore, these lands will be considered in the broader study of Middle Sackville planned for Phase 5 (see C070-C below).	<ul style="list-style-type: none">No comments were received on this proposal.	Phase 5: Future Growth <ul style="list-style-type: none">Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Middle Sackville Area will be studied at that time, and will:<ul style="list-style-type: none">Consider which lands in the Middle Sackville area may be appropriate for serviced development in the short term, and which should be considered in the longer term horizon;Study the current and future potential development pattern in the Middle Sackville area (considering existing development, ongoing as-of-right subdivision applications, ongoing enabled planning applications, and requests received through the Regional Plan Review process) to understand the area’s infrastructure planning needs;Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in the area;Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan;Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan;Consider past and ongoing public engagement in the area, including the Middle – Upper Sackville & Lucasville Community Visioning program, and consider what, if any additional public engagement is required.
Urban 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	<ul style="list-style-type: none">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	<ul style="list-style-type: none">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.	<ul style="list-style-type: none">No comments were received on this proposal.	

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Same as C070-C above 	<ul style="list-style-type: none"> No comments were received on this proposal. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above
Urban 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Same as C070-C above 	<ul style="list-style-type: none"> No comments were received on this proposal. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above
Urban 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Same as C070-C above 	<ul style="list-style-type: none"> No comments were received on this proposal. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban 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	<ul style="list-style-type: none"> Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. The lands are at the edge of the Middle Sackville Urban Local Growth Centre, and east of lands within the study area for the Middle Sackville Master Plan. 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. 	<ul style="list-style-type: none"> Same as C070-C above 	<ul style="list-style-type: none"> No comments were received on this proposal. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above
Urban 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Same as C070-C above 	<ul style="list-style-type: none"> No comments were received on this proposal. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above
Urban 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Same as C070-C above 	<ul style="list-style-type: none"> No comments were received on this proposal. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C319/ Case 21639	Lands near Highway 101 and Margeson Drive, Middle Sackville (PIDs 40281479, 40123598, 41287129, 40123606)	Request from Armco Communities to consider extending both municipal water and wastewater service to these lands	<ul style="list-style-type: none"> Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. The lands are within the Middle Sackville Urban Local Growth Centre, and within the Middle Sackville Master Plan study area, identified as Phase 3 (Case 21639) 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. 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Letter received from the Cobequid Cultural Society reiterating request for appropriate zoning and a purchase and sales agreement from HRM to build a performing arts centre on these lands. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above
Urban 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Same as C070-C above. 	<ul style="list-style-type: none"> No comments were received on this proposal. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Urban Service Area Boundary Adjustment	C329	Springfield Estates mobile home park, Middle Sackville (PID 40152845)	Request from Westphal Court Ltd., operating as Springfield Estate Manufactured Housing Community, to extending the Urban Service Area or the Water Service Area boundary to these lands to enable connection for municipal water services.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. The lands are not within or adjacent to a growth centre. The Beaver Bank, Hammonds Plains and Upper Sackville SMPS recognizes difficulties with the park's sewage treatment plant and water quality issues with the water distribution system. 	<ul style="list-style-type: none"> Same as C070-C above. Consider whether there is a health risk associated with the existing water source, which is Little Springfield Lake, which the proponent says is unprotected and can provide seasonally poor water quality. 	<ul style="list-style-type: none"> No comments were received on this proposal. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above.
Urban Service Area Boundary Adjustment	C573	1766 Sackville Drive, Middle Sackville (PID 40153363). Lands to the west of Orchard Drive/Sackville Drive, Middle Sackville	Request from Reno's & Restoration Group Inc. to extend the Urban Service Area to those lands to accommodate serviced residential development in this area.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are designated Rural Commuter which envisions a rural pattern of development. The lands are outside but very close to the existing Urban Service Area boundary where it extends to the Rosemary Drive/Orchard Drive- Sackville Drive intersection. The lands are 440 metres north of Middle Sackville Urban Local Growth Centre 	<ul style="list-style-type: none"> Same as C070-C above. 	<ul style="list-style-type: none"> No comments were received on this proposal. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above.
Urban Service Boundary Adjustment	C808	Various properties east of Springfield Lake, Middle Sackville (PIDs 40418824, 40662777, 4066973, 40676215, 40829657, 41018763, 41060435, 41070921, 41070939, 40162943, 40573446, 40705154, 40788713, 41294463, 41294471, 41346099, 40326217)	Request from Sightline Planning + Approvals (formerly KWR Approvals Inc.) on behalf of Fenerty Developments to include the lands within the Urban Settlement Designation and the Urban Service Area boundary to allow for serviced development in this area.	<ul style="list-style-type: none"> 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. Portions of these lands are in wetlands greater than 2000sqm. There are also watercourses present on several of these properties. 	<ul style="list-style-type: none"> Same as C070C-C above. 	<ul style="list-style-type: none"> There was no opportunity for public comment as the request was received at the end of the public engagement period. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C070-C above.

Table 5: Schedule J – Beaver Bank/ Hammonds Plains Growth Control Area

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Hammonds Plains Growth Control Area							
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	<ul style="list-style-type: none">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.	<ul style="list-style-type: none">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.	<ul style="list-style-type: none">No comments were received on this proposal.	Phase 5: Future Growth <ul style="list-style-type: none">Amendments to Regional Plan policy for the Hammonds Plains Growth Control Area are not recommended until further study of future community development and infrastructure planning in this area can be completed.Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Hammonds Plains Growth Control Area will be studied at that time, and will:<ul style="list-style-type: none">Study population growth and settlement patterns to estimate which lands may be appropriate for new serviced development;Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area;Consider and prioritize the need for increased community connections and emergency egress;Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan;Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan.Consider what public engagement will be required.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	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.	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Concern that the infrastructure in the area is insufficient to accommodate growth. Increased traffic on Hammonds Plains Road is a concern, as traffic levels are already high. 	Phase 5: Future Growth <ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Any adjustment to the Hammonds Plains Growth Control Area must be considered carefully, in relation to the Regional Plan's strategic growth objectives. Lucasville is an historic African Nova Scotian Community. Regional Council initiated the Community Action Planning process for the Upper Hammonds Plains Community in September 2024. The African Nova Scotian Road to Economic Prosperity includes several actions directing HRM to work directly with ANS communities on land use planning and service provision. 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. 	<ul style="list-style-type: none"> Concern that the infrastructure in the area is insufficient to accommodate growth. Increased traffic on Hammonds Plains Road is a concern, as traffic levels are already high. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C017 above. In addition, this work must be coordinated with the Lucasville Community Action Planning process.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Schedule J (Hammonds Plains)	C517	Lands north of Hammonds Plains Road and south of Taylor Lake, Hammonds (PID 41165275)	Request from Paul Dec, Upland, on behalf of Alumtech Holdings Inc, to be included in the service boundary to allow for a mid-rise housing complex designed and constructed explicitly for senior citizens.	<ul style="list-style-type: none"> Under the Regional Plan, the property is designated Rural Commuter, where a rural pattern of development is envisioned. Located within the Hammonds Plains Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Concern that the infrastructure in the area is insufficient to accommodate growth. Increased traffic on Hammonds Plains Road is a concern, as traffic levels are already high. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C017 above
Schedule J (Hammonds Plains)	C522	Voyageur Lakes, Hammonds Plains (PIDs 41351669, 41286584, 41286576, 41285636, 41285628, 41285610, 41285602, 41263104, 41233784, 41233776, 41233677, 41233669, 41233651, 41233644, 41233636, 41233628, 41233610, 41233602, 41233578, 41233560, 41233552, 41233545, 41233537, 41233529, 41233511, 41168394, 41168345, 41157751, 41157736, 41157728, 41157710, 41157702, 41157611, 41157603, 41157595, 41142597, 41142589, 41127564)	Request from Tom Swanson on behalf of United Gulf Developments to include the lands within the water services boundary.	<ul style="list-style-type: none"> Under the Regional Plan, the property is designated Rural Commuter, where a rural pattern of development is envisioned. Located within the Hammonds Plains Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Concern that the infrastructure in the area is insufficient to accommodate growth. Increased traffic on Hammonds Plains Road is a concern, as traffic levels are already high. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C017 above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Schedule J (Hammonds Plains)	C719-A	Lands between Westwood Boulevard and Pockwock Road, Upper Hammonds Plains PIDs 00630152 and 00489195	Request from Zzap Consulting on behalf of Marchand Developments to lands from Schedule J to facilitate a road connection between Westwood Boulevard and Pockwock Road, and rezone the parcels to R1-A.	<ul style="list-style-type: none">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.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.The lands are not located in or near a Regional Plan growth centre.	<ul style="list-style-type: none">Any adjustment to the Hammonds Plains Growth Control Area must be considered carefully, in relation to the Regional Plan's strategic growth objectives.Upper Hammonds Plains is an historic African Nova Scotian Community. Regional Council initiated the Community Action Planning process for the Upper Hammonds Plains Community in September 2024.The African Nova Scotian Road to Economic Prosperity includes several actions directing HRM to work directly with ANS communities on land use planning and service provision.The need for community connections to facilitate emergency egress from existing communities should be considered.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.	<ul style="list-style-type: none"><i>(Please note that public feedback on this request was not specifically solicited by staff as request was received during the 2023 consultation period and had not yet received Council direction. Comments received indicate a degree of community awareness of this request.)</i>Some comments are supportive of this proposal to add more points of egress.There are concerns that this request will not be helpful and will instead add more development in an already congested area, as Hammonds Plains Road experiences high traffic on a regular basis.	Phase 5: Future Growth <ul style="list-style-type: none">Same as C017 aboveIn addition, this work must be coordinated with the Upper Hammonds Plains Community Action Planning process.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Schedule J (Hammonds Plains)	C719-B	Lands between Rochester Drive and McCabe Lake Drive, Hammonds Plains. PIDs 41065327, 00424580, 00424366, and 40140113	Request from Zzap Consulting on behalf of Marchand Developments to remove lands from Schedule J to establish a direct road link between Rochester Drive and McCabe Lake Drive, and rezone the parcels to R1-A.	<ul style="list-style-type: none"> Under the Regional Plan, portions of the lands are designated Rural Commuter and Open Space and Natural Resource. The Rural Commuter designation envisions a rural pattern of development and calls for focusing growth within centres and controlling growth outside of those centres. 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. Under the Beaver Bank, Hammonds Plains and Upper Sackville MPS the lands have the Rural Resources (RR) designation, and portions of the land have the Watershed (WS) designation. The WS designation policies are intended to protect Tomahawk Lake's status as a possible future water source and only allow limited residential development. 	<ul style="list-style-type: none"> Any adjustment to the Hammonds Plains Growth Control Area must be considered carefully, in relation to the Regional Plan's strategic growth objectives. The need for community connections to facilitate emergency egress from existing communities should be considered. Future development should support the Halifax Green Network Plan's objectives to adequately protect wilderness areas and connections and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. 	<ul style="list-style-type: none"> Same as C719-A above. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C017 above
Beaver Bank Growth Control Area							
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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. 	<ul style="list-style-type: none"> Environmental concern for the plant life and wildlife on the site. Concern that existing traffic on Beaver Bank Road is an issue and this proposal will increase congestion. 	Phase 5: Future Growth <ul style="list-style-type: none"> Amendments to Regional Plan policy for the Beaver Bank Growth Control Area are not recommended until further study of future community development, infrastructure and servicing opportunities in the Beaver Bank and Kinsac area is completed. Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Beaver Bank Growth Control Area will be studied at that time, and will: <ul style="list-style-type: none"> Study population growth and settlement patterns to estimate which lands may be appropriate for new serviced development; Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area;
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			<ul style="list-style-type: none"> Environmental concern for the plant life and wildlife on the site. Concern that existing traffic on Beaver Bank Road is an issue and this proposal will increase congestion. 	
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			<ul style="list-style-type: none"> No comments were received on this proposal. 	

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	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	<ul style="list-style-type: none"> 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 (approved Carriagewood Estates subdivision – Case 24045, January 2023) 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. 		<ul style="list-style-type: none"> No comments were received on this proposal. 	<ul style="list-style-type: none"> Consider and prioritize the need for increased community connections and emergency egress; Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; Consider what public engagement will be required.
Schedule J (Beaver Bank)	C785	342 Beaver Bank Road, Beaver Bank (PID 40846115)	Request from Ally Developments to remove the property from Schedule J and be included in the serviceable boundary for future development.	<ul style="list-style-type: none"> Under the Regional Plan, the portion of the lands with frontage on Beaver Bank Road are located within the Urban Settlement designation and within the Urban Service Area boundary. The remainder of the lands are within the Rural Commuter designation, where a rural pattern of development is envisioned. A portion of the lands are outside the Urban Service Area but within the Water Service Area (municipal water services are available, but not wastewater services). The majority of 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. There is an existing development agreement on the property from 1999 to permit the golf driving range use currently on the property. The lands are not located in or near a Regional Plan growth centre. 	<ul style="list-style-type: none"> Same as C103 above. 	<ul style="list-style-type: none"> There was no opportunity for public comment as the request was received at the end of the public engagement period. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C103 above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Schedule J (Beaver Bank)	C946*	Beaver Bank Road at Gilby Crescent, Beaver Bank (PID 40022030)	Request to enable the property to be subdivided into 9 lots.	<ul style="list-style-type: none"> Under the Regional Plan, portions of the lands are designated Rural Commuter and Open Space and Natural Resource. The Rural Commuter designation envisions a rural pattern of development and calls for focusing growth within centres and controlling growth outside of those centres. 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. 	<ul style="list-style-type: none"> Same as C103 above 	<ul style="list-style-type: none"> This is a new request. No public comments have been received. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C103 above
Schedule J (Beaver Bank)	C959*	449 Heatherglen Drive, Beaver Bank (PID 41111154)	Request to enable subdivision of one to three additional lots.	<ul style="list-style-type: none"> 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. 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. 	<ul style="list-style-type: none"> Same as C103 above 	<ul style="list-style-type: none"> This is a new request. No public comments have been received. 	Phase 5: Future Growth <ul style="list-style-type: none"> Same as C103 above

Table 6: Rural Plan Amendment

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Rural Plan Amendment	C541	Canal Cays, Wellington (PIDs 00470674, 40698516, 40634750, 40621914, 40621922, 40695603, 40621930, 40551178, 40551186)	On September 13, 2022, Regional Council passed the following motion: That Halifax Regional Council request a staff report directing the Chief Administrative Officer (CAO) to consider opportunities for development of properties on Canal Cays, Wellington, during Phase 5 of the Regional Plan Review. This review should consider, at minimum: options for public road access; the relationship to the Kinloch subdivision and the Aerotech Connector Road; and environmental protection measures.	<ul style="list-style-type: none">Under the Regional Plan, the lands are designated Rural Commuter, where a rural pattern of development is envisioned.The lands are within the River-Lakes Secondary Plan Area (Planning Districts 14&17 MPS); however detailed secondary planning for areas outside the Fall River village area was anticipated to be completed through a “Phase 2” that has not yet begun.	<ul style="list-style-type: none">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, consider water quality and availability, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, and Sharing Our Stories.	<ul style="list-style-type: none">No comments were received on this proposal.	Phase 5: Future Growth <ul style="list-style-type: none">Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the Wellington area will be studied at that time.
Rural Plan Amendment	C960*	566 Highway 277, Dutch Settlement (PID 41053117)	Enable rural subdivision for an additional lot.	<ul style="list-style-type: none">Under the Regional Plan, the lands are designated Rural Commuter, where a rural pattern of development is envisioned.The parcel does not meet requirements of the Regional Subdivision By-law to create a parcel without frontage, and there is not a path under the existing policy to change these requirements.	<ul style="list-style-type: none">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, consider water quality and availability, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, and Sharing Our Stories.	<ul style="list-style-type: none">This is a new request. No public comments have been received.	Phase 5: Future Growth <ul style="list-style-type: none">Staff will undertake a review of rural subdivision permissions and a review of the Regional Subdivision By-Law as part of Phase 5. Potential adjustments to exemptions for small-lot subdivision will be considered at that time.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Rural Plan Amendment	C988*	Beechcrest Drive and Stone Hedges Lane, Waverley (PID 00519728)	Request from Stonehedge Development Inc to review Conservation Design Development Policies to enable 100+ duplexes for an age 55+ community.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are within the Rural Commuter designation which envisions a rural pattern of development. The lands are located inside the Water Service Area. Under the Regional Plan, this property is located outside of a growth centre and is eligible for the Conservation Design Development types Low-Density Classic or Hybrid. These development types would not permit the level of density requested by the applicant. Per the Minimum Planning Requirements, for developments that have a construction permit issued and begin construction on or before April 1, 2027, Conservation Design developable area may be calculated as Net Developable Area <u>or</u> Gross Developable Area. This change may increase the density at the site but would not result in the number of units requested by the applicant. 	<ul style="list-style-type: none"> Consider this request in relation to the Regional Plan's strategic growth objectives. 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. 	<ul style="list-style-type: none"> This is a new request. No public comments have been received. 	Phase 5: Future Growth <ul style="list-style-type: none"> Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the area will be studied at that time. The Minimum Planning Requirements Conservation Design developable area change is in effect until April 1, 2027. Any application made before then may be eligible for additional units. Staff have informed the applicant of existing development options. Conservation Design Development regulations are part of the Regional Plan and will be reviewed as part of the upcoming Phase 5 of the Regional Plan and future work on the Rural Planning framework.
Rural Plan Amendment	C989*	71 Dorothy Drive, Head of Chezzetcook (PID 41094657)	Request to review Rural Subdivision Requirements along private roads/lane ways to enable more than a maximum of 10 lots.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are designated Rural Commuter, where a rural pattern of development is envisioned. The parcel does not meet the Regional Subdivision By-law requirements to create more than 10+ lots as it has frontage onto a Private Road, which caps the number of lots permitted via Subdividing. 	<ul style="list-style-type: none"> 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, consider water quality and availability, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, and Sharing Our Stories. 	<ul style="list-style-type: none"> This is a new request. No public comments have been received. 	Phase 5: Future Growth <ul style="list-style-type: none"> Staff will undertake a review of rural subdivision permissions and a review of the Regional Subdivision By-Law as part of Phase 5. Potential adjustments to exemptions for small-lot subdivision and private road permissions will be considered at that time. Emergency access and egress must be carefully considered when enabling additional development on private roads.

Table 6: Industrial Lands

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Industrial Lands	C508	Lands near Aerotech, Goffs. East of Aerotech and West of Waverley – Salmon River Long Lake Wilderness Area (PID 00515841)	Request from, Louis Lawen, on behalf of Lawen Group, to re-zone lands to airport industrial.	<ul style="list-style-type: none">The subject property is within the study area of an active planning application (Case 22009) that intends to update the zoning for Aerotech Business Park. This project includes introducing new zones that will protect and support these valuable industrial lands.Under the Regional Plan, the lands are primarily designated Open Space and Natural Resource designation, with a small portion of the lands along the north property line are within Rural commuter designation and Industrial Park sub-designation. Rural Commuter designation envisions a rural pattern of development, and are outside the Urban Service Area.Under the Planning Districts 14 & 17 MPS, the Resource Designation (RE) recognizes traditional resource related activity but also recognizes the land base for future growth. P-132 permits rezoning of lands to industrial if they abut Airport Industrial lands.	<ul style="list-style-type: none">Per the November 23, 2021 motion of Regional Council, staff are currently undertaking a project to update the range of permissible industrial and commercial land uses in Aerotech Business Park (Case 22009). This will involve applying a service boundary around existing serviced properties and establish a policy for amending this boundary to accommodate any future expansion of Aerotech Business Park.The 2008 Business Parks Functional Plan suitability analysis shows substantial areas of suitable land remaining in Aerotech Business Park, and the land use regulations restricted the development of non-aviation related uses.Staff are working with Halifax Water to determine servicing impacts associated with Bennery Lake, as well as future source water supply considerations	<ul style="list-style-type: none">No comments were received on this proposal.	Phase 5: Future Growth <ul style="list-style-type: none">Case 22009 and any broader changes to the Aerotech lands are on hold pending technical work from Halifax Water as part of their updated Integrated Resource Plan (IRP), which will provide essential information about servicing in the Aerotech area.Case 22009 will be advanced as part of Phase 5 of the Regional Plan, which is aligning closely with Halifax Water's IRP process to inform recommendations for servicing capacity and expansion.Staff will undertake a Strategic Growth and Infrastructure Priority Plan as part of Phase 5. Future development potential in the area will be studied at that time.
Industrial Lands	C932*	Sky Boulevard, Goffs PID 00515601, 41334459, 00515874, 41461625	Request from Clayton Developments Limited, on behalf of Aerotech Developments GP Limited, to update the AE-4 zoning for these lands as part of the Regional Plan Review process.	<ul style="list-style-type: none">Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development.The lands are designated Airport Industrial (AP) in the Planning District 14 & 17 MPS, and zoned Aerotech Business (AE-4).The lands are outside of the Urban Service Area Boundary.The subject properties are within the study area of an active planning application (Case 22009) that intends to update the zoning for Aerotech Business Park.The subject properties are also in site specific request C786 (Aerotech Comprehensive Development District Lands, Fletchers Lake), requesting municipal water and sewer.	<ul style="list-style-type: none">Consider this request in relation to the Regional Plan's strategic growth objectives. These lands are part of site specific request C786, which requests an expansion of the Urban Service Area boundary to enable residential and commercial development with municipal water and sewer.The Highway 102 Aerotech Connector highway (currently under construction) will run through these lands.Staff are working with Halifax Water to determine servicing impacts associated with Bennery Lake, as well as future source water supply considerations	<ul style="list-style-type: none">This request was received after the Phase 4 Engagement Period. No public comment has been received.	Phase 5: Future Growth <ul style="list-style-type: none">Given the constraints associated with servicing and groundwater in this area, staff recommend considering this request as part of Case 22009 - an active planning application that intends to update the zoning for Aerotech Business Park.See C508 above.