

**Attachment A-4:  
Site-Specific Amendment Requests Considered through the Regional Plan Review Process – Phase 4**

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**Table 1: Summary of Phase 4 Requests**

Requests	Phase 4 Amendments
<p><i>* Requests highlighted and marked with an asterisk (*) are new requests that were received after December 2023</i></p>	
<p><b>Zone and Designation Changes [Table 2]</b></p>	
<ul style="list-style-type: none"> <li>Purcell's Cove Urban Reserve (Case 22257)</li> <li>Lands on Purcell's Cove Road (C025)</li> <li>Lands North of Frederick Lake, Hubley (C882)*</li> <li>Burnside Phase 14 (Case 22008)</li> </ul>	<p>These requests have been re-zoned and/or re-designated in the Regional Plan and applicable land use by-laws.</p>
<p><b>Proceed through Enabled Applications [Table 3]</b></p>	
<ul style="list-style-type: none"> <li>Corner of Prince Albert Road at Lake Banook, Dartmouth (C602)</li> <li>1246 Ketch Harbour Road (C027/ Case 22212)</li> </ul>	<p>New policy enables these requests to proceed through a future development agreement process. Community Council approval and public engagement will be required.</p>
<p><b>Minor Urban Service Boundary Adjustment [Table 4]</b></p>	
<ul style="list-style-type: none"> <li>Twin Brooks Subdivision Phase 4C (C948)*</li> </ul>	<p>This request allows an expansion of the Urban Service Boundary to address minor or unique circumstances.</p>
<p><b>Consider in Phase 5 [Table 5]</b></p>	
<ul style="list-style-type: none"> <li>Industrial lands near Aerotech, Goffs (C508)</li> </ul>	<p>It is recommended that this request be considered as part of Phase 5 of the Regional Plan Review.</p>

**Table 2: Zone and Designation Changes**

Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Case 22257	Purcell's Cove Backlands Urban Reserve  (All lands in the Urban Reserve Designation, Purcell's Cove Road area)	Staff-initiated as a result of HRM's acquisition of Shaw Wilderness Park	<ul style="list-style-type: none"> <li>Under the Regional Plan these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031)</li> <li>Halifax Green Network Plan, Action 66: "During the next Regional Plan review amend the Regional Plan to recognize recent land acquisitions [i.e. Shaw Wilderness Park] within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area."</li> </ul>	<ul style="list-style-type: none"> <li>On <a href="#">June 8, 2021</a>, 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."</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Many comments express strong support for protecting the environment in the Purcell's Cove Backlands and preventing development in the area.</li> <li>Comments highlight the unique ecosystem of the area.</li> <li>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.</li> <li>The fire-prone ecology means that fire mitigation plans should be developed for the area.</li> <li>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.</li> </ul>	<p><b>Amendments proposed with this Phase 4 report:</b></p> <p>The Proposed Regional Plan:</p> <ul style="list-style-type: none"> <li>Re-designates and rezones the Shaw Wilderness Park and a portion of the former Church of Christ lands (now owned by HRM) to Open Space and Natural Resources Designation and the Regional Park Zone to reflect the current and proposed use of these lands;</li> <li>Re-designates and rezones other publicly-owned lands and private conservation lands to the Open Space and Natural Resource Designation and the Protected Area Zone;</li> <li>Re-designates and rezones lands to the west of Shaw Wilderness Park, including PIDs 41342080 (C025, see below), 41221680, 00270934, 00274555, 41054446 to Rural Commuter and to R-1, as these parcels are not contiguous with the broader Urban Reserve area.</li> </ul> <hr/> <p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>Phase 4 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 is anticipated to be undertaken in Phase 5 (See also Attachment A-6).</li> <li>The remainder of the former Church of Christ Lands, which are within the Urban Settlement designation, will be considered for an appropriate community plan designation and zone under the Suburban Plan process.</li> </ul>

Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
C025	Lands on Purcell's Cove Road, Halifax  (PID 41342080)	Request from ZZap Consulting, on behalf of Tony Maskine, to permit lands to be developed with large lot subdivision.	<ul style="list-style-type: none"> <li>Under the Regional Plan these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031)</li> </ul>	<ul style="list-style-type: none"> <li>On <a href="#">June 8, 2021</a>, 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."</li> </ul>	<ul style="list-style-type: none"> <li>Most comments received discuss the Backlands in their entirety and do not specifically address the C025 lands. See case 22257 above for further discussion.</li> <li>Comments received regarding C025 do not support serviced development at this location.</li> <li>There were also many public comments received on this request during Phase 3 of the Regional Plan. At that time, the request was for serviced development, which included: <ul style="list-style-type: none"> <li>The need to protect wilderness areas around and near Shaw Wilderness Park, opposition to development in this area</li> <li>General environmental concerns for this area and the importance of this area as a wildlife corridor and the implementation of the Halifax Green Network Plan; concerns related to protecting the water quality of Williams Lake;</li> <li>Desire to acquire the lands to form part of the Shaw Wilderness Park;</li> <li>Concern for a trail on this property from Purcell's Cove Road to Williams Lake. Although on private property, this trail has been used for generations to access the lake for recreational opportunities (swimming, skating, and hiking). Residents would like continued access to Williams Lake from this trail.</li> </ul> </li> </ul>	<p><b>Amendments proposed with this Phase 4 report:</b></p> <ul style="list-style-type: none"> <li>The Proposed Regional Plan re-designates the lands to Rural Commuter and applies R-1 zoning that will permit large lot subdivision using existing road frontage.</li> <li>Under the Regional Subdivision By-Law, Purcell's Cove Road (Route 253) is a "Schedule K" road; lots in the Rural Commuter designation on Schedule K roads must have a minimum of 61 metres of public road frontage. The existing lot has approximately 355 metres of frontage; therefore, it is anticipated that the proposed amendments will permit subdivision for a maximum of 5 lots.</li> <li>A watercourse buffer, proposed to be 30 metres under the proposed Regional Plan, will apply from Williams Lake (with the potential for relaxations).</li> </ul> <hr/> <p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>As-of-right development is permitted, and no further Council approval is required for development.</li> </ul>

Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
C882*	Lands North of Frederick Lake, Hubley  (PID 40053654)	Request from Five Bridges Wilderness Heritage Trust (FBWHT) to re-zone the lands to the Protected Area (PA) zone, consistent with the wishes of the Trust's donor.	<ul style="list-style-type: none"> <li>Under the Regional Plan the lands are primarily designated Rural Commuter, and the Southern portion is designated Open Space and Natural Resources.</li> <li>The Rural Commuter designation envisions a rural pattern of development and calls for focusing growth within centres and controlling growth outside of those centres.</li> <li>The Open Space and Natural Resource designation is intended to protect valuable natural and cultural resources and is generally applied to parks and areas of environmental sensitivity.</li> <li>Under the Community Plan the land is designated Resource (RSC).</li> <li>A watercourse runs through the lot and a large wetland of special significance covers a substantial portion of the lands.</li> <li>The lands are presently zoned MR-1 (Mixed Resource 1) in the Planning Districts 1 &amp; 3 Land Use By-Law.</li> </ul>	<ul style="list-style-type: none"> <li>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).</li> <li>The lands are adjacent to the Frederick Lake Conservation Lands and the Five Bridge Lakes Wilderness Area.</li> <li>The area's importance in the Green Network Plan, the presence of a watercourse, the presence of a wetland greater than 2000sqm, and lack of road frontage mean the lands are not well suited for development.</li> </ul>	<ul style="list-style-type: none"> <li>This request was received after the Phase 4 Engagement Period. No public comment has been received.</li> </ul>	<p><b>Amendments proposed with this Phase 4 report:</b></p> <ul style="list-style-type: none"> <li>Consistent with the wishes of the property owner, the subject lands will be re-designated to Open Space and Natural Resources and rezoned to the Protected Area (PA) zone in the Planning Districts 1 &amp; 3 Land Use By-Law.</li> <li>The PA Zone permits scientific study and education involving no buildings, trails, boardwalks or walkways, conservation uses and accessory uses.</li> </ul> <hr/> <p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>There is no further approval by Council is required. This zone does not allow development and primarily permits trails and conservation uses.</li> </ul>

Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
Case 22008	Burnside Expansion Lands (Phase 14), Dartmouth (PID 40018657)	Request from HRM Corporate Real Estate, per April 28, 2015 motion of Regional Council, to include these lands within the Urban Service Area and apply industrial policy and zoning consistent to allow for serviced expansion of Burnside Industrial Park	<ul style="list-style-type: none"> <li>Under the Regional Plan, the lands are outside the Urban Service Area and designated Rural Commuter.</li> <li>Regional Plan Policy EC-5 states that where lands have been identified as suitable for industrial use, HRM will amend planning policy and regulations to enable those uses, and minimize conflict with potential incompatible uses.</li> </ul>	<ul style="list-style-type: none"> <li>Per the <a href="#">April 28, 2015</a> motion of Regional Council, consider required amendments to planning documents to allow for serviced industrial development on the subject properties</li> <li>The Industrial Employment Lands Strategy identifies a need for additional serviced industrial lands to serve HRM's long term needs.</li> <li>Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan.</li> <li>Residential uses not proposed.</li> </ul>	<ul style="list-style-type: none"> <li>No comments were received on this proposal.</li> </ul>	<p><b>Amendments proposed with this Phase 4 report:</b></p> <ul style="list-style-type: none"> <li>The proposed Regional Plan re-designates these lands from Rural Commuter to Urban Settlement and applies the Business/ Industrial sub-designation to the lands.</li> <li>The Urban Settlement – Employment (US-E) Zone will be applied to the lands in the Dartmouth and Planning Districts 14 &amp; 17 Land Use By-Law.</li> </ul> <hr/> <p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>Comprehensive planning for these lands will follow the Future Serviced Communities process set out in proposed Regional Plan policies HC-11 to HC-14. In preparation for extending the Urban Service Area boundary and applying appropriate policy and zoning at the secondary plan and Land Use By-Law level, this will involve background study such as a watershed study, land suitability analysis (that considers environmental constraints and heritage and cultural assets and constraints) and a baseline infrastructure study (for mobility, water and wastewater services). Planning &amp; Development are working with Corporate Real Estate on this project.</li> </ul>

**Table 3: Proceed through Enabled Applications**

Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
C602	300 Prince Albert Road  (PID 00209544), Dartmouth. Corner of Prince Albert Road and Lakeview Point Road, at Lake Banook	Request from ZZap Consulting, on behalf of Stillwater Property Group Inc., to amend the Regional Plan, Regional Centre Secondary Municipal Planning Strategy (RCSMPS) and Regional Centre Land Use By-Law (RCLUB) to enable waterfront commercial and recreational uses, and accessory structures within the watercourse buffer.	<ul style="list-style-type: none"> <li>Under the Regional Plans, the lands are designated Urban Settlement and located within the Regional Centre. The Northern and Western parts of the subject property are within the 20m riparian buffer.</li> <li>Under the Regional Centre Municipal Planning Strategy, the lands are designated Corridor Designation. The site is currently zoned Corridor Zone (COR), which permits a wide range of residential, commercial and institutional uses. This zone permits Water Access Structure uses, including boat ramps, marine-related uses, parks on public land, and historic site or monument uses.</li> </ul>	<ul style="list-style-type: none"> <li>Existing Regional Plan policy E-16 requires retention of a minimum 20 metre wide riparian buffer along all watercourses throughout HRM to protect the chemical, physical and biological functions of marine and freshwater resources. Phase 4 of the Regional Plan Review proposes to increase the riparian buffer to 30 metres.</li> <li>The portion of the subject site that is located within the riparian buffer is currently vegetated with trees and grass. Allowing for the proposed main uses within a riparian buffer requires a Regional Plan amendment.</li> <li>The Halifax Green Network Plan identifies this area of high socio-cultural landscape open spaces value.</li> <li>Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness areas and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan.</li> <li>Residential uses are not proposed.</li> </ul>	<ul style="list-style-type: none"> <li>No comments were received on this proposal.</li> </ul>	<p><b>Amendments proposed with this Phase 4 report:</b></p> <ul style="list-style-type: none"> <li>The proposed Regional Plan includes policy that would permit a special area to be established through the Regional Centre Plan and land use bylaw to allow limited recreational uses and commercial uses within a riparian buffer where the riparian buffer has been infilled or altered prior to 2006, developed in an environmentally sensitive manner.</li> <li>The Regional Centre Plan includes a development agreement policy to enable a development provided certain criteria is met, and includes criteria for Council's consideration, such as whether the proposed development is designed in an environmentally sensitive manner, water quality mitigation measures are considered, and potential impacts on the Lake Banook Canoe Course.</li> </ul> <hr/> <p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>New policy enables this request to proceed through a future development agreement process. Community Council approval and public engagement will be required.</li> </ul>
C027/ Case 22212	1246 Ketch Harbour Road, Ketch Harbour  (PID 00391169)	Request from Sightline Planning + Approvals (formerly KWR Approvals Inc.) on behalf of Tim Garrison and Patrick Henneberry to enable a 40-unit residential development and an adaptive reuse of the existing building for commercial and residential uses. Initiated by Regional Council on <a href="#">April 2, 2020</a>  Number of housing units proposed by Applicant: 40 units.	<ul style="list-style-type: none"> <li>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.</li> <li>Under the Planning District 5 MPS and LUB, there are as-of-right options to subdivide the subject site given the size of the property and its frontage along Ketch Harbour Road. Larger scale residential subdivisions are enabled on the subject property through the Conservation Design policies. There is also policy support to consider the reuse of the former telecommunications facility and subdivision for residential uses.</li> </ul>	<ul style="list-style-type: none"> <li>The level of residential density requested is higher than the Regional Plan envisions for rural communities outside of growth centres.</li> <li>There are opportunities for appropriate adaptive reuse and alternative housing forms under existing policy. Staff have advised the applicant to pursue adaptive reuse of the existing building under the existing policies.</li> </ul>	<ul style="list-style-type: none"> <li>No comments were received on this proposal.</li> </ul>	<p><b>Amendments proposed with this Phase 4 report:</b></p> <ul style="list-style-type: none"> <li>The proposed Regional Plan includes policy that would enable adaptive reuse of existing buildings for residential purposes in the Rural Area. This would allow a future development agreement for the existing building.</li> <li>There are also as-of-right and policy-enabled development options under the existing Community Plan and Land use By-law (Planning District 5).</li> </ul> <hr/> <p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>New policy enables this request to proceed through a future development agreement process. Community Council approval and public engagement will be required.</li> </ul>

**Table 4: Minor Urban Service Boundary Adjustment**

Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
C948*	Extension of Twin Brooks subdivision, Middle Sackville (PID 40140501)	Request from Arch Communities to expand the Urban Service Area approximately 0.9 ha (2.2 acres) to enable the construction of a wastewater main to service Twin Brooks subdivision extension	<ul style="list-style-type: none"> <li>Under the Regional Plan, the subject property is partially designated as Urban Settlement (south side of Urban Service Area boundary (USB)), which envisions serviced development to assist with management of growth, and partially designated Rural Commuter, which envisions a rural pattern of low-density residential development (north side of USB).</li> <li>Regional Plan Policy SU-4 states that when considering any expansion of the Urban Service Area, the requirement for a Secondary Planning Strategy for the lands may be waived where, in the opinion of HRM, the proposed extension represents a minor adjustment to the area.</li> <li>Under the Sackville Municipal Planning Strategy, the subject property is partially designated Urban Residential (south side of USB), which permits single-unit and multi-unit residential dwellings, and partially designated Rural Residential (north side of USB), which recognizes a traditional mix of low-density residential and resource uses.</li> </ul>	<ul style="list-style-type: none"> <li>Directions 1.5 and 1.6 of the Regional Plan Review work plan, endorsed by Regional Council on June 20, 2023, include reviewing expansion of the USB in Phase 4 to address minor or unique circumstances.</li> <li>The proposed extension to Twin Brooks includes approximately 214 lots by subdivision as-of-right, with a possible 20 additional lots from a USB adjustment.</li> <li>The level of residential density proposed is consistent with the Regional Plan’s vision for residential uses in established neighbourhoods.</li> <li>The Rural Residential designation allows for municipally serviced and onsite serviced development; therefore, redesignation of the property under the Sackville Municipal Planning Strategy is not required with the proposed USB adjustment.</li> <li>The current zone (R-6) includes provisions for properties that are municipally serviced and serviced onsite; therefore, a zoning amendment under the Sackville Land Use By-law is not required.</li> <li>The utility, Halifax Water, provided written confirmation of their support for this adjustment to the Urban Service Area as it enables a better service system for Halifax Water to maintain and upgrade than the servicing options available within the existing boundary.</li> </ul>	<ul style="list-style-type: none"> <li>No comments were received on this proposal.</li> </ul>	<p><b>Amendments proposed with this Phase 4 report:</b></p> <ul style="list-style-type: none"> <li>Amendments are proposed to the Regional Plan and Regional Subdivision By-Law to adjust the Urban Service Area boundary and redesignate the affected portion of the subject site from Rural Commuter to Urban Settlement.</li> <li>The proposed amendments are considered minor in nature.</li> </ul> <hr/> <p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>No further action by Council is required. The project is currently part of an active as-of-right subdivision application.</li> <li>It should be noted that should Regional Council choose not to approve the proposed amendments, the subdivision process can continue to proceed through the as-of-right process, without the 20 additional lots.</li> </ul>

**Table 5: Consider in Phase 5**

Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
C508 <i>Active Planning Application Case 22009 project scope includes this parcel</i>	Lands near Aerotech, Goffs. East of Aerotech and West of Waverley – Salmon River Long Lake Wilderness Area (PID 00515841)	Request from Louis Lawen, on behalf of Lawen Group, to re-zone lands to airport industrial.	<ul style="list-style-type: none"> <li>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 industrial lands.</li> <li>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 Business/Industrial Park sub-designation. The Rural Commuter designation envisions a rural pattern of development, and are outside the Urban Service Area.</li> <li>Under the Planning Districts 14 &amp; 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.</li> </ul>	<ul style="list-style-type: none"> <li>Per the <a href="#">November 23, 2021</a> 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.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>No comments were received on this proposal.</li> </ul>	<p><b>Consider in Phase 5: Future Growth</b></p> <ul style="list-style-type: none"> <li>Case 22009 and significant changes to the planning policy for the Aerotech area 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.</li> <li>Staff are working with Halifax Water to determine servicing impacts associated with Bennery Lake, as well as future source water supply considerations.</li> <li>Case 22009 will be advanced alongside Phase 5 of the Regional Plan, which is aligning closely with Halifax Water’s IRP process to inform recommendations for servicing capacity and expansion.</li> <li>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.</li> </ul> <hr/> <p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>This request will be considered as part of Case 22009 and Phase 5. See Attachment A-6 for additional information.</li> </ul>