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Attachments B & C only

Item No. 15.1.3
Halifax Regional Council
December 2, 2025

TO: Mayor Fillmore and Members of Halifax Regional Council

FROM: Brad Anguish, Acting Chief Administrative Officer

DATE: November 17, 2025

SUBJECT: MINORREV-2025-02922 - **Updated Approach to Amending Planning Documents for Provincial Minimum Planning Requirements**

ORIGIN

On October 7, 2025 Regional Council passed the following motion (Item 15.1.4):

Moved by Councillor Mancini, seconded by Councillor Gillis

THAT Halifax Regional Council:

1. Initiate a process to consider amendments to all planning documents, including the Regional Municipal Planning Strategy, all Secondary Municipal Planning Strategies and Land Use By-Laws, and the Regional Subdivision By-Law to ensure compliance with the provincial Minimum Planning Requirements Regulations; and

2. Follow Administrative Order 2023-002-ADM, the Public Participation Administrative Order, for the required public participation program, as outlined in the Community Engagement section of the staff report dated September 26, 2025.

…

MOTION PUT AND PASSED

EXECUTIVE SUMMARY

The Municipality has been undertaking a comprehensive review of the Regional Municipal Planning Strategy (Regional Plan) since 2020. On June 19, 2025, Regional Council approved the proposed 2025 Regional Plan and a package of amendments to all community plans, land use by-laws, and the Regional Subdivision By-law. The 2025 Regional Plan and the amendment package included the Municipality's response to the *Minimum Planning Requirements Regulations* (Minimum Planning Requirements) established under the *HRM Charter*.

Following Provincial review of the 2025 Regional Plan as required by Section 223 of the *HRM Charter*, on August 8, 2025, the Minister of Municipal Affairs refused the approval of the documents. The Provincial

refusal means that the current 2014 Regional Plan (as amended) remains in effect, and the Municipality's planning documents do not currently comply with the provincial Minimum Planning Requirements.

Since the refusal of the 2025 Regional Plan, staff have been working with the province to develop an interim approach which would satisfy the Minister of Municipal Affairs, including meeting the Minimum Planning Requirements. This interim approach includes amendments to be made to the 2014 Regional Plan that are focused on housing supply. The approach was initiated by Regional Council on October 7, 2025 along with approval of the proposed Public Participation Program.

An Engagement Period was held between October 8 – October 24, 2025 on the proposed changes. A *What We Heard Report* has been presented as Attachment I to this report which summarizes feedback from community and from industry members. Feedback from the public, industry, and councillors have been considered and this report presents amendments to the current Regional Plan, community plans, land use by-laws, and the *Regional Subdivision By-Law* which will bring HRM's planning framework into compliance with Provincial requirements.

HRM staff have worked with Provincial staff to confirm that the proposed amendments will meet the Minimum Planning Requirements and address matters of provincial interest.

This report recommends that Council give first reading and schedule a public hearing to consider amendments to all planning documents, including the 2014 Regional Plan, all community plans and land use by-laws, and the *Regional Subdivision By-Law* to address the Minimum Planning Requirements and other matters of provincial interest. These amendments are generally organized in the following manner:

1. Amendments related to the Minimum Planning Requirements to support Housing Supply
2. Amendments to address Interim Suburban Growth
3. Amendments to address Provincial Minimum Planning Requirements Related to Wind Turbine Setbacks
4. Amendments to Support Site-Specific Requests
5. Amendments to Support Housing Supply or Strategic Planning Efforts
6. Amendments to Support Rural Short-Term Rentals

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Give First Reading to consider approval of the proposed amendments to the 2014 Regional Municipal Planning Strategy, Secondary Municipal Planning Strategies, Land Use By-laws and to the *Regional Subdivision By-law* as set out in Attachments and Schedules A, B, C, and D and schedule a public hearing.

2. Adopt the proposed amendments to the 2014 Regional Municipal Planning Strategy, Secondary Municipal Planning Strategies, Land Use By-laws and to the *Regional Subdivision By-law* as set out in Attachments and Schedules A, B, C, and D.

BACKGROUND

The Municipality has completed a series of updates to the Regional Municipal Planning Strategy (Regional Plan) which began in 2020. The project has used a phased approach, the latest of which was Phase 4, which brought forward a new Regional Plan and comprehensive package of amendments for implementation in June 2025. This package included the Municipality's response to the provincial Minimum Planning Requirements, established under the *Halifax Regional Municipality Charter* (*HRM Charter*), which

requires the Municipality to amend its planning documents to address housing supply, as well as wind turbine setbacks.

Following a public hearing on June 19, 2025, Regional Council approved the proposed 2025 Regional Plan, including the associated package of amendments to all planning documents (community plans, land use by-laws and the *Regional Subdivision By-Law*).

Provincial Review and Refusal
The package was sent to the Provincial Director of Planning for review. Pursuant to Subsection 223 (3) of the HRM Charter, the Provincial Director of Planning advised the Municipality on July 10, 2025, that they had completed their review of the Regional Plan. This review identified that Regional Plan policies may be inconsistent with provincial interests. The decision was referred to the Minister of Municipal Affairs, with the Minister having 30 days to render a decision, pursuant to Section 223 (6). In rendering a decision, the Minister can either approve all or part of the documents, approve the documents with amendments, or refuse to approve the documents.

On August 8, 2025, the Halifax Regional Municipality received a letter from the Minister of Municipal Affairs in response to the Municipality's submission of the updated Regional Plan, refusing the approval of the planning documents. The Minister's reasons for refusal of the Regional Plan as outlined in the letter included:

- "…the document (Regional Plan) included many proposals that appear intentionally designed to impede housing. For example:
    - Clauses EN-34, 40, 47: Changing setbacks from 20 to 30 metres.
    - Clause EN-70: Requiring EV-ready parking spaces.
    - Minimal changes in zoning to allow more people to build as-of-right."

Effects of Provincial Refusal
The Provincial refusal means that the current 2014 Regional Plan, last amended in May 2025, remains in effect. The 2014 Regional Plan is out of date and does not reflect the broader policy changes contemplated by the 2025 Regional Plan, the current needs for increasing housing supply, nor does it comply with the Minimum Planning Requirements that had been issued in August 2024 (specific to housing) and March 2025 (related to wind turbine setbacks).

Under the *HRM Charter*, a municipal planning strategy must fulfill the Minimum Planning Requirements, Subsection 4A(3) of which directs the Municipality to implement the requirements by December 31, 2024. The Minister of Growth and Development had previously provided an extension to the Municipality to June 30, 2025 and did not issue any additional extension upon the refusal of the 2025 Regional Plan on August 8, 2025.

Due to the Minister's refusal, HRM remains non-compliant with the Minimum Planning Requirements. The HRM Charter states the following as it relates to Failure to meet the Minimum Planning Requirements:

> ***Failure to meet minimum planning requirements***
> *229A (1) Where a municipal planning strategy does not fulfill the minimum planning requirements, the Minister may request that the Council, within the time prescribed by the Minister, amend the municipal planning strategy to fulfill, or adopt a new municipal planning strategy that fulfills, the minimum planning requirements.*
> *(2) Where the Council does not comply with a request pursuant to subsection (1), the Minister may, by order, establish an interim planning area for an area prescribed by the Minister.*
>
> ***Interim planning area***
> *229B (1) Within an interim planning area established under Section 214 or 229A, subdivision, development or certain classes of subdivision or development may be regulated or prohibited, in whole or in part, to protect the provincial interest or give effect to the minimum planning requirements.*

(2) No permit or approval of any kind may be issued that is contrary to an order establishing an interim planning area or an order regulating or prohibiting subdivision or development in the interim planning area.
(3) The Minister may withhold any grant or other funding otherwise payable to the Municipality under any enactment or agreement while an order establishing an interim planning area within the Municipality is in effect.
(4) The Minister shall
(a) send a copy of an order establishing an interim planning area and any order regulating or prohibiting subdivision or development in the interim planning area to the Clerk; and
(b) give notice that an order is in effect in a newspaper circulating in the area affected.
(5) Where the Council amends its municipal planning strategy in relation to an interim planning area to be reasonably consistent with the statements of provincial interest and fulfill the minimum planning requirements, or adopts a new municipal planning strategy to do so and, where the amended or new municipal planning strategy is in effect, the Minister shall revoke the order establishing the interim planning area.
(6) The Minister may recover any costs incurred in the course of establishing an interim planning area within the Municipality or regulating or prohibiting subdivision or development in the interim planning area from any money otherwise payable to the Municipality under the Municipal Grants Act.

On October 3, 2025 the Province issued the *Halifax Regional Municipality Interim Planning Area Order (N.S. Reg 195/2025)* which enacts the Minimum Planning Requirements and some of the amendments proposed in this report. This order is meant to serve as an interim measure which would allow projects relying on the MPRs to continue as Regional Council follows its mandated process to adopt the amendments that are proposed as part of this package. Once Regional Council and the Minister approve these changes, the Interim Planning Area Order will be revoked (as per 229B(5) of the *HRM Charter*).

DISCUSSION

Since the refusal of the 2025 Regional Plan, staff have been working with the province to develop an interim approach which would satisfy the Minister of Municipal Affairs, including meeting legislated obligations relative to the Minimum Planning Requirements. While the full review of the Regional Plan will continue as part of Phase 5 of the Regional Plan Review process, the following outlines the agreed-upon interim approach, which focuses on housing supply:

- Amendments related to the Minimum Planning Requirements to support Housing Supply
- Amendments to address Interim Suburban Growth
- Amendments to address Provincial Minimum Planning Requirements Related to Wind Turbine Setbacks
- Amendments to Support Site-Specific Requests
- Amendments to Support Housing Supply or Strategic Planning Efforts
- Amendments to Support Rural Short-Term Rentals

A letter of support for this approach prior to the initiation of these changes from Vicki Elliott, Associate Deputy Minister of Growth and Development, Chair of the Executive Panel on Housing in the HRM, can be found in Attachment E.

The proposed changes are described below.

1. Amendments Related to the Minimum Planning Requirements to support Housing Supply

On August 21, 2024, the Province announced amended regulations under Section 229 of the *HRM Charter* related to the Minimum Planning Requirements. The new regulations require a heightened emphasis on prioritizing residential development and expediting the supply of housing through prescribed changes to

policy and land use regulatory framework. These provisions were to be implemented by December 31, 2024 (which was extended by the Province to June 30, 2025). The regulations, which were further revised by the Province on October 3, 2025, require that:

- the Municipal Planning Strategy include a statement of policy recognizing that rapid increase in the supply of housing is the Municipality's most urgent priority in municipal land-use planning, regulation and development approval;
- that priority be given to increasing the supply of safe, sustainable and affordable housing in the municipality over other interests identified in the Municipal Planning Strategy for the purposes of processes, approvals and decisions made under the municipal planning strategy;
- residential uses be permitted in all zones, except for industrial, military, park, transportation reserve, utility uses, water supplies, floodplains, Crown lands, agriculture and any lands zoned to reflect ownership by a conservation organization;
- the Municipality share with the Province the information used by the Municipality to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth;
- maximum building height not be imposed that negatively affects the density of residential buildings using mass timber or any other construction method;
- for residential uses within the urban service area, there be no requirement for on-site parking;
- temporary housing be permitted in non-permanent structures as a use in all zones, allowing employees to live on or near their worksite during a work assignment, for a period of time that is specified by the development permit and can be reasonably be tied to the duration of the project; and
- manufactured housing be permitted in all residential zones, including modified shipping containers converted into housing.

For developments that commence prior to April 1, 2028[1], the Minimum Planning Requirements require that:

- density for Conservation Design developments be based on gross lot area;
- that there be no unit mix requirements for residential buildings; and
- the ground floor of multi-unit residential buildings not be required to contain more than 20% commercial space.

Attachment F provides a detailed summary of amendments to the Regional Plan, Secondary Municipal Planning Strategies and Land Use By-laws and the *Regional Subdivision By-law* to address the "Mandatory content related to housing supply" as set out in the Provincial Minimum Planning Requirements Regulations.

Added Change to Timberlea/Lakeside/Beechville Secondary Municipal Planning Strategy and Land Use By-law

An additional item that has been included in this package that had not been included in the draft amendments attached to the October 7, 2025 initiation report is an amendment to existing policy (Policy UR-7) to remove a hold on new multi-unit residential developments within the Timberlea/Lakeside/Beechville Plan Area, for lands outside of the Beechville Community. This policy was in place due to infrastructure constraints in the area that have since been resolved. Further changes to the R-4 zone to permit new multi-unit developments within the Urban Service Area will bring this zone into compliance with Minimum Planning Requirement 4A(2)(c). Further detail on these changes can be found in Table 1 as well as in Attachment F of this report.

Table 1 provides a high-level overview of the approach for each of the Minimum Planning Requirements, including an indication of whether the approach has changed as compared to the June 2025 Regional Plan

[1] The original version of the Minimum Planning Requirements Regulations issued on August 21, 2024 identified the commencement date to be April 1, 2027. An amendment to these regulations was ordered on October 3, 2025 (N.S. Reg 196/2025) to change the commencement date to April 1, 2028.

and identifies what policy actions have been taken to address each of the requirements.

Table 1: Summary of Proposed Amendments to Address Minimum Planning Requirements

Minimum Planning Requirements Regulations*: *In addition to the requirements prescribed in subsection 229(1) of the Charter and Section 4, a municipal planning strategy must do all of the following to address the issue of housing supply:
(a) include a statement of policy that expressly recognizes that the Province and, in particular, the Municipality are experiencing a housing shortage crisis and specifies that the most urgent priority in municipal land-use planning, regulation and development approval is to rapidly increase the supply of housing in the Municipality;
The approach has changed from the June 2025 RP version. A new policy that reflects the language of this minimum planning requirement is provided. It is included in Chapter 3 of the 2014 Regional Plan and is the first policy of the Settlement and Housing Chapter to signify the urgency and priority of rapidly increasing housing supply within the Municipality. **Policy Reference:** Policy S-0, located in a new subchapter of Chapter 3 (section 3.1A).
(b) require that priority be given to increasing the supply of safe, sustainable and affordable housing in the Municipality over other interests identified in the municipal planning strategy for the purposes of all processes, approvals and decisions made under the municipal planning strategy;
The approach has been changed from the June 2025 RP version. The 2014 Regional Plan to be amended to include this language in new objectives and policies in Chapter 3. **Policy Reference:** Policy S-0 located in a new subchapter of Chapter 3 (section 3.1A).
(c) permit residential uses in all zones, except for areas zoned for industrial, military, park, transportation reserve, utility, water supply, floodplain, Crown land, agriculture and any lands zoned to reflect ownership by a conservation organization;

The approach has been changed from the June 2025 RP version.
 	
The 2014 Regional Plan will be amended to include a new policy that reflects the language of this minimum planning requirement. Selected zones will be amended to enable a form of residential uses. These zoning changes include:
 	
- Amendments to Bedford Secondary Municipal Planning Strategy(SMPS) and Land Use By-law (LUB) to enable:
  o Up to 4 units as-of-right in the CHWY (Highway Oriented Commercial), the CSC (Shopping Centre) and CHC (Cushing Hill Commercial) zone.
  o All newly added residential uses will be subject to the RTU (Residential Two Dwelling Unit) zone requirements.
- Amendments to the Dartmouth SMPS to enable:
  o Apartment building development through the development agreement process in the C-3 (General Business) Zone.
- Amendments to the Sackville Drive LUB to enable:
  o Residential uses in the Downsview Complex (DC-1 and DC-2) Zones which will be subject to the requirements of the DC-3 zone.
- Amendments to the Timberlea/Lakeside/Beechville SMPS and LUB:

- Amending Policy UR-7 to permit new multi-unit buildings outside of the Beechville Community.
- Amending the R-4 (Muti-Unit Dwelling) zone to permit new multi-unit buildings within the Urban Service Area and enabling 4 units as opposed to 3 units, where minimum lot size requirements are met. This change brings the R-4 zone into alignment with recent changes done to properties in the Urban Service Area through HAF amendments.
- Amending the R-4 zone to introduce maximum height requirements.

Policy Reference: Section 3.1A, a new policy (S-0A) is to be added that mimics the language used in this Minimum Planning Requirement.

(d) require that the Municipality share with the Province the information used by the Municipality to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth;

The approach is generally the same as the June 2025 RP version.

Policy S-33 of the Regional Plan to be amended to include the language of this Minimum Planning Requirement with respect to population, housing and infrastructure.

Policy Reference: In Section 3.6, Policy S-33 has been amended.

(e) provide for the adoption of a secondary municipal planning strategy and the implementation of a land-use by-law for the area of the Municipality identified as the suburban area on the map attached as Appendix A, or a substantially similar area, no later than January 31, 2025;

The approach has expanded from the June 2025 RP version.

A new chapter has been added to the Regional Plan (Chapter 6.0B) which directly addresses the Objectives, Vision, Core Concepts and development agreement policies to enable eligible shovel-ready projects to move forward while the suburban planning program is completed.

In the **June 2025 RP** version of the Regional Plan package, additional opportunity was provided to allow consideration of residential or mixed-use development through the development agreement process (S. 10.4.8 Transit Oriented Suburban Area Opportunity Sites). The sites had to located within an 800-metre walkshed of a proposed bus rapid transit (BRT) **route** and the Mill Cove Ferry Terminal, and meet several other criteria. Policies IM-25 to IM-27 provided guidance on land use, built form, design and infrastructure considerations.

In this version of proposed amendments, additional high frequency transit sites have been identified in the policy, including the Downsview, Cobequid and Sackville Transit Terminals. Based on provincial direction, for all eligible sites, a new policy (SA-4C) enables greater building heights to be considered where regional and local infrastructure can support the additional density and the site design is complementary to the surrounding neighbourhood.

Additionally, a new section in Chapter 3 (section 3.3.2) identifies nine (9) Suburban Growth Area Opportunity Sites which can proceed through a comprehensive planning process ahead of the Suburban Plan. More details on the revised approach to the Suburban Area are described in the next section of this report.

Policy References: In new section 3.3.2, policies S-13C. In new Chapter 6.0B, policies SA-1B, SA-2B, SA-3B, SA-4B, SA-4C.

(f) for developments enabled under the Municipality's Conservation Design Development policies in the Regional Municipal Planning Strategy that begin construction before April 1,

2028, determine the maximum density of a development based on a lot's gross area and not on its net area;
The approach is generally the same as the June 2025 RP version. Table 3-4A of the Regional Plan is proposed to include different developable area definitions depending on the date of the application. **Policy Reference:** Amendments to Table 3-4A.
(g) not impose maximum height restrictions in a manner that negatively affects the density of residential buildings using mass timber or any other construction method;
The approach is generally the same as the June 2025 RP version. New policy will be added to establish height maximums that offer flexibility and support construction of mid and high-density residential developments. This will be implemented through amendments to the land use by-laws to support mass timber construction and other new construction methods, which can be impacted by specific height measurements. This will build on previous changes under the Urgent Changes for Housing that enabled measuring height in storeys as opposed to feet or metres. **Policy Reference:** Policy S-0 located in a new subchapter of Chapter 3 (section 3.1A).
(h) for residential buildings that begin construction before April 1, 2028, provide that no requirement related to unit mix applies;
The approach is generally the same as the June 2025 RP version. New policy will be added to the Regional Plan that removes land use by-law requirements mandating unit mix requirements for multi-unit residential buildings that begin construction before April 1, 2028. This is accompanied by proposed amendments to applicable land use by-laws to include a 'notwithstanding' clause in applicable zones to remove the requirement for unit mix/bedroom count for new construction that begins on or before April 1, 2028. Policy G-15 of the Regional Plan sets out criteria to be considered by Council as part of discretionary planning applications enabled through the Regional Plan. New Policy G-15A states that there shall be no requirement for unit mix for multi-unit residential buildings that begin construction before April 1, 2028. This clause will enable consideration of new or amendments to existing development agreements where existing policy requires a mix of units. **Policy Reference:** Policy S-0, located in a new subchapter of Chapter 3 (section 3.1A). Policy G-15A located in section 9.7.
(i) provide that no requirement for on-site parking applies to residential uses within the urban service area;
The approach is generally the same as the June 2025 RP version. **New Policy S-0 will include "*(d) removing on-site parking requirements for residential uses within the urban service area*"** to support this Minimum Planning Requirement. The land use by-laws have been amended to remove any requirements for on-site parking for residential uses within the Urban Service Boundary. The interpretation of this requirement is that this only applies to personal motor vehicles and does not impact bicycle parking requirements or loading spaces.

For clarity, Policy G-15(b)(iii) will be amended to remove reference to parking but applicable land use by-laws are proposed to be amended to remove parking requirements for residential uses within the Urban Service Boundary. **Policy Reference: Policies S-0(d) in section 3.1A and** Policy G-15(b) in section 9.7.
(j) for multi-unit residential buildings that begin construction before April 1, 2028, not require that the ground floor consist of more than 20% commercial space;
The approach is generally the same as the June 2025 RP version. New policy will be added to the Regional Plan that requires the Municipality to amend land use by-laws to provide that no requirement for more than 20% ground floor commercial space applies to multi-unit residential buildings that begin construction on or before April 1, 2028. The proposed package includes all the required amendments to applicable planning documents. **Policy Reference:** Policy S-0B located in a new subchapter of Chapter 3 (section 3.1A).
(k) permit temporary housing in non-permanent structures as a use in all zones where it can be safely established to allow employees to live on or near their worksite during a work assignment for a period of time that can be reasonably tied to the duration of the project and that is explicitly set out in the development permit;
The approach is generally the same as the June 2025 RP version. New policy will be added to the Regional Plan that confirms the Municipality's intent to remove barriers to housing, "**including temporary housing in non-permanent structures as a use for a work camp or construction camp in all zones where it can be safely established.**" Minor amendments will be proposed to land use by-laws to align with the language of the Minimum Planning Requirement. **Policy Reference:** Policy S-0 located in a new subchapter of Chapter 3 (section 3.1A).
(l) permit manufactured housing, including modified shipping containers converted into housing, in all residential zones.
The approach is generally the same as the June 2025 RP version. New policy will be added to the Regional Plan that sets out the Municipality's intent to permit manufactured housing as a residential use ("tiny homes, inclusive of mobile dwellings, converted shipping containers and manufactured housing"). This is in addition to the existing Regional Plan Policy S-41, which permit tiny homes, inclusive of mobile dwellings, as a form of residential use. Applicable land use by-laws will be amended to meet the intent. **Policy Reference:** Policy S-0 located in a new subchapter of Chapter 3 (section 3.1A).

2. Amendments to address Interim Suburban Growth

Minimum Planning Requirement (e) (see above) requires that the Municipality deliver and implement the planning framework for the suburban area by January 31, 2025. The suburban area includes approximately 66,000 properties and is governed by 10 plans and land use by-laws. Our Community Planning team has been actively working on creating a more modern and simplified planning framework for these areas. Council has delivered partially on the Minimum Planning Requirements through two rounds of Urgent

Changes for Housing / Housing Accelerator Fund amendments in the suburban area[2]. A substantial amount of growth has been enabled through site-specific zoning adjustments as well as sweeping changes to enable greater density for all serviced residential lots (for example, 4 units per lot).

In lieu of a completed Suburban Plan SMPS and LUB, Minimum Planning Requirement (e) is proposed to be further addressed through proposed key policies to be added to the 2014 Regional Plan. Many of the new policies had been previously approved by Council as part of the 2025 Regional Plan, however there are other policies that have been included within the amendments subject of this report which will expand opportunities for ongoing development ahead of the Suburban Plan.

Amendments to address Minimum Planning Requirement (e) and enable interim development within the Suburban Area are as follows:

Identify Intent to develop Suburban Plan

The approach is generally the same as the June 2025 RP version. The 2014 Regional Plan is proposed to be amended to provide direction to develop the Suburban Plan (Policy SA-1B) within a new Chapter dedicated to setting the objectives, vision, core concepts and interim development policies for the Suburban Area (see Chapter 6.0B).

Suburban Transit Oriented Opportunity Sites:

This approach has been expanded from the June 2025 RP version. The 2014 Plan proposed policies SA-2B, SA-3B, and SA-4B (see new Chapter 6.0B), which can enable projects to proceed through the development agreement process as the Suburban Planning process takes place. These policies are expected to deliver additional housing capacity while providing an opportunity to assess project readiness and local infrastructure capacity. They will build on the capacity delivered by the Urgent Changes for Housing/Housing Accelerator Fund (HAF) and will require sites to meet a list of criteria. This includes location within 800 metre walkshed of a planned Bus Rapid Transit route or the proposed Mill Cove Ferry Terminal, and now also includes Downsview, Cobequid and Sackville Transit Terminals based on provincial direction. Following the public comment period, staff propose to clarify that the lands in the suburban area within the walksheds also exclude zones that do not enable residential uses by permit (as-of-right), aligned with the Minimum Planning Requirements zones that do not permit residential. For context, the Rapid Transit Strategy defines a walkshed as "*the area within a short walk or roll of a transit stop, station, or terminal. [...] For Rapid Transit stations, walksheds include areas within 800 metres."*

Land use and built form will be guided by the Housing Accelerator Land Use By-law. The new policies maintain built form guidance for projects based on their location between low-rise to tall mid-rise form (4 to 10 storeys), however a new policy SA-4C has been added based on provincial direction that may provide for consideration of additional height if the additional density can be supported by local and regional infrastructure studies (water, waste water, transportation, parks, emergency services etc.) and the design complements the neighbourhood context.

Suburban Area Opportunity Sites:

This approach has been expanded from the June 2025 RP version. The 2025 Regional Plan identified potential underutilized suburban growth nodes to be developed as part of a comprehensive planning exercise. This direction is proposed to be carried forward as an amendment to the 2014 Regional Plan Settlement and Housing Chapter, but one growth area has been added at Melville Heights in Spryrield. These sites can be considered for comprehensive planning by Council subject to the criteria set out in proposed Policy S-13C and are shown on Maps 1-9 of Attachment F, as well as within the amendment package. While these underutilized sites in key locations can support new mixed-use communities and

[2] May 21, 2024 Halifax Regional Council | Halifax; Urgent Changes to Planning Documents for Housing: Additional Sites & Housekeeping Amendments (2024-01198) - Halifax Regional Council - March 18, 2025

housing, comprehensive planning in these areas will determine future land uses and densities, the needed local and regional infrastructure to support building complete communities, and the appropriate planning tools. While the sites will be assessed in more detail as part of the suburban planning process, alongside Halifax Water's Integrated Resource Plan and the Strategic Growth and Infrastructure Priorities Plan, a new Policy S14-C (Section 3.3.2) has been added whereby developments in these areas may meanwhile be phased provided that overall site design and regional infrastructure are considered. The nine Suburban Growth Opportunity Sites are as follows:

- Dunbrack Street and Lacewood Drive
- Downsview Mall
- Herring Cove Road at Dentith Road
- Mill Cove
- Portland Street / Baker Drive
- Portland Street/ Eisener Boulevard
- Tacoma Drive
- Woodlawn Mall
- Melville Heights, Herring Cove Road

While the Suburban Plan process is underway, new development in suburban areas will also continue to be permitted under policies established in the existing community plans, such as policies in the Dartmouth, Sackville, and Eastern Passage/Cow Bay Plan Areas. These areas permit consideration of multi-unit residential buildings by development agreement and will continue to do so. As part of the suburban plan workplan staff will also present options for Council to consider interim amendments for site specific requests as well as existing and new development paths.

3. Amendments to address Provincial Minimum Planning Requirements Related to Wind Turbine Setback Requirements

The approach related to wind turbine setback requirements is generally the same as the June 2025 RP version. On March 7, 2025, the Minister of Municipal Affairs and Housing initiated further changes to the *HRM Charter* under Section 229 to address new setback requirements in relation to wind turbines for large scale wind energy developments. The new regulations on wind turbine setbacks require that the minimum distance between a commercial wind turbine that generates 2 MW or greater and a residential dwelling cannot be more than either four times the height of the turbine, or the distance needed to keep noise levels below 40 decibels outside the home, and limit shadow flicker to no more than 30 minutes a day, or 30 hours per year. The regulations also direct that Council may not consider the visual impact or aesthetic appearance of a wind turbine development prior to approval of a project.

Attachment F provides a summary of the land use by-law amendments required to address this Minimum Planning Requirement.

4. Amendments to Support Site-Specific Requests

The approach to support site-specific requests is generally the same as the June 2025 RP version. Throughout the Regional Plan Review, staff have received a number of requests from property owners or their representatives for amendments to the Regional Plan for specific properties or areas of land. This report contains recommendations that had been previously approved by Regional Council as part of the 2025 package. Many of the requests are related to housing projects or have been made by (or on behalf of) the private property owner.

Attachment G describes the site-specific requests that were approved during Phase 4, that are included in the amendments attached to this report. Table 2 provides a summary.

Table 2: Site-Specific Requests and proposed amendments previously adopted in Phase 4 of the Regional Plan and included in the draft amendments

Request(s)	Details of the Proposed Amendments
Lands on Purcells Cove Road, Halifax (C025)	• Amendments to redesignate and rezone the lands to R-1, to allow low-density residential uses and large lot subdivision with on-site services. • Purcell's Cove Road (Route 253) is a "Schedule K" road that requires lots to have 61 metres of public road frontage. Given the property's existing frontage, it is anticipated that the amendments will permit subdivision for a maximum of 5 lots.
300 Prince Albert Road at Lake Banook, Dartmouth (C602)	• Amendments to permit a special area to be established at this site (PID 00209544) through the Regional Centre Plan to allow limited recreational and commercial uses within the riparian buffer by development agreement. • The riparian buffer at this site has been infilled or altered prior to 2006, and the shoreline is supported by an existing rock retaining wall. • A development agreement will require Community Council to consider whether the proposal is designed in an environmentally sensitive manner, includes appropriate water quality mitigation measures, and considers potential impacts on the Lake Banook Canoe Course.
1246 Ketch Harbour Road, Ketch Harbour (C027/ Case 22212)	• Request to enable a multi-unit residential development and adaptive reuse of the existing building for commercial and residential uses. • Amendments to the Regional Plan include policy that would enable adaptive reuse of existing buildings for residential purposes. This would allow a future development agreement for the existing building. • There are also opportunities to pursue additional development through existing policy and land use regulations on this site.
Burnside Phase 14, Dartmouth (Case 22008)	• Redesignate HRM lands from Rural Commuter to Urban Settlement, apply the Business/ Industrial sub-designation to the lands, and zone the lands Urban Settlement-Employment (US-E).
Lands at North Preston at Johnson Road (C931)	• Amending Schedule B of the Regional Subdivision By-law to extend the Urban Service Area to facilitate applicable Municipal Planning Strategy development agreement policies for a residential development.
Lands North of Frederick Lake, Hubley (C882)	• Request to rezone PID 40053654 to the Protected Area Zone, consistent with the donor's wishes that the lands remain a wilderness region open for public recreational purposes and undeveloped for residential or commercial purposes.
Twin Brooks Subdivision Phase 4C (C948), Middle Sackville	• Request to expand the Urban Service Area boundary to include an additional +/- 0.9 hectares (2.2 acres) of PID 40140501 to enable the construction of a wastewater main to service the Twin Brooks subdivision, which has been proceeding in phases through an as-of-right subdivision process. • Amendments 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. This would enable an estimated 20 additional residential lots. • The adjustment to the Urban Service Area boundary is considered minor in nature. The Urban Settlement Designation and Urban Service Area boundary in this portion of Middle Sackville were drawn in a generalized nature to reflect the general location and estimated servicing capacity of the municipal piped water and wastewater systems. Halifax Water has provided written confirmation of their support for this adjustment of the Urban Service Area boundary as it will enable a better wastewater system connection for Halifax Water to operate and maintain compared

	to the servicing options currently available within the existing boundary. • It should be noted that should Regional Council choose not to approve the proposed amendments, the some subdivision can proceed on lands that are already serviced without the added land and 20 additional lots but under a more cumbersome wastewater servicing system.

5. Amendments to Support Housing Supply or Strategic Planning Efforts

The approaches to support housing supply or strategic planning efforts is generally the same as the June 2025 RP version. The following section summarizes additional amendments to the 2014 Regional Plan and supporting planning documents that had been previously approved by Regional Council as part of the 2025 package. These items are considered to either have a positive impact on increasing housing supply or assist the Municipality in strategic planning in the immediate future.

Attachment G describes the amendments to support housing supply or strategic planning efforts that were approved in Phase 4 June 2025 RP version and are included in the draft amendments attached to this report. The text below provides an overview. Each item has been categorized as either a 'Major Policy (or Mapping) Amendment' to the Plan or general housekeeping item.

Adaptive Reuse in Rural Areas – Major Policy Amendment
Policy has been added to allow existing underutilized buildings in rural areas to be adapted for residential uses, with conversion permitted by development agreement. Adaptive reuse in the urban area has been enabled by the Regional Centre Plan and will be a focus of the forthcoming Suburban Plan.

Secondary and Backyard Suites in Conservation Design Developments – Major Policy Amendment
Secondary and backyard suites are permitted region-wide as accessory to residential dwellings. To date, the Conservation Design Development policy, which sets criteria for these developments using the development agreement tool, has been silent on whether these accessory dwellings are permitted within these developments. The proposed policy enables secondary and backyard suites to be permitted in all types of Conservation Design Developments. Within Rural Growth Centres, these accessory dwelling units will not be considered as contributing to the maximum permitted density of the development, enabling additional units in these locations. For developments proposed with on-site water service (wells), hydrogeological assessments will need to confirm that there is a sufficient supply of groundwater for all units, including any proposed secondary or backyard suites.

Urban Settlement Employment Zone – Major Policy Amendment
To support the Municipality's efforts to ensure a sufficient supply of industrial land, an Urban Settlement Employment Zone will be created and applied to municipal lands where future serviced industrial land is anticipated within the Burnside Phase 14 lands. This will prevent the premature development of industrial and other employment uses on lands designated Urban Settlement and within the Business/ Industrial Sub-Designation but not yet within the Urban Service Area.

Land Titles Clarification Initiative – Major Policy Amendment
To recognize unique needs for subdivision related to African Nova Scotian communities subject to the *Land Titles Clarification Act* and in support of the Road to Economic Prosperity for African Nova Scotian Communities, the *Regional Subdivision By-Law* and the Land Use By-laws will be amended to clarify and update definitions, enable subdivision using lot frontage and area exemptions, enable subdivision of multiple buildings on one lot, and enable the issuance of permits that have used subdivision by-law exemptions.

Millwood Planned Unit Development – Housekeeping Item
In 1982, an agreement between the Nova Scotia Housing Authority and the Municipality of the County of Halifax was signed for a Planned Unit Development (PUD) in Millwood, Lower Sackville, to outline terms and conditions to develop a land assembly of 434 acres. The agreement originally outlined the residential development type, which evolved over time to include various housing forms. Past practice has been to

release the lands from the PUD and apply appropriate zoning as the phases of the PUD were completed and the agreements were discharged, in accordance with Policies UR-12 and UR-13 of the Sackville Municipal Planning Strategy. In June of 2024, the Millwood PUD agreement was terminated by agreement between the Municipality and the Province and it is no longer effective. This left the area unzoned and resulted in a need to apply zoning to the affected properties. An inventory of the affected properties was conducted, and zoning has been assigned to match properties to appropriate zones including park zones, R-1-0, R-1, R-2, R-6, and CDD. This was viewed as a housekeeping measure, to ensure that properties would have a zone, as the agreement has been discharged and no longer applies, and there are no PUD requirements in the Sackville Land Use By-law. The Suburban Plan may review this area in further detail to determine if more significant amendments are required.

Accessory Building (Backyard Suites) Regulations – Housekeeping Item

Regional Council adopted a series of amendments to the Regional Plan, Regional Subdivision By-law and all SMPSs and LUBs in May of 2024, to reduce barriers to the construction of housing and address the municipality's commitments under the Housing Accelerator Fund (HAF). This package, known as the Urgent Changes to Planning Documents for Housing, included amendments to all LUBs to provide more flexibility in built form for backyard suites, including increasing permitted height and floor area, as well as exempting certain features, like stairways. However, because of variation in terms and definitions between the various LUBs, regulations for backyard suites in some plan areas are still more restrictive.

In order to allow for backyard suites to be regulated consistently across the region, amendments are proposed to specific LUBs to regulate accessory structures by "footprint", increase maximum gross floor permissions and exclude stairwells from size calculations. This is viewed as a housekeeping measure to meet the original intent of the amendments approved through Urgent Changes to Planning Documents for Housing.

Lake Loon Golf Centre CDD – Housekeeping Item

Phase 3 of the Regional Plan Review applied the Comprehensive Development District (CDD) designation and zone of the Dartmouth SMPS and LUB to lands on Main Street in Dartmouth near the Forest Hills Parkway at the Lake Loon Golf Centre. The intent of this amendment was to allow mixed use development including multi-unit residential development at this location. As part of the Urgent Changes to Planning Documents in spring 2024, the policy was further adjusted for the Lake Loon Golf Centre to facilitate a proposed development under this policy. Upon submission of the application, staff determined that Policy H-3A requires that prior to considering any agreement within a CDD, a concept plan for the entire land holding is required. This would require all property owners within the CDD to coordinate and submit a development proposal together so it can be evaluated by staff in a comprehensive manner. Because the proposed development does not include the entire CDD area, this application has been unable to proceed as expected.

The transportation network for this proposal is a major consideration due to the surrounding road network. HRM's Development Engineering group has undertaken a preliminary review of the proposal and indicated that the issues can be managed through a development agreement process without needing a concept plan for the entire CDD area. Transportation studies will still be required through the development agreement process as described in other policies within the Dartmouth SMPS and the Regional Plan and off-site improvements can be a condition of the agreement. Amendments are proposed (included in Attachment B) to remove the requirement to meet Policy H-3A, so that the development can proceed by development agreement as envisioned. A future proposal would be considered by Community Council, and will include a public engagement process.

3524 Dutch Village Road Redesignation and Rezoning – Housekeeping Item

Staff are proposing to redesignate (from low density residential to commercial) and rezone (from R2 to C2C) a portion of 3524 Dutch Village Road to permit a driveway for a new building from Rosedale Ave. This will enable better access/egress to and from the site and create a better layout for the current development project underway.

Carriagewood Schedule – Housekeeping Item
Case 24045 which proposed amendments to the Land Use By-law for Beaver Bank, Hammonds Plains and Upper Sackville did not include the required Schedule to the Land Use By-law and was unintentionally replaced by Case 24063. Therefore, the lands subject to provisions 7B.3 are not identified in the by-law to accompany the enabling policy. Within the Beaver Bank, Hammonds Plains and Upper Sackville LUB, amendment is proposed to the R-1C (Small Lot Single Unit Dwelling) Zone to reference the schedule and add the schedule to the Land Use By-law.

Seton Ridge – Housekeeping Item
In 2018, Halifax Regional Council approved amendments to the Bedford Highway Secondary Plan to enable the Seton Ridge development. The applicant wishes to make minor adjustments to the boundary of the lands, which requires enabling policy direction. The proposed boundary modification will not result in any increase to the planned density or number of buildings.

Bedford Mainstreet Commercial Zone – Housekeeping Item
The Bedford Plan Area Mainstreet Commercial designation and zone includes controls that limit the gross floor area for residential dwelling units. These controls predate the Regional Plan and present unique challenges for the conservation and adaptive re-use of heritage properties. A new policy enables Council to consider modifying select zone requirements for renovations and expansions to existing heritage buildings, in accordance with the Heritage Development Agreement policies of the Regional Plan.

22 and 24 Brule Street – Housekeeping Item
These properties were designated by the Province as an Interim Planning Area on September 17, 2025. A permit has since been issued. To reflect this Order, one site-specific housekeeping amendment is recommended in the Regional Centre SMPS and LUB to remove amenity space requirements which aligns with the order established by the Interim Planning Area.

6. Amendments to Support Rural Short-Term Rentals

The approach to support rural short-term rentals is generally the same as the June 2025 RP version. In an effort to elevate and support tourism as an economic driver in rural areas, amendments to the 2014 Regional Plan include policy to support increased small-scale commercial opportunities and home-based businesses, such as small-scale short-term accommodations, in rural parts of the Municipality (see Attachment H for a summary of amendments).

Amendments are proposed to the Land Use By-Laws of Eastern Shore (West), Eastern Shore (East), Lawrencetown, Musquodoboit Valley & Dutch Settlement, Planning Districts 14 & 17, and Planning Districts 8 & 9 to allow up to one dwelling unit per lot to be used as a short-term rental, provided all other requirements of the Land Use By-Law are met. This is already enabled in the plan areas of Planning Districts 1 & 3 (St. Margarets Bay), 4 (Prospect), and 5 (Chebucto Peninsula) and so the amendments will align this approach between more plan areas that share a similar rural context for residential density and tourism. Further analysis and additional engagement will be required for the remaining rural area land use by-laws prior to any additional changes to short term rental regulation. A separate report will come to Council at a later date with recommendations for these remaining areas.

Proposed Approach and Timeline

As described in the Initiation Report, an expedited process has been requested by the Province for this set of amendments, so that the legislative requirements are met before the end of 2025. Table 3 presents the timeline that this process has followed to deliver the expedited review and approval.

Table 3: Proposed Process and Timeline

Process Step	Estimated Date
Regional Council - Initiation	October 7, 2025
Public engagement period	October 8 – October 24, 2025
Staff recommendation report published on Regional Council agenda	November 28, 2025
Regional Council Meeting – First Reading	December 2, 2025
Public Hearing notification period (required 7 clear days)	December 3 – 11, 2025
Special Regional Council Meeting – Public Hearing / Second Reading / Approval	December 11, 2025

In recognition of the compressed timelines, this process incorporated the following measures:

- The Province had provided confirmation of the matters of provincial interest that must be addressed in order for the Minister to reconsider support of the documents. This confirmation was provided as part of the Initiation package and has generally stayed consistent. The confirmation letter is included in Attachment E;
- Draft amendments to all planning documents were included in Attachments A-D of the Initiation Report, to maximize the time available for review;
- The project website, https://www.engagehalifax.ca/2025-planning-changes included fact sheets, a "red-line version" and "how-to-read" guides for the proposed amendments to the 2014 Regional Plan and supporting planning documents and made available the day after Council initiated the process;
- Workshops with development industry representatives were scheduled and hosted in an Open House format with staff representing various planning projects, applications, and management levels in attendance.

Next steps for the Regional Plan Review, Community Planning and other internal programs

Beyond this set of amendments to the 2014 Regional Plan which would address the items described above, staff will re-focus efforts to bring forward a renewed Regional Plan document and framework that better aligns with the current needs of the HRM. The 2025 Regional Plan that had been approved by Council in June 2025 was intended to provide strategic direction for growth and housing over the next 30 years and represented a modern, forward-looking planning framework to support HRM's goals of building healthy, complete communities and a sustainable future. The 2025 Regional Plan envisioned that over time, the municipality would grow to be a region supporting one million people. The document established the Community Planning Framework directing next steps on the Suburban Plan and Rural Plan, provided direction on the Strategic Growth and Infrastructure Priorities Plan, and reflected the current status of work related to the Municipality's various Priorities Plans and strategic plans. The following next steps have been identified for these work areas:

- **Phase 5 Regional Plan Review:** In June 2025, Regional Council directed staff to undertake Phase 5 of the Regional Plan Review and return to Council with a detailed work plan. Following completion of this package of amendments, Regional Planning staff will return with the detailed work plan.

- **Suburban Plan:** A revised Suburban Plan work plan is being brought forward to Regional Council which will include a revised scope and timelines based on expedited policy changes discussed in this report.

- **Rural Plan:** Background work will continue on the Rural Plan, and will be coordinated with Phase 5 of the Regional Plan as outlined in the Phase 5 Work Plan Framework presented as part of the June 10, 2025 Regional Plan Phase 4 report to Regional Plan.

- **Strategic Growth and Infrastructure Priorities Plan:** The Office of Strategic Growth and Transportation Planning is continuing to undertake the work for this infrastructure plan, including hiring a consultant.

Impacts to Priority Plans of Council

As per Policy G-14A of the Regional Plan, staff are required to consider the objectives, policies and actions of the priority plans approved by Regional Council. Since the 2014 Regional Plan was adopted, Council has approved several Priorities Plans (including the Integrated Mobility Plan, Halifax Green Network Plan, HalifACT, Culture & Heritage Priorities Plan, People. Prosperity. Planet) as well as many other topic-area plans (such as the Urban Forest Management Plan, Road to Economic Prosperity for African Nova Scotians, etc.). HRM programmed work towards the actions of these plans will continue as it has to date.

The amendments associated with complying with the Minimum Planning Requirements are a legislated obligation and have no requirement to consider or comply with the priorities adopted by Council and where conflicts arise, legislative obligations will prevail.

For items listed outside of the legislated Minimum Planning Requirements including major policy amendments, housekeeping items, site specific requests, and amendments related to rural short term rentals, these amendments are aligned with the various Priority Plans of Council and have been included in this package to continue advancement of their actions and objectives.

FINANCIAL IMPLICATIONS

The costs associated with undertaking the review of planning documents as outlined in this report can be accommodated within the approved 2025/26 operating budget. There may be potential impacts because of changes to land use as outlined below in the risk considerations.

RISK CONSIDERATION

Risks related to failure to implement the Minimum Planning Requirements

Amendments to a Municipal Planning Strategy are at the discretion of Regional Council and are not subject to appeal to the NS Regulatory and Appeals Board. Under the *HRM Charter*, a municipal planning strategy must fulfill the Minimum Planning Requirements. Subsection 4A(3) of those Requirements directs the Municipality to implement the requirements by December 31, 2024. The Minister of Growth and Development had previously provided an extension to the Municipality to June 30, 2025 and did not issue any additional extension upon the refusal of the 2025 Regional Plan on August 8, 2025.

Risks to Infrastructure and Service Delivery

These amendments increase the regulatory capacity for housing units across the region, focused in the urban and suburban Areas. It is important to note that any regulatory capacity provided through changes to policy, regulations, development agreements, or zoning does not guarantee development will occur. The viability of development will depend on the actions of individual property owners, financial considerations, site and servicing capacity, and more. The goal of modern land use planning is to provide more regulatory capacity than is needed to meet current and projected housing goals.

The provided list of transit corridor and opportunity sites and recommendations for increased density have not yet been accounted for in the planning of the local, area, or regional water, wastewater, stormwater, transportation, recreation, emergency services or other community infrastructure or services. The proposed policy and regulatory changes, if approved, do not guarantee infrastructure, facility or services are available for the areas proposed for change. Analysis will be required at the policy, planning and/or permit application stage and may indicate requirements for additional studies and regional, local or area infrastructure or service upgrades many of which will be the responsibility of the applicant.

HRM is relying on the work of the Strategic Growth and Infrastructure Priorities Plan to assess broader regional impacts to infrastructure and service delivery.

Water and Wastewater Infrastructure Impacts

Impact to the regional infrastructure requirements will be assessed by Halifax Water during the update to the Integrated Resource Plan and built into the 30-year capital infrastructure investment plan and Regional Development Charge calculations.

Other Infrastructure Risks

Potential impacts because of changes to land use include:

- Municipal capital and project investments needed to support anticipated growth may increase because of land value changes and development pressures. Examples include securing land to facilitate transit corridors, streetscaping projects and future heritage conservation districts. The financial implications of these projects and programs will be identified through the business planning process, or project-specific staff reports.

- The proposed changes may accelerate housing supply, and in turn generate an increase in permit revenue. Land values may also increase upon project completion, which could impact property assessments and taxes. Staff have limited ability to predict the viability of potential projects as conditions surrounding individual projects are varied and market conditions are constrained.

- As HRM continues to face pressure in growth, demand for infrastructure and services will continue to increase in both the short and long-term. All population projections and unit yields are being provided to infrastructure and service providers as part of the Strategic Growth and Infrastructure Priority Plan process and will be updated on an annual basis to show development and population changes.

- More work is needed to determine how to identify and distribute the costs associated with growth across areas impacted, which is expected during the Strategic Growth and Infrastructure Priority Plan process.

- Funding of constraints in local/area water, wastewater, stormwater and transportation infrastructure are the responsibility of the project applicant/developer (essentially, ‘cost-causer pays’ principle). Regional level infrastructure needs driven from growth will be funded through Halifax Water’s Regional Development Charges.

- There may be community or local infrastructure capacity challenges that will need to be addressed at the time of development. The as-of-right nature of some of the proposed policies means that any review was high level or not possible until such time as more detailed plans are submitted through the planning application and permit application stage.

- Making changes to policy and regulatory frameworks ahead of the noted analyses may also put additional growth-related pressure on all infrastructure and services including emergency services.

Other Risks

- There may be a negative perception of the Suburban Plan process due to the third round of amendments proceeding ahead of the comprehensive process for significant development sites. Following the Housing Accelerator Fund, the introduction of Transit Oriented Opportunity Sites and Growth Nodes policies pre-empts the planning process and significant investments in realizing the rapid transit network. Staff will be adjusting the work plan accordingly.

- Enabling consideration of comprehensive planning for nine Suburban Growth Nodes ahead of the suburban planning process, Halifax Water Integrated Resource Plan, Strategic Growth and

Infrastructure Priorities Plan and detailed rapid transit design can expedite housing but may also contribute to challenges in coordinating multiple planning processes and there may be lost opportunities to coordinate infrastructure investments, particularly in transit. Some opportunities may be lost if key lands cannot be acquired in a timely manner.

- New development can generate a loss of existing affordable housing units because of the demolition of existing older buildings. Some of these impacts were mitigated by excluding existing multi-unit buildings from consideration through the interim transit-oriented opportunity sites development agreement policy.

COMMUNITY ENGAGEMENT

On October 7, 2025, Regional Council initiated the Updated Approach for Planning Changes to meet Provincial Interests including the Minimum Planning Requirements and approved a public participation program. As the changes being made were mandatory and required by provincial legislation, the public engagement materials focused on information-sharing and making the public aware of the changes. The public was invited to share comments and questions with staff throughout a 2-week engagement period from October 8 to October 24, 2025. A simplified project title, Planning Changes to Support Housing Supply, was used for engagement materials. The public engagement campaign included several methods of communication:

- The Engage Halifax Webpage (https://engagehalifax.ca/2025-planning-changes) for Planning Changes to Support Housing Supply was launched on October 7, 2025. The webpage was a central hub for the engagement, as advertisements directed the public to visit the webpage to learn more;
- The email (regionalplan@halifax.ca) was the primary method of communication between staff and the public. Inquiries were also collected through 3-1-1 and referred to staff for follow-up. Staff returned phone calls, logged correspondence, and answered questions.
- A digital advertising campaign, including paid and unpaid posts, ran over the engagement period on the social media platforms, Facebook and Instagram;
- A short video explaining the Planning Changes to Support Housing Supply was displayed on digital screens in libraries, transit terminals, and recreational centres across the municipality during the engagement period. It summarized the provincial requirements and directed the public to visit the project webpage;
- Two drop-in open houses were hosted by Planning & Development staff and attended by professionals from the development industry. The goal of the open houses was to provide dedicated time for industry professionals and staff to review the proposed land use by-law changes, which was identified as a key concern during the June 2025 process.

The engagement period collected and analyzed comments received from members of the public and those from industry professionals. In general, public feedback on the Planning Changes to Support Housing Supply was critical of several of the Minimum Planning Requirements (MPRs) and the related amendments to planning documents, with some supportive and mixed views also expressed. For instance, changes to requirements for unit mix, on-site parking, and ground floor commercial space for multi-unit residential buildings received some of the greatest concern from the public, while proposed amendments to short-term rental regulations received largely positive feedback. Overall, much of the public feedback was concerned with the long-term impacts of the proposed amendments and encouraged prioritizing a forward-thinking approach to building communities.

Feedback from Industry Professionals

Feedback from industry professionals regarding the MPRs was mixed, with some industry members noting support for changes and Provincial involvement, and others expressing frustration around impacts to their developments following the refusal of the 2025 Regional Plan. Much of the industry open house discussions centered around clarifying questions. Questions were received to clarify how proposed

amendments can be anticipated to impact as-of-right development and specific proposals, the anticipated process and timelines for the Regional Plan, Suburban Plan, Rural Plan, and the impact of the Ministerial Order establishing the Interim Planning Area on development in HRM. Staff addressed questions from industry members at the open houses.
A complete summary of the feedback received through this engagement period has been compiled in a 'What We Heard Report' in Attachment I. This feedback will inform ongoing policy work on the Phase 5 Regional Plan, Suburban Plan and Centre Plan.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications of this report identified at this time. The Regional Plan includes a range of policies that deal both directly and indirectly with the natural environment. The proposed amendments are anticipated to enable additional housing units in the Municipality, and all other existing planning policy and land use regulations will continue to apply.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development and Part IX, Subdivision

ALTERNATIVES

Regarding Recommendation #1 - 2 of this Report, Regional Council may:

1. Modify the proposed amendments as set out in Attachments A, B, C or D of this report. If this alternative is chosen, specific direction regarding the requested modifications is required, and may require a supplementary report from staff. Substantive amendments may require another notice of First Reading prior to a public hearing being scheduled.

2. Refuse the proposed amendments as set out in Attachments A, B, C, or D of this report. A decision of Council to approve or refuse the proposed amendments is not appealable to the N.S. Regulatory and Appeals Board as per Section 262 of the *HRM Charter*; however, as identified in the Risk Considerations section above, the *HRM Charter* requires the Municipality to comply with the Minimum Planning Requirements and the Interim Planning Area for HRM as specified in *N.S. Reg. 195/2025* will continue to remain in place.

ATTACHMENTS

Attachment A: Amendments to the Regional Municipal Planning Strategy (Regional Plan)
Attachment B: Amendments to Secondary Municipal Planning Strategies
Attachment C: Amendments to Land Use By-Laws
Attachment D: Amendments to the Halifax *Regional Subdivision By-Law*
Attachment E: Provincial Confirmation of Direction Letter and supporting documents
Attachment F: Summary of Amendments to Address the Minimum Planning Requirements
Attachment G: Summary of Amendments to Support Increased Housing Supply and Strategic Initiatives
Attachment H: Update to Regulation of Short-term Rentals in Rural Areas
Attachment I: What We Heard Engagement Report – Planning Changes to Support Housing Supply
Schedule A: Schedules to Amend the Regional Municipal Planning Strategy
Schedule B: Schedules to Amend Secondary Municipal Planning Strategy
Schedule C: Schedules to Amend Land Use By-Laws of the Halifax Regional Municipality
Schedule D: Schedules to Amend the Regional Subdivision Bylaw

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ATTACHMENT A

Proposed Amendments to the Regional Municipal Planning Strategy

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Regional Municipal Planning Strategy is hereby amended as follows:

1. Amending the Table of Contents by adding the text "3.1A Increasing Housing Supply" immediately below the text "3.1 Objectives".

2. Amending the Table of Contents by adding the text "3.3.2 Suburban Growth Area Opportunity Sites" immediately below the text "3.3.1. Opportunity Sites".

3. Amending the Table of Contents by adding the text "5.6.1 Land Titles Clarification Initiative" immediately below the text "5.6 HISTORICAL AFRICAN NOVA SCOTIA COMMUNITY ACTION PLANNING".

4. Amending the Table of Contents, by:
   a. Adding the text "**CHAPTER 6.0B SUBURBAN AREA SECONDARY MUNICPAL PLANNING STRATEGY**" immediately below the text "6.3.2A The Downtown Halifax Secondary Municipal Planning Strategy";
   b. Adding the text "6.0B INTRODUCTION" immediately below the text "CHAPTER 6.0B SUBURBAN AREA SECONDARY MUNICPAL PLANNING STRATEGY";
   c. Adding the text "6.1B OBJECTIVES" immediately below the text "6.0B INTRODUCTION";
   d. Adding the text "6.2B SUBURBAN PLANNING VISION AND CORE CONCEPTS" immediately below the text "6.1B OBJECTIVES" ;
   e. Adding the text "6.2.1B Vision Statement" immediately below the text "6.2B SURBURBAN PLANNING VISION AND CORE CONCEPTS";
   f. Adding the text "6.2.2B Core Concepts" immediately below the text "6.2.1B Vision Statement"; and
   g. Adding the text "6.3B Transit-Oriented Suburban Area Opportunity Sites" immediately below the text "6.2.2B Core Concepts".

5. Amending the LIST OF MAPS, by adding the following text after "Map 13G River-Lakes/Fall River Rural District Growth Centre, as shown below in **bold**:

   Map 13G – River-Lakes/Fall River Rural District Growth Centre
   Map 14A – Dunbrack Street and Lacewood Drive
   Map 14B – Downsview Mall
   Map 14C – Herring Cove Road at Dentith Road
   Map 14D – Mill Cove
   Map 14E – Portland Street Baker Drive
   Map 14F – Portland Street Eisener Boulevard

Map 14G – Tacoma Drive
Map 14H – Woodlawn Mall
Map 14I – Melville Heights, Herring Cove Road

6. Amending Section 1.3 in Chapter 1, as shown below in **bold**, by:
   a. Adding a new objective 1 under the Settlement and Housing heading; and
   b. Renumbering the existing objective 1 by adding the text "A" after the text "1" and before the text "Direct growth so as".

   Settlement and Housing

   1. Rapidly increase the supply of housing by prioritizing safe, sustainable and affordable housing through approaches to land use planning, regulations and development approvals;

   1**A**. Direct growth so as to balance property rights and life style opportunities with responsible fiscal and environmental management;

7. Amending Section 1.3 in Chapter 1, as shown below in **bold**, by:
   a. Adding the heading "Suburban Area" after objective 4 for the "Regional Centre"; and
   b. Adding objectives 1 through 5 under the heading "Suburban Area".

   Suburban Area

   1. Adopt a Suburban Secondary Municipal Planning Strategy and a land use by-law which achieves the Vision and Core Concepts set out in this Plan.

   2. Foster communities that are attractive, healthy places to live for people of all ages, incomes, backgrounds and abilities and where residents can access goods, services and facilities they need.

   3. Enable the design of compact, walkable, transit-supportive communities that are safe and welcoming to residents.

   4. Increase housing supply, mix and types for people of all ages, abilities and income levels and have access to transit, services and amenities.

   5. Develop clear and easy to understand planning documents that can adapt to changing community needs and conditions, and simplify rules for residential development.

8. Amending Section 1.7 in Chapter 1, as shown below in **bold**, by adding the text "Chapter 6B – The Suburban Area: establishes the vision and objectives for the Suburban Area Secondary Municipal Planning Strategy." below the text "Chapter 6A – The Regional Centre:

establishes the vision and objectives for the Regional Centre Secondary Municipal Planning Strategy."

Chapter 6B – The Suburban Area: establishes the vision and objectives for the Suburban Area Secondary Municipal Planning Strategy.

9. Amending Chapter 2, as shown below in **bold**, by adding Policy E-16A after Policy E-16.

E-16A HRM may establish a special area through the Regional Centre Secondary Municipal Planning Strategy and Land Use By-Law to permit, by development agreement, limited recreational uses and commercial uses within a riparian buffer that is located adjacent to a non-coastal watercourse, providing the watercourse buffer has been unaltered since August 26, 2006. In considering such a development agreement under this policy, HRM shall consider Policy G-15.

10. Amending Section 3.1 in Chapter 3, as shown below in **bold**, by:
    a. Adding objective 1 below the heading "3.1 Objectives"; and
    b. Adding the text "A" after the text "1" and before the text "Direct growth".

3.1 OBJECTIVES

1. Rapidly increase the supply of housing by prioritizing safe, sustainable and affordable housing through approaches to land use planning, regulations and development approvals;

1**A**.Direct growth so as to balance property rights and life-style opportunities with responsible fiscal and environmental management;

11. Amending Chapter 3, as shown below in **bold**, by:
    a. Adding the heading "3.1A INCREASING HOUSING SUPPLY" after Objective 8 under Section 3.1;
    b. Adding the preamble below the heading; and
    c. Adding policy S-0, S-0A, and S-0B below the preamble.

3.1A INCREASING HOUSING SUPPLY

The Province and, in particular the HRM, is experiencing a housing shortage crisis. It is currently the most urgent priority in municipal land use planning, regulations and development approval to rapidly increase the supply of housing.

S-0 Due to the housing shortage crisis the most urgent priority in municipal land-use planning, regulation and development approval is to rapidly increase the supply of housing. It is the intention of this Plan to rapidly

increase the supply of housing in the municipality by removing barriers to housing and allowing a variety of residential forms, types and uses. When preparing new secondary planning strategies or amendments to existing secondary planning strategies to allow new developments, the Municipality shall prioritize the increased supply of safe, sustainable, and affordable housing over other interests by:

a) creating opportunities for a mix of housing types within designated growth centres;
b) and encouraging growth in locations where transit is or will be available;
c) reducing lot frontage, lot size and parking requirements;
d) removing on-site parking requirements for residential uses within the urban service area;
e) permitting secondary and backyard suites in all residential areas;
f) permitting shared housing uses of a scale compatible with the surrounding neighbourhood in all areas where residential uses are permitted and minimizing additional requirements beyond those for residential uses;
g) continuing incentive or bonus zoning in the Regional Centre;
h) allowing infill development and housing densification in areas seeking revitalization;
i) identifying existing affordable housing and development of measures to protect it;
j) enabling adaptive reuse of structures;
k) considering innovative approaches that meet unique cultural needs;
l) removing angle controls and establishing height maximums that support mid and high-density residential developments, including using mass timber construction;
m) enabling and expediting modular housing, manufactured housing including modified shipping containers converted into housing, mass timber constructed housing, and other forms of sustainable and affordable construction, as well as flexibility for built form requirements and design guidelines that impact height and density for these construction methods; and
n) including temporary housing in non-permanent structures as a use for a work camp or construction camp in all zones where it can be safely established.

S-0A **Secondary municipal planning strategies and land use by-laws shall permit residential uses in all zones except for areas zoned for industrial, military, park, transportation reserve, utility, water supply, floodplain,**

Crown land, agriculture and any lands zoned to reflect ownership by a conservation organization.

S-0B Notwithstanding any policy of the applicable secondary municipal planning strategy or this Plan, for multi-unit residential buildings that begin construction on or before April 1, 2028, there shall be no requirement:

a) related to the unit mix of the proposed buildings; and
b) for more than 20% ground floor commercial space.

12. Amending Section 3.3 in Chapter 3, as shown below in **bold**, by adding Section 3.3.2 "Suburban Growth Area Opportunity Sites" after Section 3.3.1.

3.3.2 Suburban Growth Area Opportunity Sites

Suburban communities will play a critical role in the region's ability to be responsive to a quickly growing population. Key opportunities for significant mixed-use development will be on underutilized sites which are located close to existing or planned transit terminals, frequent transit routes and proposed rapid transit stations. These centres or hubs can be further supported by mixed use development along other transit corridors, and infill in existing multi-unit neighborhoods. Community services and post-secondary areas can also provide opportunities for additional housing, including student housing.

The Suburban Planning process will direct population and employment density to encourage transit-supportive growth in complete communities, using a built form-based approach to land use planning which prioritizes high quality urban design. Areas of small-scale infill within established residential areas are also envisioned to contribute to the development of complete communities that are compatible with the surrounding context.

Transit-oriented development in complete communities in the Suburban Area will guide strategic investments in services and infrastructure and help to support a viable rapid transit service. The detailed boundaries of growth areas and the land use policies guiding development in the Suburban Area will be determined through the Suburban Planning process, as outlined in Chapter 6B. Several Suburban Growth Area Opportunity sites, as identified in Table 3-3A and Maps 14A to 14I, have been identified as existing underutilized sites in key locations that could be redeveloped. These sites present an opportunity for new housing development that is needed to support the significant demand for housing of all types across the Municipality. Comprehensive planning in these areas will determine future land uses and densities, the needed local and regional infrastructure to support building

complete communities, and the appropriate planning tools. Developments may be phased provided that overall site design and infrastructure are considered.

Table 3-3A: Suburban Growth Area Opportunity Sites
Dunbrack Street and Lacewood Drive
Downsview Mall
Herring Cove Road at Dentith Road
Mill Cove
Portland Street / Baker Drive
Portland Street/ Eisener Boulevard
Tacoma Drive
Woodlawn Mall
Melville Heights, Herring Cove Road

S-13C It shall be the intent of this Plan to support the strategic and efficient delivery of services and infrastructure and promote complete communities in the Suburban Area that are pedestrian- and transit-supportive and provide safe and convenient access to jobs, goods and services. Notwithstanding the provisions of the applicable secondary municipal planning strategy and Policy SA-2B, a neighbourhood planning process may be undertaken for any of the Suburban Growth Area Opportunity Sites identified in Table 3.3A and shown on Maps 14A to 14I. A neighbourhood planning process includes project initiation, engagement, necessary studies, development of a concept plan, development of a land use framework (land use policies and by-laws), and approval by Council.

When considering initiating a planning process to develop detailed policies and land use regulations for potential opportunity sites, the Municipality shall consider:

a) efficient use of planning tools to support timely development, including allowing for phased development;
b) the applicable policies of this Plan, including the Suburban Planning Vision and Core Concepts as outlined in Chapter 6B, and suburban design guidelines;
c) the level of existing services and infrastructure supporting existing neighbourhoods;
d) regional and local water, wastewater and transportation infrastructure, emergency services, parks, community facilities and other services;
e) opportunities for planned infrastructure investments and efficient service delivery;

f) whether the mobility network, including the location of existing or proposed transit services, streets and active transportation facilities prioritize pedestrians, cyclists and transit and are connected;
g) land uses and site design support a mixed-use neighbourhood with a range of housing opportunities, built forms, places of employment, and services where daily needs of residents can be met;
h) the adequacy of public parks, open spaces, and community facilities to meet the recreational needs of residents;
i) measures to support new developments to be integrated with surrounding uses and neighbourhoods;
j) whether site design mitigates impacts to and integrates significant environmental and cultural features;
k) climate risks and opportunities to mitigate any potential impacts, such as overland flooding or stormwater management;
l) risks, impacts and opportunities associated with nearby railways and highways; and
m) impacts to municipal infrastructure and the need, if any, to concurrently approve by-laws to pay for growth related municipal infrastructure.

S-13D For developments considered under Policy S-13C, Council may consider initial phases of development to proceed through a development agreement or rezoning prior to the completion of the neighbourhood planning process, subject to the following:
a) the completion of a concept plan accepted by the Regional Council that includes at a minimum:
a. the overall proposed development densities;
b. the classes and locations of the land uses proposed;
c. proposed phasing of development;
d. the proposed transportation network, including connections to abutting public streets or highways, the anticipated major pedestrian traffic patterns, and the need for any on-site transit facilities or off-site network improvements;
e. the location of any significant natural or cultural features, including watercourses, flood risk areas, or wetlands within and adjacent to the area of land;
f. the proposed location of any public parks, open spaces and community recreation facilities; and
g. the proposed location of any school, emergency facility or community facility sites;
b) consideration of the applicable policies in Policy S-13C, and applicable direction contained in the Regional Plan; and
c) studies showing regional and local water, wastewater and transportation infrastructure, emergency services, parks and community facilities can

support the initial phase of the development; and establishing provisions for incentive or bonus zoning and infrastructure cost contributions.

13. Amending Chapter 3, as shown below in **bold**, by adding Policies S-17B and S-17C after policy S-17A.

S-17B Subject to policies S-14A, S-15A and S-16A of this Plan and notwithstanding the maximum density requirements in S-15A and Table 3-4A, Conservation Design Developments may include secondary and backyard suites as additional units, consistent with the provisions of the applicable Land Use By-Law.

S-17C The Municipality may permit amendments to existing Conservation Design development agreements to allow for secondary and backyard suites as additional units provided the requirements of policies S-16A and S-17B are satisfied.

14. Amending Table 3-4A in Chapter 3, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding a row before the row "Within Rural Growth Centres" for the text "Definitions" and adding the text "For the purposes of this Table: a) Net Developable Area is defined as the gross area of a lot excluding riparian buffers and wetlands, floodplains, and slopes in excess of 30%. b) Gross Developable Area is the entire area of a lot which includes riparian buffers and wetlands, floodplains, and slopes in excess of 30%. For developments that have a construction permit issued and begin construction before April 1, 2028, developable area may be calculated as Gross Developable Area. For all other developments, developable area shall be calculated as Net Developable Area.";
    b. Deleting the text "net" after the text "per hectare of" and before the text "developable area" in the row "Maximum Density" for Lower Density Classic Conservation Design Development "Within Rural Growth Centres";
    c. Striking out the asterisk after the text "net developable area" in the row "Maximum Density" for Lower Density Classic Conservation Design Development "Within Rural Growth Centres";
    d. Deleting the text "net" after the text "40% of the" and before the text "developable area" in the row "Open Space Requirement" for Lower Density Classic Conservation Design Development "Within Rural Growth Centres";
    e. Adding the text "including Secondary and Backyard Suites" after the text "Townhouse Dwelling" in the row "Permitted Residential Uses" for Lower Density Classic Conservation Design Development "Within Rural Growth Centres";
    f. Deleting the text "net" after the text "hectares of" and before the text "developable area" in clause (a) in the row "Maximum Density" for Higher Density Classic Conservation Design Development "Within Rural Growth Centres";
    g. Deleting the text "net" after the text "hectares of" and before the text "developable area" in clause (b) in the row "Maximum Density" for Higher Density Classic Conservation Design Development "Within Rural Growth Centres";

h. Adding clause (ba) after clause (b) in the row “Maximum Density” for Higher Density Classic Conservation Design Development “Within the Rural Growth Centre” and adding the text “or” after clause (ba);
i. Deleting the text “net” after the text “40% of the” and before the text “developable area” in clause (a) in the row “Open Space Requirement” for Higher Density Classic Conservation Design Development “Within Rural Growth Centres”;
j. Inserting clause (c) “Secondary and Backyard Suites” after clause (b) in the row “Permitted Residential Uses” for Higher Density Classic Conservation Design Development “Within Rural Growth Centres”;
k. Deleting the text “net” after the text “per hectare of” and before the text “developable area” in the row “Maximum Density” for Hybrid Conservation Design Development “Within Rural Growth Centres”;
l. Adding the text “and townhouses including Secondary and Backyard Suites” after the text “Two Unit Dwellings” in the row “Permitted Residential Uses” for Hybrid Conservation Design Development “Within Rural Growth Centres”;
m. Deleting the text “net” after the text “per hectare of” and before the text “developable area” in the row “Maximum Density” for Lower Density Classic Conservation Design Development “Outside Rural Growth Centres”;
n. Deleting the text “net” after the text “40% of the” and before the text “developable area” in the row “Open Space Requirement” for Lower Density Classic Conservation Design “Outside Rural Growth Centres;”
o. Adding the text “including Secondary and Backyard Suites” after the text “Two Unit Dwelling” in the row “Permitted Residential Uses” for Lower Density Classic Conservation Design Development “Outside Rural Growth Centres;”
p. Deleting the text “net” after the text “per hectare of” and before the text “developable area” in the row “Maximum Density” for Hybrid Conservation Design Development “Outside Rural Growth Centres;”
q. Adding the text “and townhouses including Secondary and Backyard Suites” after the text “Two Unit Dwelling” in the row “Permitted Residential Uses” for Hybrid Conservation Design Development “Outside Rural Growth Centres;”
r. Deleting the text “small scale Bed and Breakfasts” and replacing it with the text “Short-Term Rentals where permitted by the applicable Land Use By-law” in the row “Permitted Other Uses” in All Types of Conservation Design Development “Inside or Outside Rural Growth Centres”; and
s. Deleting the text “*Net Developable area means the gross area of a property excluding riparian buffers and wetlands, floodplains and slopes in excess of 30%.” immediately following Table 3.4A.

Table 3-4A: Conservation Design Development Standards

Property Location	Land Use Requirements	
Definitions	**For the purposes of this Table:** **a) <u>Net Developable Area</u> is defined as the gross area of a lot excluding riparian buffers and wetlands, floodplains, and slopes in excess of 30%.** **b) <u>Gross Developable Area</u> is the entire area of a lot which includes riparian buffers and wetlands, floodplains, and slopes in excess of 30%.** **For developments that have a construction permit issued and begin construction before April 1, 2028, developable area shall be calculated as Gross Developable Area.** **For all other developments, developable area shall be calculated as Net Developable Area.**	
Within Rural Growth Centres	Lower Density Classic Conservation Design Development	
	Maximum Density	1 unit per hectare of ~~net~~ developable area<u>*</u>
	Open Space Requirement	40% of the ~~net~~ developable area as common open space
	Permitted Residential Uses	Single Unit Dwelling, Two Unit Dwelling and Townhouse Dwelling **including Secondary and Backyard Suites**
	Higher Density Classic Conservation Design Development	
	Maximum Density	(a) One unit per 0.4 hectares of ~~net~~ developable area where the development is serviced with a municipal water supply; or (b) One unit per 0.5 hectares of ~~net~~ developable area where the development is serviced with a groundwater supply; or **(ba) one unit per 0.4 hectares of developable area where the development is serviced with a groundwater supply and more than 40% of the developable area as common open space; or** (c) Where a secondary planning strategy is adopted after August 29, 2006, the density prescribed by the secondary planning strategy.
	Open Space Requirement	(a) 40% of the ~~net~~ developable area as common open space; or (b) Where a secondary planning strategy is adopted after August 29, 2006, the open space requirement prescribed by the secondary planning strategy.
	Permitted Residential Uses	(a) Single Unit Dwelling, Two Unit Dwelling and Townhouse Dwelling (b)Townhouses and multiple unit buildings prescribed by a secondary planning strategy adopted after August 29, 2006. **(c) Secondary and Backyard Suites**
	Hybrid Conservation Design Development	
	Maximum Density	1 unit per hectare of ~~net~~ developable area
	Open Space Requirement	80% of each lot is retained as a site non-disturbance area
	Permitted Residential Uses	Single Unit Dwelling and Two Unit Dwellings **and townhouses including Secondary and Backyard Suites**
Outside Rural Growth Centres	Lower Density Classic Conservation Design Development	
	Maximum Density	1 unit per hectare of ~~net~~ developable area to a maximum of 100 units
	Open Space Requirement	40% of the ~~net~~ developable area as common open space
	Permitted Residential Uses	Single Unit Dwelling, and Two Unit Dwelling **including Secondary and Backyard Suites**
	Hybrid Conservation Design Development	

	Maximum Density	1 unit per hectare of ~~net~~ developable area to a maximum of 30 units
	Open Space Requirement	80% of each lot is retained as a site non-disturbance area
	Permitted Residential Uses	Single Unit Dwelling, and Two Unit Dwelling **including Secondary and Backyard Suites**
Inside or Outside Rural Growth Centres	All Types of Conservation Design Development	
	Permitted Other Uses	Publicly or Privately owned Community Facilities, Home-Based Offices, Day Cares, and ~~small-scale Bed and Breakfasts~~ **Short-Term Rentals where permitted by the applicable Land Use By-law.**
	Permitted Open Space Uses	Agriculture, passive recreation, conservation-related uses or the placement of wastewater management facilities, community wells or other community facilities designed to service the development.
	Primary Conservation Areas or Features	Riparian buffers, wetlands, natural drainage systems, natural detention storage areas, slopes exceeding 30%, and floodplains, environmentally sensitive areas, archaeological sites and other areas of high ecological value.
	Secondary Conservation Areas or Features	Mature forests, bare rock, scenic views, trails, historic sites and buildings, and other features of high cultural value.

~~*Net Developable area means the gross area of a property excluding riparian buffers and wetlands, floodplains and slopes in excess of 30%.~~

15. Amending Chapter 3, as shown below in ~~strikeout~~, by repealing Policy S-30.

S-30 ~~When preparing new secondary planning strategies or amendments to existing secondary planning strategies to allow new developments, means of furthering housing affordability and social inclusion shall be considered including:~~

~~a) creating opportunities for a mix of housing types within designated growth centres and encouraging growth in locations where transit is or will be available;~~
~~b) reducing lot frontage, lot size and parking requirements;~~
~~c) permitting secondary and backyard suites in all residential areas;~~
~~d) permitting shared housing uses of a scale compatible with the surrounding neighbourhood in all areas where residential uses are permitted and minimizing additional requirements beyond those for residential uses;~~
~~e) Deleted;~~
~~introducing incentive or bonus zoning in the Regional Centre;~~
~~f) allowing infill development and housing densification in areas seeking~~
~~g) revitalization; and,~~
~~h) identifying existing affordable housing and development of measures to protect it.~~

16. Amending Policy S-33 in Chapter 3, as shown below in **bold**, by adding the text "and share with the Province the information used to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth" after the text "future housing needs".

S-33 HRM shall monitor housing and demographic trends to assist in determining future housing needs **and share with the Province the information used to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth**.

17. Amending Chapter 3, as shown below in **bold**, by adding Policy S-41A after Policy S-41.

S-41A In the Rural Commuter Designation, Rural Resource Designation, Agricultural Designation, or Harbour Designation outside of the Urban Service Area boundary, internal building conversions to create new residential dwelling units that are not otherwise permitted through the secondary municipal planning strategies or land use by-laws may be considered by development agreement. These internal conversions may be permitted in existing residential, institutional, utility or commercial buildings. This conversion shall not be considered in an accessory building as defined under the land use by-law. To support compatibility with existing community character, the proposed development must utilize the existing building envelope and existing lot. In considering such a development agreement, HRM shall consider the following:

- **a) in addition to residential uses, whether any other proposed uses are permitted in the zone applied to the site;**
- **b) where the proposed development is to be serviced by a groundwater supply, whether a hydrogeological assessment conducted by a qualified professional has determined that there is an adequate supply of groundwater to service the development without adversely affecting groundwater supply in adjacent developments;**
- **c) where the proposed development is to be serviced by an on-site wastewater system, whether Provincial approval is to be provided demonstrating that the existing or proposed on-site septic system is:**
  - **i. adequate to accommodate the proposed residential adaptive reuse development, and**
  - **ii. is in compliance with all provincial regulations, for any necessary upgrades to an existing system or a new system where the existing system is insufficient;**
- **d) that changes to the size and form of the existing building are permitted only:**
  - **i. to meet or exceed building code requirements to create habitable space or improve accessibility or energy efficiency,**
  - **ii. for architectural design or façade changes, including new or altered window and door openings, cladding material, and rooflines,**

iii. for decks, patios and similar unenclosed features, or

iv. for steps, stairs and other entryways;

e) the provisions of Policy G-15.

18. Amending Chapter 5, as shown below in **bold**, by:
    a. Adding the heading "5.6.1 Land Titles Clarification Initiative" after Policy EC-26;
    b. Adding the preamble, and EC-27 and EC-28 under the new heading.

5.6.1 Land Titles Clarification Initiative

The Land Titles Initiative is an initiative of the Province of Nova Scotia to help residents in certain African Nova Scotian communities get clear title to their land. In HRM, this applies to the communities of North Preston, East Preston, and Cherry Brook/Lake Loon. This initiative is supported by the *Land Titles Clarification Act*. This Act establishes community boundaries that in some cases do not capture the entire community and exclude properties from consideration. This Plan aims to resolve this issue by creating policy that will officially recognize lots in existence in African Nova Scotian communities prior to municipal subdivision regulations. Given that this form of subdivision will not create new development but recognizes existing lots and dwellings, these requests shall be exempted from parkland dedication requirements.

EC-27 HRM shall recognize lots in communities designated "land titles clarification areas" under the *Land Titles Clarification Act*, as existing prior to the date that the applicable land use by-law was adopted. The *Regional Subdivision By-Law* shall include lot design requirements that support the unique circumstances of these lots. This may include removing the requirements for lot area and frontage under specific circumstances, such as clarifying eligibility for lot frontage exemptions and enabling subdivision that does not exceed the number of main buildings on a lot.

EC-28 Under the *Regional Subdivision By-Law*, HRM shall exempt lots recognized through Policy EC-27 from parkland dedication requirements.

19. Amending the Plan, as shown below in **bold**, to add Chapter 6.0B "Suburban Area Secondary Municipal Planning Strategy" after Policy RC-3A in Chapter 6A.

6.0B SUBURBAN AREA SECONDARY MUNICIPAL PLANNING STRATEGY

6.0B INTRODUCTION

The Suburban Area encompasses lands outside of the Regional Centre, where municipal water and wastewater services and conventional transit are available or planned to be considered and generally aligned with the Urban Settlement Designation. Land use and development in the Suburban Area is governed by several community plans and land use by-laws which have not been comprehensively updated. The Suburban Planning process will create policies and regulations to achieve the desired form and scale of development at the property level and help identify key investments needed to support both existing and new communities.

6.1B OBJECTIVES

1. **Adopt a Suburban Secondary Municipal Planning Strategy and a land use by-law which achieves the Vision and Core Concepts set out in this Plan.**
2. **Foster communities that are attractive, healthy places to live for people of all ages, incomes, backgrounds and abilities and where residents can access goods, services and facilities they need.**
3. **Enable the design of compact, walkable, transit-supportive communities that are safe and welcoming to residents.**
4. **Increase housing supply and the mix of housing types available for people of all ages, abilities and income levels and have access to transit, services and amenities.**
5. **Develop clear and easy to understand planning documents that can adapt to changing community needs and conditions, and simplify rules for residential development.**

6.2B SUBURBAN PLANNING VISION AND CORE CONCEPTS

A vision for the Suburban Area was informed by previous community visioning in several suburban communities. This vision is expected to be further refined as part of the Suburban Planning process.

6.2.1B Vision Statement

Urban communities are centred around a network of parks and trails, beautiful, walkable, and vibrant centres, main streets, and neighbourhoods. Residents enjoy an easy access to frequent and reliable transit, a wide range of housing options, food, recreation, services, and employment opportunities.

6.2.2B Core Concepts

In addition to objectives of this Plan for community planning, the Suburban Planning process will be guided by the following six Core Concepts, which can also be further refined through the planning process:

Complete Communities
Complete communities support people of all ages, backgrounds, abilities, and incomes to sustainably live, work, shop, learn, and play near one another. Historically, suburban communities have developed in a manner that has kept residential areas separate from commercial areas. This means that residents are generally dependent on vehicles to access the services and amenities they require on a daily basis. This Plan supports the creation of more complete and accessible communities by:

- **Supporting people of all ages, abilities, and backgrounds to live, work, shop, learn, and play within a short journey;**
- **Promoting mixed use neighbourhoods with safe and convenient access to goods and services needed in daily life to create positive health outcomes; and**
- **Using an equity lens when developing land use policies to address housing shortages, and permitting a range of housing options and related land uses.**

Safe, Diverse, Sustainable and Affordable Housing
Housing is a key determinant of health because a safe home provides individuals and families the comfort and security they need to work, study, create community connections and thrive. Housing availability and affordability are currently some of the most urgent priorities facing the municipality. This Plan supports increasing the supply of housing for all household sizes, income levels and life stages by:

- **identifying and removing barriers to increasing housing supply for all residents in safe locations in the suburban area such as reducing minimum required lot frontage, lot size, adaptive reuse, and eliminating parking requirements;**
- **supporting increased housing density and options in areas with access to transit, infrastructure and services;**
- **supporting opportunities for diverse forms of housing, including shared housing, co-housing, cluster housing, tiny homes, culturally inclusive housing, and community land trusts;**
- **expanding opportunities and incentives to support developing and retaining affordable housing;**
- **increase the diversity of housing types available in all communities so that all residents can choose housing that meet their needs;**
- **enabling and providing flexibility for innovative housing forms such as net-zero, modular housing, factory built housing and mass timber constructed housing; and**

- **collaborating with government, non-profit and private sector partners to end homelessness and housing poverty in the municipality through complementing programs, policies, or regulations.**

Open Space and Culture

Suburban communities feature a wide variety of natural and cultural assets that contribute to the character of each neighbourhood. They also play an important role in supporting the health of residents and the environment. This Plan encourages the protection and enhancement of natural and cultural assets by:

- **Applying information about important natural features that contribute to sustainability and sense of place in future growth;**
- **Supporting the integration of natural processes and energy conservation in site design, including preserving, rehabilitating, and restoring natural system functions, and**
- **Supporting access to active and passive parks and open spaces.**

Human-Scale Design

Human-scale design is focused on building and streetscape design that makes people feel more at ease and allows them to relate to their surroundings. It refers to a relationship between the size, shape, and design of components in the urban environment that matches the pace of pedestrians. Buildings and streets, as well as elements like trees and street furniture, all contribute to providing a scale that is comfortable for people. Human-scale design makes urban environments more interesting, encourages exploration, and draws more people to local shops and services. This Plan provides direction for the built environment that respects the human scale by:

- **Supporting options for missing middle housing, which is housing such as small multi-unit dwellings and mid-rise multi-unit dwellings; and**
- **Supporting human-scale experience for taller buildings through design that provides stepbacks for the upper storeys, low streetwalls with architectural detailing, weather protection, and frequent entrances; and**
- **Supporting connectivity and a mix of uses in the urban environment.**

Inclusive and Accessible Design

This Plan supports design that prioritizes the comfort, equity and accessibility for people of all ages and abilities in the built environment, transportation networks, in its public and recreational spaces. When walking, rolling, and other forms of sustainable transportation are safe and more convenient, they become a viable transportation choice. This leads to community benefits, such as emission reductions, improved accessibility, affordability and improved public health. To increase residents' comfort and convenience when walking or rolling, development

in suburban communities will need to be carefully designed. This Plan supports inclusive and accessible design by:

- **Supporting accessibility in the built environment, recreation and transportation;**
- **Prioritizing the needs and comfort of people in all seasons to make walking, rolling and other modes of sustainable transportation more convenient and viable;**
- **Encouraging land use, transportation and design policies that prioritize walking/rolling, cycling and transit to reduce car dependency; and**
- **Fostering high-quality architecture and urban design that is interesting and comfortable for people at street level.**

Transit Supportive Growth

Dependence on personal vehicles to access employment, education, shopping, and other services and amenities has resulted in significant traffic congestion in suburban communities. This Plan supports easier access to transit by:

- **Directing growth to transit corridors, nodes, and under-utilized commercial areas to support inclusive and connected communities; and**
- **Locating the highest density and mix of uses within a short walk or roll of frequent transit services, and mid-rise and missing middle housing within a short walk or roll of transit facilities or corridors; and**
- **Supporting connectivity for walking and rolling to facilitate access to transit.**

SA-1B HRM shall develop a Secondary Municipal Planning Strategy for the Suburban Area (Suburban Plan) and a Land Use By-Law for the Suburban Area, generally identified as lands within the Urban Settlement Designation that are outside of the Regional Centre. This process shall consider:

a) the policies of this Plan and the Suburban Planning Vision and Core Concepts (Complete Communities, Safe, Diverse, Sustainable and Affordable Housing, Open Space and Culture, Human-Scale Design, Inclusive and Accessible Design, and Transit Supportive Growth); and

b) measures to increase opportunities for safe, sustainable, and affordable housing.

6.3B Transit-Oriented Suburban Area Opportunity Sites

The Suburban Community Planning program will involve a comprehensive planning process to develop a vision and future land use structure for the Suburban Area. Given the present housing shortage, the urgent priority is to increase the supply of safe, sustainable and affordable housing, it is reasonable to provide additional opportunity to allow those residential or mixed-use development to proceed where they are aligned with the Suburban Community Planning Vision and

Core Concepts as outlined in Section 6.2B and Policy SA-1B and are ready to develop. Proposed developments may be considered by development agreement, where certain criteria and requirements can be met including accelerated project start and completion timelines.

SA-2B Notwithstanding Policy G-7 but subject to Policies SA-3B, SA-4B and G-15, prior to the adoption of the Suburban Plan, development proposals that align with Section 6.2B including Policy SA-1B of this Plan for residential or mixed-use buildings that provide primarily residential uses within the Suburban Area and in the Urban Service Boundary, may be considered by development agreement, or an amendment to an existing development agreement, provided they meet the following criteria:

- **a) the proposed development site is located within the Urban Settlement Designation but outside the Regional Centre Secondary Municipal Plan Area and the Suburban Housing Accelerator Secondary Municipal Plan Area;**
- **b) the proposed development site is not zoned for industrial, military, park, transportation reserve, utility, water supply, floodplain, Crown land, agriculture and any lands zoned to reflect ownership by a conservation organization;**
- **c) the proposed development site is located within an 800 metre walkshed of:**
  - **i. a Planned Bus Rapid Transit (BRT) route or the Mill Cove Ferry Terminal as identified in the Rapid Transit Strategy, as approved by Regional Council on May 26, 2020;**
  - **ii. the Downsview, Cobequid or Sackville Transit Terminals;**
- **d) the proposed development site is no more than 2 hectares in total area;**
- **e) the proposed development must not result in the demolition of an existing building containing three dwelling units or more; and**
- **f) a complete application for a development agreement must be on file with HRM on or before the first notice of the intention of Council to adopt the Suburban Plan.**

SA-3B In considering an application for a development agreement or an amendment to a development agreement under Policy SA-2B, HRM shall consider:

- **a) that the development's permitted density and built form on the site considers walking distance to transit, local context and transitions in height and massing to low-rise residential neighbourhoods;**
- **b) the development's site design supports necessary infrastructure upgrades;**

c) **whether to vary the built form and land use requirements in the Housing Accelerator Zone and applicable section of the Suburban Housing Accelerator Land Use By-Law;**
d) **on-site and off-site improvements necessary to integrate the development in the surrounding area, including street and active transportation that support Bus Rapid Transit Corridors;**
e) **whether ground floor commercial or institutional space is included to support local services and employment uses;**
f) **whether the proposal considers including a mix of uses, ground-oriented units, landscaping and pedestrian connectivity;**
g) **provisions for incentive or bonus zoning consistent with requirements set out policies in Section 9.7A of this Plan and applicable land use by-laws;**
h) **the project commencement date shall not exceed 18 months with one opportunity for a one-time extension not exceeding 6 months; and**
i) **the project completion date shall not exceed three years from the date of commencement.**

SA-4B A Development Agreement, or an amendment to development agreement, under Policy SA-2B and SA-3B shall:

a) **for a development that is located:**
    i. **in a low-density residential area that is not near bus rapid routes, the Mill Cove Terminal, or the Downsview, Cobequid or Sackville Terminals, not exceed the built form for a low-rise building as set out in the Suburban Housing Accelerator Land Use By-Law;**
    ii. **near bus rapid transit routes, the Mill Cove Ferry Terminal, or the Downsview, Cobequid or Sackville Terminals and abuts a low-density residential area, not exceed the mid-rise built form as set out in the Suburban Housing Accelerator Land Use By-Law; and**
    iii. **near bus rapid transit routes, the Mill Cove Ferry Terminal or the Downsview, Cobequid or Sackville Terminals and not abutting low-density residential areas, not exceed the tall mid-rise built form as set out in the Suburban Housing Accelerator Land Use By-Law; and**
b) **unless otherwise varied by the development agreement, require the applicable provisions of the Suburban Housing Accelerator Land Use By-Law to apply.**

SA-4C Notwithstanding Policy SA-4B(a)(i) to (iii) inclusive, greater building heights may be considered where:

a) **studies show regional and local water, wastewater and transportation infrastructure, emergency services, parks and community facilities can support additional density; and**

b) the design of the site and building complements the neighborhood context in terms of transition in height.

20. Amending Policy G-15(a)(iv), as shown below in **bold**, by adding the text "and transportation infrastructure for walking/rolling, cycling, transit and vehicles" after the text "road networks" and before the text "leading to".

(iv) the adequacy of road networks **and transportation infrastructure for walking/rolling, cycling, transit and vehicles** leading to or within the development; and

21. Amending Policy G-15(b)(iii), as shown below in ~~strikeout~~, by deleting the text ", and parking" after the text "from the site".

(b) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:
(i) type of use;
(ii) height, bulk and lot coverage of any proposed building;
(iii) traffic generation, access to and egress from the site~~, and parking~~;
(iv) open storage; and
(v) signs;

22. Amending Chapter 9, as shown below in **bold**, by adding Policy G-15A after Policy G-15.

G-15A Notwithstanding any policy of the applicable secondary municipal planning strategy or this Plan, for multi-unit residential buildings that begin construction before April 1, 2028, there shall be no requirement:

(a) related to the unit mix of the proposed buildings; and

(b) for more than 20% ground floor commercial space.

23. Amending Chapter 9, as shown below in **bold**, by adding Policy G-15B after Policy G-15A.

G-15B In the Rural Area, internal building conversions to create new residential dwelling units that are not otherwise permitted through the secondary municipal planning strategies or land use by-laws may be considered by development agreement. These internal conversions may be permitted in existing residential, institutional, utility or commercial buildings. This conversion shall not be considered in an accessory building as defined under the land use by-law. To support compatibility with existing community character, the proposed development must utilize the existing building envelope and existing lot. In considering such a development agreement, the Municipality shall consider the following:

a) in addition to residential uses, any other proposed uses are permitted in the zone applied to the site;

b) where the proposed development is to be serviced by a groundwater supply, a hydrogeological assessment conducted by a qualified professional has determined that there is an adequate supply of groundwater to service the development without adversely affecting groundwater supply in adjacent developments;

c) where the proposed development is to be serviced by an on-site sewage disposal system or private wastewater facility, Provincial approval is to be provided demonstrating that the existing or proposed on-site septic system is:

i. adequate to accommodate the proposed residential adaptive reuse development, and

ii. is in compliance with all provincial regulations, for any necessary upgrades to an existing system or a new system where the existing system is insufficient;

d) that changes to the size and form of the existing building are permitted only:

i. to meet or exceed building code requirements to create habitable space or improve accessibility or energy efficiency;

ii. for architectural design or façade changes, including new or altered window and door openings, cladding material, and rooflines;

iii. for decks, patios and similar unenclosed features; or

iv. for steps, stairs and other entryways;

e) the provisions of Policy G-15 and G-15A.

24. Amending "Map 2 – Generalized Future Land Use Map" to redesignate PID 41342080 from Urban Reserve to Rural Commuter designation, as shown on Schedule A-1 attached hereto.

25. Amending "Map 2 – Generalized Future Land Use Map" to redesignate portions of PIDs 40140501, 41284449, and 40151185 from Rural Commuter to Urban Settlement designation, as shown on Schedule A-2 attached hereto.

26. Amending "Map 2 – Generalized Future Land Use Map" to redesignate PID 40018657 from Rural Commuter to Urban Settlement and added to the Sub-Designation Business/Industrial Park", as shown on Schedule A-3 attached hereto.

27. Amending "Map 10 – Regional Burnside Area Map" to include the hatched area of PID 40018657 as part of the Burnside Business Park Expansion area, as shown on Schedule A-4, attached hereto.

28. Adding the following maps after "Map 13G – River-Lakes/Fall River Rural District Growth Centres, as shown on Schedule A, attached hereto:
    a. Map 14A – Dunbrack Street and Lacewood Drive, as shown on Schedule A-5;

b. Map 14B – Downsview Mall, as shown on Schedule A-6;
c. Map 14C – Herring Cove Road at Dentith Road, as shown on Schedule A-7;
d. Map 14D – Mill Cove, as shown on Schedule A-8;
e. Map 14E – Portland Street Baker Drive, as shown on Schedule A-9;
f. Map 14F – Portland Street Eisener Boulevard, as shown on Schedule A-10;
g. Map 14G – Tacoma Drive, as shown on Schedule A-11;
h. Map 14H – Woodlawn Mall, as shown on Schedule A-12; and
i. Map 14I – Melville Heights, Herring Cove Road, as shown on Schedule A-13.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

ATTACHMENT B - REVISED

PROPOSED AMENDMENTS TO SECONDARY MUNICIPAL PLANNING STRATEGIES

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Attachment B-2
Proposed Amendments to the Municipal Planning Strategy for Bedford

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Municipal Planning Strategy for Bedford is hereby amended as follows:

1. Amending Subsection (h) "Mainstreet Commercial Core" under the COMMERCIAL Section, as shown below in **bold**, by adding the text "These controls also present challenges for renovations and expansions to registered heritage properties. To encourage the conservation and adaptive re-use of heritage properties in the Mainstreet Commercial Designation, Council may consider a reduction of these standards in accordance with Policy C-20(a)." after the text "it shall be the intention of Council to consider a reduction of these standards for 1091 and 1095 Bedford Highway in accordance with Policy C-21."

   As a means of revitalizing the mainstreet commercial core, controls have been established in the Land Use By-law to ensure residential units do not exceed 50% of the gross floor area or be located at street level along the street within the first floor in buildings within the Mainstreet Commercial zone. These controls are most effective for relatively small lots with a local commercial use on the main floor fronting the Bedford Highway and where one or two residential units are provided on the second floor.

   It is recognized that such limitations are difficult to achieve at 1091 and 1095 Bedford Highway. This particular property is relatively large in size, its lot configuration is long and narrow and a significant grade differential exists from the front property line, along the Bedford Highway, and the rear property line along the CN rail line. These characteristics are unlike those of the majority of properties which have been zoned Mainstreet Commercial. Therefore, it shall be the intention of Council to consider a reduction of these standards for 1091 and 1095 Bedford Highway in accordance with Policy C-21.

   These controls also present challenges for renovations and expansions to registered heritage properties. To encourage the conservation and adaptive re-use of heritage properties in the Mainstreet Commercial Designation, Council may consider a reduction of these standards in accordance with Policy C-20(a).

2. Amending Policy C-3 under the COMMERECIAL Section, as shown below in **bold,** by adding the bullet and text "Residential uses containing up to 4 units shall be permitted as-of-right in the Highway Oriented Commercial Zone (CHWY) and the Shopping Centre Zone (CSC) subject to requirements of the RTU (Residential Two Dwelling Unit) Zone;" immediately below the bullet "Highway Oriented Commercial Zone (CHWY) which permits highway oriented uses including, but not limited to, service stations and gas bars, drive-in/take-out restaurants, commercial accommodations, auto sales and service, and recycling depots;".

Types of Commercial Uses

Policy C-3:

It shall be the intention of Town Council to encourage a range of commercial uses sufficient to serve community needs within the Town and surrounding areas through provisions in the Land Use By-law to create the following zones:

- General Business District Zone (CGB) which permits general business uses including, but not limited to, office buildings, retail shops, restaurants, commercial accommodations, drinking establishments, institutional uses [excluding cemeteries], and recycling depots;
- Shopping Centre Zone (CSC) which permits uses including but not limited to shopping centres, retail outlets, restaurants, drinking establishments, CGB Zone uses and recycling depots;
- Highway Oriented Commercial Zone (CHWY) which permits highway oriented uses including, but not limited to, service stations and gas bars, drive-in/take-out restaurants, commercial accommodations, auto sales and service, and recycling depots;
- **Residential uses containing up to 4 units shall be permitted as-of-right in the Highway Oriented Commercial Zone (CHWY) and the Shopping Centre Zone (CSC) subject to requirements of the RTU (Residential Two Dwelling Unit) Zone;**

3. Amending Policy C-6A under the COMMERCIAL Section, as shown below in **bold**, by adding the text "Residential uses containing up to 4 units shall be permitted as-of-right subject to the requirements of the RTU (Residential Two Unit Dwelling) zone." after the text "within the CHC Zone".

Policy C-6A:

The Cushing Hill Commercial Zone (CHC) shall be applied to the southern portion of Cushing Hill and permit commercial and highway oriented uses, but not limited to service stations, drive-in/take-out restaurants, commercial accommodations, auto sales and service, recycling depots; and general business uses including, but not limited to, office buildings, retail shops, restaurants, commercial accommodations, drinking establishments, institutional uses [excluding cemeteries]. Building heights of up to 60 feet above the Bedford Highway shall be enabled within the CHC Zone. **Residential uses containing up to 4 units shall be permitted as-of-right, subject to the requirements of the RTU (Residential Two Unit Dwelling) zone.**

4. Amending Policy C-13 under the COMMERCIAL SECTION, as shown below in **bold** and ~~strikeout~~, by deleting the text "75 feet" and replacing it with the text "8 storeys" after the text "the maximum building height is to be".

Policy C-13:

It shall be the intention of Town Council to enter into a Development Agreement with the owners of the Travellers' Motel, Esquire Motel and Clearwater Lobster Limited properties to permit CCDD development when municipal services become available. In recognition of the site's unique position at the entrance to the Town overlooking the Bedford Basin, an agreement if entered into shall specify that two thirty foot wide separations are to be provided between the buildings on either side of the entrance road to the waterfront project to provide views from the highway and from the existing homes above the site. Buildings are to be set back 60 feet on either side of the entrance road to the waterfront project to provide a view. As well, the maximum building height is to be ~~75 feet~~ **8 storeys**.

5. Amending Policy C-20 under the COMMERCIAL SECTION, as shown below in **bold**, by adding the text "For multi-unit residential buildings that begin construction before April 1, 2028, ground floor residential uses located on the street front of the first floor are permitted" after the text "and existing residential uses." and before the text "In addition, shared housing".

   Policy C-20:

   Town Council shall establish a Mainstreet Commercial Zone within the Land Use By-Law and apply it to the portion of the mainstreet commercial core area extending from the Sackville River south to Locke Street on the north side of the street and between the Sackville River and Shore Avenue on the south side of the street as shown on Map 2. Permitted uses within the Mainstreet Commercial Zone shall be small scale, pedestrian oriented uses including but not limited to general retail stores, business and professional offices, personal and household service shops, financial institutions, full service restaurants, pubs, lounges, recycling depots, dwelling units within a commercial building not to exceed 50 percent of the gross floor area and not located on the street front of the first floor, and existing residential uses. **For multi-unit residential buildings that begin construction before April 1, 2028, ground floor residential uses located on the street front of the first floor are permitted.** In addition, shared housing with special care will be permitted by development agreement pursuant to Policy R-19A. All commercial developments shall be subject to specific signage, landscaping, parking, and architectural design controls as specified in the Land Use By-Law. Town Council shall prohibit front yard parking and deep front and side yard setbacks for new development. Town Council shall consider modification of the requirements for such items as front and side yard setbacks as well as front yard parking through a development agreement in situations involving the redevelopment of existing buildings. Those properties designated Mainstreet Commercial, but not zoned Mainstreet Commercial, shall continue to have an RSU Zone consistent with current land uses.

6. Amending the COMMERCIAL Section, as shown below in **bold**, by adding Policy C-20(a) immediately after Policy C-20:

Policy C-20(a):
To encourage the conservation and adaptive re-use of registered heritage properties in the Mainstreet Commercial Designation, renovations and expansions to existing heritage buildings shall be considered by a development agreement in accordance with the Heritage Development Agreement Policies of the Regional Municipal Planning Strategy, and may consider modification of the requirements for

(a) height;

(b) lot coverage;

(c) setbacks; and

(d) maximum percentage of gross floor area occupied by residential dwelling units.

7. Amending "General Future Land Use" under the IMPLEMENTATION Section, as shown below in **bold**, by:
    a. adding the text "A" after the text "Table III" and before the text (Appendix B) in the second paragraph; and
    b. adding the text "A" after the text "Table III" and before the text "in identifying" in the second paragraph.

    These land uses are identified on the Generalized Future Land Use Map as referred to in Policy Z-1. Table III**A** (Appendix B) identifies in a matrix form the uses which are permitted through rezoning or development agreement procedures. Policy Z-2 refers to the role of Table III**A** in identifying permitted land uses.

8. Amending "Development Agreements" under the IMPLEMENTATION Section, as shown below in **bold**, by:
    c. Adding the text "A" after the text "Table" and before the text ", may be considered" in the first paragraph.

    Development Agreements
    Except within existing residential areas, within any zone, a development that would not normally be permitted by the zone, but falls within the potentially permitted uses of the Generalized Land Use category as shown on Table III**A**, may be considered by Council through the application of development agreements as provided for under Section 55 of the Planning Act. Development agreements will also be applied in situations set forth elsewhere in this plan.

9. Amending "Municipal Planning Strategy Amendments Not Required" under the IMPLEMENTATION Section, as shown below in **bold**, by:
    d. Adding the text "A" after the text "Table" and before the text "and the" in the

first paragraph".

Municipal Planning Strategy Amendments Not Required
An amendment to the municipal planning strategy shall not be required where rezoning and development agreements fall within the list of potentially permitted uses within the Generalized Land Use categories as shown on Table III**A** and the Generalized Future Land Use Map.

10. Amending Policy Z-2 in the IMPLEMENTATION Section, as shown below in **bold**, by:
    e. Adding the text "A" after the text "Table III" and before the text "the land uses"; and
    f. Adding the text "A" after the text "Table III" and before the text "may be considered".

Policy Z-2:
It shall be the intention of Town Council to indicate on Table III**A** the land uses which may be permitted in each Generalized Future Land Use category as-of-right, or by rezoning or development agreement consistent with all other policies. Council shall consider these uses through the zoning amendment or development agreement process, subject to the criteria in Policy Z-3 and all other applicable policies in this Strategy. The procedure to be followed for all rezoning applications or requests for development agreements is in accordance with the Planning Act. Except within residential areas, within any zone, a development that would not normally be permitted by the zone, but falls within the potentially permitted uses of the Generalized Future Land Use category as shown on Table III**A** may be considered by Town Council through the application of development agreements as provided for under Section 55 of the Planning Act

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment B-4
Proposed Amendments to the Municipal Planning Strategy for Dartmouth

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Municipal Planning Strategy for Dartmouth is hereby amended as follows:

1. Amending Policy H-3BA in the HOUSING Chapter, as shown below in **bold** and ~~strikeout~~ by:
    a. Deleting the text "south" and replacing it with the text "west" after the text "on the" and before the text "by Halifax Regional Water";
    b. Deleting the text "west" and replacing it with the text "east and north" after the text "watershed lands, to the" and before the text "by the Forest";
    c. Adding the test "and privately held lands, and" after the test "Forest Hill Connector" and before the text "to the";
    d. Deleting the text "east" and replacing it with the text "south" after the text "to the" and before the text "by Golf View Drive";
    e. Deleting the text "and to the north by privately held lands," after the text "(Highway 7)" and before the text ", to support";
    f. Deleting the text "that meets the following requirements:" and replacing it with the text ". In considering development agreement proposals, Council shall consider:" after the text "development agreement";
    g. Deleting the text "Policies HRA and" and replacing it with the text "that Policy" before the text "H3B" in clause (a);
    h. Deleting the text "of Policy H-3B that" after the text "and (i)" and before the text "shall not apply";
    i. Adding the word "that" at the beginning of clause (b);
    j. Deleting the text "and" after the text "development;" in clause (e);
    k. Deleting the period "." and replacing it with a semi-colon ";"at the end of clause (f)
    l. Adding clauses (g) and (h) after clause (f).

Policy H-3BA For lands located in the Lake Loon Golf Centre CDD, identified as PID 40396152, 00602474, 41053299, 00261933, 00261925, 00261958, 41053281, 40173395, 40285397, and 00261917, bounded on the ~~south~~ **west** by Halifax Regional Water Commission Topsail Lake watershed lands, to the ~~west~~ **east and north** by the Forest Hills Connector **and privately held lands, and** to the ~~east~~ **south** by Golf View Drive and Main Street (Highway #7) ~~and to the north by privately held lands~~, to support compact, mixed use and transit oriented development that provides adequate buffers from environmentally sensitive features on the site, Council may consider development proposals by development agreement. **In considering development agreement proposals, Council shall consider:** ~~that meet the following requirements:~~

(a) ~~Policies H3A and~~ **that Policy** H3B shall apply, except ~~for~~ the requirements

limiting land use, density, and lot frontage under clauses (b), (d), and (i) ~~of Policy H-3B that~~ shall not apply;

(b) **that** permitted density on the site shall be determined based on the recommendations of:

(i) a Land Suitability Analysis, including mapping and analysis of the area's ecological features to identify lands that are constrained, partially constrained, or not constrained for development. The analysis shall include consideration of watercourse and wetland habitat, forest habitat, species at risk habitat, landscape and ecological connectivity, surficial and bedrock geology, steep slopes, contaminated sites, and

(ii) a Transportation Impact Assessment; and

(iii) consultation with Halifax Water regarding any setback or buffering requirements for Topsail Lake;

(c) a built form on the site that includes:

(i) a mix of three to eight storey buildings with three-storey streetwalls,

(ii) ground oriented units or commercial uses at the ground level,

(iii) limiting surface parking,

(iv) a maximum building width and maximum building depth of 64 metres, and

(v) tall buildings on the site be located closer to Main Street;

(d) buffering, including setbacks, fencing and landscaping (planting or retention of trees or vegetation), required for the purposes of sedimentation or erosion control to protect the Emergency Water Supply Area;

(e) controlling erosion and sedimentation during the construction of the development; ~~and~~

(f) bonus zoning requirements in accordance with Section 9.7A of the Regional Municipal Planning Strategy and Appendix A of the Dartmouth Land Use By-law~~.~~**;**

(g) the general phasing of development; and

(h) Policy IP-1(c).

2. Amending Policy IP-1(c)(2) in the IMPLEMENTATION Chapter, as shown below in ~~strikeout~~, by deleting text “and consistent” after the text “compatible” and before the text “with adjacent uses”.

(2) that the proposal is compatible ~~and consistent~~ with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal

3. Amending Policy IP-5 in the IMPLEMENTATION Chapter, as shown below in **bold**, by

adding the text “C-3,” after the text “C-2,” and before the text “MF-1”.

Policy IP-5 It shall be the intention of City Council to consider Development Agreements for apartment building development in R-3, R-4, C-2, **C-3,** MF-1 and GC Zones or shared housing uses at a larger scale than permitted in the underlying zone in R-3, R-4, C-2, MF-1 and GC Zones. Council shall require a site plan, building elevations and perspective drawings for the apartment development indicating such things as the size of the building(s), access & egress to the site, landscaping, amenity space, parking and location of site features such as refuse containers and fuel storage tanks for the building.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment B-8
Proposed Amendments to the Municipal Planning Strategy for Halifax

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Municipal Planning Strategy for Halifax is hereby amended as follows:

1. Amending Policy 2A.7., as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "25 m in height" and replacing it with the text "9 storeys" after the text "exceeds" and before the text "shall be" in Policy 2A.7;
    b. Deleting the text "a height of 42 metres and" after the text "not exceed" and before the text "a height of 12" in clause a);
    c. Deleting the text "25 metres" and replacing it with the text "9 storeys" after the text "height of" and before the text "shall be" in clause b);
    d. Deleting the text "20 metres and" before the text "5 storeys" in subclause b)(i); and
    e. Deleting the text "17 metres and" before the text "4 storeys" in subclause b)(ii).

Highrise Buildings

2A.7. Any building in Area A on Plan Dutch Village Road Overview Map that exceeds ~~25 m in height~~ **9 storeys** shall be considered a high-rise and shall only be considered by Council through the development agreement process. Any development proposal contemplated pursuant to this policy cannot be considered unless the following criteria are satisfied:

a) Buildings shall not exceed ~~a height of 42 metres and~~ a height of 12 storeys above the average grade of the finished ground adjoining the building. This maximum height excludes any rooftop architectural features, landscape elements, and non-habitable penthouses (including residential amenity space). Rooftop architectural features, landscape elements and non-habitable penthouses shall not exceed 50 percent of the area of the roof on which they are located;

b) buildings exceeding a height of ~~25 metres~~ **9 storeys** shall be designed in a podium and tower configuration. The height of the streetwall/podium, excluding any rooftop architectural features and landscape or mechanical elements, shall not exceed:
    (i) ~~20 metres and~~ 5 storeys, for lands located along Joseph Howe Drive; and
    (ii) ~~17 metres and~~ 4 storeys, for lands located on Dutch Village Road;

2. Amending "Map 1: Bedford Highway Area Plan Boundary" to include portions of PID 00137802 and PID 40178485 within the Bedford Highway Secondary Planning Strategy, as shown on Schedule B-8A, attached hereto;

3. Amending “Map 9 - Generalized Future Land Use” to include portions of PID 00137802 and PID 40178485 within the Bedford Highway Secondary Planning Strategy, as shown on Schedule B-8A, attached hereto;

4. Amending “Map 9Dd and Map 9De: Generalized Future Land Use – Bedford Highway”, to redesignate portions of PID 00137802 from Seton Ridge Neighbouhood Plan (SRNP) Designation to Residential Environments (RES) Designation and Institutional (IU) Designation; and redesignate portions of PID 40178485 from Institutional (IU) Designation to Seton Ridge Neighbouhood Plan (SRNP) Designation and from Residential Environments (RES) Designation to Seton Ridge Neighbouhood Plan (SRNP) Designation, as shown on Schedule B-8B, attached hereto;

5. Amending “Map 9Df: Seton Ridge Neighbourhood Plan”, to remove portions of PID 00137802 from Seton Ridge Neighbouhood Plan (SRNP) Designation and include portions of PID 40178485 within the Seton Ridge Neighbouhood Plan (SRNP) Designation as Neighbourhood Centre (NC), as shown on Schedule B-8C, attached hereto;

6. Amending “Map 9C: Generalized Future Land Use – Fairview” to redesignate the portion of land, known as 3524 Dutch Village Road (PID 00188771), from the Low Density Residential (LDR) Designation to the Commercial (COM) Designation as shown on Schedule B-8D, attached hereto;

7. Amending “Map 9C(1): Plan Dutch Village Road Overview Map” to add the portion of land, known as 3524 Dutch Village Road (PID 00188771), to Area D as shown on Schedule B-8E, attached hereto;

8. Amending “Map 9F – Mainland South Generalized Future Land Use” to redesignate the portion of land, known as PID 41342080, from the Residential Development District (RDD) to the Low Density Residential (LDR) Designation, as shown on Schedule B-8F, attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment B-19
Proposed Amendments to Municipal Planning Strategy for Timberlea/Lakeside/Beechville

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Municipal Planning Strategy for Timberlea is hereby amended as follows:

1. Amending the preamble under the Subheading "Multiple Unit Dwellings" and heading "URBAN RESIDENTIAL DESIGNATION" in Section III, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "Over the last few years, a number of new apartment buildings have been built in the Lakeside and Beechville areas which have given rise to concerns by the community, relative to the increased traffic on the St. Margarets Bay Road. In response to these concerns, only existing apartment buildings will be permitted along the Bay Road. New apartments will only be considered as part of a comprehensive development district so that site specific and community based concerns such as appropriate density and scale of development can be adequately addressed." and replacing it with the new text.

~~Over the last few years, a number of new apartment buildings have been built in the Lakeside and Beechville areas which have given rise to concerns by the community, relative to the increased traffic on the St. Margarets Bay Road. In response to these concerns, only existing apartment buildings will be permitted along the Bay Road. New apartments will only be considered as part of a comprehensive development district so that site specific and community based concerns such as appropriate density and scale of development can be adequately addressed.~~

Under the directive of the Province, Section 229 of the HRM Charter related to the Minimum Planning Requirements was amended to permit residential development in all zones except for those areas zoned for industrial, military, park, transportation reserve, and utility uses.

To support the goal of creating new opportunities for housing, the municipality shall permit new multi-unit dwelling developments within areas that permit existing multi-unit dwellings in the Urban Service Area. This policy statement shall not apply to lands within the Beechville Community Boundary and the Beechville Comprehensive Development District Zone at this time so that future development aligns with community priorities.

2. Amending Policy UR-7, as shown below in bold and strikeout, by deleting the text "~~It shall not be the intention of Council to permit future rezoning to a multiple unit dwelling zone within the urban residential designation~~." and replacing it with the text the new text.

UR-7 Notwithstanding Policy UR-2, within the Urban Residential Designation, it shall be the intention of Council to accommodate a number of existing multiple unit dwellings through the application of a multiple unit dwelling zone. ~~It shall not be the intention of Council to permit future rezoning to a multiple unit dwelling zone within the urban residential designation~~. **New multiple unit dwellings are permitted in a multiple unit dwelling zone within the Urban Service Area as defined in Schedule B of the Regional Subdivision By-law, except on lands within the Beechville Community Boundary and the Beechville Comprehensive Development District zone, pursuant to UR-6A and UR-6B.**

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment B-20
Proposed Amendments to the Regional Centre Secondary Municipal Planning Strategy

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Regional Centre Secondary Municipal Planning Strategy is hereby amended as follows:

1. Amending Section 9.12 of the "Table of Contents" by adding the text "9.12.4 Lake Banook Paddler's Cove (LB-PC) Special Area".

2. Amending the "Table of Contents" by adding the text "9.13 Site Specific Policies" after "9.12.4 Lake Banook Paddler's Cove (LB-PC) Special Area"

3. Amending Section 2.8 in Part 2: Urban Structure, as shown below in **bold** and ~~strikeout~~, by deleting the text "four" and replacing it with the text "six" after the text "up to" and before the text "units" in the last bullet point.

    - The Cluster Housing 1 (CH-1) Zone is applied to limited areas to provide opportunities to cluster a variety of low-rise residential buildings on a single property where the development of a new public street is not practical or needed to support pedestrian connectivity. The CH-1 Zone permits the clustering of dwellings containing up to ~~four~~ **six** units per building on the same lot, and may be applied to additional areas through a Land Use By-law amendment process.

4. Amending Policy E-1(e) in Part 2: Urban Structure, as shown below in **bold** and ~~strikeout~~, by deleting the text "four" and replacing it with the text "six" after the text "up to" and before the text "units".

    e) The Cluster Housing 1 (CH-1) Zone shall apply to limited areas to provide opportunities to cluster a variety of low-density residential buildings on a single property in areas where the development of new public streets is not practical or needed to support pedestrian connectivity. The CH-1 Zone shall permit a maximum of 24 dwelling units on a lot, consisting of dwellings containing up to ~~four~~ **six** units per building.

5. Amending clause (a) in Policy UD-22 in Part 3, as shown below in **bold**, by adding the text ". For multi-unit residential buildings that begin construction before April 1, 2028, ground floor residential uses are also permitted" after the text "institutional land uses."

    a) limiting the uses permitted on the ground floor to active commercial, cultural, and institutional land uses**. For multi-unit residential buildings that begin construction before April 1, 2028, a minimum of 20% of the ground floor area is required to be active commercial, cultural, and institutional land uses, and the remainder of the ground floor area may contain residential uses**;

6. Amending Part 9, Section 9.12, Site Specific Development Agreement Policies, as shown below in **bold**, by:
    a. Adding Section 9.12.4 – Lake Banook Paddler's Cove (LB-PC) Special Area; and
    b. Adding Policy IM-47.

9.12.4 LAKE BANOOK PADDLER'S COVE (LB-PC) SPECIAL AREA

This plan establishes the Lake Banook Paddler's Cove (LB-PC) Special Area at 300 Prince Albert Road, Dartmouth (PID 00209544). The property is the site of Paddler's Cove, a commercial building with a variety of tenants. The land was previously infilled and the shoreline altered before riparian buffer regulations were introduced. The result is a large outdoor space in the rear yard supported above the shoreline by a rock retaining wall. This site is one of the few properties zoned for commercial uses on Lake Banook, and the open space is directly adjacent to an HRM-owned paved walking path that extends around the lake.

Given the opportunities for enhancing the commercial and pedestrian realm at this site with minimal impact on the existing natural shoreline of Lake Banook, this plan establishes an option for a development agreement at the property to allow certain recreational and commercial uses in the riparian buffer area.

Policy IM-47

In the Lake Banook Paddler's Cove (LB-PC) Special Area at 300 Prince Albert Road (PID 00209544), Council may consider a development agreement to permit certain recreational uses and commercial uses in the watercourse buffer.

(1) A development agreement for these lands must meet the following criteria:

- **a) within the watercourse buffer, only the following uses are permitted: local commercial uses, local drinking establishment uses and club recreation uses;**
- **b) the proposed development shall not encroach on municipal land; and**
- **c) the dimensions of the existing shoreline retaining rock wall shall not be increased or expanded.**

(2) In considering a development agreement for these lands, Council shall consider:

- **a) whether the proposed development is designed in an environmentally sensitive manner, with consideration for natural green space and vegetation, including but not limited to permeable landscaping and trees;**
- **b) water quality protection and mitigation measures to ensure that no polluting runoff or drainage from the site will impact the water quality of Lake Banook;**
- **c) whether proposed structures or uses will negatively impact the use of the Lake Banook Canoe Course; and**

d) Policy IM-7 in Part 9 of this Plan.

7. Amending Part 9, as shown below in **bold**, by adding Section 9.13 after subsection 9.12.4 and before Appendix 1.

9.13 Site Specific Policies
The Regional Centre contains a number of unique areas and development sites. While the development rights under the applicable zones and general development agreement options established in this Plan provide sufficient flexibility to support the development of most areas, site specific policies and regulations may be needed for a limited number of sites to manage unique development opportunities and constraints.

9.13.1 22 – 24 Brule Street
This Plan removes amenity space requirements at 22 and 24 Brule Street, Dartmouth to recognize the Interim Planning Area Order 183/2025 signed by the Minister of Municipal Affairs on September 11, 2025. No indoor or outdoor amenity spaces will be required for new and expanded residential development. No unit mix will apply as per Regional Plan Policy S-0B.

Policy SS-1
To support the development of affordable dwelling units at 22 – 24 Brule Street, Dartmouth, the Land Use By-law shall exempt any requirements for indoor or outdoor amenity spaces for new and expanded residential development for the following properties:

a) PID 00037176; and

b) PID 00037184.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

ATTACHMENT C - REVISED

PROPOSED AMENDMENTS TO LAND USE BYLAWS

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Attachment C-1
Proposed Amendments to the Land Use Bylaw for Beaver Bank, Hammonds Plains and Upper Sackville Plan Area

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Beaver Bank, Hammonds Plains and Upper Sackville Plan Area is hereby amended as follows:

1. Amending the "Table of Contents" by adding the text "4.12AA SHIPPING CONTAINERS" immediately below the text "4.12 ACCESSORY BUILDINGS".

2. Amending the "Table of Contents" by adding the text "4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.36 Modified Floodproofing Are Special Requirements".

3. Amending the "Table of Contents" by adding the text "SCHEDULE L: LANDS SUBJECT TO PROVISION 7B.3 (PID 00468694)" immediately after the text "SCHEDULE K: 1-IN-100-YEAR FLOOD ELEVATION MARKERS".

4. Amending Section 2.9 in PART 2, as shown below in **bold**, by adding the text "shipping" after the text "includes any vessel or" and before the text "container used".

    2.9 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel or **shipping** container used for any of the foregoing purposes.

5. Amending PART 2, as shown below in **bold**, by adding the definition "2.72B(a) SHIPPING CONTAINER" immediately after Section 2.72B.

    2.72B(a) SHIPPING CONTAINER means a container originally designed for use as a means of storing and transporting cargo via ship, rail, air or truck.

6. Amending the second Subsection 3.6 (i), after subsection (k) in PART 3 as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "and" after the text "S-16A," and before the text "S-17A"; and
    b. Adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

    (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S15B, S-16A, ~~and~~ S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

7. Amending Section 4.12 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text “a footprint of” after the text “exceed” and before the text “one thousand” in clause (a)(v);
    b. Deleting the text “in gross floor area” after the text “(93 square metres)” and before the text “or 25” in clause (a)(v); and
    c. Deleting the text “accessory buildings or structures” and replacing it with the text “backyard suites” after the text “requirements for” in subsection (d).

4.12 ACCESSORY BUILDINGS

(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be used for the keeping of livestock except where agriculture is a permitted use;

(iii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than eight (8) feet (2.4 m) to any other lot line except that:

1. common semi-detached garages may be centred on the mutual side lot line; and

2. boat houses and boat docks may be built to the lot line when the line corresponds to the high water mark; and

3. accessory uses or buildings in any C-5 (Hammonds Plains Commercial) Zone shall not be located in the front yard or flankage yard.

(iv) exceed fifteen (15) feet (4.6 m) in height in any C-5 (Hammonds Plains Commercial) Zone;

(v) exceed **a footprint of** one thousand (1000) square feet (93 square metres) ~~in gross floor area~~ or 25 feet (7.7 metres) in height in any R-l (Single Unit Dwelling) Zone or R-2 (Two Unit Dwelling) Zone;

(vi) be built within eight (8) feet (2.4 m) of a dwelling unit or twelve (12) feet (3.7 m) of any other main building.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of Subsection (a).

(c) Repealed

(d) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for ~~accessory buildings or structures~~ **backyard suites.**

8. Amending PART 4, as shown below in **bold**, by adding Section "4.12AA SHIPPING CONTAINERS" after Section 4.12 and before Section 4.12A.

4.12AA SHIPPING CONTAINERS
(a) Shipping containers shall be prohibited.
(b) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.13.
(c) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.13.
(d) Notwithstanding subsection (a), shipping containers are permitted as a dwelling subject to the applicable zone standards for dwellings.
(e) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite subject to the applicable requirements for backyard suites.

9. Amending Section 4.12A in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "or" and replacing it with the text ", a mobile dwelling," after the text "single unit dwelling" and before the text "a two unit" in subsection (a);
   b. Adding the text ", or a townhouse dwelling" after the text " a two unit dwelling" and before the text "subject to:" in subsection (a); and
   c. Deleting the text "total auxiliary dwelling unit, secondary suite or" after the text "than one" and before the text "backyard suite" in clause (b)(i);

4.12A SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES
Secondary suites shall be permitted accessory to a single unit dwelling**, a mobile dwelling,** ~~or~~ a two unit dwelling**, or a townhouse dwelling** subject to the following provisions:
(i) No more than one total auxiliary dwelling unit, or secondary suite shall be permitted on a lot;
(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;
(iii) A two unit dwelling that contains a secondary suite shall not be considered a multiple unit dwelling;
(iv) Notwithstanding the parking requirements of Section 4.26, additional off-street parking shall not be required; and
(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.
(b) BACKYARD SUITES
Backyard suites shall be permitted accessory to a single unit dwelling, a mobile dwelling, a two unit dwelling, or a multiple unit dwelling containing three (3) units subject to the following provisions:
(i) No more than one ~~total auxiliary dwelling unit, secondary suite or~~ backyard suite shall be permitted on a lot;
(ii) A backyard suite is not considered a separate main building or main dwelling;
(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.11 and 4.12;

(iv) The gross floor area of a backyard suite shall not exceed 1000 square feet (93 square metres);
(v) Notwithstanding the parking requirements of Section 4.26, additional off-street parking shall not be required;
(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.
(vii) A backyard suite must be located on the same lot as the main dwelling unit; and
(viii) A backyard suite shall have unobstructed access that
(A) connects the backyard suite to a street or private road,
(B) is located on the same lot on which the backyard suite is located, and
(C) has a minimum width of 1.1 metres.
(ix) Notwithstanding Subsection (iii), a non-conforming accessory building may be converted to a backyard suite if the gross floor area of the backyard suite does not exceed 1000 square feet (93 square metres).

10. Amending Section 4.13 in PART 4, as shown below in **bold** and ~~strikeout~~, by adding subsection (ab) immediately after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

11. Amending Section 4.14 in PART 4, as shown below in **bold**, by:
    a. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach" and before the text "or streetcar body"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." After the text "commercial building".

4.14 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body**.

12. Amending Section 4.26 in PART 4, as shown below in **bold**, by adding subsection (c) before Section 4.27.

(c) Notwithstanding subsections (a) and (b), there shall be no required parking for residential uses within the Urban Service Area.

13. Amending subclause (b)(vi)(1) of the Rural Wind Zone (RW-2) in Section 4.32 II in PART 4,

as shown below in **bold** and ~~strikeout~~, by:

a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text "the greater of the following" after the text "distance of" and before the text "from any habitable"; and
b. Adding (a), (b), (b)(i) and (b)(ii).

b) RURAL WIND ZONE (RW-2)

i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).

ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.

iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

14. Amending PART 4, as shown below in **bold**, by adding Section "4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.36.

4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

15. Amending PART 7B, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "J" and replacing it with the text "L" after the text "Schedule" in the heading of Section 7B.3;
    b. Deleting the text "J" and replacing it with the text "L" after the text "the area identified" in the paragraph below the heading of Section 7B.3.

    7B.3 MAXIMUM NUMBER OF SINGLE UNIT DWELLINGS ON THE AREA IDENTIFIED ON SCHEDULE ~~J~~ **L**

    A maximum of 228 single unit dwellings shall be permitted on the area identified on Schedule ~~J~~ **L**.

16. Adding "SCHEDULE L: LANDS SUBJECT TO PROVISION 7B.3 (PID 00468694)" after Schedule K as shown on Schedule C-1A, attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-2
Proposed Amendments to the Land Use Bylaw for Bedford

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Bedford is hereby further amended as follows:

1. Amending Part 5 of the "Table of Contents", by deleting the text "29A. Shipping Containers as Accessory Buildings" and replacing it with the text "29AB. Shipping Containers" immediately after the text "29. Accessory Buildings".

2. Amending the definition "Building" in PART 2, as shown below in **bold**, by adding the text "or shipping container" after the text "vessel or vehicle" and before the text "used for".

   Building - means any structure, whether temporary or permanent, used or built for the shelter, support, accommodation or enclosure of persons, animals, material, vehicles, or equipment. Any tent, awning, deck, patio or platform, vessel or vehicle **or shipping container** used for any of the said purposes shall be deemed to be a building.

3. Amending PART 2, as shown below in **bold**, by adding the definition "Grade-Related Dwelling Unit" after the definition "Garden Markets" and before the definition "Height".

   Grade-Related Dwelling Unit - means a dwelling unit within a multi-unit dwelling use that is accessible by pedestrians from a private entrance that fronts and faces a streetline.

4. Amending PART 2, as shown below in **bold**, by adding the definition "Mezzanine" after the definition "Massage Parlour" and before the definition "Mobile Home/Mini Home".

   Mezzanine means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.

5. Amending PART 2, as shown below in **bold** and ~~strikeout~~, by repealing and replacing the definition of "Storey" after the deleted definition of "Special Care Facilities".

   ~~Storey means that portion of a building between any floor and the floor or ceiling or roof next above, provided that any portion of building partly below grade level shall not be deemed to be a storey unless its ceiling is at least six feet above grade. Provided also that any portion of a storey exceeding fourteen feet in height shall be deemed an additional storey for each fourteen (14) feet or fraction of such excess.~~

   Storey means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and

(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and

(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the established grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the established grade.

6. Amending PART 2, as shown below in **bold**, by adding the definition "Urban Service Area" after the definition "Town" and before the definition " Used Building Material Retail Outlet".

URBAN SERVICE AREA means the Urban Service Area under Schedule B of the Regional Subdivision By-law.

7. Amending Subsection 4(a) in PART 4 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

(a) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

8. Amending PART 4, as shown below in **bold**, by adding Section 7. immediately after Section 6.

7. Notwithstanding any other provisions of this By-law, development proposals for residential or mixed-use buildings that provide primarily residential uses within the Suburban area may be permitted by development agreement in accordance with Policies SA-2B, SA-3B, and SA-4B of the Regional Municipal Planning Strategy.

9. Amending Section 6 in PART 5, as shown below in **bold,** by adding the text "Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.." after the text "permit has been issued".

Nothing in this By-law shall prevent the use of land or the use or erection of a temporary building or structure which is necessary and accessory to construction in progress, such as a work camp or construction camp, mobile home, sales or rental office, tool or maintenance shed or scaffold, including a shipping container which serves as one of the foregoing, except as a mobile home, sales or rental offices, provided that a development permit has been issued. **Temporary buildings or structures for a work camp or construction camp are permitted on the worksite**

or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

10. Amending Section 12 in PART 5, as shown below in **bold**, by:
    a. Adding the text ", shipping container" after the text "mobile home" and before the text "or dwelling unit"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." after the text "mounted on wheels".

12. Truck, Bus, and Coach Bodies

No truck, bus, coach or streetcar body, or railway car, or structure of any kind other than a mobile home**, shipping container** or dwelling unit erected and used in accordance with this and all other By-laws of the Town shall be used for human habitation within the Town of Bedford, whether or not it is mounted on wheels. **For clarity, a shipping container is not considered a vehicle body.**

11. Amending subclause 17(d)(iv) in PART 5, as shown below in **bold**, by adding the text "B" after the text "28-29A" and before the text "of this By-law"

(iv) notwithstanding the requirements of any zone, accessory buildings and structures permitted in conjunction with cemetery lots shall be subject to the provisions of Part 5, Section 28-29A**B** of this By-law;

12. Amending Section 29 in PART 5, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text "a footprint of" after the text "exceed" and before the text "1000 square feet" in clause (a)(v);
    b. Deleting the text "in gross floor area" after the text "(93 square metres) in" and before the text "in any" in clause (a)(v);
    c. Adding the text "gross" after the text "maximum" and before the text "floor area" in subsection (e); and
    d. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (e).

29. Accessory Buildings

a) Accessory uses, buildings and structures shall be permitted in any zone within the Town but shall not:

i) be used for human habitation, except where backyard suites are permitted;
ii) be located within the required front yard of a lot;
iii) be built closer than four (4) feet to any lot line except for common semi-detached
garages which may be centred on the mutual side lot line or boat houses and boat

docks which may be built to the lot line when the line corresponds to the high water mark of the Bedford Basin;
iv) exceed twenty-five (25) feet (7.7 metres) in height in any Residential Zone;
v) exceed **a footprint of** 1000 square feet (93 square metres) ~~in gross floor area~~ in any Residential Zone, except for public buildings and uses and swimming pools;
vi) be built within six (6) feet of the main building;
vii) be considered an accessory building if attached to the main building in any way or be considered an accessory structure if located completely underground.

b) Notwithstanding anything else in this by-law, drop awnings, clothes poles, flag poles, garden trellises, fences, children play structures, satellite dishes, uncovered decks no higher than 2 (two) feet and retaining walls shall be exempted from any requirements for accessory uses under subsection (a.)

c) Garbage collection bins and stalls shall be subject to the accessory building provisions of this section and shall be fenced or otherwise enclosed by a structure so as not to be visible from any street or adjacent residential property.

d) Swimming pools shall be completely enclosed with fencing, a minimum of five (5) feet in height.

e) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum **gross** floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

f) The accessory use building or structure may be located on a lot which directly abuts the lot containing the main building or use it is intended to serve.

13. Amending PART 5, as shown below in **bold** and ~~strikeout~~, by repealing Section "29A. Shipping Containers as Accessory Buildings" and replacing it with Section "29AB. Shipping Containers" after Section 29.

29A. ~~Shipping Containers as Accessory Buildings~~

~~a) Shipping containers may not be used as accessory buildings to a residential use or in a commercial zone, with the exception of backyard suites. Shipping containers may be used as accessory buildings only in an industrial zone, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Where a shipping container intended for nonrecreational or non-residential use is to be placed on an property which abuts a residential, park, or institutional zone, the shipping container shall be fully screened from view from any such property through the use of landscaping, opaque fencing or a combination of fencing and landscaping.~~

~~b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~

29AB. Shipping Containers

(a) Shipping containers shall be prohibited.

(b) Notwithstanding clause (a), shipping containers are permitted as accessory buildings in industrial zones, and shall meet the following requirements:

(i) Shipping containers shall meet all applicable requirements for accessory buildings.

(ii) Shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street.

(iii) Where the shipping container is to be placed on a property which abuts a residential, park, or institutional zone, the shipping container shall be fully screened from view from any such property through the use of landscaping, opaque fencing or a combination of fencing and landscaping.

(c) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 6 in Part 5.

(d) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 6 in Part 5.

(e) Notwithstanding subsection (a), shipping containers are permitted as a dwelling subject to the applicable zone standards for dwellings.

(f) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite subject to the applicable requirements for backyard suites.

14. Amending Section 29B in Part 5, as shown below in **bold** and ~~strikeout~~**,** by

a. Adding the text "a mobile home, a two-unit dwelling, a duplex dwelling," after the text "single detached dwelling," and before the text "a linked dwelling" in subsection (a);
b. Adding the text "or a semi-detached dwelling" after the text "two unit dwelling" and before the text "that contains" in clause (a)(iii);
c. Adding the text "a mobile home, a two-unit dwelling," after the text "single detached dwelling," and before the text "a linked dwelling" in subsection (b);
d. Deleting the text "and," at the end of the clause (b)(x);
e. Deleting the text "." and replacing it with the text "; and" the end of clause (b)(xi)(C);
f. Adding the text "gross" after the text "if the" and before the text "floor area" in clause (b)(xii);
g. Deleting the text "." and replacing it with the text "; and" at the end of clause (b)(xii); and
h. Adding clause (xiii) after clause (xii) with the text "The gross floor area of a backyard suite shall not exceed 1,000 square feet (93 square metres)."

29B. Secondary Suites and Backyard Suites

(a) Secondary Suites

Secondary suites shall be permitted accessory to a single detached dwelling, **a mobile home, a two-unit dwelling, a duplex dwelling**, a linked dwelling, a semi-detached dwelling, or a rowhouse/townhouse dwelling subject to the following provisions:

(i) No more than one secondary suite shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling **or a semi-detached dwelling** that contains a secondary suite shall not be considered
a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Part 5 Section 34, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) Backyard Suites

Backyard suites shall be permitted accessory to a single detached dwelling, a **mobile homes, a two-unit dwelling,** a linked dwelling, a semi-detached dwelling, a duplex dwelling, a rowhouse/townhouse dwelling, or an Apartment containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Part 5 Sections 28 and 29;

(iv) Repealed;

(v) Notwithstanding the parking requirements of Part 5 Section 34, additional off-street parking shall not be required;

(ix) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(x) A backyard suite must be located on the same lot as the main dwelling unit; ~~and,~~

(xi) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street or shared private driveway;

(B) is located on the same lot on which the backyard suite is located; and

(C) has a minimum width of 1.1 metres~~.~~**;**

(xii) Notwithstanding Subsection (iv), an accessory non-conforming structure may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 1,000 square feet (93 square metres)~~.~~**; and**

(xiii) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93 square metres).

15. Amending Section 34 in PART 5, as shown below in **bold**, by adding subsection (d) after subsection (c).

(d) Notwithstanding subsections (a), (b), and (c), there shall be no required parking for residential uses within the Urban Service Area.

16. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section "39. GENERAL PROVISIONS: WIND ENERGY FACILITIES" in PART 5, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text "the greater of the following" after the text "distance of" and before the text "from any habitable" in (b)(vi)(1); and
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

    b) RURAL WIND ZONE (RW-2)
    i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
    ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
    iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:
        1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;
        2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
    iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:
        1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;
        2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
    v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:
        1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;
        2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
    vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:
        1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;
            (a) 4 times the wind turbine height; or
            (b) the distance required to ensure that
                (i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and
                (ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.
        2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

17. Amending PART 8, as shown below in **bold** and ~~strikeout~~, by deleting the text "35 ft." and replacing it with the text "3 storeys" after the text "Maximum Height of a Main Building".

Flankage Yard	30 Ft.
Maximum Height of Main Building	~~35 Ft.~~ **3 storeys**

18. Amending PART 13, as shown below in **bold**, by adding subsection (ca) after subsection (c).

    ca) residential uses subject to the requirements of the RTU (Residential Two Dwelling Unit) Zone

19. Amending Subsection (a) in PART 14 as shown below in ~~strikeout~~, by deleting the text ", not to exceed 50% of the gross floor area and not to be located fronting on a street on the first floor" after the text "housing uses".

    (a) dwelling units, including shared housing uses~~, not to exceed 50% of the gross floor area and not to be located fronting on a street on the first floor~~

20. Amending the ZONE REQUIREMENTS in PART 14, as shown below in **bold** and ~~strikeout~~, by deleting the text "floors" and replacing it with the text "storeys".

    ZONE REQUIREMENTS CMC
    In any Mainstreet Commercial (CMC) Zone, no development permit shall be issued except in conformity with the following requirements:

    Minimum Lot Area .....4,000 sq. ft
    Minimum Lot frontage ..... 40 ft.
    Minimum Rear Yard ..... 40 ft.
    Minimum Front Yard ..... 0 ft.
    Minimum Sideyard .....0 feet; 25 ft. corner vision triangle required for corner lots.
    Maximum Height of Building.....2 ~~floors~~ **storeys** above Bedford Highway

21. Amending PART 14, as shown below in **bold**, by adding the section "SPECIAL REQUIREMENT: DWELLING UNITS" after the ZONE REQUIREMENTS and before the section "SPECIAL REQUIREMENT: PARKING."

    SPECIAL REQUIREMENT: DWELLING UNITS

    a) Dwelling units, including shared housing uses, shall not exceed 50% of a building's gross floor area, and
    b) Dwelling units, including shared housing uses, shall not be located fronting a street on the first floor.
    c) Notwithstanding clause (b), grade-related dwelling units may front up to 80% of the streetline for multiple unit residential buildings that begin construction before April 1, 2028.

22. Amending PART 15, as shown below in **bold**, by adding subsection (sa) after subsection (s).

sa) residential uses subject to the requirements of the RTU (Residential Two Dwelling Unit) Zone

23. Amending Part 15A, as shown below in **bold** and ~~strikeout~~, by re-lettering subsection aa) to (ab) after subsection (z) and adding a new subsection aa) after (z) and before subsection ab).

z) short-term bedroom rentals
aa) residential uses subject to the requirements of the RTU (Residential Two Dwelling Unit) Zone
ab~~ab~~) uses accessory to the foregoing uses.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-3
Proposed Amendments to the Land Use Bylaw for Cole Harbour/Westphal

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Cole Harbour/Westphal is hereby further amended as follows:

1. Amending the "Table of Contents", by deleting the text "4.11A Shipping Containers" and replacing it with the text "4.11AB Shipping Containers" after the text "4.11 Accessory Buildings".

2. Amending the "Table of Contents" by adding the text "4.36 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.35 SHORT-TERM RENTALS".

3. Amending Section 2.10 in PART 2, as shown below in **bold**, by adding the text "or shipping container" after the text "vessel" and before the text "used for".

    2.10 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel **or shipping container** used for any of the foregoing purposes.

4. Amending PART 2, as shown below in **bold**, by adding the definition "2.41A MEZZANINE" immediately after Section 2.41.

    2.41A MEZZANINE means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.

5. Amending PART 2, as shown below in **bold**, by adding at the definition "2.67A STOREY" immediately after Section 2.67.

    2.67A STOREY means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and

    (a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and

    (b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a

minimum of 2.0 metres above the average finished grade.

6. Amending Subsection 3.6(aa) in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (aa) As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, Conservation Design Developments may be considered by development agreement on lands designated Rural Commuter, in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

7. Amending Section 3.6 in PART 3, as shown below in **bold**, by adding clause (af) after clause (ae).

> **(af) Notwithstanding any other provisions of this By-law, development proposals for residential or mixed-use buildings that provide primarily residential uses within the Suburban area may be permitted by development agreement in accordance with Policies SA-2B, SA-3B, and SA-4B of the Regional Municipal Planning Strategy.**

8. Amending Section 4.11 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "750 square feet (69.68 square metres)" and replacing it with the text "1000 square feet (93 square metres)" in subclause (a)(iii).
   b. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

4.11 ACCESSORY BUILDINGS

(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be built closer to the front lot line than the minimum distance required for the main building or be built closer than eight (8) feet (2.4 m) to any other lot line except that:

1. in any residential zone in the Urban Service Area, buildings or structures which are accessory to residential uses shall not be located closer to any side or rear lot line than four (4) feet (1.2 m);

1.(a) in any residential zone located outside the Urban Service Area, buildings or structures which are accessory to residential uses shall not be located closer to any side or rear lot line than eight (8) feet (2.4 m) or one half the height of such accessory building or structure, whichever is greater."

2. common semi-detached garages may be centred on the mutual side lot line;
3. boat houses and boat docks may be built to the lot line when the line corresponds to the high water mark; and
4. accessory buildings and structures in a P-2 (Community Facility) Zone shall not be built closer to any side or rear lot line than eight (8) feet (2.4 m) or one half (1/2) the height of such building or structure, whichever is the greater.

(iii) no accessory building in any residential zone in the Urban Service Area shall be greater than 25 Feet (7.7 metres) in height, from the established grade to the highest point of the roof surface, nor have a footprint greater than ~~750 square feet (69.68 square metres)~~ **1000 square feet (93 square metres)** in area.

(iii)(a) no accessory building in any residential zone or a residential accessory building in the RPK (Regional Park) zone located outside the Urban Service Area shall exceed 25 feet (7.7 metres), nor have a footprint that exceeds 80% of the footprint of the main dwelling up to a maximum of 1,250 square feet (116.13 square metres), or 750 square feet (69.68 square metres), whichever is the greater.

(iii)(b) no accessory building in any residential zone located outside the Urban Service Area having a roof pitch of 4:12 or less shall exceed a maximum wall height of 16 feet (4.88 metres) measured from the established grade to the underside of the soffit; nor"

(iv) deleted

(v) be built within eight (8) feet (2.4 m) of the main building within any residential zone or twelve (12) feet (3.7 m) in any other zone.

(vi) be used for the keeping of livestock, except where agriculture is a permitted use.

(vii) Repealed

(viii) Quonset huts shall not be permitted as an accessory building within any residential zone serviced by municipal central sewer or water.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of subsection (a).

(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

9. Amending PART 4, as shown below in **bold** and ~~strikeout~~, by repealing Section "4.11A Shipping Containers" and replacing it with Section "4.11AB Shipping Containers" after Section 4.11.

4.11A ~~SHIPPING CONTAINERS~~

~~(a) Shipping containers:~~

~~(i) shall not be used as accessory buildings in a residential zone with the exception of backyard suites.~~

~~(ii) may be used as accessory buildings in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping.~~

~~(iii) intended for non-recreation or non-residential use on any property which abuts a residential, park or institutional zone shall be set back a minimum of 100' from such adjacent zone. This setback may be reduced to 10', provided that a solid visual barrier exists or is provided prior to placement of a shipping container, and provided that the barrier screens the view of the entire height of the container from the abutting zone.~~

~~(iv) shall not be stacked within 100' of any residential, park or institutional zone~~

~~(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~

~~(c) Deleted~~

4.11AB SHIPPING CONTAINERS

(a) Shipping containers shall be prohibited.

(b) Notwithstanding subsection (a), shipping containers are permitted as accessory buildings in an industrial zone or commercial zone or in conjunction with a recreation use and shall meet the following requirements:

(i) **shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street;**

(ii) **shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping; and**

(iii)**shipping containers intended for non-recreation or non-residential use on any property which abuts a residential, park or institutional zone shall be set back a minimum of 30.48 metres (100 feet) from such adjacent zone. This setback may be reduced to 3.0 metres (10 feet), provided that a solid visual barrier exists or is provided prior to placement of a shipping container, and provided that the barrier screens the view of the entire height of the container from the abutting zone.**

(iv)**shipping containers shall not be stacked within 30.48 metres (100 feet) of any residential, park or institutional zone**

(c) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.12.

(d) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.13.

(e) Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(f) Notwithstanding subsection (a), Shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

10. Amending Section 4.11C in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text "mobile home," after the text "single unit dwelling," and before the text "a two unit dwelling" in subsection (a);
    b. Adding the text "or townhouse," after the text "rowhouse" and before the text "dwelling" in subsection (a).
    c. Adding the text "or semi-detached dwelling" after the text "two unit dwelling" and before the text "that contains" in clause (a)(iii);
    d. Adding the text "a mobile dwelling," after the text "a single unit dwelling," and before the text "a two unit" in subsection (b);
    e. Adding the text "or townhouse" after the text "rowhouse" and before the text "dwelling" in subsection (b); and
    f. Adding the text "and" at the end of the subclause (b)(viii)(C).

4.11C SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling,** a two unit dwelling, a semi-detached dwelling or a rowhouse **or townhouse** dwelling subject to the following provisions:

(i) No more than one total secondary suite shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling **or semi-detached dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.25, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling,** a two unit dwelling, a semi-detached dwelling, a multiple unit dwelling containing three (3) units or a rowhouse **or townhouse** dwelling subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.10 and 4.11;

(iv) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93 square metres);

(v) Notwithstanding the parking requirements of Section 4.25, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;
(vii) A backyard suite must be located on the same lot as the main dwelling unit;
(viii) Where A backyard suite shall have unobstructed access that
(A) connects the backyard suite to a street or private road,
(B) is located on the same lot on which the backyard suite is located, and
(C) has a minimum width of 1.1 metres; **and**
(ix) A non-conforming accessory building may be converted to a backyard suite if the gross floor area of the backyard suite does not exceed 1,000 square feet (93 square metres).

11. Amending Section 4.12 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

12. Amending Section 4.13 in PART 4 as shown below in **bold** by:
    a. Adding the text "motor home, or camper trailer," after the text "No truck, bus, coach or streetcar body," and before the text "nor a structure"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." after the text "commercial building".

4.13 VEHICLE BODIES

No truck, bus, coach or streetcar body, **motor home, or camper trailer,** nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

13. Amending Section 4.25 in PART 4, as shown below in **bold**, by adding subsection (ba) immediately after subsection (b) "Reserved Spaces for the Mobility Disabled".

(ba) Notwithstanding subsections (a), and (b), there shall be no required parking for residential uses within the Urban Service Area.

14. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.32 in PART 4, as

shown below in **bold** and ~~strikeout~~, by:

a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" after the text "distance of" and before the text "from any habitable" in (b)(vi)(1);
b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)
i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:
1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;
(a) 4 times the wind turbine height; or
(b) the distance required to ensure that
(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and
(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

15. Amending PART 4, as shown below in **bold**, by adding Section "4.36 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.35.

4.36 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

16. Amending Section 10.2 in PART 10, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text "Maximum Height of Multiple Unit Dwelling with more four (4) units 3 Storeys" below the text "Maximum Height of Main Building 35 feet (10.7 m)".

Maximum Height of Main Building	35 feet (10.7 m)
Maximum Height of Multiple Unit Dwelling with more than 4 units	**3 Storeys**

17. Amending Subsection 10.2A in PART 10, as shown below in **bold** and ~~strikeout~~, by adding the text "Maximum Height of Multiple Unit Dwelling with more four (4) units 3 Storeys" below the text "Maximum Height of Main Building 35 feet (10.7 m)".

Max. Height of Main Building:	35 feet (10.7 m)
Maximum Height of Multiple Unit Dwelling with more than 4 units	**3 Storeys**

18. Amending Section 15A.3.3 in PART 15A, as shown below in **bold**, by adding Subsection (ba) after Subsection (b).

Building Form
(a) No building footprint shall exceed 929 sq. m (10,000 sq. ft.);
(b) No building shall exceed 13.7 m (45 ft.) in height;
(ba) Notwithstanding clause (b), the height of a mid-rise multiple unit building with more than 4 units shall not exceed 4 storeys;
(c) Non-residential uses shall only be permitted on the ground floor of any mixed use building;

19. Amending Subsection 17.5 in PART 17, as shown below in **bold** and ~~strikeout~~, by adding the text "Maximum Height of Multiple Unit Dwelling with more four (4) units 3 Storeys" below the text "Maximum Height of Main Building 35 feet (10.7 m)".

Max. Height of Main Building:	35 feet (10.7 m)
Maximum Height of Multiple Unit Dwelling with more than 4 units	**3 Storeys**

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-4
Proposed Amendments to the Land Use Bylaw for Dartmouth

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Dartmouth is hereby amended as follows:

1. Amending the "Table of Contents" by deleting the text "PART 25: GC (GENERAL COMMERCIAL ZONE)" immediately after the text "PART 24: MF-1 (MULTIPLE FAMILY RESIDENTIAL) ZONE.

2. Amending the "Table of Contents", by adding the text "PART 38: US-E (URBAN SETTLEMENT-EMPLOYMENT) ZONE" immediately after the text "PART 37: PA (PROTECED AREA) ZONE".

3. Amending "SECTION 1: DEFINITIONS", as shown below in **bold**, by adding the definition "(zab) MEZZANINE" immediately after subsection 1(zaa).

   (zab) MEZZANINE means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.

4. Amending "SECTION 1: DEFINITIONS", as shown below in **bold**, by adding the definition "(aic) STOREY" immediately after subsection (aib).

   (aic) STOREY means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and

   (a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and

   (b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.

5. Amending Subsection 14 in "SECTION 2: GENERAL PROVISIONS", as shown below in **bold**, by adding clause (q) after clause (p).

(q) Notwithstanding clauses (b) and (l), there shall be no required parking for residential uses within the Urban Service Area.

6. Amending Subsection 18B in "SECTION 2: GENERAL PROVISIONS", as shown below in **bold** and ~~strikeout~~ by replacing the text "GC" with the text "C-3".

> 18B Notwithstanding any other provision of this By-law, and except within the Main Street Designation, apartment development in R-3, R-4, C-2, MF-1 and ~~GC~~ **C-3** Zones may also be permitted by Development Agreement.

7. Amending Subsection 18R(i) in SECTION 2 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

8. Amending SECTION 2, as shown below in **bold**, by adding Section 18(Za) immediately after Section 18(Z):

> **18(Z) Notwithstanding any other provisions of this By-law, development proposals for residential or mixed-use buildings that provide primarily residential uses within the Suburban area may be permitted by development agreement in accordance with Policy SA-2B, SA-3B, and SA-4B of the Regional Municipal Planning Strategy.**

9. Amending Subsection 25 in "SECTION 2: GENERAL PROVISIONS", as shown below in **bold**, by adding subsection (ga) after subsection (g).

> **(ga) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.**

10. Amending Section 27A in "SECTION 2: GENERAL PROVISIONS", as shown below in **bold** and ~~strikeout~~, by deleting the text "floor area" and replacing it with the text "footprint" after the text "square feet in".

> 27A. No accessory building in any R-1, R-1M, R-1A, R-2, R-3, R-4, TH or T Zone shall be greater than 25 feet in height nor greater than 1000 square feet in ~~floor area~~ **footprint**.

11. Amending Section 27BC in "SECTION 2: GENERAL PROVISIONS", as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for".

> 27BC Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

12. Amending "SECTION 2: GENERAL PROVISION", as shown below in **bold** and ~~strikeout~~, by repealing Section "27C. SHIPPING CONTAINERS AS ACCESSORY BUILDINGS" and replacing it with Section "27CA. SHIPPING CONTAINERS" after Section 27BD.

> 27C. ~~SHIPPING CONTAINERS~~
> ~~(1) Shipping containers:~~
> ~~(i) shall not be used as accessory buildings to a residential use with the exception of backyard suites.~~
> ~~(ii) may be used as accessory buildings in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks,screening and landscaping.~~
> ~~(iii) intended for non-recreation or non-residential use on any property which abuts a residential, park or institutional zone shall be set back a minimum of 100' from such adjacent zone. This setback may be reduced to 10', provided that a solid visual barrier exists or is provided prior to placement of a shipping container, and provided that the~~
> ~~barrier screens the view of the entire height of the container from the abutting zone.~~
> ~~(iv) shall not be stacked within 100' of any residential, park or institutional zone.~~
> ~~(2) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~
> ~~(3) Deleted~~
> ~~(4) Where shipping containers are used in conjunction with a permitted industrial use in the C1 Zone or BGI Zone, subsections 27C (1) and (2) shall not apply.~~
>
> **27CA. Shipping Containers**
>
> **(1) Shipping containers shall be prohibited.**
> **(2) Notwithstanding subsection (1), shipping containers are permitted as accessory buildings in an industrial zone or commercial zone or in conjunction with a recreation use and shall meet the following requirements:**
> **(i) shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street;**

(ii) shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping; and

(iii) shipping containers intended for non-recreation or non-residential use on any property which abuts a residential, park or institutional zone shall be set back a minimum of 30.48 metres (100 feet) from such adjacent zone. This setback may be reduced to 3.0 metres (10 feet), provided that a solid visual barrier exists or is provided prior to placement of a shipping container, and provided that the barrier screens the view of the entire height of the container from the abutting zone.

(iv) shipping containers shall not be stacked within 30.48 metres (100 feet) of any residential, park or institutional zone.

(3) Where shipping containers are used in conjunction with a permitted industrial use in the Cl Zone or BGI Zone, subsection (2) shall not apply.

(4) Notwithstanding subsection (1), non-residential temporary construction shipping containers are permitted subject to subsection Section 25 in General Provisions.

(4) Notwithstanding subsection (1), shipping containers are permitted as a temporary residential use subject to Section 25 in General Provisions.

(5) Notwithstanding subsection (1), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(6) Notwithstanding subsection (1), shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

20. Amending Section 27D in Part 2, as shown below in **bold** and ~~strikeout~~, by:

a. Deleting the text "basement apartment," and replacing it with the text "or" before the text "secondary suite" in subclause (a)(i);
b. Adding the text ", semi-detached dwelling, or duplex dwelling," after the text "two-family dwelling" and before the text "that contains" in subclause (a)(iii);
c. Adding the text "C" after the text "27A" and before the text "Backyard suites" in subclause (b)(iii);
d. Deleting the text "and" at the end of subclause (b)(vii),
e. Deleting the text "." and replacing it with the text "; and" at the end of subclause b(ix); and
f. Adding a subclause (b)(x) after clause (ix) with the text "The floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres)."

27D SECONDARY AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single-family dwelling, a two-family dwelling, a duplex dwelling, a semi-detached dwelling or a townhouse dwelling subject to the following provisions:

(i) No more than one total auxiliary dwelling, ~~basement apartment,~~ **or** secondary suite shall be permitted on a lot;
(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;
(iii) A two-family dwelling**, semi-detached dwelling, or duplex dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;
(iv) Repealed
(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single-family dwelling, a mobile home dwelling or a two-family dwelling, a duplex dwelling, a semi-detached dwelling, a townhouse dwelling or an apartment building containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;
(ii) A backyard suite is not considered a separate main building or main dwelling;
(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 27A, 27B and 27C**A**. Backyard Suites within the Main Street Designation shall also meet the requirements of Sections 27BA and 27BB;
(iv) Repealed
(v) Notwithstanding the parking requirements of Sections 14 and 15, additional off-street parking shall not be required;
(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;
(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~
(viii) A backyard suite shall have unobstructed access that
(A) connects the backyard suite to a street or private road,
(B) is located on the same lot on which the backyard suite is located, and
(C) has a minimum width of 1.1 metres.
(ix) A non-conforming accessory structure may be converted to a backyard suite if the floor area of the backyard suite does not exceed 1,000 square feet~~.~~**; and**
(x) The floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres).

21. Amending clause 28(3B)(c) in "SECTION 2: GENERAL PROVISIONS", as shown below in **bold** and ~~strikeout~~, by deleting the text "13.8 m (45 ft)" and replacing it with "4 storeys".

(c) a maximum façade height of ~~13.8 m (45 feet)~~ **4 storeys** below a stepback; and

22. Amending clause (b) of the Rural Wind Zone (RW-2) in Section 32G in "SECTION 2: GENERAL PROVISIONS", as shown below in **bold** and ~~strikeout~~, by:

a. Deleting the text “1000 metres (3281 feet)” and replacing it with the text “ the greater of the following” in (b)(vi)(1);
b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)
i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:
1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;
(a) 4 times the wind turbine height; or
(b) the distance required to ensure that
(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and
(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

23. Amending Section 31 in “SECTION 3: ZONES”, as shown below in **bold**, by adding the text “US-E Urban Settlement-Employment Zone” below the text “PA Protected Area Zone”.

BGI Burnside General Industrial Zone
PA Protected Area Zone
US-E Urban Settlement-Employment Zone

24. Amending Subsection 34(3) in "PART 4: R-3 MULTIPLE FAMILY RESIDENTIAL) ZONE – MEDIUM DENSITY", as shown below in **bold**, by adding clause (fa) immediately after clause (f).

    (fa) Notwithstanding clause (f), the maximum height of a main building with more than 4 units shall be 4 storeys.

25. Amending Subsection 34(3) in "PART 4: R-3 (MULTIPLE FAMILY RESIDENTIAL) ZONE – MEDIUM DENSITY", as shown below in **bold**, by adding Clause (k) after Clause (j).

    (k) Notwithstanding Clause (j), requirements for dwelling unit mix shall not apply for a new apartment building that begins construction before April 1, 2028.

26. Amending Subsection 35(3) in "PART 5: R-4 (MULTIPLE FAMILY RESIDENTIAL) ZONE – HIGH DENSITY, as shown below in **bold**, by adding Clause (j) after Clause (i).

    (j) Notwithstanding Clause (i), requirements for dwelling unit mix shall not apply for a new apartment building that begins construction before April 1, 2028.

27. Amending Section 40(1) in "PART 10: C-3 (GENERAL BUSINESS) ZONE", as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text ", excepting therefrom any residential uses" after the text "set out," in clause (a); and
    b. Adding clause (c) after clause (b).

    40(1) The following uses only shall be permitted in a C-3 Zone:

    (a) C-2 uses as herein set out~~, excepting therefrom any residential uses~~;

    (i) except Adult Entertainment uses

    (b) warehousing and distribution

    (c) residential uses containing up to 4 units subject to the requirements of the R-1 (Single Family Residential) Zone

28. Repealing "PART 25: GC (GENERAL COMMERCIAL) ZONE", as shown below in ~~strikeout~~.

    PART 25: ~~GC (GENERAL COMMERCIAL) ZONE~~

    ~~52(1) The following uses only shall be permitted in a GC Zone:~~
    ~~(a) R-4 uses as herein set out;~~

~~(b) any business or commercial enterprise except obnoxious uses and uses creating a hazard to the public.~~

~~52(2) Buildings used for R-4 uses in a GC Zone shall comply with the requirements of an R-4 Zone.~~

~~52(3) Where apartments are to be constructed above commercial uses, the maximum density of apartments shall be as in the R-4 Zone, provided however, that the commercial uses may cover 100% of the lot. In this case, the area of any floor where any portion is devoted to apartments shall not exceed 40% of the total area.~~

~~(As amended by By-law C-392, Dec 22/79)~~

29. Adding the PART, "PART 38 US-E (URBAN SETTLEMENT-EMPLOYMENT) ZONE", as shown below in **bold**, immediately after PART 37.

PART 38 US-E (URBAN SETTLEMENT-EMPLOYMENT) ZONE

59(1) US-E USES PERMITTED

No development permit shall be issued in any US-E Zone except for the following:
Utilities
Conservation uses
Public parks and playgrounds

30. Repealing and replacing "Schedule AG: Main Street Streetwall Heights" after "Schedule AF", as shown on Schedule C-4A, attached hereto.

31. Amend Zoning Map "Schedule 1 – Zoning Map for Dartmouth" to rezone the properties to Urban Settlement-Employment (US-E) Zone, as shown on Schedule C-4B, attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional

Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____

Municipal Clerk

Attachment C-5
Proposed Amendments to the Land Use Bylaw for Eastern Passage / Cow Bay

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Eastern Passage/Cow Bay is hereby further amended as follows:

1. Amending the "Table of Contents", by deleting the text "4.11A SHIPPING CONTAINERS" and replacing it with the text "4.11AB SHIPPING CONTAINERS" immediately after the text "4.11 ACCESSORY BUILDINGS".

2. Amending the "Table of Contents" by adding the text "4.36 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.35 SHORT-TERM RENTALS".

3. Amending Section 2.9 in PART 2, as shown below in **bold**, by adding the text "shipping container" after the text "includes any vessel or" and before the text "used for any".

> 2.9 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel or **shipping container** used for any of the foregoing purposes.

4. Amending PART 2, as shown below in **bold**, by:
   a. Re-lettering 2.40A to 2.40AA; and
   b. Adding the definition "2.40A MEZZANINE" immediately after Section 2.40.

> **2.40A MEZZANINE means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.**
>
> 2.40AA MINI-STORAGE WAREHOUSE means a building containing separate, individual self-storage units divided from floor to ceiling by a wall with an independent entrance from either the exterior or interior of the building, designed to be rented or leased on a short-term basis to the general public for the private storage of personal goods, materials and equipment.

5. Amending PART 2, as shown below in **bold**, by adding the definition "2.63B STOREY" immediately after Section 2.63A.

> **2.63B STOREY means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and**
>
> **(a) for the purpose of calculating the streetwall height, a portion of a**

building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and

(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.

6. Amending Subsection 3.6(k) in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

(k) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

7. Amending Section 4.11 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "750 square feet (69.68 square metres)" and replacing it with the text "1000 square feet (93.0 square metres)" after the text "greater than" and before the text "in area" in clause (a)(iii); and
   b. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

4.11 ACCESSORY BUILDINGS

(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than eight (8) feet (2.4 m) to any other lot line except that:

1. in any residential zone in the Urban Service Area, except the RA (Rural Area) Zone, buildings or structures which are accessory to residential uses shall not be located closer to any side or rear lot line than four (4) feet (1.2 m), except that within the Heritage Hills development as shown on Schedule A-1, the required setback shall be 2 feet (0.61m)

1.(a) in any residential zone located outside the Urban Service Area, buildings or structures which are accessory to residential uses shall not be located closer to any side or rear lot line than eight (8) feet (2.4 metres) or one half the height of such accessory building or structure, whichever is greater."

2. common semi-detached garages may be centred on the mutual side lot line;

3. boat houses and boat docks may be built to the lot line when the line

corresponds to the high water mark; and
4. accessory buildings and structures in a P-l (Community Facility) Zone, P-2 (Community Facility) Zone, a I-l (Light Industry) Zone or a I-2 (General Industry) Zone shall not be built closer to any side or rear lot line than eight (8) feet (2.4 m) or one half (1) the height of such building or structure, whichever is the greater.

(iii) no accessory building in any residential zone in the Urban Service Area shall be greater than 25 feet (7.7 metres) in height, from the established grade to the highest point of the roof surface, nor have a footprint greater than ~~750 square feet (69.68 square metres)~~ **1000 square feet (93.0 square metres)** in area.

(iii)(a) no accessory building in any residential zone or the P-3 Zone located outside the Urban Service Area shall have a footprint that exceeds 80% of the footprint of the main dwelling up to a maximum of 1,250 square feet (116.13 square metres) or 750 square feet (69.68 square metres), whichever is the greater.

(iii)(b) no accessory building in any residential zone located outside the Urban Service Area having a roof pitch of 4:12 or less shall exceed a maximum wall height of 16 feet (4.88 metres) measured from the established grade to the underside of the soffit;"

(iv) be built within eight (8) feet (2.4 m) of the main building in any Residential Zone or twelve (12) feet (3.7 m) in any other zone.

(v) be used for the keeping of livestock, except where agriculture is a permitted use.

(vi) Repealed

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of Subclause 4.11(a)(ii)1.

(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

8. Amending PART 4A, as shown in **bold** and ~~strikeout~~, by repealing Section "4.11A SHIPPING CONTAINERS" and replacing it with "4.11AB SHIPPING CONTAINERS" after Section 4.11.

4.11A ~~SHIPPING CONTAINERS~~

~~(1) Shipping containers:~~

~~i) shall not be used as accessory buildings to a residential use with the exception of backyard suites.~~

~~(ii) may be used as accessory buildings in an industrial or commercial zone, or the RA Zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping.~~

~~(iii) intended for non-recreation or non-residential use on any property which abuts a residential, park or institutional zone, or abuts a property which is zoned RA and which contains a dwelling shall be set back a minimum of 100' from such adjacent zone. This setback may be reduced to 10', provided that a solid visual barrier exists or is provided prior to placement of a shipping container, and provided that the barrier screens the view of the entire height of the container from the abutting zone.~~

~~(iv) shall not be stacked within 100' of any residential, park or institutional zone.~~

~~(2) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~

~~(3) Deleted~~

4.11AB Shipping Containers

(a) Shipping containers shall be prohibited.

(b) Notwithstanding subsection (a), shipping containers are permitted as accessory buildings in an industrial zone or commercial zone, or the RA Zone, or in conjunction with a recreation use, and shall meet the following requirements:

- **(i) shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street;**
- **(ii) shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping;**
- **(iii) shipping containers intended for non-recreation or non-residential use on any property which abuts a residential, park or institutional zone, or abuts a property which is zoned RA and which contains a dwelling shall be set back a minimum of 30.48 metres (100 feet) from such adjacent zone. This setback may be reduced to 3.0 metres (10 feet), provided that a solid visual barrier exists or is provided prior to placement of a shipping container, and provided that the barrier screens the view of the entire height of the container from the abutting zone; and**
- **(iv) shipping containers shall not be stacked within 30.48 metres (100 feet) of any residential, park or institutional zone.**

(c) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.13.

(d) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.13.

(e) Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(f) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

9. Amending Section 4.11B in Part 4, as shown below in **bold** and ~~strikeout~~, by:

a. Adding the text “a mobile dwelling,” after the text “single unit dwelling,” and before the text “a two unit” in subsection (a);
b. Adding the text “or semi-detached dwelling” after the text “two unit dwelling” and before the text “that contains” in clause (a)(iii);
c. Deleting the text “and” from the end of clause (b)(vii), and
d. Deleting the text “.” at the end of subclause (vii)(C) and replacing it with the text “; and”.

4.11B SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling,** a two unit dwelling, a semi-detached dwelling or a townhouse dwelling subject to the following provisions:

(i) No more than one secondary suite shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling **or semi-detached dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.25, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, one mobile dwelling, a two unit dwelling, a semi-detached dwelling, a multiple unit dwelling containing 3 units, or a townhouse dwelling subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.10 and 4.11;

(iv) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93 square metres);

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a public street, private road, or private right-of-way,

(B) is located on the same lot on which the backyard suite is located, and

(C) has a minimum width of 1.1 metres~~.~~**; and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the gross floor area of the backyard suite does not exceed 1,000 square feet (93 square metres).

10. Amending Section 4.13 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

11. Amending Section 4.14 in PART 4, as shown below in **bold**, by:
    a. Adding the text ", motor home, camper trailer," after the text "No truck, bus, coach" and before the text "or streetcar body"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." After the text "commercial building".

4.14 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

12. Amending Section 4.25 in PART 4, as shown below in **bold**, by adding subsection (ba) after subsection (b) Standards for Mobility Disabled Parking Spaces.

(ba) Notwithstanding subsections (a), and (b), there shall be no required parking for residential uses within the Urban Service Area.

13. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.32 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" after the text "distance of" and before the text "from any habitable" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)
i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:
    1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;
    2) A minimum distance of 1.0 times the tower height from any adjacent property

boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

14. Amending PART 4, as shown below in **bold**, by adding Section "4.36 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.35.

4.36 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings that are located outside of the Urban Service Area for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

15. Amending Section 14.2 in PART 14, as shown below in **bold**, by:

a. Adding the text "Maximum height for Multiple Unit dwellings with more than 4 units: 4 storeys" immediately below the text "Maximum Lot Coverage 50 percent"; and

b. Adding the text "(all other uses)" after the text "Maximum Building Height".

14.2 LOT AND YARD REQUIREMENTS: COMMERCIAL AND INSTITUTIONAL USES, MULTIPLE UNIT DWELLINGS, AND SHARED HOUSING USES

Minimum Lot Area:	4000 square feet
Minimum Lot Frontage:	50 feet
Minimum Front / Flankage Yard:	4 feet except for 25 foot daylighting triangle on corner lots.
Minimum Rear Yard:	20 feet
Minimum Side Yard:	4 feet on one side, 20 feet on the other
Maximum Lot Coverage:	50 percent
Maximum Height for Multiple Unit dwellings with more than 4 units:	**4 storeys**
Maximum Building Height **(all other uses):**	46 feet

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-6
Proposed Amendments to the Land Use Bylaw for Eastern Shore (East)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Eastern Shore (East) is hereby amended as follows:

1. Amending the "Table of Contents" by adding the text "4.12AA SHIPPING CONTAINERS" immediately below the text "4.12 ACCESSORY BUILDINGS".

2. Amending the "Table of Contents" by adding the text "4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.36 SHORT-TERM RENTALS".

3. Amending Section 2.10 in PART 2, as shown below in **bold**, by adding the text "shipping" after the text "includes any vessel or" and before the text "container used".

> 2.10 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel or **shipping** container used for any of the foregoing purposes.

4. Amending PART 2, as shown below in **bold**, by adding the definition "2.85C SHIPPING CONTAINER" after Section 2.85B.

> **2.85C SHIPPING CONTAINER means a container originally designed for use as a means of storing and transporting cargo via ship, rail, air or truck.**

5. Amending the second Subsection 3.6(i), after clause (f), in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable; and

6. Amending Section 4.12 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text "a footprint of" after the text "exceed" and before the text "one thousand" in clause (a)(iv);
    b. Deleting the text "(92.9m2) in area" after the text "square feet" and replacing it with the text "(93.0 square metres)" before the text "in any" in clause (a)(iv);
    c. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

4.12 ACCESSORY BUILDINGS

(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than four (4) feet (1.2 m) to any other lot line except that:

1. common semi-detached garages may be centered on the mutual side lot line;

2. boat houses and boat docks may be built to the lot line when the line corresponds to the high water mark; and

3. where an area of land is proposed to be subdivided and an existing accessory building is less than one hundred and four (104) feet (31.7) from any side or rear lot line forming a boundary of the proposed lot, the minimum side yard requirement for the accessory building may be reduced to two (2) feet (0.6 m).

(iii) exceed twenty-five (25) feet (7.7 metres) in height in any residential zone;

(iv) exceed **a footprint of** one thousand (1,000) square feet **(93.0 square metres)** ~~(92.9 m2) in area~~ in any residential zone;

(v) be built within eight (8) feet (2.4 m) of the main building; or

(vi) be used for the keeping of livestock, except where agriculture is a permitted use.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of Section 4.12(a) above.

(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

7. Amending PART 4, as shown below in **bold**, by adding Section "4.12AA SHIPPING CONTAINERS" after Section 4.12 and before Section 4.12A.

4.12AA SHIPPING CONTAINERS

(a) Shipping containers shall be prohibited.

(b) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.13.

(c) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.13.

(d) Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(e) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

8. Amending Section 4.12A in Part 4, as shown below in **bold** and ~~strikeout~~**,** by:
    a. Adding the text "a mobile dwelling," after the text "single unit dwelling," after the text "single unit dwelling," and before the text "or two unit" in subsection (a);
    b. Adding the text "a mobile dwelling," after the text "single unit dwelling," and before the text "or two unit" in subsection (b);
    c. Adding the text "gross" after the text "the" and before the text "floor area" in clause (b)(iv);
    d. Deleting the text "and" at the end of clause (b)(vii);
    e. Deleting the text "." and replacing it with the text "; and" at the end of subclause (b)(vii)(C); and
    f. Adding the text "gross" after the text "if the" and before the text "floor area" in clause(b)(ix).

4.12A SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling,** or two unit dwelling subject to the following provisions:

(i) No more than one total secondary suite shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.24, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling** or a two unit dwelling, or a multiple unit dwelling containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.11 and 4.12;

(iv) The **gross** floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.24, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street;

(B) is located on the same lot on which the backyard suite is located; and

(C) has a minimum width of 1.1 metres~~.~~**; and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 93 square metres.

9. Amending Section 4.13 in PART 4, as shown below in **bold**, by adding subsection (ab) after Subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

10. Amending Section 4.14 in PART 4, as shown below in **bold**, by:
    a. Adding the text ", motor home, camper trailer" after the text "coach" and before the text "or streetcar"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." after the text "I-1 (Business Industry) Zone".

4.14 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building except in an RE (Rural Resource), MU (Mixed Use) or I-1 (Business Industry) Zone. **For clarity, a shipping container is not considered a vehicle body.**

11. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.33 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" after the text "distance of" and before the text "from any habitable" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)

i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).

ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.

iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 3.0 times the tower height from any habitable

building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:
1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;
(a) 4 times the wind turbine height; or
(b) the distance required to ensure that
(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and
(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

12. Amending Section 4.36 SHORT-TERM RENTALS in PART 4, as shown below in **bold**, by adding clause (c) after clause (b).

c) Notwithstanding a) and b) above, one dwelling unit per lot may be used as a short-term rental, provided all other requirements of the Land Use By-law are met.

13. . Amending PART 4, as shown below in **bold**, by adding Section "4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.36.

4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential

dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-7
Proposed Amendments to the Land Use Bylaw for Eastern Shore (West)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Eastern Shore (West) is hereby further amended as follows:

1. Amending the "Table of Contents" by adding the text "4.12AA Shipping Containers" immediately after the text "4.12 ACCESSORY BUILDINGS".
2.
3. Amending the "Table of Contents" by adding the text "4.34 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.33 SHORT-TERM RENTALS".

4. Amending Section 2.12 in PART 2, as shown below in **bold**, by adding the text "shipping" after the text "includes any vessel or" and before the text "container used".

> 2.12 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel or **shipping** container used for any of the foregoing purposes.

5. Amending PART 2, as shown below in **bold**, by adding the definition "2.93C SHIPPING CONTAINER" immediately after Section 2.93B.

> **2.93C SHIPPING CONTAINER means a container originally designed for use as a means of storing and transporting cargo via ship, rail, air or truck.**

6. Amending Subsection 3.6(u)(i), after clause (u), in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable; and

7. Amending Section 4.12 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Adding the text "a footprint of" after the text "exceed a" and before the text "one thousand" in clause (a)(iv);
   b. Deleting the text "(92.9m2) in area" and replacing it with the text "93.0 square metres" after the text "square feet" and before the text "in any" in clause (a)(iv); and
   c. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

4.12 ACCESSORY BUILDINGS

(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than four (4) feet (1.2 m) to any other lot line except that:

1. common semi-detached garages may be centred on the mutual side lot line;

2. where an area of land is proposed to be subdivided and an existing accessory building is less than one hundred and four (104) feet (31.7 m) from any side or rear lot line forming a boundary of the proposed lot, the minimum side yard requirement for the accessory building may be reduced to two (2) feet (0.6 m).

(iii) exceed twenty-five (25) feet (7.7 metres) in height in any residential zone;

(iv) exceed **a footprint of** one thousand (1,000) square feet ~~(92.9 m2) in area~~ **(93.0 square metres)** in any residential zone;

(v) be built within eight (8) feet (2.4 m) of the main building; or

(vi) be used for the keeping of livestock, except where agriculture is a permitted use.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of Section 4.12(a) above.

(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

8. Amending PART 4, as shown below in **bold**, by adding Section "4.12AA SHIPPING CONTAINERS" after Section 4.12 and before Section 4.12A.

SHIPPING CONTAINERS

(a) Shipping containers shall be prohibited.

(b) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.13.

(c) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.13.

(d)Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(e)Notwithstanding subsection (a), shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

9. Amending Section 4.12A in Part 4, as shown below in **bold**, by:
    a. Adding the text ", a mobile dwelling, a semi-detached dwelling," after the text "single unit dwelling" and before the text "or two unit" in subsection (a);
    b. Adding the text "or semi-detached dwelling," after the text "two unit dwelling" and before the text "that contains" in clause (a)(iii);
    c. Deleting the text "or" after the text "single unit dwelling," and replacing it with the text "a mobile dwelling, semi-detached dwelling," after the text "single unit dwelling" and before the text "two unit dwelling in subsection (b);
    d. Deleting the text "and" at the end of clause (b)(vii);
    e. Adding the text "and" at the end of subclause (b)(viii)(C); and
    f. Adding the text "gross" after the text "if the" before the text "floor area" in clause (b)(ix).

4.12A SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling**, a mobile dwelling, a semi-detached dwelling,** or two unit dwelling subject to the following provisions:

(i) No more than one secondary suite shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling **or semi-detached dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.24, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, ~~or~~ **a mobile dwelling, a semi-detached dwelling,** a two unit dwelling, or a multiple unit dwelling containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.11 and 4.12;

(iv) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.24, additional off-street parking shall not be required;
(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;
(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~
(viii) A backyard suite shall have unobstructed access that
(A) connects the backyard suite to a street
(B) is located on the same lot on which the backyard suite is located; and
(C) has a minimum width of 1.1 metres; **and**
(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 1,000 square feet (93 square metres).

8. Amending Section 4.13 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

9. Amending Section 4.14 in PART 4, as shown below in **bold**, by:
   a. Adding the text "For clarity, a shipping container is not considered a vehicle body." After the text "commercial building".

4.14 VEHICLE BODIES

No truck, bus, coach, motor home, camper trailer or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other Bylaws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building except in a MU (Mixed Use), FI (Fishing Industry), or I-1 (Business Industry) Zone. **For clarity, a shipping container is not considered a vehicle body.**

10. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.30 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)

i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).

ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.

iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

11. Amending Section 4.33 SHORT-TERM RENTALS in PART 4, as shown below in **bold**, by adding clause c) after clause (b).

c) Notwithstanding a) and b) above, one dwelling unit per lot may be used as a short-term rental, provided all other requirements of the Land Use By-law are met.

12. Amending PART 4, as shown below in **bold**, by adding Section "4.34 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.33.

4.34 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-8
Proposed Amendments to the Land Use Bylaw for Halifax Mainland Plan Area

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Halifax Mainland is hereby amended as follows:

1. Amending the "Table of Contents", by deleting the text "14R SHIPPING CONTAINERS" and replacing it with the text "14RA SHIPPING CONTAINERS" immediately after the text "14QB COASTAL AREAS".

2. Amending the "Table of Contents" by adding the text "ZM-36: Section 14a Water/Sewer Exception Purcells Cove Road" immediately after the text "ZM-35 Kearney Lake Area."

3. Amending DEFINITIONS, as shown below in **bold**, by adding the definition "Mezzanine" immediately after the definition "Medical Clinic".

> **"Mezzanine" means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.**

4. Amending DEFINITIONS, as shown below in **bold**, by adding the definition "Storey" after the definition "Stepback".

> **"Storey" means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and**
>
> **(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and**
>
> **(b) subject to clause (c), for a purpose other than calculating the streetwall height, a portion of a building that is partly below the mean grade of the surface of all streets adjoining the building is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the mean surface of all the streets adjoining the building; or**
>
> **(c) for a purpose other than calculating the streetwall height, if such a grade is not below the grade of the surface of all adjoining streets, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.**

5. Amending PARKING in GENERAL PROVISIONS, as shown below in **bold**, by adding

subsection 9(e) immediately after subsection 9(d).

9(e) Notwithstanding subsection 9(a), there shall be no required parking for residential uses within the Urban Service Area.

6. Amending Section 14A in GENERAL PROVISIONS, as shown below in **bold**, by adding Clause (i) immediately after Clause (h).

(h) a development within an Urban Reserve (UR) Zone.

(i) single family dwelling use, shared housing use, and uses accessory to the foregoing uses on lots identified on Schedule ZM-36.

7. Amending Section 14BA in the "General Provisions", as shown below in **bold**, and strikeout, by:
   a. Adding the text "a mobile home, a duplex dwelling, a townhouse building," after the text "single family dwelling," and before the text "a semi-detached" in subsection (a);
   b. Deleting the text "dwelling" after the text "mobile" and replacing it with the text "home" after the text "mobile" and before the text ", a duplex" in subsection (b); and
   c. Adding the text ", a townhouse building, a stacked townhouse, a stacked attached house," after the text "semi-detached dwelling" before the text "or an apartment house" in subsection (b); and
   d. Adding the text "and" at the end of subclause (b)(viii)(C).

14BA SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single family dwelling, **a mobile home, a duplex dwelling, a townhouse building,** a semi-detached dwelling or a townhouse subject to the following provisions:

(i) No more than one total secondary suite shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) Repealed;

(iv) Notwithstanding the parking requirements of Section 9, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a no-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single family dwelling, one mobile ~~dwelling~~ **home**, a duplex dwelling, a semi-detached dwelling, a townhouse**, a townhouse building, a stacked townhouse, a stacked attached house,** or an apartment house containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;
(ii) A backyard suite is not considered a separate main building or main dwelling;
(iii) The backyard suite shall meet the accessory buildings requirements as set out in each zone;
(iv) The gross floor area of a backyard suite shall not exceed 93.0 square metres;
(v) Notwithstanding the parking requirements of Section 9, additional off-street parking shall not be required;
(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;
(vii) A backyard suite must be located on the same lot as the main dwelling unit;
(viii) A backyard suite shall have unobstructed access that
(A) connects the backyard suite to a street or private road,
(B) is located on the same lot on which the backyard suite is located, and
(C) has a minimum width of 1.1 metres; **and**
(ix) A non-conforming accessory building may be converted to a backyard suite if the gross floor area of the backyard suite does not exceed 93 square metres.

8. Amending Section 14BC in GENERAL PROVISIONS, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text "gross" after the text "maximum" and before the text "floor area"; and
    b. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for".

    14BC Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum **gross** floor area requirements for **backyard suites** ~~accessory buildings or structures~~ .

9. Amending GENERAL PROVISIONS, as shown below in **bold** and ~~strikeout~~, by repealing Section "14R SHIPPING CONTAINERS" and replacing it with Section "14RA SHIPPING CONTAINERS" after Section 14QB.

    14R ~~SHIPPING CONTAINERS~~
    ~~(a) Shipping containers may not be used as accessory buildings to a residential use with the exception of backyard suites. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone.~~
    ~~(b) Shipping containers may not be placed in the front or flanking yard of any lot, or~~

~~between~~
~~the main building and any street.~~
~~(c) Deleted~~

14RA SHIPPING CONTAINERS

(a) Shipping containers shall be prohibited.
(b) Notwithstanding subsection (a), shipping containers are permitted as accessory buildings in an industrial zone or commercial zone or in conjunction with a recreation use and shall meet the following requirements:
(i) Shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street;
(ii) Shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping; and
(iii) Shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone;
(c) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 14V.
(d) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 14V.
(e) Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.
(f) Notwithstanding subsection (a), Shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

10. Amending Section 14V in GENERAL PROVISIONS, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

11. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 14W in "GENERAL PROVISIONS", as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" after the text "distance of" and before the text "from any habitable" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)
i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
ii) All turbine towers shall have a minimum distance between turbines equal to the

height of the tallest tower.
iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 3.0 times the tower height from any habitable building
on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property
boundary.
iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:
1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;
(a) 4 times the wind turbine height; or
(b) the distance required to ensure that
(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and
(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

12. Amending the R-2AM Zone, as shown below in **bold**, by renumbering 28BD as 28BD (1) and by adding Section 28BD(2) after the newly renumbered Section 28BD(1).

28BD **(1)** Height shall be 35 feet maximum and the maximum height of additions shall be 35 ft. but under no circumstances shall a permitted addition exceed the established height of the existing building.

28BD(2) Notwithstanding Section 28BD(1), an apartment with a minimum of 5 units and a maximum of 14 units has a maximum height of three storeys and the maximum height of additions shall be three storeys, but under no circumstances shall a permitted addition exceed the established height of the existing building.

13. Amending Section 28BF in the R-2AM zone, as shown below in ~~strikeout, by:~~
    a. Repealing subsection (1)(a); and
    b. Deleting the text "35 feet" and replacing it with the text "three storeys" in subsection (1)(d).

28BF(1) Notwithstanding the provisions of this by-law, the city may permit infill development that would not be permitted under the provisions of this by-law provided that the following special conditions are satisfied:

SPECIAL CONDITION	DEVELOPMENT PERMITTED
a) ~~if the existing building is a full storey lower than the average number of storeys of the existing residential buildings in the immediate neighbourhood;~~	~~the number of storeys may be increased to, but not exceed, the average number of storeys of the existing residential buildings in the immediate neighbourhood provided that the height of the building shall not exceed 35 ft.~~
b) if the area of ground covered by an existing building is less than 60 percent of the average area of ground covered by existing residential buildings in the immediate neighbourhood;	the total area of ground covered by the existing building may be increased to twice the average area of ground covered by existing residential buildings in the immediate neighbourhood, provided that the lot coverage does not exceed 40 percent.
c) if the existing building setback is greater than half the lot depth;	additions may be constructed to the front of an existing building as outlined in Section 43AF of this by-law.
d) if an existing building on a corner lot is greater in height at the front of the building than at the rear of the building	additions to the top rear portion of the building may be constructed provided the addition does not exceed the height of the front of the building or a maximum height of ~~35 ft~~ **three storeys**.

14. Repealing Section 28CD(5) in the R-3 Zone, as shown below in ~~strikeout~~.

28CD(5) ~~One separately accessible parking space at least 9 feet by 20 feet shall be provided for each stacked attached unit, exclusive of the area of the front yard and entrance or driveway leading to such building.~~

15. Amending Section 28CE in the R-3 Zone, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "of" and replacing it with the text "with more than four units and" after the text "Apartment buildings" and before the text "four"; and
    b. Deleting the text "and not exceeding 50 feet in height" after the text "storeys" and before the text "shall be permitted".

28CE Apartment buildings ~~of~~ **with more than four units and** four (4) storeys or less ~~and not exceeding 50 feet in height~~ shall be permitted in an R-3 Zone provided the

following requirements are complied with:

16. Amending the R-3 Zone, as shown below in **bold**, by:
    a. Renumbering Subsection 28CI as Subsection 28CI(1); and
    b. Adding Subsection 28CI(2) after Section 28CI(1).

    28CI**(1)** An apartment house which is located in the "Mainland South Area", shall be required to provide one two-bedroom unit for every three bachelor and/or one bedroom units.

    28CI(2) Notwithstanding Subsection 28CI(1), requirements for bedroom counts shall not apply for any residential multi-unit dwelling use that begins construction before April 1, 2028.

17. Amending the R-4A Zone, as shown below in **bold**, by adding Subsection 34AAD(2) after Subsection 34AAD(1).

    34AAD(1) Buildings erected, altered or used for R-4A uses, with the exception of shared housing use, in an R-4A Zone shall include a mixture of dwelling unit types. A minimum of 30 percent of the dwelling units within a building shall contain two or more bedrooms.

    34AAD (2) Notwithstanding Subsection 34AAD(1), requirements for bedroom counts shall not apply for any residential multi-unit dwelling use that begins construction before April 1, 2028.

18. Amending Section 34B11 in the R-4B Zone, as shown below in **bold** and ~~strikeout~~, by deleting the text “11 metres” and replacing it with “3 storeys” after the text “height shall be”.

    34B11 For buildings with a streetwall width of no greater than 8 metres, a building’s maximum streetwall height shall be ~~11 metres~~ **3 storeys**.

19. Amending Section 34B12 in the R-4B Zone, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text “stretwall” and replacing it with “streetwall”; and
    b. Deleting “11 metres” and replacing it with “3 storeys”.

    34B12 For buildings with a ~~stretwall~~ **streetwall** width of more than 8 metres, the height of the streetwall shall be measured in streetwall portions no wider than 8 metres, and separate heights shall be determined at the centre point of each streetwall portion. The maximum height of each streetwall portion shall be ~~11 metres~~ **3 storeys**.

20. Amending the R-4B Zone, as shown below in **bold**, by:
    a. Renumbering section 34B22 as subsection 34B22(1); and
    b. Adding Subsection 34B22(2) after Subsection 34B22(1).

34B22 **(1)** At least 25% of all dwelling units in a new apartment house use, rounded up to the nearest whole number, shall contain at least two bedrooms.

34B22(2) Notwithstanding Subsection 34B22(1), requirements for bedroom counts shall not apply for any residential multi-unit dwelling use that begins construction before April 1, 2028.

21. Amending Section 38C(1) in the C-2A Zone, as shown below in **bold**, by adding the text ", except for apartment buildings with more than four units which shall have a maximum height of 3 storeys" after the text "exceed 35 feet".

    38C(1) The height of any building in a C-2A Zone shall not exceed 35 feet**, except for apartment buildings with more than four units which shall have a maximum height of 3 storeys**.

22. Repealing Section 38C(2) in the C-2A Zone, as shown below in ~~strikeout~~.

    38C(2) ~~In the Bedford Highway Secondary Plan, notwithstanding Section 38B (2), R-3 uses shall not exceed 35 feet in height.~~

23. Amending Section 38C(3) in the C-2A Zone, as shown below in ~~strikeout~~, by deleting the text "including a maximum height of 50 feet" after the text "requirements of the R-3 Zone".

    38C(3) Notwithstanding Section 38C(2), in the Bedford Highway Secondary Plan, where commercial use(s) occupy the full ground floor of a mixed commercial and multiple unit residential development, inclusive of a residential entrance, the residential portion of the building shall be subject to the requirements of the R-3 Zone ~~including a maximum height of 50 feet~~.

24. Amending Subclause 38BC(1)(b)(i) in the C-2C Zone, as shown below in **bold** and ~~strikeout~~, by deleting the text "10.5 m" and replacing it with the text "3 storeys" after the text "does not exceed".

    38BC(1) Buildings erected, altered or used for C-2C uses, in a C-2C Zone shall comply with the following requirements:

    (b) Notwithstanding clause 38BC(1) (a), a building may exceed the maximum building depth, provided:

        (i) the height of the remainder of the building does not exceed ~~10.5 m~~ **3 storeys**;

25. Amending Subsection 38BE(2) in the C-2C Zone , as shown below in **bold** and ~~strikeout~~, by deleting the text "13.5 m" and replacing it with "4 storeys" after the text "height shall be".

38BE(2) Notwithstanding clause 38BE(1), on lots with a lot depth of less than 30 m, the maximum height shall be ~~13.5 m~~ **4 storeys**.

26. Amending the C-2C Zone, as shown below in **bold**, by adding Subsection 38BF(2) after Subsection 38BF(1).

38BF(2) Notwithstanding Subsection 38BF(1), requirements for bedroom counts shall not apply for any residential multi-unit dwelling use that begins construction before April 1, 2028.

27. Amending Clause 38CC(1)(b) in the C-2D Zone, as shown below in **bold** and ~~strikeout~~, by deleting the text "10.5 metres" and replacing it with "3 storeys" after the text "height shall be" and before the text "from street line".

(b) The maximum streetwall height shall be ~~10.5 metres~~ **3 storeys** from street line grade, except:

28. Amending Clause 38CC(1)(f) in the C-2D Zone, as shown below in ~~strikeout~~, by deleting the text "to a maximum height of 25 metres" after the text "seven storeys".

(f) The overall building shall not exceed seven storeys ~~to a maximum height of 25 metres~~;

29. Amending Clause 38CC(1)(h) in the C-2D Zone,, as shown below in **bold** and ~~strikeout~~, by deleting the text "10.5 metres" and replacing it with "3 storeys".

(h) Above a height of ~~10.5 metres~~ **3 storeys**, the building depth shall not exceed 25 metres. For the purposes of determining building depth on a corner lot with frontage on Herring Cove Road, the front lot line shall be considered the street line with Herring Cove Road.

30. Amending the C-2D Zone, as shown below in **bold**, by adding Subsection 38CG(2) after Subsection 38CG(1).

38CG(2) Notwithstanding Subsection 38CG(1), requirements for bedroom counts shall not apply for any residential multi-unit dwelling use that begins construction before April 1, 2028.

31. Amending clause 70(f) under SCHEDULES, as shown below in **bold** and ~~strikeout~~, by deleting the text "25 m" and replacing it with the text "9 storeys" after the text "more than" and before the text "shall be" in clause 70(f);

(f) Any building in Area A on ZM-28 that has a height of more than ~~25 m~~ **9 storeys** shall be considered a high-rise and may be permitted by a development agreement process, in accordance with Policies 2A.7 and 2A.7.1

32. Amending Section 71 under SCHEDULES as shown below in **bold**, by adding subsection 71(14) after subsection 71(13):

71(14) Notwithstanding any other provisions of this By-law, development proposals for residential or mixed-use buildings that provide primarily residential uses within the Suburban area may be permitted by development agreement in accordance with SA-2B, SA-3B, SA-4B SA-4C of the Regional Municipal Planning Strategy.

33. Amending subsection 73(a) in SCHEDULES as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

(a) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

34. Amending "Map ZM-1 Zoning (North Section)" to rezone portions of PID 00137802 from Seton Ridge Comprehensive Development District (SRCDD) Zone to Single Family Dwelling (R-1) Zone and Park and Institutional (P) Zone; and rezone portions of PID 40178485 from Park and Institutional (P) Zone to Seton Ridge Comprehensive Development District (SRCDD) Zone and from Single Family Dwelling (R-1) Zone to Seton Ridge Comprehensive Development District (SRCDD), as shown on Schedule C-8A, attached hereto;

35. Amending "Map ZM-2 – Schedules and Secondary Planning Areas" to include portions of PID 00137802 and PID 40178485 within the Bedford Highway Secondary Planning Strategy, as shown on Schedule C-8B, attached hereto;

36. Amending "Map ZM-1 (Centre Section)" to rezone the portion of land, known as 3524 Dutch Village Road (PID 00188771), from the Two Family Dwelling (R-2) Zone to the Dutch Village Road Mixed Use (C-2C) zone, as shown in Schedule C-8C, attached hereto;

37. Amending "Map ZM-28 (Plan Dutch Village Road Overview Map)" to add the portion of land, known as 3524 Dutch Village Road (PID 00188771), to Area D, as shown in Schedule C-8D, attached hereto;

38. Repealing the Map "ZM-31: Plan Dutch Village Road Street Wall Height Map" after "ZM-30", and replacing it with the map ZM-31 Plan Dutch Village Road Street Wall Height Map" as shown as Schedule C-8E, attached hereto;

39. Repealing the map “ZM-32: Plan Dutch Village Road Height Map” after “ZM-31”, and replacing it with the map ZM-32: Plan Dutch Village Road Height Map as shown as Schedule C-8F, attached hereto;

40. Repealing “ZM-34: Maximum Height in the Dunbrack Multi Unit Zone” after “ZM-33”, and replacing it with “ZM-34: Maximum Height in the Dunbrack Multi Unit Zone” as shown in Schedule C-8G, attached hereto;

41. Adding Map “ZM-36: Section 14A Water/Sewer Exception Purcell’s Cove” immediately following zoning Map ZM-35: Kearney Lake Area as shown on Schedule C-8H, attached hereto;

42. Amending Map “ZM-1 Zoning (South Section)” rezone the portion of land from Urban Reserve to R-1, as show in Schedule C-8I, attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-9
Proposed Amendments to the Land Use Bylaw for Lawrencetown

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Lawrencetown is hereby further amended as follows:

1. Amending the "Table of Contents" by adding the text "4.13AA SHIPPING CONTAINERS" immediately after the text "4.13 ACCESSORY USES AND STRUCTURES".

2. Amending the "Table of Contents" by adding the text "4.35 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.34 SHORT-TERM RENTALS".

3. Amending Section 2.10 in PART 2, as shown below in **bold**, by adding the text "shipping" after the text "includes any vessel or" and before the text "container".

> 2.10 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel or **shipping** container used for any of the foregoing purposes.

4. Amending PART 2, as shown below in **bold**, by adding the definition "2.66BB SHIPPING CONTAINER" after Section 2.66B.

> **2.66BB SHIPPING CONTAINER means a container originally designed for use as a means of storing and transporting cargo via ship, rail, air or truck.**

5. Amending the Subsection 3.6 (i) in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable; and

6. Amending Section 4.13 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Adding the text "a footprint of" after the text "exceed" and before the text "one thousand" in subsection (d); and
   b. Deleting the text "(92.9m2) at grade" and replacing it with the text "(93.0 square metres)" after the text "square feet" and before the text "in any" in subsection (d); and
   c. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (g).

> 4.13 ACCESSORY USES AND STRUCTURES

Accessory uses, buildings and structures shall be permitted in any zone but shall not:
(a) be used for human habitation except where a dwelling is a permitted accessory use;
(b) be built closer to the front lot line than the minimum distance required for the main building or be built closer than eight (8) feet (2.4 m) to any other lot line except that:
(i) common semi-detached garages may be centred on the mutual side lot line;
(ii) boat houses, boat docks and float plane hangars may be built to the lot line where the line corresponds to the high water mark;
(c) exceed twenty five (25) feet (7.7 metres in height, in any RR-1 (Rural Residential) Zone, R-1 (Single Unit Residential) Zone, or C-l (Local Business Store) Zone;
(d) exceed **a footprint of** one thousand (1,000) square feet ~~(92.9 m2) at grade~~ **(93.0 square metres)** in any RR (Rural Residential) Zone or C-l (Local Business Store) Zone;
(e) notwithstanding Subsections (c) and (d) above, any agricultural structure or building may exceed the maximum building or structure height and size;
(f) be built within eight (8) feet (2.4 m) of a dwelling or twelve (12) feet (3.7 m) of any other main building; and
(g) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

7. Amending PART 4, as shown below in **bold**, by adding Section "4.13AA SHIPPING CONTAINERS" after Section 4.13 and before Section 4.13A.

4.13AA SHIPPING CONTAINERS
(a) Shipping containers shall be prohibited.
(b) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.14.
(c) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.14.
(d) Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.
(e) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

8. Amending Section 4.13A in PART 4, as shown below in **bold**, and ~~strikeout~~ by:
   a. Adding the text ", a mobile dwelling," after the text "single unit dwelling" and before the text "or a two unit" in subsection (a);
   b. Adding the text "or auxiliary dwelling" after the text "secondary suite" and before the text "shall be" in clause (a)(i);

c. Deleting the text " or" and replacing it with the text "a mobile home," after the text ", single unit dwelling," and before "a two unit" in clause(b);
d. Deleting the text "and" at the end of clause (b)(vii);
e. Adding the text "and" at the end of subclause (b)(viii)(C); and
f. Adding the text "gross" after the text "if the" and before the text "floor area" in clause (b)(ix).

4.13A SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling**, a mobile dwelling,** or a two unit dwelling subject to the following provisions:

(i) No more than one secondary suite **or auxiliary dwelling** shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.25, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, ~~or~~ **a mobile home,** a two unit dwelling, or a multiple unit dwelling containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.12 and 4.13;

(iv) The gross floor area of a backyard suite
shall not exceed 1,000 square feet (93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.25, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street;

(B) is located on the same lot on which the backyard suite is located; and

(C) has a minimum width of 1.1 metres; **and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 93 square metres.

9. Amending Section 4.14 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

> **(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.**

10. Amending Section 4.15 in PART 4, as shown below in **bold**, by:
    a. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach" and before the text "or streetcar body"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." after the text "commercial building".

> 4.15 VEHICLE BODIES
>
> No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

11. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.31 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" after the text "distance of" and before the text "from any habitable" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

> b) RURAL WIND ZONE (RW-2)
>
> i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
>
> ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
>
> iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:
>
> 1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;
>
> 2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
>
> iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;
(a) 4 times the wind turbine height; or
(b) the distance required to ensure that
(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and
(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

12. Amending Section 4.34 SHORT-TERM RENTALS in PART 4, as shown below in **bold**, by adding clause (c) after clause (b).

c) Notwithstanding a) and b) above, one dwelling unit per lot may be used as a short-term rental, provided all other requirements of the Land Use By-law are met.

13. . Amending PART 4, as shown below in **bold**, by adding Section "4.35 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.34.

4.35 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-10
Proposed Amendments to the Land Use Bylaw for
Musquodoboit Valley & Dutch Settlement

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Musquodoboit Valley & Dutch Settlement is hereby further amended as follows:

1. Amending the "Table of Contents" by adding the text "4.12AA SHIPPING CONTAINERS" immediately after the text "4.12 ACCESSORY BUILDINGS".

2. Amending the "Table of Contents" by adding the text "4.35 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.34 SHORT-TERM RENTALS".

3. Amending Section 2.12 in PART 2, as shown below in **bold**, by adding the text "shipping" after the text "includes any vessel or" and before the text "container used".

> 2.12 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel or **shipping** container used for any of the foregoing purposes.

4. Amending PART 2, as shown below in **bold**, by adding the definition "2.55A MEZZANINE" immediately after Section 2.55.

> **2.55A MEZZANINE means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.**

5. Amending PART 2, as shown below in **bold**, by adding the definition "2.79C SHIPPING CONTAINER" after Section 2.79B.

> **2.79C SHIPPING CONTAINER means a container originally designed for use as a means of storing and transporting cargo via ship, rail, air or truck.**

6. Amending PART 2, as shown below in **bold**, by adding the definition "2.81A STOREY" immediately after Section 2.81.

> **2.81A Storey means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and**

(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and

(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.

7. Amending PART 2, as shown below in **bold**, by adding the definition "2.85AA URBAN SERVICE AREA" after Section 2.85 and before Section 2.8A.

2.85AA URBAN SERVICE AREA means the Urban Service Area under Schedule B of the Regional Subdivision By-law.

8. Amending the second subsection 3.16 (i), after clause (c), in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

(i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

9. Amending Section 4.12 in PART 4, as shown below in **bold** and ~~strikeout~~, by deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

4.12 ACCESSORY BUILDINGS
(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:
(i) be used for human habitation except where a dwelling is a permitted accessory use;
(ii) be used for the keeping of livestock except where agriculture is a permitted use;
Musquodoboit Valley/Dutch Settlement Land Use By-law Page 27
(iii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than eight (8) feet (2.4 m) to any other lot line except that:
1. common semi-detached garages may be centred on the mutual side lot line; and
2. fish sheds and boat sheds may be built to the lot line which corresponds to the high watermark; and
3. where an area of land is proposed to be subdivided and an existing

accessory building is less than one hundred and four (104) feet (31.7 m) from any side or rear lot line forming a boundary of the proposed lot, the minimum side yard requirement for the accessory building may be reduced to two (2) feet (0.6 m).

(iv) exceed 25 feet (7.7 metres) in any VIL or RR-1 Zone or the height of the main commercial, industrial or resource building in any MU Zone;

(v) Deleted

(vi) exceed 80% of the footprint of the main dwelling, up to a maximum of 2000 square feet (185.81 square m) or 1000 square feet (93 sq. m), whichever is the greater, on lots that are less than 40,000 square feet in area;

(vii) exceed 5% of the total lot area up to a maximum of 4500 square feet (418.06 sq. m), whichever is the greater, on any lot without central cervices and greater than 40,000 square feet in area in any VIL or RR-1 Zone; and

(viii) be built closer to any side, rear lot line or dwelling than eight (8) feet (2.4 m) or one half the height of such accessory building or structure, whichever is greater, on any lot without central cervices in any VIL or RR-1 Zone or closer than 12 feet (3.7 m) of any other main building.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements under Subsection (a) of this Section.

(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

10. Amending PART 4, as shown below in **bold**, by adding Section "4.12AA SHIPPING CONTAINERS" after Section 4.12 and before Section 4.12A.

4.12AA <u>SHIPPING CONTAINERS</u>

(a) Shipping containers shall be prohibited.

(b) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.14.

(c) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.14.

(d) Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(e) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

11. Amending Section 4.12A in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text ", a mobile dwelling, a semi-detached dwelling," after the text "single unit dwelling" and before the text "or a two unit" in subsection (a);

b. Deleting the text "," and replacing it with the text "or" after the text "auxiliary dwelling unit" and before the text "secondary suite" in clause (a)(i) ;
c. Adding the text "or a semi-detached dwelling" after the text "two unit dwelling" and before the text "that contains" in clause (a)(iii);
d. Deleting the text "or backyard suite" after the text "secondary suite" and before the text "shall be" in clause (a)(i);
e. Adding the text ", a mobile dwelling, a semi-detached dwelling," after the text "single unit dwelling" and before the text "or a two unit" in subsection (b);
f. Deleting the text "auxiliary dwelling unit, secondary suite or" after the text "no more than" before the text "backyard suite" in subsection (b); and
g. Adding the text "and" at the end of subclause (b)(viii)(C).

4.12A SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling**, a mobile dwelling a semi-detached dwelling,** or a two unit dwelling subject to the following provisions:

(i) No more than one total auxiliary dwelling unit~~,~~ **or** secondary suite ~~or backyard suite~~ shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling **or a semi-detached dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.23, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling**, a mobile dwelling, a semi-detached dwelling,** or a two unit dwelling, or a multiple unit dwelling containing three (3) dwelling units subject to the following provisions:

(i) No more than one ~~auxiliary dwelling unit, secondary suite or~~ backyard suite shall be permitted on a lot ;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.11 and 4.12;

(iv) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93 square metres);

(v) Notwithstanding the parking requirements of Section 4.23, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit;

(viii) A backyard suite shall have unobstructed access that.
(A) connects the backyard suite to a street or private road,
(B) is located on the same lot on which the backyard suite is located, and
(C) has a minimum width of 1.1 metres; **and**
(ix) a non-conforming accessory building may be converted to a backyard suite if the gross floor area of the backyard suite does not exceed 93 square metres.

12. Amending Section 4.14 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

13. Amending Section 4.15 in PART 4, as shown below in **bold**, by:
    a. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach" and before the text "or streetcar body"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." after the text "commercial building".

4.15 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

14. Amending Section 4.23 in PART 4, as shown below in **bold**, by adding Subsection (c) after Subsection (b) "Reserved Spaces for the Mobility Disabled".

(c) Notwithstanding subsections (a) and (b), there shall be no required parking for residential uses within the Urban Service Area.

15. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.31 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)

i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 3.0 times the tower height from any habitable building
on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property
boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;
(a) 4 times the wind turbine height; or
(b) the distance required to ensure that
(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and
(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

16. Amending Section 4.34 SHORT-TERM RENTALS in PART 4, as shown below in **bold**, by adding clause (c) after clause (b).

c) Notwithstanding a) and b) above, one dwelling unit per lot may be used as a short-term rental, provided all other requirements of the Land Use By-law are met.

17. Amending PART 4, as shown below in **bold**, by adding Section "4.35 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.34.

4.35 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

18. Amending Section 8.2, as shown below in **bold**, by adding clause (g) after clause (f).

(f) Maximum height of main building:	35 feet (10.7 m)	35 feet (10.7 m)
(g) Maximum height of multi-unit dwelling with more than 4 units:	**3 storeys**	**3 storeys**

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-11
Proposed Amendments to the Land Use Bylaw for North Preston / Lake Major / Lake Loon / Cherry Brook / East Preston Area

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law North Preston / Lake Major / Lake Loon / Cherry Brook / East Preston Area is hereby amended as follows:

1. Amending the "Table of Contents", by deleting the text "4.2A SHIPPING CONTAINERS AS ACCESSORY BUILDINGS" and replacing it with the text "4.2AB SHIPPING CONTAINERS" immediately after the text "4.2 ACCESSORY BUILDINGS".

2. Amending the "Table of Contents", by adding the text "4.12A LAND TITLES CLARIFICATON AREAS" immediately after the text "4.12 EXISTING UNDERSIZED LOTS".

3. Amending the "Table of Contents" by adding the text "4.33 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.32 SHORT-TERM RENTALS".

4. Amending Section 2.10 in PART 2, as shown below in **bold**, by adding the text "or shipping container" after the text "includes any vessel" and before the text "used for any".

> 2.10 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel **or shipping container** used for any of the foregoing purposes.

5. Amending Section 2.30 in PART 2, as shown below in **bold** and ~~strikeout~~, by:
   a. deleting the text "and" and replacing it with the text "or" after the text"plan" and before the text "deed"; and
   b. adding the text "approved" after the text "deed" and before the text "pursuant to".

> 2.30 LOT means any area of land or parcel described in a deed filed in the Office of the Registrar of Deeds for Halifax County on or before April 16, 1987, or described in a plan ~~and~~ **or** deed **approved** pursuant to the Land Titles Clarification Act, or approved on a plan of subdivision endorsed and filed in the Office of the Registrar of Deeds for Halifax County.

6. Amending PART 2 of the By-law by adding the definition "2.67.6 URBAN SERVICE AREA" after Section "2.67.5 SUITE" and before "2.67A USED BUILDING MATERIAL RETAIL OUTLET" as shown below in **bold.**

> **2.67.6 URBAN SERVICE AREA means the Urban Service Area under Schedule B of the Regional Subdivision By-law.**

7. Amending Subsection 3.17 (i) in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

8. Amending Section 4.2 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Adding the text "a footprint of" after the text "exceed" and before the text "one thousand" in clause (a)(v); and
   b. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

> 4.2 ACCESSORY BUILDINGS
> (a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:
> (i) be used for human habitation except where a dwelling is a permitted accessory use;
> (ii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than eight (8) feet (2.4 m) to any other lot line except that:
> 1. in any RA or RS Zone, buildings or structures which are accessory North Preston/Lake Major/Lake Loon/Cherry Brook/East Preston LUB Page 24
> to residential uses shall not be located closer to any side or rear lot line than four (4) feet (1.2 m);
> 2. common semi-detached garages may be centred on the mutual side lot line; and
> 3. boat houses and boat docks may be built to the lot line where the line corresponds to the water's edge.
> (iii) be built within eight (8) feet (2.4 m) of the main building in any RA Zone, and ten (10) feet in any other zone;
> (iv) exceed twenty-five (25) feet (7.7 metres) in height in any RA Zone;
> (v) exceed **a footprint of** one thousand (1,000) square feet (93 square metres), nor be used for the keeping of livestock in any RA Zone;
> (vi) be built within eight (8) feet (2.4 m) of any other accessory building.
> (b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from any requirements under Subsection (a) of this Section.
> (c) Notwithstanding anything else in this by-law, an enclosed or internal staircase

or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

9. Amending PART 4, as shown below in in **bold** and ~~strikeout~~, by repealing Section "4.2A SHIPPING CONTAINERS AS ACCESSORY BUILDINGS" and replacing it with Section "4.2AB SHIPPING CONTAINERS" after Section 4.2.

4.2A ~~SHIPPING CONTAINERS AS ACCESSORY BUILDINGS~~

~~(a) Shipping containers may not be used as accessory buildings in the RA zone except in conjunction with a recreational use or a backyard suite use. Where shipping containers are permitted in other non-residential zones or in conjunction with a recreation use, applicable requirements for accessory buildings and applicable zone standards including those relating to setbacks, screening and landscaping shall apply.~~

~~(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~

~~(c) Where a shipping container is permitted to be placed on a property for nonrecreational or non-residential use, the shipping container shall be fully screened from view through the use of landscaping, opaque fencing or a combination of fencing and landscaping.~~

~~(d) Repealed~~

4.2AB SHIPPING CONTAINERS

(a) Shipping containers shall be prohibited.

(b) Notwithstanding subsection (a), except for the RA zone, shipping containers shall be permitted for nonrecreational or non-residential uses as accessory buildings and shall meet the following requirements.

(i) Shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street; and

(ii) Shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping.

(c) Notwithstanding subsection (a) and subsection (b), shipping containers are permitted as accessory buildings in the RA zone in conjunction with a recreational use and shall meet the following requirements:

(i) Shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street; and

(ii) Shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping.

(d) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.14.

(e) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.14.

(f) Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(g) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

10. Amending Section 4.2B(a) in PART 4, as shown below in **bold**, and ~~strikeout~~, by:
    a. Adding the text "a mobile dwelling, a semi-detached dwelling," after the text "single unit dwelling," and before the text "a two unit" in subsection (a);
    b. Adding the text "or semi-detached dwelling" after the text "two unit dwelling" and before the text "that contains" in clause (a)(iii);
    c. Adding the text "a mobile dwelling, a semi-detached dwelling," after the text "single unit dwelling," and before the text "a two unit" in clause (b);
    d. Adding the text "and" at the end of subclause (viii)(C; and
    e. Adding the text "gross" after the text "if the" and before the text "floor area" in subclause (b)(ix).

4.2B SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling, a semi-detached dwelling,** a two unit dwelling or a row/townhouse dwelling subject to the following provisions:

(i) No more than one total secondary suite shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling **or semi-detached dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.22, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling, a semi-detached dwelling,** a two unit dwelling or a row/townhouse dwelling, or a multiple unit dwelling containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.1 and 4.2;

(iv) The gross (RC-May 23/24;E-June 13/24 floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.22, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit;

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street;

(B) is located on the same lot on which the backyard suite is located, and

(C) has a minimum width of 1.1 metres; **and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 93 square metres.

11. Amending PART 4, as shown below in **bold**, by adding Section "4.12A LAND TITLES CLARIFICATION AREAS" after Section 4.12.

4.12A LAND TITLES CLARIFICATION AREAS

(a) Notwithstanding the lot area and frontage requirements in this By-law, any area of land or parcel located within a Land Titles Clarification Area as defined by the Land Titles Clarification Act, having less than the minimum frontage or area required by this By-law may be used for any purpose permitted in the zone in which the lot is located and a building may be erected on the lot, provided that all other applicable provisions in the By-law are satisfied.

(b) Further to subsection (a) above, the Development Officer may issue a development permit for a lot approved pursuant to Section 68A of the Regional Subdivision By-law.

12. Amending Section 4.14 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the

worksite. Any other temporary construction uses must be located on the worksite.

13. Amending Section 4.15 in PART 4, as shown below in **bold**, by:
    a. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach" and before the text "or streetcar"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." After the text "commercial building".

4.15 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other by-laws of the Municipality, shall be used for human habitation, and no unlicensed vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

14. Amending Section 4.22 in PART 4, as shown below in **bold**, by adding subsection (ba) after subsection (b).

(ba) Notwithstanding subsections (a) and (b), there shall be no required parking for residential uses within the Urban Service Area.

15. Amending clause (b) of the Rural Wind Zone (RW-2) in Section 4.29 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" after the text "distance of" and before the text "from any habitable" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)
i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 3.0 times the tower height from any habitable building
on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property
boundary.
iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 180 metres (590 feet) from any habitable building

on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

16. Amending PART 4, as shown below in **bold**, by adding Section "4.33 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.32.

4.33 <u>DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM</u>

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings that are located outside of the Urban Service Area for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-12
Proposed Amendments to the Land Use Bylaw for Planning District 4 (Prospect)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning District 4 (Prospect) is hereby further amended as follows:

1. Amending the "Table of Contents", by deleting the text "4.12A SHIPPING CONTAINERS" and replacing it with the text "4.12AB SHIPPING CONTAINERS" immediately after the text "4.12 ACCESSORY BUILDINGS".

2. Amending the "Table of Contents" by adding the text "4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.36 SHORT-TERM RENTALS".

3. Amending Section 2.14 in PART 2, as shown below in **bold**, by adding the text "or shipping container" after the text "includes any vessel" and before the text "used for any".

> 2.14 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel **or shipping container** used for any of the foregoing purposes.

4. Amending the second Subsection 3.16 (i), after subsection (k), in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable; and

5. Amending Section 4.12 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "of floor area" and replacing it with the text "in footprint" after the text "(1000) square feet" and before the text "may be built" in subclause (a)(iii)(3).
   b. Deleting the text "of gross floor area" and replacing it with the text "in footprint" after the text "(93 square metres) of" and before the text "in any RA-1" in clause (a)(v);
   c. Adding clause (a)(vii) after (a)(vi);
   d. Repealing clause (b)(vii); and
   e. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

> 4.12 ACCESSORY BUILDINGS
> (a) Accessory uses, buildings and structures shall be permitted in any zone but shall

not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be used for the keeping of livestock except where agriculture is a permitted use;

(iii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than eight (8) feet (2.4 m) to any other lot line except that:

1. common semi-detached garages may be centered on the mutual side lot line; and

2. fish sheds, boat sheds and wharves may be built to the lot line which corresponds to the high watermark; and

3. accessory buildings exceeding one thousand (1000) square feet **in footprint** ~~of floor area~~ may be built within eight (8) feet (2.4 m) or one half the height of the accessory building whichever is greater in any RA-l (Residential A-1 Zone), RA-2 (Residential A-2 Zone), RA3 (Residential A-3 Zone), RA-4 Residential A-4 Zone), RRA-1 (Rural Residential A-1 Zone), RRB-1 (Rural Residential B-1 Zone), RRB-2 (Rural Residential B-2 Zone), RRC-1 (Rural Residential C-1 Zone), RRD-1 (Rural Residential D-1 Zone) or RRE-1 (Rural Residential E-1 Zone) Zone.

(iv) exceed twenty-five (25) feet (7.7 metres in height;

(v) exceed one thousand (1000) square feet (93 square metres) ~~of gross floor area~~ **in footprint** in any RA-1 (Residential A-1 Zone), RA-2 (Residential A-2 Zone), RA-3 (Residential A-3 Zone), RA-4 (Residential A-4 Zone), RRA-1 (Rural Residential A-1 Zone), RRB-1 (Rural Residential B-1 Zone), RRB-2 (Rural Residential B-2 Zone), RRC-1 (Rural Residential C-1 Zone), RRD-1 (Rural Residential D-1 Zone) or RRE-1 (Rural Residential E-1 Zone) Zone;

(vi) be built within eight (8) feet (2.4 m) of a dwelling unit or twelve (12) feet (3.7 m) of any other main building or one half the height of the higher abutting accessory building.

(vii) notwithstanding Subsection 4.12 (a) (v) and the undersized lot provisions of Section 4.4, exceed a footprint equivalent to 10% of the lot area on lots greater than 40,000 square feet.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements under Subsection (a) of this Section.

~~(vii) notwithstanding Subsection 4.12 (a) (v) and the undersized lot provisions of Section 4.4, exceed a total floor area equivalent to 10% of the lot area on lots greater than 40,000 square feet.~~

(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

6. Amending PART 4, as shown below in in **bold** and ~~strikeout~~, by repealing and replacing Section "4.12A SHIPPING CONTAINERS" with Section "4.12AB SHIPPING CONTAINERS" after Section 4.12.

4.12A ~~SHIPPING CONTAINERS~~

~~(a) Shipping containers may not be used as accessory buildings on a property containing a residential use with the exception of backyard suites. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone.~~

~~(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~

~~(c) Repealed.~~

~~(d) Notwithstanding the foregoing, shipping containers can be used temporarily for tool storage on construction sites as per the conditions set out in Section 4.14.~~

4.12AB Shipping Containers

(a) Shipping containers shall be prohibited.

(b) Notwithstanding subsection (a), shipping containers are permitted as accessory buildings in an industrial zone or commercial zone or in conjunction with a recreation use and shall meet the following requirements:

(i) Shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street;

(ii) Shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping; and

(iii) Shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone.

(c) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.14.

(d) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.13.

(e) Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(f) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

7. Amending Section 4.12B(a) in PART 4, as shown below in **bold** and ~~strikeout~~, by:

a. Adding the text “, a mobile dwelling,” after the text “single unit dwelling” and before the text “or a two unit” in subsection (a);
b. Adding the text “or auxiliary dwelling” after the text “secondary suite” and before the text “shall be” in clause (a)(i);
c. Adding the text “a mobile home” after the text “single unit dwelling,” and before the text “or a two” in clause (b);
d. Adding the text “and” after subclause (b)(viii)(C); and
e. Adding the text “gross” after the text “if the” and before the text “floor area” in clause (b)(ix).

4.12BSECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling**, a mobile dwelling,** or a two unit dwelling subject to the following provisions:

(i) No more than one secondary suite **or auxiliary dwelling** shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.25, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile home,** or a two unit dwelling, or a multiple unit dwelling containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.11 and 4.12;

(iv) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.25, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit;

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street;
(B) is located on the same lot on which the backyard suite is located; and
(C) has a minimum width of 1.1 metres; **and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 1,000 square feet (93 square metres).

8. Amending Section 4.14 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

9. Amending Section 4.15 in PART 4, as shown below in **bold**, by:
   a. Adding the text ", motor home, camper trailer", after the text "No truck, bus, coach" and before the text "or streetcar body"; and
   b. Adding the text "For clarity, a shipping container is not considered a vehicle body." After the text "commercial building".

4.15 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

10. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.33 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text "the greater of the following" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)
i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 3.0 times the tower height from any habitable building

on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property
boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;
(a) 4 times the wind turbine height; or
(b) the distance required to ensure that
(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and
(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

11. Amending PART 4, as shown below in **bold**, by adding Section "4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.36.

4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional

Municipality held on the ____ day of
_____,
A.D., 20_____.

GIVEN under the hand of the Municipal
Clerk and under the Corporate
Seal of the said Municipality this _____ day
of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-13
Proposed Amendments to the Land Use Bylaw for Planning District 5 (Chebucto Peninsula)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning District 5 (Chebucto Peninsula) is hereby further amended as follows:

1. Amending the "Table of Contents", by deleting the text "4.13A SHIPPING CONTAINERS" and replacing it with the text "4.13AB SHIPPING CONTAINERS" immediately after the text "4.13 ACCESSORY BUILDINGS".

2. Amending the "Table of Contents" by adding the text "4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.36 SHORT-TERM RENTALS".

3. Amending Section 2.8 in PART 2, as shown below in **bold**, by adding the text "or shipping container" after the text "includes any vessel" and before the text "used for any".

> 2.8 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel **or shipping container** used for any of the foregoing purposes.

4. Amending PART 2, as shown below in **bold**, by adding the definition "2.42A MEZZANINE" immediately after Section 2.42.

> **2.42A MEZZANINE means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.**

5. Amending PART 2, as shown below in **bold**, by adding the definition "2.67A STOREY" after Section 2.67.

> **2.67A STOREY means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and**
>
> **(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and**
>
> **(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a**

storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.

6. Amending PART 2, as shown below in **bold**, by adding the definition "2.70.5A URBAN SERVICE AREA" after Section "2.70.5. SUITE" and before Section "2.70A USED BUILDING MATERIAL RETAIL OUTLET".

2.70.5A URBAN SERVICE AREA means the Urban Service Area under Schedule B of the Regional Subdivision By-law.

7. Amending the first Subsection 3.6 (i), after subsection (l), in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Commuter:

(i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable; and
(ii) residential development on islands, as per policy S-18 of the Regional Municipal Planning Strategy.

8. Amending the second Subsection 3.6 (i) in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Harbour outside of the Urban Service Area:

(i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

9. Amending Section 4.13 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "of floor area" and replacing it with the text "in footprint" after the text "(1000) square feet" and before the text "may be built" in subclause (a)(ii)(3);
   b. Adding the text "a footprint of" after the text "exceed" and before the text "one thousand" in clause (a)(v);
   c. Deleting the text "at grade" after the text "(93 square metres)" and before the text "on lots" in clause (v);

d. Deleting the text “total floor area” and replacing it with the text “footprint” after the text “exceed a” and before the text “equivalent to” in clause (a)(viii); and
e. Deleting the text “accessory buildings or structures” and replacing it with the text “backyard suites” after the text “requirements for” in subsection (c).

4.13 ACCESSORY BUILDINGS

(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than four (4) feet (1.2 m) to any other lot line except that:

1. common semi-detached garages may be centred on the mutual side lot line;
2. boat houses, boat docks, and fishery support uses may be built to the lot line when the line corresponds to the high water mark; and
3. accessory buildings exceeding one thousand (1000) square feet **in footprint** ~~of floor area~~ may be built within eight (8) feet (2.4 m) or one half the height of the accessory building whichever is greater in any Residential (R-1 (Single Unit Dwelling), R-2 (Two Unit Dwelling Zone), R-2a (Residential Home Occupation Zone) Zone.

(iii) be built closer than 4 feet (1.2 m) of any other accessory building;

(iv) exceed twenty-five (25) feet (7.7 metres) in height in any Residential (R-1, R-2, R-2a) Zone;

(v) exceed **a footprint of** one thousand (1000) square feet (93 square metres) ~~at grade~~ on lots less than 40,000 square feet in any R-1 (Single Unit Dwelling), R-2 (Two Unit Dwelling Zone), R-2a (Residential Home Occupation Zone) Zone.

(vi) be built within eight (8) feet (2.4 m.) of a dwelling unit or twelve (12) feet (3.7 m.) of any other main building.

(vii) be used for the keeping of livestock only where agriculture is a permitted use on the property.

(viii) notwithstanding Subsection 4.13 (a) (v) and the undersized lot provisions of Section 4.5, exceed a **footprint** ~~total floor area~~ equivalent to 10% of the lot area on lots greater than 40,000 square feet.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of Subsection (a).

(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

10. Amending PART 4, as shown below in in **bold** and ~~strikeout~~, by repealing Section “4.13A SHIPPING CONTAINERS” and replacing it with Section “4.13AB SHIPPING CONTAINERS” after Section 4.13.

4.13A ~~SHIPPING CONTAINERS~~

~~(a) Shipping containers may not be used as accessory buildings to a residential use with the exception of backyard suites. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone.~~

~~(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~

~~(c) Repealed~~

4.13AB SHIPPING CONTAINERS

(a) Shipping containers shall be prohibited.
(b) Notwithstanding subsection (a), shipping containers may be used as accessory buildings in an industrial zone or commercial zone or in conjunction with a recreation use, and shall meet the following requirements:

- **(i) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street;**
- **(ii) Shipping containers must meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping; and**
- **(iii)Shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone.**

(c)Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.15.
(c) Notwithstanding subsection (a), shipping containers may be used as a temporary residential use in conjunction with Section 4.15.
(d) Notwithstanding subsection (a), shipping containers may be used as a dwelling, subject to the applicable zone standards for dwellings.
(e) Notwithstanding subsection (a), Shipping containers may be used as a backyard suite, subject to the applicable requirements for backyard suites.

11. Amending Section 4.13B in Part 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text “or a townhouse dwelling” and replacing it with the text “, a mobile dwelling, a semi-detached dwelling, a two-unit dwelling, or a rowhouse dwelling” after the text “single unit dwelling” and before the text “subject to” in subsection (a);

b. Adding the text “or auxiliary dwelling” after the text “secondary suite” and before the text “shall be” in clause (a)(iv);
c. Adding the text “or semi-detached dwelling” after the text “two unit dwelling” and before the text “that contains” in clause (a)(i).
d. Adding the text “a mobile dwelling, a semi-detached dwelling,” after the text “single unit dwelling,” and before the text “a two unit” in clause (b);
e. Deleting the text “townhouse” and replacing it with the text “rowhouse” after the text “or a” and before the text “subject to” in subsection (b);
f. Deleting the text “and” at the end of the clause (b)(vii);
g. Deleting the text “.” after the text “1.1 metres” and replacing it with the text “; and” in subclause (b)(viii)(C); and
h. Adding the text “gross” after the text “if the” and before the text “floor area” in clause (b)(ix).

4.13B SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling ~~or a townhouse dwelling~~**, a mobile dwelling, a semi-detached dwelling, a two-unit dwelling, or a rowhouse dwelling** subject to the following provisions:

(i) No more than one secondary suite **or auxiliary dwelling** shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) Notwithstanding Section 4.14, a secondary suite is permitted within a two unit
dwelling;

(iv) A two unit dwelling **or semi-detached dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;

(v) Repealed

(vi) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling, a semi-detached dwelling,** a two-unit dwelling, a multiple unit dwelling containing only 3 units, or a ~~townhouse~~ **rowhouse** dwelling subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.12 and 4.13;

(iv) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.27, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;
(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~
(viii) A backyard suite shall have unobstructed access that
(A) connects the backyard suite to a street, private road, or shared private driveway;
(B) is located on the same lot on which the backyard suite is located; and
(C) has a minimum width of 1.1 metres~~.~~; **and**
(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 93 square metres.

12. Amending Section 4.15 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

13. Amending Section 4.16 in PART 4, as shown below in **bold**, by:
    a. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach" and before the text "or streetcar body"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." after the text "commercial building".

4.16 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no unlicensed vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

14. Amending Section 4.27 in PART 4, as shown below in **bold**, by adding Subsection (ba) after Subsection (b) "Reserved Spaces for Mobility Disabled".

(ba) Notwithstanding subsections (a) and (b), there shall be no required parking for residential uses within the Urban Service Area.

15. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.33 in PART 4, as shown below in **bold** and ~~strikeout~~, by:

a. Deleting the text “1000 metres (3281 feet)” after the text “distance of” and before the text “from any habitable” and replacing it with the text
“ the greater of the following” in (b)(vi)(1);
b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)

i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).

ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.

iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 3.0 times the tower height from any habitable building
on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property
boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

16. Amending PART 4, as shown below in **bold**, by adding Section “4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM” after Section 4.36.

4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

17. Amending Section 15.2 in PART 15, as shown below in **bold**, to add the text "Maximum height of a multiple unit dwelling with more than 4 units 3 storeys" below the text "Maximum Height of Main Building 35 feet (10.7m)"

Maximum Height of Main Building	35 feet (10.7
Maximum Height of a Multiple Unit dwelling with more than 4 units	**3 storeys**

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning Districts 1 and 3 (St. Margaret's Bay) is hereby further amended as follows:

1. Amending the "Table of Contents", by deleting the text "4.13A SHIPPING CONTAINERS" and replacing it with the text "4.13AB SHIPPING CONTAINERS" after Section 4.13.

2. Amending the "Table of Contents" by adding the text "4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.36 SHORT-TERM RENTALS".

3. Amending Section 2.9 in PART 2, as shown below in **bold**, by adding the text "or shipping container" after the text "includes any vessel" and before the text "used for any".

> 2.9 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel **or shipping container** used for any of the foregoing purposes.

4. Amending PART 2, as shown below in **bold**, by adding the definition "2.47B MEZZANINE" after Section 2.47A.

> **2.47B MEZZANINE means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.**

5. Amending PART 2, as shown below in **bold**, by adding the definition "2.73AA STOREY" after Section "2.73 SIGN" and before Section "2.73A STREET FAÇADE".

> **2.73AB STOREY means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and**
>
> **(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and**
>
> **(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is**

not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.

6. Amending Subclause 3.6(p)(i) in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable;

7. Amending Section 4.13 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "of floor area" and replacing it with the text "in footprint" after the text "(1000) square feet" and before the text "may be built" in subclause (a)(ii)(3);
   b. Deleting the text "of gross floor area" and replacing it with the text "in footprint" after the text "(93 square metres)" and before the text "in any" in clause (a)(v);
   c. Deleting the text "total floor area" and replacing it with the text "footprint" after the text "exceed a" and before the text "equivalent to" in clause (b)(ix); and
   d. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

> 4.13 ACCESSORY BUILDINGS
> (a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:
> (i) be used for human habitation except where a dwelling is a permitted accessory use;
> (ii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than eight (8) feet (2.4 m) to any other lot line except that:
> 1. common semi-detached garages may be centered on the mutual side lot line; and
> 2. boat houses, boat docks, and fishery support uses may be built to the lot line when the line corresponds to the high water mark.
> 3. accessory buildings exceeding one thousand (1000) square feet **in footprint** ~~of floor area~~ may be built within eight (8) feet (2.4 m) or one half the height of the accessory building whichever is greater in any R-1 (Single Unit Dwelling) Zone, RA (Residential) Zone, RA-1 (General Residential) Zone, R-1E (Residential Estate) Zone, or R-2 (Two Unit Dwelling) Zone.
> (iii) minimum separation distance between any accessory buildings on the lot no less than 4 feet (1.2 m); and
> (iv) exceed twenty five (25) feet (7.7 metres in height in any R-1 (Single Unit Dwelling) Zone, RA (Residential) Zone, RA1 (General Residential) Zone, R-1E (Residential Estate) Zone, or R-2 (Two Unit Dwelling) Zone;

(v) exceed one thousand (1000) square feet (93 square metres) **in footprint** ~~of gross floor~~ ~~area~~ in any R-l (Single Unit Dwelling) Zone, RA (Residential) Zone, RA-l (General Residential) Zone, R-1E (Residential Estate) Zone, or R-2 (Two Unit Dwelling) Zone;

(vi) be built within eight (8) feet (2.4 m.) of a dwelling or twelve (12) feet (3.7 m) of any other main building or one half the height of the higher abutting accessory building.

(vii) be used for the keeping of livestock, except where agriculture is a permitted use.

(ix) notwithstanding Subsection 4.13 (a) (v) and the undersized lot provisions of Section 4.5, exceed a **footprint** ~~total floor area~~ equivalent to 10% of the lot area on lots greater than 40,000 square feet;

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of Subsection (a).

(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~ .

8. Amending PART 4, as shown below in in **bold** and ~~strikeout~~, by repealing Section "4.13A SHIPPNG CONTAINERS" and replacing it with Section "4.13AB SHIPPING CONTAINERS".

4.13A ~~SHIPPING CONTAINERS~~

~~(a) Shipping containers may not be used as accessory buildings on a property containing a residential use with the exception of backyard suites. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation or nonresidential use shall not be permitted on any property which abuts a residential, park or institutional zone.~~

~~(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~

~~(c) Repealed~~

~~(d) Notwithstanding the foregoing, shipping containers can be used temporarily for tool storage on construction sites as per the condition set out in Section 4.14.~~

4.13AB SHIPPING CONTAINERS

(a) Shipping containers shall be prohibited

(b) Notwithstanding subsection (a), shipping containers are permitted as accessory buildings in an industrial zone or commercial zone or in conjunction with a recreation use and shall meet the following requirements:

(i) Shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street;

(ii) Shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping; and

(iii) Shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone.

(c) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.14.

(d) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.13.

(e) Notwithstanding subsection (a), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(f) Notwithstanding subsection (a), Shipping containers are permitted as a backyard suite, subject to the applicable requirements for backyard suites.

9. Amending Subsection 4.13B in PART 4, as shown below in **bold**, by:
    a. Adding the text “a mobile dwelling,” after the text “single unit dwelling,” and before the text “a two unit” in subsection (a);
    b. Adding the text “or auxiliary dwelling” after the text “secondary suite” and before the text “shall be” in clause (a)(i);
    c. Adding the text “or semi-detached dwelling” after the text “two unit dwelling” and before the text “that contains” in clause (a)(iii);
    d. Adding the text “a mobile dwelling,” after the text “single unit dwelling” and before the text “a two unit dwelling” in subsection (b);
    e. Adding the text “gross” after the text “the” and before the text “floor area” in clause (b)(iv);
    f. Deleting the text “and” at the end of subsection (b)(vii);
    g. Adding the text “and” at the end of subclause (b)(viii)(C); and
    h. Adding the text “gross” after the text “if the” and before the text “floor area” in clause (b)(ix).

4.13B SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling**, a mobile dwelling,** a two unit dwelling, a semi-detached dwelling or a townhouse dwelling subject to the following provisions:

(i) No more than one secondary suite **or auxiliary dwelling** shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling **or semi-detached dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.27, additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling,** a two unit dwelling, a semi-detached dwelling or a townhouse dwelling, or a multiple unit dwelling containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.12 and 4.13;

(iv) The **gross** floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.27, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street

(B) is located on the same lot on which the backyard suite is located; and

(C) has a minimum width of 1.1 metres; **and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 1,000 square feet (93 square metres).

10. Amending Section 4.14 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

.

11. Amending Section 4.15 in PART 4, as shown below in **bold**, by:
    a. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach" and before the text "or streetcar"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." After the text "commercial building".

4.15 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

12. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.31 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" after the text "distance of" and before the text "from any habitable" and replacing it with the text " the greater of the following" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)

i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).

ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.

iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent

property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

12. Amending PART 4, as shown below in **bold**, by adding Section "4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.36.

4.37 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

13. Amending Section 11B.3 in PART 11B, as shown below in **bold**, by adding the text "Maximum Height of a Multiple unit dwelling with more than 4 units 3 storeys" below the text "Maximum Height of Building 10.7 m (35 ft.), or 15 m (49 ft.) only where a gable roof with a pitch of at least 8:12 encloses a loft as the uppermost Storey of a 2 1/2-Storey building" and before "Maximum Building Footprint".

Maximum Height of Building	10.7 m (35 ft.), or 15 m (49 ft.) only where a gable roof with a pitch of at least 8:12 encloses a loft as the uppermost Storey of a 2 1/2-Storey building.

Maximum Height of Multiple Unit Dwelling with more than 4 units	**3 storeys**

14. Amending Section 11C.2 in PART 11C, as shown below in **bold**, by adding the text "Maximum Height of a Multiple unit dwelling with more than 4 units 3 storeys" below the text "Maximum Height of Building 10.7 m (35 ft.), or 15 m (49 ft.) only where a gable roof with a pitch of at least 8:12 encloses a loft as the uppermost Storey of a 2 1/2-Storey building" and before "Maximum Lot Coverage".

Maximum Height of Building	10.7 m (35 ft.), or 15 m (49 ft.) only where a gable roof with a pitch of at least 8:12 encloses a loft as the uppermost Storey of a 2 1/2-Storey building.
Maximum Height of Multiple Unit Dwelling with more than 4 units	**3 storeys**

15. Amending "Schedule A – Zoning" to rezone the lands to Protected Area (PA), as shown on Schedule C-14A, attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate

Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-15
Proposed Amendments to the Land Use Bylaw for Planning Districts 14 & 17 (Shubenacadie Lakes)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning Districts 14/17 (Shubenacadie Lakes) is hereby further amended as follows:

1. Amending the "Table of Contents" by adding the text "4.11AA SHIPPING CONTAINERS" immediately after the text "4.11 ACCESSORY BUILDINGS".

2. Amending the "Table of Contents" by adding the text "4.38 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.37 SHORT-TERM RENTALS".

3. Amending the "Table of Contents", by adding the text "PART 20A: "US-E (URBAN SETTLEMENT-EMPLOYMENT) ZONE" immediately after the text "PART 20 AE-H (HOLDING) ZONE".

4. Amending Section 2.10 in PART 2, as shown below in **bold**, by adding the text "shipping" after the text "includes any vessel or" and before the text "container used".

> 2.10 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel or **shipping** container used for any of the foregoing purposes.

5. Amending PART 2, as shown below in **bold**, by adding the definition "2.49A MEZZANINE" immediately after Section 2.49.

> **2.49A MEZZANINE means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.**

6. Amending PART 2, as shown below in **bold**, by adding the definition "2.73BA SHIPPING immediately after Section 2.73B.

> **2.73BA SHIPPING CONTAINER means a container originally designed for use as a means of storing and transporting cargo via ship, rail, air or truck.**

7. Amending PART 2, as shown below in **bold**, by adding the definition "2.74A STOREY" after Section 2.74.

2.74A STOREY means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and

(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and

(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.

8. Amending PART 2, as shown below in **bold**, by adding the definition "2.77B URBAN SERVICE AREA" after section 2.77A.

2.77B URBAN SERVICE AREA means the Urban Service Area under Schedule B of the Regional Subdivision By-law.

9. Amending Section 3.1 in PART 3: ZONES AND ZONING MAPS, as shown below in **bold**, by adding the text "US-E Urban Settlement-Employment Zone" below the text "AE-H Holding Zone".

AE-H Holding Zone
US-E Urban Settlement-Employment Zone

10. Amending Subsection 3.6(cc) in PART 3 as shown below in **bold** by adding the text ", S-17B, and S-17C" after the text "and S-17A" and before the text "of the Regional Municipal Planning Strategy".

(cc) Conservation Design Developments may be considered by development agreement on lands designated Rural Commuter, except within the NEF30 Contour (Map 3) of the Planning Districts 14 & 17 MPS, in accordance with policies S-14A, S15A, S-15B, S-16A and S-17-A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

11. Amending Section 4.11 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Repealing Subclause (a)(iii)(1);
    b. Deleting the text "(7.6m)" and replacing it with the text "(7.7m)" after the text "(25) feet" and before the text "in any" in Subclause (a)(iii)(2);
    c. Adding the text "R-1A," after the text "in any" and before the text "R-1B" in Subclause (a)(iii)(2);

d. Deleting the text “gross floor area” and replacing it with the text “footprint” after the text “Exceed a” and before the text “of:” in clause (a)(iv); and
e. Deleting the text “accessory buildings or structures” and replacing it with the text “backyard suites” after the text “requirements for” in subsection (c).

4.11 ACCESSORY BUILDINGS

(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be built closer to the front lot line than the minimum distance required for the main building or be built closer than eight (8) feet (2.4 m) to any other lot line except that:

1. in any Residential Zone, garages which are accessory to dwellings shall be a minimum of four (4) feet (1.2 m) from any side or rear lot line;
2. common semi-detached garages Day be centred on the mutual side lot line;
3. boat houses, boat docks and float plane hangars may be built to the lot line when the line corresponds to the high water Dark;
4. accessory buildings and structures in a P-2 (Community Facility) Zone shall not be built closer to any side or rear lot line than ten (10) feet (3.0 m) or one half (2) the height of such building or structure, whichever is the greater; and
5. accessory structures shall be permitted to be constructed within the front yard of an AE-1 (AeroTech Core) Zone and AE-2 (General Airport) Zone, but shall not be permitted within the minimum required front yard.

(iii) Exceed a height of:

1. ~~twenty five (25) feet (7.62 m) in any R-1A zone or the height of the main building, whichever is less;~~
2. twenty five (25) feet **(7.7m)** ~~(7.6 m)~~ in any **R-1A,** R-1B, R-IC, R-1D, RLRC, CC, VMS, or VG zone;
3. thirty five (35) feet (10.7 m) in any R-6 or R-7 zone;

(iv) Exceed a ~~gross floor area~~ **footprint** of:

1. one thousand (1,000) square feet (93 square metres) in any R-1A, R-1B, R-1C or R-1D zone; or
2. one thousand (1,000) square feet in any R-6 or RLRC, R-1E zone.
3. Four hundred (400) square feet or (37.1 m) in any CC Zone;
4. Eight hundred square feet or (74.3 m) in the VMS Zone;

(v) (deletion)

(vi) Be built within eight (8) feet (2.4 m) of the main building within any Residential Zone or CC Zone or twelve (12) feet (3.7 D) in any other zone.

(vii) be used for the keeping of livestock, except where agriculture is a permitted use.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences end retaining walls shall be exempted from the

requirements of Subsection (a).
(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

11. Amending PART 4, as shown below in **bold**, by adding Section "4.11AA SHIPPING CONTAINERS" after Section 4.11 and before Section 4.11A.

4.11AA <u>SHIPPING CONTAINERS</u>

(a) Shipping containers shall be prohibited.
(b) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.12.
(c) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.12.
(d) Notwithstanding subsection (a), shipping containers are permitted as a dwelling subject to the applicable zone standards for dwellings.
(e) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite subject to the applicable requirements for backyard suites.

12. Amending Section 4.11A in PART 4, as shown below in **bold** and ~~strikeout~~, by
    a. Adding the text "a mobile dwelling," after the text "single unit dwelling" and before the text "a two unit" in subsection (a);
    b. Adding the text "or auxiliary dwelling" after the text "secondary suite" and before the text "shall be" in clause (a)(i);
    c. Adding the text "a mobile dwelling," after the text "single unit dwelling," and before the text "a two unit" in subsection (b);
    d. Deleting the text "and" at the end of the clause (b)(vii);
    e. Adding the text "and" at the end of the subclause (b)(viii)(C); and
    f. Adding the text "gross" after the text "if the" and before the text "floor area" in clause (b)(ix).

4.11A SECONDARY SUITES AND BACKYARD SUITES
(a) SECONDARY SUITES
Secondary suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling,** a two unit dwelling or a townhouse dwelling subject to the following provisions:
(i) No more than one secondary suite **or auxiliary dwelling** shall be permitted on a lot;
(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Notwithstanding the parking requirements of Section 4.25 additional off-street parking shall not be required; and

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling,** a two unit dwelling or a townhouse dwelling, or a multiple unit dwelling containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory building requirements as set out in Sections 4.10 and 4.11;

(iv) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.25 additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street,

(B) is located on the same lot on which the backyard suite is located, and

(C) has a minimum width of 1.1 metres; **and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 1,000 square feet (93 square metres)

13. Amending Section 4.12 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

14. Amending Section 4.13 in PART 4, as shown below in **bold**, by:

a. Adding the text ", motor home, camper trailer" after the text "No truck, bus,

coach" and
before the text "or streetcar"; and

b. Adding the text "For clarity, a shipping container is not considered a vehicle body." After the text "commercial building".

4.13 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

15. Amending PART 4, Section 4.25 of the By-law by adding the subsection (ca), as shown below in bold, after subclause (c):

(ca) Notwithstanding subsections (b) and (c), there shall be no required parking for residential uses within the Urban Service Area.

16. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.34 in PART 4, as shown below in **bold** and ~~strikeout~~, by:

a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" in (b)(vi)(1);
b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)
i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 3.0 times the tower height from any habitable building
on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.
v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:
1) A minimum distance of 250 metres (820 feet) from any habitable building

on an adjacent property;
2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

17. Amending Section 4.37 SHORT-TERM RENTALS in PART 4, as shown below in **bold**, by adding clause (c) after clause (b).

c) Notwithstanding a) and b) above, one dwelling unit per lot may be used as a short-term rental, provided all other requirements of the Land Use By-law are met.

18. Amending PART 4, as shown below in **bold**, by adding Section "4.38 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.37.

4.38 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings that are located outside of the Urban Service Area for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

19. Amending Section 14G.4 in PART 14G, as shown below in **bold**, by:
    a. Adding the text "Maximum Height of a Multiple Unit Dwelling (more than 4 units): 4 storeys" below the text "Minimum Rear Yard: 50 feet (15.24m)"; and
    b. Adding the text "(All other uses)" after the text "Main Building".

14G.4 RLRC ZONE REQUIREMENTS

In any RLRC Zone, a development shall meet the following requirements:

(a) Minimum Lot Area:	5 acres (2.02 hectares)
Minimum Frontage:	100 feet (30.48 m)
Minimum Front or Flankage Yard:	30 feet (9.1 m)
Minimum Side Yard:	50 feet (15.24 m)
Minimum Rear Yard:	50 feet (15.24 m)
Maximum Height of Multiple Unit Building (more than 4 units):	**4 storeys**
Maximum Height of Main Building **(All other uses)**:	50 feet (15.24 m) and 4 storeys

20. Adding the PART, as shown below in **bold**, "PART 20A: US-E (URBAN SETTLEMENT EMPLOYMENT) ZONE", after PART 20.

PART 20A US-E (URBAN SETTLEMENT-EMPLOYMENT) ZONE

20A.1 US-E USES PERMITTED
No development permit shall be issued in any US-E Zone except for the following:

Utilities
Conservation uses
Public parks and playgrounds

21. Amending Map "Schedule B – Zoning" to rezone the lands to Urban Settlement-Employment (US-E), as show in Schedule C-15A, attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____,

A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-16
Proposed Amendments to the Land Use Bylaw for Planning Districts 8 & 9 (Lake Echo/Porters Lake)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning Districts 8 & 9 (Lake Echo/Porters Lake) is hereby further amended as follows:

1. Amending the "Table of Contents", by adding the text "4.12AA SHIPPING CONTAINERS" immediately after the text "4.12 ACCESSORY BUILDINGS".

2. Amending the "Table of Contents", by adding the text "4.8A LAND TITLES CLARIFICATION AREAS" immediately after the text "4.8 EXISTING UNDERSIZED LOTS".

3. Amending the "Table of Contents" by adding the text "4.33 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.32 SHORT-TERM RENTALS".

4. Amending Section 2.9 in PART 2, as shown below in **bold**, by adding the text "shipping" after the text "includes any vessel or" and before the text "container used".

> 2.9 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel or **shipping** container used for any of the foregoing purposes.

5. Amending Subsection 2.29(a) in PART 2, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "and" and replacing with the text "or" after the text "in a plan" and before the text "deed"; and
   b. Adding the text "approved" after the text "deed" and before the text "pursuant to".

> 2.29 LOT
>
> (a) Lot means any area of land or parcel described in a deed filed in the Office of the Registrar of Deeds for Halifax County on or before the 16th day of April, 1987, or is described in a plan ~~and~~ **or** deed **approved** pursuant to the Land Titles Clarification Act or is approved on a plan of subdivision endorsed and filed in the Office of the Registrar of Deeds for Halifax County or is created under Section 93(2) of the Planning Act.

6. Amending PART 2, as shown below in **bold**, by adding Section "2.38A MEZZANINE" after Section 2.38.

> **2.38A MEZZANINE means an intermediate floor assembly between the**

floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.

7. Amending PART 2, as shown below in **bold**, by adding the definition "2.58BA SHIPPING CONTAINER" after Section "2.58B SHARED HOUSING WITH SPECIAL CARE" and before Section "2.58C SHORT-TERM BEDROOM RENTAL".

2.58BA SHIPPING CONTAINER means a container originally designed for use as a means of storing and transporting cargo via ship, rail, air or truck.

8. Amending PART 2, as shown below in **bold**, by adding Section "2.59A STOREY" after Section "2.59 SIGN" and before Section "2.60 STREET OR ROAD".

2.59A Storey means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and

(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and

(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.

9. Amending Clause 3.6(c)(i) in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

(i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable;

10. Amending PART 4, as shown below in **bold**, by adding Section "4.8A LAND TITLES CLARIFICATION AREAS" after Section 4.8.

4.8A <u>LAND TITLES CLARIFICATION AREAS</u>

(a) Notwithstanding the lot area and frontage requirements in this

By-law, any area of land or parcel located within a Land Titles Clarification Area as defined by the Land Titles Clarification Act, having less than the minimum frontage or area required by this By-law may be used for any purpose permitted in the zone in which the lot is located and a building may be erected on the lot, provided that all other applicable provisions in the By-law are satisfied.

(b) Further to subsection (a) above, the Development Officer may issue a development permit for a lot approved pursuant to Section 68A of the Regional Subdivision By-law.

11. Amending Section 4.12(a)(iv) in PART 4, as shown below in **bold** and ~~strikeout~~, by:

a. Adding the text "a footprint of" after the text "exceed" and before the text "one thousand" in clause (a)(iv);
b. Deleting the text "in area" after the text "(93 square metres)" and before the text "in any" in clause (a)(iv); and
a. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

4.12 ACCESSORY BUILDINGS

(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be built closer to the front lot line than the minimum distance required for the main building or be built closer than four (4) feet (1.2 m) to any other lot line except that:

1. common semi-detached garages may be centred on the mutual side lot line;
2. boat houses and boat docks may be built to the lot line when the line corresponds to the high water mark;
3. where an area of land is proposed to be subdivided and an existing accessory building is less than one hundred and four (104) feet (31.7 m) from any side or rear lot line forming a boundary of the proposed lot, the minimum side yard requirement for the accessory building may be reduced to two (2) feet (0.6 m);

(iii) exceed twenty-five (25) feet (7.7 m) in height in any residential zone;

(iv) exceed **a footprint of** one thousand (1000) square feet (93 square metres) ~~in area~~ in any residential zone; nor

(v) be built within eight (8) feet (2.4 m) of the main building.

(vi) be used for the keeping of livestock, except where agriculture is a permitted use.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of Section 4.12(a) above.

(c) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted

from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

12. Amending PART 4, as shown below in **bold**, by adding Section "4.12AA SHIPPING CONTAINERS" after Section 4.12 and before Section 4.12A.

4.12AA SHIPPING CONTAINERS
(a) Shipping containers shall be prohibited.
(b) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.13.
(c) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.13.
(d) Notwithstanding subsection (a), shipping containers are permitted as a dwelling subject to the applicable zone standards for dwellings.
(e) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite subject to the applicable requirements for backyard suites.

13. Amending Section 4.12A in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text ", a mobile dwelling," after the text "single unit dwelling," and before the text "or a two" in subsection (a);
    b. Adding the text "or auxiliary dwelling" after the text "secondary suite" and before the text "shall be" in clause (a)(i);
    c. Adding the text "a mobile dwelling," after the text "single unit dwelling," and before the text "or a two unit" in subsection (b);
    d. Deleting the text "and" at the end of clause (b)(vii); and
    e. Adding the text "and" at the end of subclause (b)(viii)(C); and
    f. Adding the text "gross" after the text "if the" and before the text "floor area" in clause (b)(xi).

4.12A SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling**, a mobile dwelling,** or a two unit dwelling subject to the following provisions:

(i) No more than one secondary suite **or auxiliary dwelling** shall be permitted on a lot;
(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;
(iii) A two unit dwelling that contains a secondary suite shall not be considered a multiple unit dwelling;
(iv) Notwithstanding the parking requirements of Section 4.24, additional off-street parking shall not be required; and
(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted

in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling,** or a two unit dwelling, or a multiple unit dwelling containing only 3 dwelling units subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.11 and 4.12;

(iv) The gross floor area of a backyard suite shall not exceed 1000 square feet;

(v) Notwithstanding the parking requirements of Section 4.24, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~

(viii) A backyard suite shall have unobstructed access that
(A) connects the backyard suite to a street or private road,
(B) is located on the same lot on which the backyard suite is located, and
(C) has a minimum width of 1.1 metres; **and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 1,000 square feet (93 square metres).

14. Amending Section 4.13 in PART 4, as shown below in **bold**, adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

15. Amending Section 4.14 in PART 4, as shown below in **bold**, by:
    a. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach" and before the text "or streetcar"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." after the text "(Rural Enterprise) Zone".

4.14 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a

structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building except in an RE (Rural Enterprise) Zone. **For clarity, a shipping container is not considered a vehicle body.**

16. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.29 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" after the text "distance of" and before the text "from any habitable" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)

i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).

ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.

iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 3.0 times the tower height from any habitable building
on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property
boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30

hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

17. Amending Section 4.32 SHORT-TERM RENTALS in PART 4, as shown below in **bold**, by adding clause (c) after clause (b).

c) Notwithstanding a) and b) above, one dwelling unit per lot may be used as a short-term rental, provided all other requirements of the Land Use By-law are met.

18. Amending PART 4, as shown below in **bold**, by adding Section "4.33 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section 4.32.

4.33 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

19. Amending Section 14.3 in PART 14, as shown below in **bold**, by adding the text "Maximum Height of Multiple Unit Dwelling with more than 4 units storeys" below the text "Maximum Height of Main Building 35 feet (10.7m).

Maximum height of main building	35 ft. (10.7 m)
Maximum height of Multiple Unit Dwelling with more than 4 units	**3 Storeys**

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-17
Proposed Amendments to the Land Use Bylaw for Sackville Drive

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Sackville Drive is hereby further amended as follows:

1. Amending PART 2: DEFINITIONS, as shown below in **bold**, by adding the definition "Grade-Related Dwelling Unit" immediately after the definition "Garden Market".

> **Grade-Related Dwelling Unit Use means a dwelling unit within a multi-unit dwelling use that is accessible by pedestrians from a private entrance that fronts and faces a streetline.**

2. Amending PART 2: DEFINITIONS, as shown below in **bold**, by adding the definition "Mezzanine" immediately after the definition "Medical Clinic".

> **Mezzanine means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.**

3. Amending PART 2: DEFINITIONS, as shown below in **bold** and ~~strikeout~~, by repealing and replacing the definition "Storey" after the definition "Site Identification Signage".

> ~~Storey means that portion of a building between any floor and floor or ceiling or roof above, provided that any portion of a building partly below grade shall not be deemed to be a story unless its ceiling is at least six feet above grade. Provided also that any portion of a storey exceeding fourteen feet in height shall be deemed to be an additional storey.~~
>
> **Storey means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and**
>
> **(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and**
>
> **(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.**

4. Amending PART 5, as shown below in **bold**, by adding Section 3 after Section 2.

3. Notwithstanding any other provisions of this By-law, development proposals for residential or mixed-use buildings that provide primarily residential uses within the Suburban area may be permitted by development agreement in accordance with SA-2B, SA-3B, SA-4B SA-4C of the Regional Municipal Planning Strategy.

5. Amending Section 15 in PART 6, as shown, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

6. Amending Subsection 27(a) in PART 6, as shown below in **bold**, by adding the text ", except for Multiple Unit dwellings with more than 4 units which shall have a maximum height of 4 storeys" after the text "property line".

27 (a) The height of a building in all zones shall be not more than 50ft (15.24m) in height measured from the established grade at front property line**, except for Multiple Unit Dwellings with more than 4 units which shall have a maximum height of 4 storeys**.

7. Amending Section 30 in PART 6, as shown below in in **bold**, by:
    a. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach" and before the text "or streetcar body"; and
    b. Adding the text "For clarity, a shipping container is not considered a vehicle body." after the text "commercial building.".

Vehicle Bodies

30. No truck, bus, coach**, motor home, camper trailer** or streetcar body shall be used for human habitation or used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

8. Amending Subsection 33(8) in PART 6, as shown below in **bold** and ~~strikeout~~, by deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for".

(8) Notwithstanding anything else in this by-law, an enclosed or internal

staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

9. Amending PART 6 as shown below in **bold** and ~~strikeout~~, by repealing Section "34A Shipping Containers as Accessory Buildings" and replacing it with Section "34AB Shipping Containers after Section 34.

~~Shipping Containers as Accessory Buildings~~

34A ~~(1) Shipping containers shall not be permitted as accessory buildings to a residential use. Shipping containers may be permitted as accessory buildings only in a business park zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone or use.~~

~~(2) Shipping containers shall not be placed in the front or flankage yard of any lot, or between the main building and any street.~~

~~(3) No shipping container shall be permitted in any zone as a dwelling or other form of accommodation, including offices.~~

Shipping Containers

34AB. (1) Shipping containers shall be prohibited.

(2) Notwithstanding subsection (1), are permitted as accessory buildings only in a business park zone or in conjunction with a recreation use and shall meet the following requirements:

(i) Shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street;

(ii) Shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping; and

(iii)Shipping containers intended for non-recreation or non residential use shall not be permitted on any property which abuts a residential, park or institutional zone.

(3) Notwithstanding subsection (1), non-residential temporary construction shipping containers are permitted subject to Section 15 in Part 6.

(4) Notwithstanding subsection (1), temporary residential shipping containers are permitted subject to Section 15 in Part 6.

(5) Notwithstanding subsection (1), shipping containers are permitted as a dwelling, subject to the applicable zone standards for dwellings.

(6) Notwithstanding subsection (1), Shipping containers are permitted as as a backyard suite, subject to the applicable requirements for backyard suites.

10. Amending Section 34B in PART 6, a shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text ", a duplex dwelling, a semi-detached dwelling," after the text "single unit dwelling" and before the text "or a townhouse" in subsection (1); and
    b. Adding the text "and" at the end of subclause (2)(viii)(C).

Secondary Suites and Backyard Suites

34B. (1) Secondary Suites
Secondary suites shall be permitted accessory to a single unit dwelling**, a duplex dwelling, a semi-detached dwelling,** or a townhouse dwelling subject to the following provisions:

(i) No more than one total secondary suite shall be permitted on a lot;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A duplex dwelling or semi-detached dwelling that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Repealed

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(2) Backyard Suites
Backyard suites shall be permitted accessory to a single unit dwelling, a duplex dwelling, a semi-detached dwelling , a multi-unit dwelling containing only three
(3) units or a townhouse dwelling subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory building requirements as set out in Part 6 sections 32, 33 and 34;

(iv) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93 square metres);

(v) Notwithstanding the parking requirements of Part 7 Section 16, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit;

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street, private road, or private right-of-way,

(B) is located on the same lot on which the backyard suite is located, and

(C) has a minimum width of 1.1 metres; **and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the gross floor area of the backyard suite does not exceed 93 square metres.

11. Amending the table "SPACES" after Section 16(a) in PART 7, as shown below in ~~strikeout~~, by:
    a. Deleting the text "except as specified below" after the text "Any dwelling" in the first column, third row;
    b. Deleting the text "Per each dwelling unit" in the third column, third row;
    c. Deleting the text "Multiple Unit Dwelling" in the first column, fourth row;
    d. Deleting the text "0.33" in the second column, fourth row; and
    e. Deleting the text "Per each dwelling unit" in the third column, fourth row.

SPACES		
Proposed Use	Space(s) Required	Measurement Type (all square footage based on gross floor area unless specified otherwise)
Any dwelling ~~except as specified below:~~	0	~~Per each dwelling unit~~
~~Multiple Unit Dwelling~~	~~0.33~~	~~Per each dwelling unit~~

12. Amending the table "MOBILITY DISABLED SPACES" after Section 18 in PART 7, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1" and replacing it with the text "0" in second column, fourth row;
    b. Deleting the text "Reserved parking spaces for the mobility disability per 30 units to a maximum of 10 spaces" in the third column, fourth row; and
    c. Adding the text "residential," after the text "excluding" and before the text "fire stations in the first column, sixth row.

MOBILITY DISABLED SPACES		
Proposed Use	Space(s) Required	Measurement Type (all square footage based on gross floor area unless specified otherwise)
Medical Clinics of any health practitioner	1	Reserved parking spaces for the mobility disabled per 5-15 parking spaces required 1 additional parking space for each additional 15 required space or part thereof to a maximum of 10 spaces

Multiple Unit Dwellings	~~1~~ **0**	~~Reserved parking spaces for the mobility disabled per 30 units to a maximum of 10 spaces~~
Restaurants and Theater	1	Reserved parking spaces for the mobility disabled per 50 seats to a maximum of 10 spaces
All other uses excluding **residential,** fire stations**,** and any industrial use which does not have a retail function	1	Reserved parking space for the mobility disabled per 15-100 parking spaces required 1 additional space for each additional 100 required space or part thereof to a maximum of 10.

13. Amending PART 9, as shown below in **bold**, by:
    a. Adding the bullet "Residential Uses" below the bullet "Community Parkland and Facilitiy Uses" in section 1;
    b. Adding the text "Residential Uses" below the bullet "Commercial Uses" under the heading "Uses Permitted by Site Plan Approval" in section 2; and
    c. Adding the text ", residential use" after the text "commercial use" and before the text "or a big box" in section 4 under the heading "SITE PLAN APPROVAL".

- Community Parkland and Facility uses
- **Residential uses**

Uses Permitted by Site Plan Approval
2.

- Shopping Centres
- Big Box (Large Box Retail)
- Commercial Uses
- **Residential uses**

Lot Provisions
3. Minimum Lot Area……..……. 2,787 m² (30,000 ft²)
Minimum Lot Frontage……..... 18.3 m (100 ft)
Minimum Front/Flankage Yard Setback…….. 0 m (0 ft) unless otherwise specified in this Bylaw
Minimum Rear Yard Setback…… 0 m (0 ft) unless otherwise specified in this Bylaw Minimum Sideyard

Setback……..... ……0 m (0 ft) and 18.28 m (60 ft) where abutting any residential zone or use, unless otherwise specified in this Bylaw
Maximum Lot Coverage…… 80 %
Number of Driveways…… One per lot with frontage less than 30.5 m (100 ft)

SITE PLAN APPROVAL
4. No development permit shall be issued for a shopping centre, commercial use**,** **residential use** or a big box (large box retail) in the DC-1 (Downsview Complex-1) Zone prior to the Development Officer granting Site Plan Approval.

14. Amending PART 10, as shown below in **bold**, by:
    a. Adding the bullet "Residential Uses" below the bullet "Community Parkland and Facility Uses" in section 1;
    b. Adding the text "Residential Uses" below the bullet "Bix Box (Large Box Retail) under the heading "Uses Permitted by Site Plan Approval" in section 2; and
    c. Adding the text ", residential use" after the text "shopping centre" and before the text "or a big box" in section 4 under the heading "SITE PLAN APPROVAL".

- Community Parkland and Facility uses
- **Residential uses**

Uses Permitted by Site Plan Approval
2.
- Shopping Centres
- Big Box (Large Box Retail)
- **Residential uses**

Lot Provisions
3. Minimum Lot Area…….…… 2,787 m² (30,000 ft²)
Minimum Lot Frontage……..... 18.3 m (100 ft)
Minimum Front/Flankage Yard Setback……... 0 m (0 ft) unless otherwise specified in this Bylaw
Minimum Rear Yard Setback…… 0 m (0 ft) unless otherwise specified in this Bylaw Minimum Sideyard
Setback……..... ……0 m (0 ft) and 18.28 m (60 ft) where

	abutting any residential zone or use, unless otherwise specified in this Bylaw
Maximum Lot Coverage……	80 %
Number of Driveways……	One per lot with frontage less than 30.5 m (100 ft)

SITE PLAN APPROVAL

4. No development permit shall be issued for a shopping centre, **residential use** or a big box (large box retail) in the DC-2 (Downsview Complex-2) Zone prior to the Development Officer granting Site Plan Approval.

15. Amending Section 5 in PART 12, as shown below in **bold**, by adding Subsection (3) after Subsection (2).

(3) Notwithstanding Subsection 5(1), for any new multi-unit dwelling that begins construction before April 1, 2028:

(a) a minimum of 20% of the ground floor abutting the street line shall be occupied by commercial uses; and

(b) the remaining ground floor abutting the streetline shall be a permitted use listed in Part 12 Section 1, or a grade-related dwelling unit.

(c) For the purpose of calculating the 20% in Subsection 3(a), the following shall not be counted:

- **(i) lobbies,**
- **(ii) elevators,**
- **(iii) mechanical areas,**
- **(iv) vestibules,**
- **(v) garages, and**
- **(vi) ramps to access internal motor vehicle spaces.**

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-18
Proposed Amendments to the Land Use Bylaw for Sackville

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Sackville is hereby further amended as follows:

1. Amending the "Table of Contents", by deleting the text "4.11A SHIPPING CONTAINERS AS ACCESSORY BUILDINGS" and replacing it with the text "4.11AB SHIPPING CONTAINERS" immediately after the text "4.11 ACCESSORY BUILDINGS".

2. Amending Section 2.11 in PART 2 as shown below in **bold**, by adding the text "or shipping container" after the text "any vessel" and before the text "used for any".

> 2.11 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel **or shipping container** used for any of the foregoing purposes.

3. Amending Clause 3.6(a)(xxviii)(i) in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

4. Amending Section 3.6 in PART 3, as shown below in **bold**, by adding clause (d) after clause c).

> **(d) Notwithstanding any other provisions of this By-law, development proposals for residential or mixed-use buildings that provide primarily residential uses within the Suburban area may be permitted by development agreement in accordance with Policies SA-2B, SA-3B, and SA-4B of the Regional Municipal Planning Strategy.**

5. Amending Section 4.11 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "fifteen (15) feet (4.6 m)" and replacing it with the text "twenty-five (25) feet (7.7 metres)" after the text "exceed" and before the text "in height" in clause (a)(iii);
   b. Deleting the text "seven hundred and fifty (750)" and replacing it with the text "a footprint of one thousand (1000) (93m2)" after the text "exceed" and before the text "in any Residential" in clause (a)(iv);
   c. Repealing subsection (c); and
   d. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (d).

4.11 ACCESSORY BUILDINGS

(a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:

(i) be used for human habitation except where a dwelling is a permitted accessory use;

(ii) be built closer to the front lot line than the minimum distance required for the main building, or be built closer than eight (8) feet (2.4 m) to any other lot line except that:

1. in any Residential Zone buildings or structures which are accessory to residential uses shall not be located closer to any side or rear lot line than four (4) feet (1.2 m);
2. common semi-detached garages may be centred on the mutual side lot line;
3. boat houses and boat docks may be built to the lot line when the line corresponds to the high water mark; and
4. accessory buildings and structures in a P-2 (Community Facility) Zone shall not be built closer to any side or rear lot line than eight (8) feet (2.4 m) or one half the height of such building or structure, whichever is the greater.

(iii)exceed ~~fifteen (15) feet (4.6 m)~~ **twenty-five (25) feet (7.7 metres)** in height in any Residential Zone except for accessory resource related buildings uses in an R-6 (Rural Residential) Zone;

(iv) exceed **a footprint of one thousand (1000) square feet (93 m2)** ~~seven hundred and fifty (750) square feet (70 m2)~~ in any Residential Zone except for accessory resource related buildings in an R-6 (Rural Residential) Zone; nor

(v) be built within eight (8) feet (2.4 m) of the main building in any Residential Zone or twelve (12) feet (3.7 m) in any other zone.

(b) Notwithstanding anything else in this by-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of Subsection (a) above.

(c) ~~Notwithstanding section 4.11(a)(ii), 4.11(a)(iii), 4.11(a)(iv), and 4.11(a)(v), an accessory building or structure, excluding boat houses, in any Residential Zone may exceed fifteen (15) feet (4.5m) and seven hundred and fifty (750) square feet (70 m2) where all of the following conditions can be met:~~

~~(i) the height does not exceed twenty-five (25) feet (7.7 metres);~~
~~(ia) the building does not exceed one thousand (1,000) square feet (93.m2);~~
~~(ii) Repealed~~
~~(iii) side and rear yards for the building are no less than required in Section 4.11(a)(ii) or (½) the height of the accessory building, whichever is greater~~
~~(iv) the building is located no less than required in Section 4.11(a)(v) or one half (½) the height of the accessory building height from the main building or any other building, whichever is greater~~
~~(v) the building or structure is not located in the required front yard;~~
~~(vi) the lot shall have a minimum area of 40,000 square feet (3,716 m2);~~
~~(vii) all other applicable provisions of this By-law are met.~~

(d) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

6. Amending PART 4, as shown below in **bold** and ~~strikeout~~, by repealing Section "4.11A SHIPPING CONTAINERS AS ACCESSORY BUILDINGS" and replacing it with Section "4.11AB SHIPPING CONTAINERS" after Section 4.11.

4.11A ~~SHIPPING CONTAINERS AS ACCESSORY BUILDINGS~~

~~(a) Shipping containers may not be used as accessory buildings to a residential use with the exception of backyard suites. Shipping containers may be used as accessory buildings only in an business park zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone or use.~~

~~(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~

~~(c) Repealed~~

4.11AB SHIPPING CONTAINERS

(a) Shipping containers shall be prohibited.

(b) Shipping containers are permitted as accessory buildings in a business park zone, or in conjunction with a recreation use and shall meet the following requirements:

(i) Shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street;

(ii) Shipping containers shall meet all applicable requirements for accessory buildings and zone standards including those relating to setbacks, screening and landscaping; and

(iii) Shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone;

(b) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.12.

(c) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.12.

(d) Notwithstanding subsection (a), shipping containers are permitted as a dwelling subject to the applicable zone standards for dwellings.

(e) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite subject to the applicable requirements for backyard suites.

7. Amending Subsection 4.11B in PART 4, as shown below in **bold** and ~~strikeout~~, by**:**

a. Adding the text “a mobile dwelling, a semi-detached dwelling,” after the text “single unit dwelling,” and before the text “a two-unit” in clause (a);
b. Deleting the text “total auxiliary dwelling,” after the text “no more than one” and before the text “secondary suite” in clause (a)(i);
c. Adding the text the text “or semi-detached dwelling” after the text “two unit dwelling” and before the text “that contains” in clause (a)(iii);
d. Adding the text “a mobile dwelling, a semi-detached dwelling,” after the text “single unit dwelling,” and before the text “a two unit” in clause (b);
e. Adding the text “gross” after the text “The” and before the text “floor area” in clause (b)(iv);
f. Deleting the text “and” at the end of clause (b)(vii);
g. Deleting the text “.” and replacing it with the text “; and” at the end of (viii)(C); and
h. Adding the text “gross” after the text “if the” and before the text “floor area” in clause (b)(ix).

4.11B SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling, a semi-detached dwelling,** a two-unit dwelling, a townhouse, or a rowhouse dwelling subject to the following provisions:

(i) No more than one ~~total auxiliary dwelling~~, secondary suite shall be permitted on a lot;
(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;
(iii) A two unit dwelling **or semi-detached dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;
(iv) Notwithstanding the parking requirements of Section 4.24, additional off-street parking shall not be required; and
(v) Repealed
(vi) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling, a semi-detached dwelling** a two-unit dwelling, a multiple unit dwelling containing only 3 dwelling units, a townhouse, or a rowhouse dwelling subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;
(ii) A backyard suite is not considered a separate main building or main dwelling;
(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.10 and 4.11;
(iv) The **gross** floor area of a backyard suite shall not exceed 1,000 square feet

(93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.24, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street;

(B) is located on the same lot on which the backyard suite is located; and

(C) has a minimum width of 1.1 metres~~.~~**; and**

(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 93 square metres.

8. Amending Section 4.12 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

9. Amending Section 4.13 in PART 4, as shown below in **bold** by:
   a. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach" and before the text "or streetcar body"; and
   b. Adding the text "For clarity, a shipping container is not considered a vehicle body." After the text "commercial building".

4.13 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other by-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

10. Amending Section 4.24 in PART 4, as shown below in **bold**, by adding subsection (ba) after subsection (b).

(ba) Notwithstanding subsections (a) and (b), there shall be no required parking for residential uses within the Urban Service Area.

11. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.33 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" in (b)(vi)(1);
    b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)

i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).

ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.

iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

12. Amending Section 10.2 in PART 10, as shown below in **bold** and ~~strikeout~~, by:

a. Adding the text “Maximum Height of a Multiple Unit Dwelling with more than 4 units 3 storeys” below the text “Maximum Height of Main Building 3 storeys”.

Maximum Height of Main Building	35 feet (10.7 m)
Maximum Height of a Multiple Unit Dwelling with more than 4 units	**3 Storeys**

13. Amending “Schedule A – Zoning” to rezone the lands to Open Space (P-1), Single Unit Dwelling (R-1), Single Unit Dwelling Zero Lot Line (R-1-0), R-2 (Two Unit Dwelling), and Comprehensive Development District (CDD), as shown on Schedule C-18A, attached hereto.

14. Amending “Schedule A – Zoning” to rezone Open Space (P-1), Park Reserve (P-4), Regional Park (RPK), Single Unit Dwelling (R-1), Single Unit Dwelling Zero Lot Line (R-1-0), R-2 (Two Unit Dwelling), Rural Residential (R-6) and Comprehensive Development District (CDD), as shown on Schedule C-18B, attached hereto.

15. Amending “Schedule A – Zoning” to rezone the lands to Regional Park Zone (RPK) as shown on Schedule C-18C, attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-19
Proposed Amendments to the Land Use Bylaw for Timberlea/Lakeside/Beechville

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Timberlea/Lakeside/Beechville is hereby further amended as follows:

1. Amending the "Table of Contents," by deleting the text "4.13A. Shipping Containers" and replacing it with the text "4.13AB Shipping Containers" immediately after the text "4.13 Accessory Buildings."

2. Amending the "Table of Contents" by adding the text "4.38 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" immediately after the text "4.37 SHORT-TERM RENTALS".

3. Amending Section 2.9 in PART 2, as shown below in **bold**, by adding the text "or shipping container" after the text "any vessel" and before the text "used for any".

> 2.9 BUILDING means any structure whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, materials or equipment and includes any vessel **or shipping container** used for any of the foregoing purposes.

4. Amending Subsection 3.6(i) in PART 3 as shown below in **bold**, by adding the text ", S-17B, and S-17C" after the text "S-17A" and before the text "of the Regional Municipal Planning Strategy".

> (i) Conservation Design Developments in accordance with policies S-14A, S-14B, S-15A, S-15B, S-16A, S-17A**, S-17B, and S-17C** of the Regional Municipal Planning Strategy, as applicable.

5. Amending Section 4.13 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Adding the text "a footprint of" after the text "exceed" and before the text "one thousand" in clause (a)(iv); and
   b. Deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for" in subsection (c).

> 4.13 ACCESSORY BUILDINGS
>
> (a) Accessory uses, buildings and structures shall be permitted in any zone but shall not:
>
> (i) be used for human habitation except where a dwelling is a permitted accessory use;
>
> (ii) be built closer to the front lot line than the minimum distance required for the main building or be built closer than eight (8) feet (2.4 m) to any other lot line except that:
>
> 1. in any residential zone buildings or structures which are accessory to

residential uses shall not be located closer to any side or rear lot line than two (2) feet;

2. common semi-detached garages may be centred on the mutual side lot line;
3. boat houses and boat docks may be built to the lot line when the line corresponds to the high water mark; and
4. accessory buildings and structures in a P-2 (Community Facility) Zone shall not be built closer to any side or rear lot line than eight (8) feet (2.4 m) or one half (1/2) the height of such building or structure, whichever is the greater.

(iii) exceed twenty-five (25) feet (7.7 metres) in height in any residential zone;

(iv) exceed **a footprint of** one thousand (1000) square feet (93 square metres) in any residential zone; nor

(v) be built within eight (8) feet (2.4 m) of the main building within any residential zone or twelve (12) feet (3.7 m) in any other zone.

(vi) be used for the keeping of livestock, except where agriculture is a permitted use.

(b) Notwithstanding anything else in this By-law, drop awnings, clothes poles, flag poles, garden trellises, fences and retaining walls shall be exempted from the requirements of subsection (a).

(c) Notwithstanding anything else in this by-law, but except within the Beechville Community Boundary or the BCDD Zone, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~.

(d) Notwithstanding subclauses (a)(iii) and (a)(iv), an accessory structure shall not exceed 15 feet (4.6 metres) in height and 750 square feet (69.7 square meters) within the Beechville Community Boundary or the BCDD Zone.

6. Amending PART 4, as shown below in **bold** and ~~strikeout~~ by repealing Section 4.13A and replacing it with Section 4.13AB.

4.13A ~~SHIPPING CONTAINERS~~

~~(a) Shipping containers may not be used as accessory buildings to a residential use with the exception of backyard suites. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation or non-residential use shall not be permitted on any property which abuts a residential, park or institutional zone.~~

~~(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.~~

~~(c) Repealed~~

4.13AB SHIPPING CONTAINERS

(a) Shipping containers shall be prohibited.
(b) Notwithstanding subsection (a), shipping containers are permitted as accessory buildings in an industrial or commercial zone or in conjunction with a recreation use and shall meet the following requirements:
(i) Shipping containers shall meet all applicable requirements for accessory buildings,
(ii) Shipping containers shall not be placed in the front or flanking yard of any lot, or between the main building and any street; and
(iii) Shipping containers intended for non-recreation use shall not be permitted on any property which abuts a residential, park or institutional zone.
(b) Notwithstanding subsection (a), non-residential temporary construction shipping containers are permitted subject to Section 4.14.
(c) Notwithstanding subsection (a), temporary residential shipping containers are permitted subject to Section 4.14.
(d) Notwithstanding subsection (a), shipping containers are permitted as a dwelling subject to the applicable zone standards for dwellings.
(e) Notwithstanding subsection (a), shipping containers are permitted as a backyard suite subject to the applicable requirements for backyard suites.

7. Amending Section 4.13B in PART 4, as shown below in **bold**, and ~~strikeout~~, by:
   a. Adding the text ", a mobile dwelling, a semi-detached dwelling, a two unit dwelling," after the text "single unit dwelling" and before the text "or a townhouse" in subsection (a);
   b. Adding the text "or auxiliary dwelling" after the text "secondary suite" and before the text "shall be" in clause (a)(i);
   c. Adding the text "or semi-detached dwelling" after the text "two unit dwelling" and before the text "that contains" in clause (a)(iii);
   d. Adding the text "a mobile dwelling, a semi-detached dwelling" after the text "single unit dwelling" and before the text "a two unit dwelling" in subsection (b);
   e. Deleting the text "and" at the end of subsection (b)(vii); and
   f. Adding the text "gross" after the text "if the" and before the text "floor area" in clause (b)(ix).

4.13B SECONDARY SUITES AND BACKYARD SUITES

(a) SECONDARY SUITES

Secondary suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling, a semi-detached dwelling, a two-unit dwelling,** or a townhouse dwelling subject to the following provisions:

(i) No more than one secondary suite **or auxiliary dwelling** shall be permitted

on a lot;

(ia) Notwithstanding subclause (i), no more than one total secondary suite or backyard suite shall be permitted on a lot within the Beechville Community Boundary or the BCDD Zone;

(ii) The floor area of a secondary suite shall not exceed 80.0 square metres;

(iii) A two unit dwelling **or semi-detached dwelling** that contains a secondary suite shall not be considered a multiple unit dwelling;

(iv) Repealed

(v) A secondary suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone.

(b) BACKYARD SUITES

Backyard suites shall be permitted accessory to a single unit dwelling, **a mobile dwelling, a semi-detached dwelling,** a two unit dwelling, a multiple unit dwelling containing only 3 dwelling units, or a townhouse dwelling subject to the following provisions:

(i) No more than one backyard suite shall be permitted on a lot;

(ii) A backyard suite is not considered a separate main building or main dwelling;

(iii) The backyard suite shall meet the accessory buildings requirements as set out in Sections 4.12 and 4.13;

(iv) The gross floor area of a backyard suite shall not exceed 1,000 square feet (93.0 square metres);

(v) Notwithstanding the parking requirements of Section 4.27, additional off-street parking shall not be required;

(vi) A backyard suite shall be permitted accessory to a non-conforming structure for residential use, except where no residential uses are permitted in the zone;

(vii) A backyard suite must be located on the same lot as the main dwelling unit; ~~and~~

(viii) A backyard suite shall have unobstructed access that

(A) connects the backyard suite to a street or private road,

(B) is located on the same lot on which the backyard suite is located, and

(C) has a minimum width of 1.1 metres;

(ix) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 93 square metres;

(x) Notwithstanding subclauses (i), (iv), and (ix), within the Beechville Community Boundary, no more than one total secondary suite or backyard suite shall be permitted on a lot, the gross floor area of a backyard suite shall not exceed 750 square feet (69.7 square metres), and a non-conforming accessory building shall not be converted to a backyard suite.

(xi) Notwithstanding subclauses (vi) and (viii), within the Beechville Community Boundary, where a residential use is a non-conforming use a

backyard suite shall not be permitted, and where the main dwelling unit does not have a side yard on both sides, a backyard suite must have unobstructed access upon the same lot in which the backyard suite is located to a public street.

8. Amending Section 4.14 in PART 4, as shown below in **bold**, by adding subsection (ab) after subsection (a).

(ab) Temporary buildings or structures for a work camp or construction camp are permitted on the worksite or on a lot which directly abuts or is directly across a public street or highway, private road or private right-of-way from the worksite. Any other temporary construction uses must be located on the worksite.

9. Amending Section 4.15 in PART 4, as shown below in shown below in **bold** by:
   c. Adding the text ", motor home, camper trailer" after the text "No truck, bus, coach"; and
   d. Adding the text "For clarity, a shipping container is not considered a vehicle body." After the text "commercial building".

4.15 VEHICLE BODIES

No truck, bus, coach**, motor home, camper trailer** or streetcar body, nor a structure of any kind, other than a dwelling unit erected and used in accordance with this and all other By-laws of the Municipality, shall be used for human habitation, and no vehicle body shall be used as a commercial building. **For clarity, a shipping container is not considered a vehicle body.**

10. Amending Section 4.27 in PART 4, as shown below in **bold**, by adding Subsection (ba) after Subsection (b).

(ba) Notwithstanding subsections (a) and (b), there shall be no required parking for residential uses within the Urban Service Area.

11. Amending subclause (b)(vi) of the Rural Wind Zone (RW-2) in Section 4.34 in PART 4, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "1000 metres (3281 feet)" and replacing it with the text " the greater of the following" in (b)(vi)(1);
   b. Adding (a), (b), (b)(i) and (b)(ii) after (b)(vi)(1).

b) RURAL WIND ZONE (RW-2)
i) All Wind Energy Facilities are permitted in the Rural Wind Zone (RW-2).
ii) All turbine towers shall have a minimum distance between turbines equal to the height of the tallest tower.
iii) Turbines towers of Micro Facilities in the RW-2 Zone shall have the following

set back requirements:

1) A minimum distance of 3.0 times the tower height from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

iv) Turbines towers of Small Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 180 metres (590 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

v) Turbines towers of Medium Facilities in the RW-2 Zone shall have the following set back requirements:

1) A minimum distance of 250 metres (820 feet) from any habitable building on an adjacent property;

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

vi) Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements:

1) A minimum distance of ~~1000 metres (3281 feet)~~ **the greater of the following** from any habitable building on an adjacent property;

(a) 4 times the wind turbine height; or

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling; and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

12. Amending PART 4, as shown below in **bold**, by adding Section "4.38 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM" after Section "4.37 SHORT-TERM RENTALS".

4.38 DEVELOPMENT AGREEMENTS FOR ADAPTIVE REUSES IN RURAL HRM

Pursuant to Policy G-15B of the Halifax Regional Municipal Planning Strategy, internal conversions of residential buildings, institutional buildings, utility buildings, or commercial buildings for the purpose of creating residential dwelling units that are not otherwise permitted in the Land Use By-law, may be considered by development agreement.

13. Amending Section 10.1 in PART 10, as shown in **bold**, by adding the text "Multiple Unit Dwellings within the Urban Service Area" under the heading "Residential Uses" immediately below "Day care facilities in conjunction with permitted dwellings" .

Residential Uses
Existing multiple unit dwellings
Day care facilities in conjunction with permitted dwellings
Multiple unit dwellings within the Urban Service Area

14. Amending Section 10.2 in PART 10, as shown in **bold** and ~~strikeout~~, by:
    a. Deleting the text "three (3)" and replacing it with "four (4)" after the text "unit in excess of the first";
    b. Adding the text "Maximum Height of Main Building 35ft (10.7m)" below the text "Minimum Rear or Side Yard 1/2 the height of the main building"; and
    c. Adding the text "Maximum Height of Multiple Unit Bulitple Unit Dwelling with more than 4 units 3 storeys" below the text "Maximum Height of Main Building 35ft (10.7m)".

Minimum Lot Area	6000 square feet plus (558 m) 1,500 square feet (140 m2) per dwelling unit for each unit in excess of the first ~~three (3)~~ **four (4)** units
Minimum Rear or Side Yard	1/2 the height of the main building
Maximum Height of a Main Building	**35 feet (10.7m)**
Maximum Height of a Multiple Unit Dwelling with more than 4 units	**3 storeys**

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day

of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-20
Proposed Amendments to the Regional Centre Land Use Bylaw

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Regional Centre Land Use By-law is hereby amended as follows:

1. Amending section 30(2) in PART II, Chapter 1, as shown below in **bold,** by adding clause "(av) Lake Banook Paddler's Cove (LB-PC).

(av) Lake Banook Paddler's Cove (LB-PC);

2. Amending Section 38 in PART II under Chapter 2, as shown below in **bold**, by adding Subsection 38(4) after Subsection 38(3).

38 (4) Notwithstanding Subsections 38(1) and 38(2), for a new multi-unit dwelling that begins construction before April 1, 2028 along any pedestrian-oriented commercial street, as shown on Schedule 7,

(a) at least 20% of the ground floor of the building abutting the streetline shall be occupied by commercial uses listed in 38(1) or 38 (2); and

(b) the remaining ground floor of a building abutting the streetline shall be:

(i) in an DD or DH zone, a permitted use listed in subsection 38(1) or section 69, or

(ii) in any CEN-2, CEN-1, or COR zone, a permitted use listed in subsection 38(2) or section 69.

(c) For the purpose of calculating the 20% in 38(4)(a), the following shall not be counted:

(i) lobbies,
(ii) elevators,
(iii) mechanical areas,
(iv) vestibules,
(v) garages, and
(vi) ramps to access internal motor vehicle spaces.

3. Amending Section 64 in PART III under Chapter 2, as shown below in **bold,** by adding Subsection (3) after Subsection (2).

> **(3) Notwithstanding Subsection 64(1), requirements for dwelling unit mix shall not apply for a new building that begins construction before April 1, 2028.**

4. Amending Section 65 in PART III under Chapter 2, as shown below in **bold**, by adding Subsection (5) after Subsection (4).

> **(5) Notwithstanding Subsections 65(1) and 65(4), the requirements for dwelling unit mix shall not apply for an addition to an existing building that results in 40 dwelling units or more for the entire building, providing construction begins before April 1, 2028.**

5. Amending Section 66 in PART III under Chapter 2, as shown below in **bold**, by adding Subsection (6) after Subsection (5).

> **(6) Notwithstanding Subsection 66(1), the requirements for dwelling unit mix shall not apply for any change of use in an existing building that results in 40 dwelling units or more, providing construction begins before April 1, 2028.**

6. Amending Section 67 in PART III under Chapter 2, as shown below in **bold** and ~~strikeout~~, by:

   a. Deleting the text "Any" in Subsection (1) and replacing it with the text "Subject to subsection 67(5), any" before the text "new building";
   b. Deleting the text "An" in Subsection (2) and replacing it with the text "Subject to subsection 67(5), an" before the text "addition to"; and
   c. Adding Subsection (5) with the text "Subsections 67(1) and 67(2) shall not apply to 22 and 24 Brule Street, Dartmouth (PID 0037176 and 0037184).".

> Amenity Space – High-Density Dwelling Use
> 67 (1) ~~Any~~ **Subject to subsection 67(5), any** new building containing a high-density dwelling use that has at least 40 units shall be required to provide amenity space that is consistent with all of the following:
>
> (a) at least 5.0 square metres per dwelling unit;
> (b) for use by the building's residents; and
> (c) at least 50% of the amenity spaces be provided indoor.
>
> (2)~~An~~ **Subject to subsection 67(5), an** addition to a building containing a high-density dwelling use that has at least 40 units shall be required to provide amenity space, for the addition only, at a rate of 5.0 square metres per dwelling unit, for use by

the building's residents. No less than 50% of all required amenity space shall be provided within the building. (RC- May 23/24;E-June 13/24)

(3) Except for outdoor amenity space associated with an individual dwelling unit within a high-density dwelling use, such as balconies, all amenity space required by Subsections 67(1) and 67(2) shall:

(a) be provided in increments of no less than 30.0 contiguous square metres;
(b) have no linear dimension less than 3.0 metres; and
(c) be available for shared use by the building's residents.

(4) For any high-density dwelling use within an HR-2 or HR-1 zone, a minimum of 25% of the required amenity space shall be:

(a) provided outdoors;
(b) located at-grade or on a roof top; and
(c) available for shared use by the building's residents.

(5) Subsections 67(1) and 67(2) shall not apply to 22 and 24 Brule Street, Dartmouth (PID 0037176 and 0037184).

7. Amending Subsection 116(3) in PART V under Chapter 2, as shown below in **bold** and ~~strikeout~~, by deleting the text "20.0 metres" and replacing it with the text "7 storeys" after the text "height of" and before the text "shall have".

(3) Subject to Subsection 116(4), for a tall mid-rise building, any portion of the main building exceeding a height of ~~20.0 metres~~ **7 storeys** shall have a minimum required setback of 4.5 metres from a rear lot line

8. Amending Section 117 in PART V under Chapter 2, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "Subject to Subsections 117(2) and 117(3), a" and replacing it with the text "Any" in Subsection (1) after the text "main building's" in Subsection (1);
   b. Deleting the text "any" after the text "for" and before the text "main building" and replacing it with the text "a"in Clause (1)(b);
   c. Deleting the text "taller than 11.0 metres in height but no taller than 14.0 metres in height" and replacing it with the text "except under Clause 117(1)(a), that is no taller than 5 storeys," after the text "main building" and before the text "the building height" in Clause (1)(b);
   d. Deleting the text "11.0 metres" and replacing it with the text "3 storeys" before the text "elsewhere" in Clause (1)(c);
   e. Repealing Subsection (2); and
   f. Repealing Subsection (3).

Maximum Streetwall Heights

117(1) ~~Subject to Subsections 117(2) and 117(3), a~~ **Any** main building's maximum required streetwall height shall be:

(a) on a registered heritage property, the streetwall height of the registered heritage building on the coming into force date of this By-law;

(b) for ~~any~~ **a** main building ~~taller than 11.0 metres in height but no taller than 14.0 metres in height~~ **except under Clause 117(1)(a), that is no taller than 5 storeys**, the building height; or

(c) ~~11.0 metres~~ **3 storeys** elsewhere.

(2) ~~On a site having sloping conditions, the maximum streetwall height required in Subsection 117(1), may be exceeded by:~~

~~(a) 10%, where any main building is located on a streetline or a transportation reserve that has an average finished grade that results in a slope that is between 4% and 8% across the entire width of the streetwall; or~~

~~(b) 20%, where any main building is located on a streetline or a transportation reserve that has an average finished grade that results in a slope that exceeds 8% across the entire width of the streetwall.~~

(3) ~~The maximum required streetwall height may be exceeded by 1.5 metres to permit a clear glass guard and railing system or a parapet.~~

9. Amending Section 118 in PART V under Chapter 2, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "8.0 metres" and replacing it with the text "2 storeys" after the text "Schedule 7," and before the text "; or" in Clause (1)(a);
    b. Deleting the text "less than 8.0 metres in height" and replacing it with the text "that is 2 storeys or less," after the text "for any main building" and before the text ", the building height" in Clause (1)(b); and
    c. Repealing the text "8.0 metres elsewhere" and replacing with the text "for any main building that is more than 2 storeys, 2 storeys" after the text "main building" in Subclause (1)(b)(ii).

Minimum Streetwall Heights
118 (1) Subject to Subsections 118(2) and 118(3), any main building's minimum required streetwall height shall be:

(a) along pedestrian-oriented commercial streets, as shown on Schedule 7, ~~8.0 metres~~ **2 storeys**; or

(b) along all other streets or transportation reserves:

(i) for any main building ~~less than 8.0 metres in height~~ **that is 2 storeys or less**, the building height, or
(ii) ~~8.0 metres elsewhere~~ **for any main building that is more than 2 storeys, 2 storeys.**

10. Amending Subsection 118(2) in PART V under Chapter 2, as shown below in **bold** and ~~strikeout~~, by deleting the text "3.5 metres" and replacing it with the text "1 storey" after the text "reduced below" and before the text "(Diagram 7)" in Subsection (2);

(2) Twenty percent or less of the entire streetwall width, to a maximum of 10.0 metres, may be reduced in height, providing the height is not reduced below ~~3.5 metres~~ **1 storey** (Diagram 7).

11. Amending Subsection 118(3) in PART V under Chapter 2, as shown below in **bold** and ~~strikeout~~, by deleting the text "3.5 metres" and replacing it with the text "1 storey" after the text "reduced to" and before the text "along a streetline" in Subsection (3).

(3) The minimum streetwall height required in Subsection 118(1) may be reduced to ~~3.5 metres~~ **1 storey** along a streetline or a transportation reserve, if the slope exceeds 4% across the building width or building depth.

12. Amending Subsection 125(1) in PART V under Chapter 2, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "at a height between 6.0 metres and 11.0 metres," after the text "rear stepback" and before the text "as measured from"; and
    b. Adding the text ", on the 2nd, 3rd, or 4th storey" after the text "main building".

125 (1) Subject to Subsection 125(3), where a lot abuts another lot, any portion of which, is zoned ER-3, ER-2, ER-1, CH-2, CH-1, PCF, or RPK zone, the wall of any main building facing such zone shall have a required side or rear stepback ~~at a height between 6.0 metres and 11.0 metres,~~ as measured from the lowest finished grade on that side of the main building**, on the 2nd, 3rd, or 4th storey**.

13. Amending Section 335 in PART V under Chapter 19, as shown below in **bold**, by:
    a. Adding the text "COR," after the text "CEN-1," and before the text "HR-2" in Subsection (2.4); and
    b. Adding the text "COR," after the text "CEN-1" and before the text "HR-2" in Subsection (2.5).

(2.4) Subject to Section 336, shipping containers may be used as a dwelling unit, including as a main building and a backyard suite use, in any DD, DH, CEN-2, CEN-1, **COR,** HR-2, HR-1, ER-3, ER-2, ER-1, CH-2, CH-1, CDD-2, CDD-1, INS, or H zone.

(2.5) Subject to Section 336, in any DD, DH, CEN-2, CEN-1, **COR,** HR-2, HR-1, ER-3, ER-2, ER-1, CH-2, CH-1, CDD-2, CDD-1, or INS zone, shipping containers shall not be used as an accessory structure, other than for a backyard suite use where permitted in Subsection 335(2.4).

14. Amending Section 335 in PART V under Chapter 19, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "In" and replacing it with the text "Subject to subsection 335(5) and 335 (6), in" before the text "in all other zones" in Subsection (4);
    b. Adding the text "that does not contain a dwelling unit" after the text "shipping container" and before the text "shall not be" in Subsection (4);
    c. Adding Subsection (5) after Subsection (4); and
    d. Adding Subsection (6) after Subsection (5).

(4)~~In~~ **Subject to subsections 335(5) and 335(6), in** all other zones a shipping container **that does not contain a dwelling unit** shall not be located within a front or flanking yard.

(5) If permitted in Subsection 335(2.4), a shipping container used as a main building shall meet the requirements for main buildings in the zone.

(6) If permitted in Subsection 335(2.4), a shipping container used as a backyard suite shall meet the requirements for backyard suites.

15. Amending PART XVI under Chapter 1, as shown below in **bold**, by adding the heading "Development in the Lake Banook Paddler's Cove (LB-PC) Special Area" and Section 498.6 after Section 498.5;

Development in the Lake Banook Paddler's Cove (LB-PC) Special Area

498.6 Notwithstanding Section 75, development in the Lake Banook Paddler's Cove (LB-PC) Special Area, as shown on Schedule 3F, may be considered by development agreement in accordance with Policy IM-47 of the *Regional Centre Secondary Municipal Planning Strategy*.

16. Amending Section 499 in Part XVII, Chapter 1, as shown below in **bold**, by:
    a. Adding the text "DD," after the text "within the" and before the text "CEN-2" in Clause (115)(b);
    b. Adding the text "DD," after the text "within the" and before the text "CEN-2" in Clause (115.5)(b).

(115) High-Rise Building means a main building that:

(a) within the DH Zone, exceeds a height of 33.5 metres above the average finished grade;

(b) within the **DD,** CEN-2, CEN-1, COR, HR-2, or HR-1 Zone, exceeds 10 storeys; or

(c) in all other areas, exceeds a height of 30.0 metres above the average finished grade.

(115.5) High-Rise Typology means a portion of a main building, above the height of a streetwall, that:

(a) within the DH Zone, exceeds a height of 33.5 metres above the average finished grade to the top of the roof; or

(b) within the **DD,** CEN-2, CEN-1, COR, HR-2, or HR-1 Zone, exceeds 10 storeys to the top of the roof; or

(c) in all other areas, exceeds a height of 30.0 metres above the average finished grade to the top of the roof.

17. Amending Subsection 499(155) in Part XVII, Chapter 1, as shown below in ~~strikeout~~, by deleting the text "Space" after the text "Mezzanine" and before the text "an intermediate".

(155) Mezzanine ~~Space~~ means an intermediate floor assembly between the floor and ceiling of any room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine shall count as two full storeys.

18. Amending clause 499(160)(a) in Part XVII, Chapter 1, as shown below in **bold**, by adding the text "DD," after the text "within" and before the text "CEN-2".

(160) Mid-Rise Building means a main building that is

(a) more than 4 storeys but no more than 7 storeys within **DD**, CEN-2, CEN-1, COR, HR-2, or HR-1 Zone;

19. Amending Subsection 499(242) in Part XVII, Chapter 1 as shown below in **bold** and ~~strikeout~~, by deleting the text "a portion of building between a floor and another floor including a mezzanine" and replacing it with the text "the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it" after the text "Storey means" and before the text ", and".

(242) Storey means ~~a portion of building between a floor and another floor including a mezzanine~~ **the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no**

floor above it, the portion between the top of the floor and the ceiling above it, and

(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and

(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade

20. Amending Clause 499(252)(b) in Part XVII, Chapter 1 as shown below in **bold**, by adding the text "the DD," after the text "within" and before the text "CEN-2,".

(b) within **the DD,** CEN-2, CEN-1, COR, HR-2, or HR-1 Zone, is more than 7 storeys but no more than 10 storeys; or

21. Amending "Schedule 3F: Other Special Areas" to add the "Paddlers Cove Special Area (LB-PC) at 300 Prince Albert Road (PID 00209544), as shown in Schedule C-20A, attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-21
Proposed Amendments to the Suburban Housing Accelerator Land Use Bylaw

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Suburban Housing Accelerator Land Use By-law is hereby further amended as follows:

1. Amending Section 16 in Division A in Part II, as shown below in **bold**, by adding Subsection (3) after Subsection (2).

> **(3) Notwithstanding subsection 16(1), the required dwelling unit mix shall not apply to new buildings that begin construction before April 1, 2028.**

2. Amending Subsection 19 in Division A in Part II, as shown below in **bold** and ~~strikeout~~, by:
   a. Adding the text "including a duplex apartment use" after the text "dwelling use," in clause 1(b),
   b. Deleting the text "or" at the end of clause 1(e),
   c. Deleting the text "." and replacing it with the text ", or" at the end of clause 1(f);
   d. Adding a clause (g) with the text "a small shared housing use." after clause 1(f);
   a. Deleting the text "occupied by" and replacing it with the text "used by" after the text "may be" and before the text "a small shared" in subsection (4); and
   b. Adding the text "unless the backyard suite use is in conjunction with a shared housing use under clause 1(g)" after the text "housing use" in subsection (4).

> Backyard suite use
> 19 (1) Only one backyard suite use is permitted on a lot if the use is in the rear yard and in conjunction with (a) a single-unit dwelling use;
> (b) a two-unit dwelling use, **including a duplex apartment use**;
> (c) a semi-detached dwelling use;
> (d) a three-unit dwelling use;
> (e) a townhouse dwelling use; ~~or~~
> (f) a four-unit dwelling use~~.~~**; or**
> **(g) a small shared housing use.**
> (2) A backyard suite use must meet the accessory structure requirements under Division C except as provided in subsection (6).
> (3) A backyard suite use must have unobstructed access that
> (a) connects the backyard suite to a street;
> (b) exists on the same lot as the backyard suite; and
> (c) has a minimum width of 1.1 metres.
> (4) A backyard suite use may be ~~occupied by~~ **used as** a small shared housing use **unless the backyard suite use is in conjunction with a shared housing use under clause 1(g)**.
> (5) A non-conforming accessory structure with a permitted

residential use may be occupied by the backyard suite use.

3. Amending Division C in Part II, as shown below in **bold** and ~~strikeout~~, by replacing Section 57 with the following.

Shipping container

~~**57 A shipping container is not permitted.**~~

57 (1) Subject to subsections (2) and (3), a shipping container is not permitted.

(2) A shipping container may be used as a dwelling unit, including as a main building, and must meet zone requirements for the main building.

(3) A shipping container may be used as a backyard suite use and must meet the requirements for a backyard suite use.

4. Amending Subsection 90(2) in Division F in Part II, as shown below in ~~strikeout~~, by deleting the text "four-unit dwelling unit or" after the text "For a" and before the text "multi-unit dwelling use".

90(2) For a ~~four-unit dwelling use or~~ multi-unit dwelling use, an outdoor solid waste management area must
(a) be located in a side or rear yard; and
(b) not be located within 3.5 metres of a lot line abutting a residential use.

5. Amending Subsection 90(3) in Division F in Part II, as shown below in **bold**, by:
   a. Adding the text "three-unit dwelling use," after the text "For a" and before the text "four-unit dwelling"; and
   b. Adding the text "for a multi-unit dwelling use, and no less than 1.2 metres in height for a three-unit dwelling use or 1.2 metres in height for a four-unit dwelling use" after the text "metres in height.

90(3) For a **three-unit dwelling use,** four-unit dwelling use or multi-unit dwelling use, an outdoor solid waste management area must be wholly enclosed by an opaque fence or a masonry wall that is at least 1.8 metres in height **for a multi-unit dwelling use, and no less than 1.2 metres in height for a three-unit dwelling use or 1.2 metres in height for four-unit dwelling use**.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-22
Proposed Amendments to the Downtown Halifax Land Use Bylaw

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Downtown Halifax Land Use By-law is hereby further amended as follows:

1. Amending section 7 in Land Use Requirements, as shown below in **bold**, by adding subsection (3a) after subsection (3).

> **(3a) Notwithstanding subsection (2),**
> **(a) for any new multi-unit dwelling that begins construction before April 1, 2028, commercial uses located within the ground floor of a building shall occupy a minimum of 20% of the ground floor abutting the street line and**
> **(b) the remaining ground floor of a building abutting the streetline shall be a permitted use listed in Subsection 7(1).**
> **(c) For the purpose of calculating the 20% in Subsection 3(a), the following shall not be counted:**
> **(i) lobbies,**
> **(ii) elevators,**
> **(iii) mechanical areas,**
> **(iv) vestibules,**
> **(v) garages, and**
> **(vi) ramps to access internal motor vehicle spaces.**

2. Amending section 7 in Land Use Requirements, as shown below in **bold**, by adding subsection (4b) after subsection (4a).

> (4a) One third of the total number of dwelling units, rounded up to the nearest full number, in a building erected, altered or used as a multiple unit dwelling shall be required to include two or more bedrooms.
>
> **(4b) Notwithstanding subsection (4a), requirements for dwelling unit mix shall not apply for a residential multi-unit dwelling use that begins construction before April 1, 2028.**

3. Amending Subclause 5.5(b)(viii) in Land Use Requirements as shown below in **bold**, by adding the text "gross" after the text "if the" and before the text "floor area".

> (viii) A non-conforming accessory building may be converted to a backyard suite if the **gross** floor area of the backyard suite does not exceed 93 square metres.

4. Amending Subclause 8(19)(e) in Built Form Requirements, as shown below in **bold** and ~~strikeout~~, by deleting the text "accessory buildings or structures" and replacing it with the text "backyard suites" after the text "requirements for".

(19) Accessory buildings shall be permitted in all zones subject to the following requirements:

(a) a maximum of 7.7 metres in height and a maximum of 93.0 square metres in floor area;
(b) no accessory building or portion thereof shall be permitted between a streetline and a streetwall where such streetwall is setback less than 9.5 metres from a streetline;
(c) no accessory building or portion thereof shall be located within a required setback;
(d) an accessory building shall not require any setback from an interior lot line if such building is located entirely within the rear yard of the lot on which such building is located; and
(e) Notwithstanding anything else in this by-law, an enclosed or internal staircase or elevator leading to a dwelling unit within an accessory structure is exempted from the maximum gross floor area requirements for **backyard suites** ~~accessory buildings or structures~~ .

5. Amending clause 8(20)(f) in Built Form Requirements, as shown below in **bold**, by: Adding the text ", except where a converted shipping container is used for a permitted residential use" after the text "exposed fasteners".

(f) metal siding utilizing exposed fasteners**, except where a converted shipping container is used for a permitted residential use**;

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment D

Proposed Amendments to the Halifax Regional Subdivision By-Law

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Regional Subdivision By-Law is hereby further amended as follows:

1. Amending Section 37, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text "; or" after Clause (1)(c);
    b. Adding clause (d) after Clause (c);

37 (1) For the purposes of section 38, "area of land" means:

(a) any lot or parcel described by its boundaries as they existed on August 1, 1987; or

(b) the Remainder of any lot or parcel subdivided since August 1, 1987 for which the lot frontage exemptions of section 38 (former Halifax County Municipality Subdivision By law section 14.1) were never applied; or

(c) areas of land which met the requirements of clause (a) or (b) which have had their boundaries altered, but such alteration did not change the general dimensional characteristics of the parcel, and which have not utilized the provisions of section 38**; or**

(d) any lot or parcel described in a plan or deed approved pursuant to the *Land Titles Clarification Act* for which the lot frontage exemptions of Section 38 (former Halifax County Municipality Subdivision By-law Section 14.1) were never applied.

2. Amending the By-law, as shown below in **bold**, by:
    a. Adding the Heading "LAND TITLES CLARIFICATION AREAS" after Section 68;
    b. Adding the Heading "Same Number or Fewer Lots Than There Are Buildings" below the Heading "LAND TITLES CLARIFICATION AREAS"; and
    c. Adding Section 68A after the Heading "Same Number or Fewer Lots than There are Buildings".

LAND TITLES CLARIFICATION AREAS

Same Number or Fewer Lots Than There Are Buildings

68A Notwithstanding the lot area and frontage requirements of sections 7, 8 and 31, for any lot or parcel that has been issued a certificate of claim and is located within a Land Titles Clarification Area as defined by the *Land Titles Clarification Act*, where an area of land contains more than one main building, built or placed on the land prior to August 6, 1984, the Development Officer may approve a final plan of subdivision showing the same number or fewer lots than there are main buildings provided that each proposed lot:

(a) is approved by NS Environment or the Engineer, with respect to servicing and the Building Official, with respect to spatial separation; and
(b) has an easement for right-of-way and access that is assignable and perpetual and has been clearly granted by deed, registered in the registry of deeds.

3. Amending clause 82, as shown below in **bold** and ~~strikeout~~, by:
   a. Adding Subsection (6) after Subsection (5).

(5) Notwithstanding the 10% park dedication requirements of subsection (1), the subdivider shall provide a 5% park dedication for the first three lots subdivided from an area of land in existence on June 16, 2007 within the Halifax Regional Municipality.

(6) **Notwithstanding the 10% park dedication requirements of subsection (1) there shall be no park dedication required for lots created pursuant Policy EC-27 and EC-28.**

4. Amending Section 86C, as shown below in **bold** and ~~strikeout~~, by deleting the text "86A" and replacing it with the text "86B" after the text "Section".

86C No subdivision approval for any lot shall be granted unless a positive recommendation has been provided through both the report and opinion provided under Section ~~86A~~ **86B**.

5. Amending Schedule B – Service Requirements Map to include portions of PIDs 40140501, 41284449, and 40151185, as shown in the shaded area, within the Urban Service Area as shown on Schedule D-1 attached hereto.

6. Amending Schedule B – Service Requirements Map to include PID 00642462 within the Urban Service Area as shown on Schedule D-2 attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional
Municipality held on the ____ day of _____,
A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate
Seal of the said Municipality this _____ day of
_____, A.D., 20_____.

_____
Municipal Clerk

NOVA SCOTIA
Growth and Development

PO Box 2311
Halifax, Nova Scotia
Canada B3J 3C8
novascotia.ca

September 17, 2025

Jacqueline Hamilton
Commissioner of Operations
Halifax Regional Municipality

RE: Regional Plan Review: Minimum Planning Requirements

Dear Jacqueline Hamilton,

Thank you to you and your team for meeting to discuss the implementation of the Minimum Planning Requirement Regulations (MPRR) and additional elements of the recently-proposed Regional Plan that are critical to supporting housing. As we discussed, this includes:

- Interim suburban plan policy to unlock shovel-ready projects;
- The site-specific amendments introduced during the June 2025 package enabling future development;
- Updated framework for Short Term Rentals (STR) in rural areas; and
- Other components identified through the amendment process that Provincial and HRM staff mutually agree are important in supporting housing supply.

The Executive Panel supports the approach you have outlined to have the MPRRs, in addition to the components noted above, submitted for Provincial approval by December 17, 2025.

We look forward to continuing to work with your team to bring these important policies and land use provisions into effect.

Sincerely,



Vicki Elliott
Associate Deputy Minister, Growth and Development
Chair, Executive Panel on Housing in the HRM

c: Chris Morrissey, Deputy Minister, Growth & Development
Micah Richardson, Executive Director, Housing Acceleration and Performance, Growth & Development
Dawn Sutherland, Acting Provincial Director of Planning, Municipal Affairs
Katherine Greene, Director, Regional Planning, HRM

Summary of Proposed Amendments to the 2014 Regional Plan, Secondary Municipal Planning Strategies, Land Use By-Laws and the Regional Subdivision By-Law

Amendments to Address the Minimum Planning Requirements

Minimum Planning Requirement 4A (2)	Proposed Amendments to 2014 Regional Plan	SMPS/LUB/RSBL/Mapping
(a) "include a statement of policy that expressly recognizes that the Province and, in particular, the Municipality are experiencing a housing shortage crisis and specifies that the most urgent priority in municipal land-use planning, regulation and development approval is to rapidly increase the supply of housing in the Municipality;"	**In the Settlement and Housing Chapter:** - **Add new Objective in Settlement and Housing Chapter** 4. Rapidly increase the supply of housing by prioritizing safe, sustainable and affordable housing through approaches to land use planning, regulations and development approvals; - **Create new section 3.1A INCREASING HOUSING SUPPLY (located following Section 3.1 Objectives)** - **Amend and move Policy S-30 to new Section 3.1A to become S-0**	none
(b) "require that priority be given to increasing the supply of safe, sustainable and affordable housing in the Municipality over other interests identified in the municipal planning strategy for the purposes of all processes, approvals and decisions made under the municipal planning strategy;"	S-0 ~~30~~ **Responding to the housing shortage crisis and meeting the housing needs of a growing population is the most urgent priority in municipal land-use planning, regulation and development approval. It is the intention of this Plan to rapidly increase the supply of housing in the municipality by removing barriers to housing and allowing a variety of residential forms and uses.** When preparing new secondary planning strategies or amendments to existing secondary planning strategies to allow new developments, ~~means of furthering housing affordability and social inclusion shall be considered including~~ ~~it shall be the intention of Council~~ **the Municipality shall prioritize the increased supply of safe, sustainable, and affordable housing, and furthering housing choice and social inclusion by:** a) creating opportunities for a mix of housing types within designated growth centres and encouraging growth in locations where transit is or will be available; b) reducing lot frontage, lot size and parking requirements; c) permitting secondary **and backyard** suites **in all residential areas**; **(RC-Sep 1/20;E-Nov 7/20)** d) permitting **shared housing uses** of a scale compatible with the surrounding neighbourhood **in all areas where residential uses are permitted and minimizing additional requirements beyond those for residential uses**; **(RC-Aug 9/22;E-Sep 15/22)** **e) Deleted (RC-Aug 9/22;E-Sep 15/22)**; f) introducing incentive or bonus zoning in the Regional Centre; g) allowing infill development and housing densification in areas seeking revitalization~~; and~~ h) identifying existing affordable housing and development of measures to protect it; **i) enabling adaptive reuse of structures;** **k) considering innovative approaches that meet unique cultural needs;** **l) removing angle controls and establishing height maximums that support mid and high-density residential developments, including using mass timber construction; and**	**Amend Dartmouth SMPS policy** re: discretionary application criteria to delete the words "and consistent": IP-1(c)(2) that the proposal is compatible ~~and consistent~~ with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal

	m) enabling and expediting modular housing, manufactured housing including modified shipping containers converted into housing, mass timber constructed housing, and other forms of sustainable and affordable construction, as well as flexibility for built form requirements and design guidelines that impact height and density for these construction methods; and **n) including temporary housing as a use in all zones in non-permanent structures where it can be safely established, throughout the region.**	
(c) permit residential uses in all zones, except for all of the following: (i) areas zoned for industrial, military, park, transportation reserve, and utility uses, (ii) zones intended to protect the environment, water supply, floodplains or another similar interest;	**Add new Policy to Section 3.1A, following Policy S-0:** **S-0A Secondary municipal planning strategies and land use by-laws shall permit residential uses in all zones except for:** **a) areas zoned for industrial, military, park, transportation reserve and utility uses, or** **b) zones intended to protect the environment, water supply, floodplains or another similar interest;**	**Amend SMPS and LUBs as follows:** • In the Bedford SMPS, amending the CHWY section of Policy C-3 by adding the text "Residential uses containing up to 4 units shall be permitted as-of-right subject to requirements of the RTU (Residential Two Dwelling Unit) Zone." • In the Bedford SMPS, amending Policy C-6A by adding the text "Residential uses containing up to 4 units shall be permitted as-of-right subject to the requirements of the RTU (Residential Two Unit Dwelling) zone." • In the Dartmouth SMPS, amend Policy IP-5 (Apartment Building Development) to include the C-3 Zone. • In the Dartmouth LUB section 40(1) add (c) residential uses containing up to 4 units subject to the requirements of the R-1 (Single Family Residential) Zone In the Bedford LUB Part 15 add the text "sa) residential uses subject to the requirements of the RTU (Residential Two Dwelling Unit) Zone" In the Bedford LUB Part 15A add the text "za) residential uses subject to the requirements of the RTU (Residential Two Dwelling Unit) Zone"

<table>
<tr><td></td><td></td><td>In the Sackville Drive LUB Part 9 section 1 add the text “Residential Uses subject to the requirements of the DC-3 (Downsview Complex-3) Zone”

In the Sackville Drive LUB Part 10 section 1 add the text “Residential Uses subject to the requirements of the DC-3 (Downsview Complex-3) Zone”</td></tr>
<tr><td>(d) require that the Municipality share with the Province the information used by the Municipality to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth;</td><td>Amend Policy S-33:
S-33 HRM shall monitor housing and demographic trends to assist in determining future housing needs and share with the Province the information used to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth.</td><td>none</td></tr>
<tr><td>(e) provide for the adoption of a secondary municipal planning strategy and the implementation of a land-use by-law for the area of the Municipality identified as the suburban area on the map attached as Appendix A, or a substantially similar area, no later than January 31, 2025;</td><td>Create new Chapter “6.0B Suburban Area Secondary Municipal Planning Strategy”
- Includes Introduction, Objectives, Vision Statement, Core Concepts, Transit Oriented Suburban Opportunity Sites (Interim Development Agreement Option) and 4 new policies.
- See attachment for full language.

SA-1B HRM shall develop a Secondary Municipal Planning Strategy for the Suburban Area (Suburban Plan) and a Land Use By-Law for the Suburban Area, generally identified as lands within the Urban Settlement Designation that are outside of the Regional Centre. This process shall consider:

a) the policies of this Plan and the Suburban Planning Vision and Core Concepts (Complete Communities, Safe, Diverse, Sustainable and Affordable Housing, Open Space and Culture, Human-Scale Design, Accessible and Pedestrian Oriented Design, and Transit Supportive Growth); and
b) measures to increase opportunities for safe, sustainable, and affordable housing.

Transit Oriented Suburban Area Opportunity Sites – Policies SA-2B, SA-3B, SA-4B (same as IM-25, IM-26, IM-27)</td><td>Amend LUBs to include enabling DA clause in:
- Bedford LUB,
- Halifax Mainland LUB,
- Dartmouth LUB.</td></tr>
<tr><td>(f) for developments enabled under the Municipality’s Conservation Design Development policies in the Regional Municipal Planning Strategy that begin construction before April 1, 2027, determine the maximum density of a development based on a lot’s gross area and not on its net area;</td><td>Amend Section 3.4.1.A Conservation Design Development

Amending “Table 3-4A: Conservation Design Development Standards” to account for MPR:
- Adding definitions in table below,
- removing “net” from developable area throughout the table.

<table><tr><td>Definitions</td><td>The <u>Net Developable Area</u> is the gross area of a lot excluding riparian buffers and wetlands, floodplains, and slopes in excess of 30%.</td></tr></table></td><td>Amend applicable LUBs to revise policy numbering in enabling DA clause.</td></tr>
</table>

	The <u>Gross Developable Area</u> is the entire area of a lot which includes riparian buffers and wetlands, floodplains, and slopes in excess of 30%. **For developments that have a construction permit issued and begin construction before April 1, 2027, developable area may be calculated as Gross Developable Area.** **For all other developments, developable area shall be calculated as Net Developable Area.** Adding Policies S-17B, S-17C and amending Table 3-4A to permit secondary and backyard suites as uses, inside and outside of Growth Centres (pending hydrogeological study findings of groundwater availability): **S-17B Subject to policies S-14A, S-15A and S-16A of this Plan and notwithstanding the maximum density requirements in S-15A and Table 3-4A, Conservation Design Developments may include secondary and backyard suites as additional units, consistent with the provisions of the applicable Land Use By-Law.** **S-17C The Municipality may permit amendments to existing Conservation Design development agreements to allow for secondary and backyard suites as additional units provided the requirements of S-16A and S-17B are satisfied.**	
(g) not impose **maximum height** restrictions in a manner that negatively affects the density of residential buildings using mass timber or any other construction method;	**Amend Policy S-30 (now S-0) by adding clauses (l) and (m)** l) removing angle controls and establishing height maximums that support mid and high-density residential developments, including using mass timber construction; and m) enabling and expediting modular housing, manufactured housing including modified shipping containers converted into housing, factory-built housing, mass timber constructed housing, and other forms of sustainable and affordable construction, as well as flexibility for built form requirements and design guidelines that impact height and density for these construction methods;	Amend applicable LUBs: amending individual zones - all height regulations (text and maps) for >4u buildings from m/ft to storeys - Convert streetwall heights in Suburban Housing Accelerator Plan from metres to storeys
(h) for residential buildings that begin construction before April 1, 2027, provide that no requirement related to **unit mix ap**plies;	**Add Policies S-0B(a) and G-15A(a):** S-30B To support the development of increased housing supply, the Municipality shall, through the applicable land use by-laws: (a) for multi-unit residential buildings that begin construction on or before April 1, 2027, provide that no requirement related to unit mix applies; G-15A Notwithstanding any policy of the applicable secondary municipal planning strategy or this Plan, for multi-unit residential buildings that begin construction on or before April 1, 2027, there shall be no requirement: (a) related to the unit mix of the proposed buildings;	Amend applicable LUBs in include this language in general provisions

(i) provide that no requirement for **on-site parking** applies to residential uses within the urban service area;	**No specific RMPS amendment required, as covered by existing policy S-30(b) (now S-0(b)).** Note that HRM Charter Sec 235(4)(i) allows a land use by-law to require and regulate the establishment and location of off-street parking and loading facilities without specific MPS policy support. **For clarity, amend Policy G-15(b)(iii) to remove reference to parking:** (iii) traffic generation, access to and egress from the site~~;, and parking;~~	LUB: amending individual zones/parking provision section to remove parking requirements for residential uses within the Urban Service Boundary
(j) for multi-unit residential buildings that begin construction before April 1, 2027, not require that the **ground floor consist of more than 20% commercial space;**	**Add Policies S-0B(b) and G-15A(b):** S-0B To support the development of increased housing supply, the Municipality shall, through the applicable land use by-laws: (b) for multi-unit residential buildings that begin construction on or before April 1, 2027, provide that no requirement for more than 20% ground floor commercial space applies; and G-15A Notwithstanding any policy of the applicable secondary municipal planning strategy or this Plan, for multi-unit residential buildings that begin construction on or before April 1, 2027, there shall be no requirement: (b) for more than 20% ground floor commercial space.	LUB: amending general provision to applicable LUB to include this language
(k) "permit **temporary housing** in non-permanent structures as a use in all zones where it can be safely established to allow employees to live on or near their worksite during a work assignment for a period of time that can be reasonably tied to the duration of the project and that is explicitly set out in the development permit;"	**Add clause (n) to Policy S-0 (formerly S-30)** S-0 ~~30~~ **Responding to the housing shortage crisis and meeting the housing needs of a growing population is the most urgent priority in municipal land-use planning, regulation and development approval. It is the intention of this Plan to rapidly increase the supply of housing in the municipality by removing barriers to housing and allowing a variety of residential forms and uses.** When preparing new secondary planning strategies or amendments to existing secondary planning strategies to allow new developments, ~~means of furthering housing affordability and social inclusion shall be considered including~~ ~~it shall be the intention of Council~~ **the Municipality shall prioritize the increased supply of safe, sustainable, and affordable housing, and furthering housing choice and social inclusion by:** **(n) including temporary housing as a use in all zones in non-permanent structures where it can be safely established, throughout the region.**	**Amend all LUBs** "Temporary Construction Use" clause to reflect language in MPR
(l) **permit manufactured housing**, including modified shipping containers converted into housing, in all residential zones.	**Amend Policy S-30 (now S-0) by adding clause (m); Existing Policy S-41** **m) enabling and expediting modular housing, manufactured housing including modified shipping containers converted into housing, factory-built housing, mass timber constructed housing, and other forms of sustainable and affordable construction, as well as flexibility for built form requirements and design guidelines that impact height and density for these construction methods; and** S-41 HRM shall, through the applicable land use by-laws, permit tiny homes, inclusive of mobile dwellings, as a form of residential use.	LUB: amending applicable land use by-laws to remove remaining barriers by clarifying shipping containers are buildings not "vehicle bodies", and removing restrictions on converted shipping containers used as accessory or secondary/backyard suites. The Regional Centre's Corridor (COR) Zone is also proposed to be amended to permit converted shipping container housing.

14 (1) Any statement of policy included in a municipal planning strategy in accordance with clause 13(c) on the minimum setback required between a residential dwelling and a wind turbine, that is part of, or located within, an energy-generating facility with a production rating of 2 MW or greater, must not require a minimum setback larger than the greater of the following: (a) 4 times the wind turbine height; (b) the distance required to ensure that (i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling, and (ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker	**No changes required; existing Policies E-30 to E-34 comply with the requirement.**	**Amend all applicable LUBs:** Turbines towers of Large Facilities in the RW-2 zone shall have the following set back requirements: 1) A minimum distance of the greater of the following from any habitable building on an adjacent property: (a) 4 times the wind turbine height; or (b) the distance required to ensure that (i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling, and (ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker. 2) A minimum distance of 1.0 times the tower height from any adjacent property boundary.

Amendments to Address Site Specific Development Requests and Housekeeping

Request # / Applicant	**Property**	**Proposal**	**Proposed Amendments**	**Estimated # of housing units**
C025 Tony Maskine (ZZap)	PID 41342080, Purcells Cove Road	Redesignation and rezoning from Urban Reserve to Rural Commuter and R-1	Designation and Zoning • Redesignate the lands from Urban Reserve to Rural Commuter • Rezone lands to R-1 zoning to permit large lot subdivision using existing road frontage	5
C948 Armco + Arch Communities	Twin Brooks Subdivision Phase 4C, Middle Sackville	Service boundary adjustment to permit as-of-right subdivision	Amendments to: • Schedule B, Urban Service Area boundary, RSBL • Redesignate affected portion of the subject site from Rural Commuter to Urban Settlement	20
C931 Zzap representing property owner	PID 00642462, North Preston	Service boundary adjustment to permit development agreement application	Amendment to Schedule B, Urban Service Area boundary, RSBL	TBD
Housekeeping (Permit ZSUB BPCOM-2025-03094) WM Fares	3524 Dutch Village Road, PID 00188771	Redesignation and rezoning to permit driveway of new building from Rosedale Ave	Halifax MPS/ Dutch Village Road plan • For the portion of land that contains a driveway with road frontage on Rosedale Avenue that is currently designated Low Density Residential (LDR) and zoned Two Family Dwelling (R-2): ○ Amend Map 9C, Halifax SMPS to redesignate the land to Commercial; ○ Amend Map 9C(1), Halifax SMPS to add the land to Area D;	80

			○ Amend Map ZM-1 (Centre Section), Halifax Mainland LUB to rezone the land to Dutch Village Road Mixed Use (C-2C) Zone; ○ Amend Map ZM-28 (Plan Dutch Village Road Overview Map), Halifax Mainland LUB to add the land to Area D; ○ Amend Map ZM-32, Halifax Mainland LUB to assign a height of 7 storeys to the land.	
PLANAPP 2025-00923 Clark Wilkins	400 Golf View Drive, Dartmouth	Request for a development agreement to allow a mixed-use, multi-lot development on lands located off Golf View Drive and Highway 7/Main Street, Dartmouth (PIDs 40396152, 00602474, 41053299, 00261933, 00261925, and 40173395.)	Amendment to Site Specific policy in the Dartmouth MPS to permit development at the Lake Loon Golf Centre lands to proceed by development agreement as envisioned under existing policy	1600
PLANAPP 2024-00735 Sightline Planning	1246 Ketch Harbour Road	Request to rezone lands at 1246 Ketch Harbour Road (PID: 00391169) from P-5 (Special Facility Zone) to C-2 (General Business Zone) to permit the conversion of an existing structure (old telecommunications facility) into residential dwelling units and P-5 to R-6 (Rural Residential Zone) to create 7 new residential lots.	Amendment to RMPS to include Rural Adaptive Reuse Policy	7
PLANAPP 2023-00324 WM Fares	247 Main Street, Dartmouth	Request for a Development Agreement to allow a 12-storey residential building	Amendments to Dartmouth MPS Implementation policies by removing 'Consistency' criteria.	150
PLANAPP 202-00942 Fathom	1262 Bedford Highway	Request for a Heritage Development agreement to allow 30 new residential units in a new 8 storey building plus commercial within the heritage building.	Amendments to the Bedford MPS & LUB	30
Inquiry Fathom/Southwest	PID 00137802 and 40178485/ Seton Ridge	Request to amend the Halifax MPS/LUB to allow for the modification of the recently modified property lines of Seton and the Church to align with the designation/zone lines	Amendment to the Halifax MPS/LUB • Amendments to the Halifax SMPS and Halifax Mainland LUB for PID 00137802 and PID 40178485 are proposed to align with a future property boundary alteration as envisioned as part of the approved Seton Ridge development, as follows: • Amend Map 1: Bedford Highway Area Plan Boundary, Halifax SMPS to include portions of PID 00137802 within the Bedford Highway Secondary Planning Strategy; • Amend Map 9 - Generalized Future Land Use, Halifax SMPS to include portions of PID 00137802 within the Bedford Highway Secondary Planning Strategy and redesignate portions of PID 00137802 from Seton Ridge Neighbourhood Plan (SRNP) Designation to Residential Environments (RES) Designation; • Amend Map 9Dd: Generalized Future Land Use – Bedford Highway, Halifax SMPS to redesignate portions of PID 00137802 from Seton Ridge Neighbourhood Plan (SRNP) Designation to Residential Environments (RES) Designation and Institutional (IU) Designation and redesignate portions of	Two multi-unit buildings at the Lacewood end of Seton Road will be significantly impacted – redesign and loss of 'building'

			PID 40178485 from Institutional (IU) Designation to Seton Ridge Neighbourhood Plan (SRNP) Designation; • Amend Map 9De: Generalized Future Land Use – Bedford Highway, Halifax SMPS to redesignate portions of PID 00137802 from Seton Ridge Neighbourhood Plan (SRNP) Designation to Residential Environments (RES) Designation and Institutional (IU) Designation and redesignate portions of PID 40178485 from Institutional (IU) Designation to Seton Ridge Neighbourhood Plan (SRNP) Designation; • Amend Map 9Df: Seton Ridge Neighbourhood Plan, Halifax SMPS to redesignate portions of PID 00137802 from Seton Ridge Neighbourhood Plan (SRNP) Designation to Residential Environments (RES) Designation and Institutional (IU) Designation and redesignate portions of PID 40178485 from Institutional (IU) Designation to Seton Ridge Neighbourhood Plan (SRNP) Designation; • Amend Map ZM-2 – Schedules and Secondary Planning Areas, Halifax Mainland LUB to include portions of PID 00137802 within the Bedford Highway Secondary Planning Strategy; and • Amend Map ZM-1 – Zoning (North Section), Halifax Mainland LUB to rezone portions of PID 00137802 from Seton Ridge Comprehensive Development District (SRCDD) Zone to Single Family Dwelling (R-1) Zone and Park and Institutional (P) Zone; and rezone portions of PID 40178485 from Park and Institutional (P) Zone to Seton Ridge Comprehensive Development District (SRCDD) Zone.	
Housekeeping	Sackville PUD			No new units, applying zoning to unzoned lands.
HRM staff initiated	Burnside Phase 14	Request to identify Burnside Phase 14 within the Urban Settlement Designation and Business/ Industrial Park Sub-Designation to enable planning for future servicing	Amend Map 2 to apply US Designation/ B/IP Sub-Designation; Amend Map 10?	0 – industrial land

Additional Amendments

Topic Area	Proposed RMPS Amendment	Proposed SMPS/ LUB/ RSBL Amendment
Rural Short Term Rentals	None required	Amendment to: • Planning Districts 14 & 17 LUB, • Eastern Shore (East) LUB, • Eastern Shore (West) LUB, • Lawrencetown LUB,

		• Musquodoboit Valley/Dutch Settlement LUB, • Planning District 8 & 9 LUB Amending PART 4 of General Provisions for Short-Term Rentals by adding provision c) as shown below: c) Notwithstanding a) and b), one dwelling unit per lot may be used as a short-term rental, provided all other requirements of the Land Use By-law are met.
Subdivision provisions for properties in Land Titles Clarification Act Areas	**Addition of Section 5.6.1, Policies EC-27 and EC-28:** **5.6.1 Land Titles Clarification Initiative** The Land Titles Initiative is an initiative of the Province of Nova Scotia to help residents in certain African Nova Scotian communities get clear title to their land. In HRM, this applies to the communities of North Preston, East Preston, and Cherry Brook/Lake Loon. This initiative is supported by the Land Titles Clarification Act (1963) and the Land Titles Initiative Acceleration Act (2021). These Acts establish community boundaries that in some cases do not capture the entire community and exclude properties from consideration. This Plan aims to resolve this issue by creating policy that will officially recognize lots in existence in African Nova Scotian communities prior to municipal subdivision regulations. Given that this form of subdivision will not create new development but recognizes existing lots and dwellings, these requests shall be exempted from parkland dedication requirements. EC-27 The Municipality shall recognize lots in communities designated "land titles clarification areas" under the Land Titles Clarification Act, as existing prior to the date that the applicable land use by-law was adopted. The Regional Subdivision By-Law shall include lot design requirements that support the unique circumstances of these lots. This may include removing the requirements for lot area and frontage under specific circumstances such as clarifying eligibility for lot frontage exemptions and enabling subdivision for more than one main building on a lot. EC-28 Under the Regional Subdivision By-Law, the Municipality shall exempt lots recognized through Policy EC-27 from parkland dedication requirements.	Amend the RSBL
Housekeeping – Definition of gross floor area for accessory buildings (backyard suites)		Amending LUB definition

Minimum Planning Requirements

Presentation to Housing Panel

September 4, 2025

HALIFAX

2025

Agenda

1. Review Schedule
2. Overview of Amendment Package
3. Engagement Approach
4. Next Steps



Schedule

Process Steps	Date
Develop Approach	August 25 – September 5
Written Confirmation from Province	September 3 - September 8
Initiation Report Drafting/Internal Review	September 8 – September 26
RC Meeting - Initiation/Public Participation Program	October 7
Engagement (Approximately 2 weeks)	October 8 – 24
Final Report Drafting/Review	October 27 – November 14
First Reading	December 2
PH advertisement (7 clear days)	December 3-10
Second Reading/Public Hearing	December 11
Provincial Review Begins	December 17
+ 15 days Provincial Director of Planning	January 1
Notice of Approval	January 2

Amendment Package

- Review Handout

Engagement

- Targeted engagement, focused on technical feedback
- Run from October 8 to October 24 (2.5 weeks)
    - Update existing project website with plain-language overview and factsheets for residents
    - Develop fact sheets and technical support documents for the public and key industry partners
    - Hold focused learning sessions with representatives from the development industry/architecture and planning firms
- This project will include planning document amendments to:
    - Implement the Minimum Planning Requirements Regulations;
    - Advance site-specific requests or amendments that support housing;
    - Provide direction to the Suburban Planning process and implement an interim Suburban Area development agreement policy; and
    - Permit short-term rentals in some rural areas.

Next Steps

- Provincial Sign Off
- Ongoing Check Ins

Attachment F – Summary of Proposed Amendments to Address Minimum Planning Requirements

Per the Minimum Planning Requirements Regulations made under subsection 229(4) of the *Halifax Regional Municipality Charter*

Mandatory content related to housing supply
4A (2) In addition to the requirements prescribed in subsection 229(1) of the Charter and Section 4, a municipal planning strategy must do all of the following to address the issue of housing supply:

Minimum Planning Requirement	Summary of Proposed Approach and Amendments
4A(2)(a) include a statement of policy that expressly recognizes that the Province and, in particular, the Municipality are experiencing a housing shortage crisis and specifies that the most urgent priority in municipal land-use planning, regulation and development approval is to rapidly increase the supply of housing in the Municipality;	**Include new objectives and statement of policies in the Regional Plan** • Policy S-30 (existing) will be repealed and replaced with Policy S-0 which will mimic language of this MPR (in addition to MPR (b), (k), and (l)). • Policy S-0 will be located in a new subsection (3.1A) in Chapter 3 Settlement and Housing which is dedicated to Increasing Housing Supply. This will be the first policy of the Settlement and Housing Chapter which signifies the urgency and priority of rapidly increasing housing supply within the Municipality. **Policy Reference:** Policy S-0 located in a new subchapter of Chapter 3 (section 3.1A)
4A(2)(b) require that priority be given to increasing the supply of safe, sustainable and affordable housing in the Municipality over other interests identified in the municipal planning strategy for the purposes of all processes, approvals and decisions made under the municipal planning strategy;	**Include new objectives and statement of policies in the Regional Plan** • Identify a new objective in the Settlement and Housing Chapter that states the Municipality is to "*Rapidly increase the supply of housing by prioritizing safe, sustainable and affordable housing through approaches to land use planning, regulations and development approvals*". This new objective will be the first objective listed in the Chapter to signify priority. • Policy S-30 (existing) will be repealed and replaced with Policy S-0 which will mimic language of this MPR (in addition to MPR (b), (k), and (l)). • Policy S-0 will be located in a new subsection (3.1A) in Chapter 3 Settlement and Housing which is dedicated to Increasing Housing Supply. This will be the first policy of the Settlement and Housing Chapter which signifies the urgency and priority of rapidly increasing housing supply within the Municipality. • To enable key projects to move forward, amend the Dartmouth SMPS policy re: discretionary application criteria to delete the words "and consistent": *IP-1(c)(2) that the proposal is compatible ~~and consistent~~ with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal* **Policy Reference:** Policy S-0 located in a new subchapter of Chapter 3 (section 3.1A) **Regulatory Reference:** Dartmouth SMPS, IP-1(c)(2)

4A(2)(c) permit residential uses in all zones, except for areas zoned for industrial, military, park, transportation reserve, utility, water supply, floodplain, Crown land, agriculture and any lands zoned to reflect ownership by a conservation organization;	**Add new Policy to the Regional Plan** • In proposed Section 3.1A, and following proposed Policy S-0, add a new policy (S-0A) that states the language used in this MPR. **Amend required SMPS and LUBs to comply with MPR and proposed Policy S-0A** • Residential uses are permitted in the vast majority of the Municipality's existing zones. To determine the extent to which the existing land use by-laws comply with this requirement, an inventory of the types of residential uses and zones was undertaken: - Residential uses include any type of dwelling use, including single unit dwellings, multi-unit dwellings, secondary and backyard suites, accessory dwelling units, and shared housing. - At the time of the original analysis (December 2024), there were 157,998 lots in the Municipality, and 152,898 properties are within 303 zones that are required to comply with this requirement. 152,688 of the lots (99.8%) fall under 297 zones which already permit residential uses in some form. - Of these properties, the R-4 zone in Timberlea/Lakeside/Beechville (12 properties) currently only permits existing residential uses. The following amendments are included to enable new residential uses within this zone to comply with this MPR. - **Amendments to the Timberlea/ Lakeside/ Beechville SMPS and LUB:** o Amendments to Policy UR-7 to enable new multi-unit developments in zones that permit this type of residential use. o Amendments to R-4 zone to permit new multi-unit residential uses. o Amendments to density calculation for multi's in this zone by increasing the number of dwelling units permitted on the minimum lot area from 3u up to 4u. This change is reflective of the changes made from HAF for lots within the Urban Service Boundary. o Included a height maximum within the zone up to 3 storeys. o All other zone provisions remain unchanged. - The remaining 210 properties that currently do not enable residential in any form fall within 6 commercial-based zones within the suburban area. The following amendments are being made to each zone to comply with the MPR. - **Amendments to Bedford SMPS and LUB to enable**: o Up to 4 units as-of-right in the CHWY (Highway Oriented Commercial) zone, the CSC (Shopping Centre) and CHC (Cushing Hill Commercial) zone. All residential uses

	subject to the RTU (Residential Two Dwelling Unit) zone. - **Amendments to the Dartmouth SMPS to enable**: o Apartment Building Development via DA C-3 Zone, - **Amendments to the Sackville Drive LUB to enable:** o Residential Uses in the DC-1 and DC-2 Zones which will be subject to the requirements of the DC-3 (Downsview Complex-3) zone. **Policy Reference:** Section 3.1A, a new policy (S-0A) is to be added that **mimics** the language used in this MPR.
4A(2)(d) require that the Municipality share with the Province the information used by the Municipality to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth;	**Amend Existing Policy in Regional Plan** • Amend Policy S-33 which is related to monitoring housing and demographic trends to include language in this MPR. **Policy Reference:** In Section 3.6 Policy S-33 has been amended.
4A(2)(e) provide for the adoption of a secondary municipal planning strategy and the implementation of a land-use by-law for the area of the Municipality identified as the suburban area on the map attached as Appendix A, or a substantially similar area, no later than January 31, 2025;	**Add new Suburban Area Chapter to Regional Plan and enable interim development along transit oriented opportunity sites.** • Create a new Chapter in the Regional Plan (Chapter 6.0B) which is dedicated to the Suburban Area. This new chapter includes objectives, vision, core concepts, and policies to enable interim development of shovel ready projects in the Suburban Area while the Suburban Plan is being developed. This chapter is substantially the same as the one approved by Council in June of 2025 (Regional Plan Phase 4) with important differences. • The Core Concept of *Safe, Diverse, Sustainable and Affordable Housing* has been moved up, the Core Concept of *Pedestrian First Design* has been renamed *Accessible and Inclusive Design*. • Policies SA-2B, SA-3B, SA-4B, and SA-4C enable eligible projects to proceed via development agreement option as the Suburban Planning process takes place. These policies are expected to deliver additional housing capacity while providing an opportunity to assess project readiness and local infrastructure capacity. It will build on the capacity delivered by the Urgent Changes for Housing/Housing Accelerator Fund (HAF) and will require sites to meet a list of criteria. Criteria include that the sites must be located within 800 m walkshed of a planned Bus Rapid Transit route or Mill Cove Ferry Terminal, and now also include Downsview, Cobequid and Sackville Transit Terminals based on provincial direction. The sites must also be less than 2 hectares in size, the project must not demolish any existing multi-unit dwelling building, and it must comply with stipulated timelines for commencement and completion of construction. A complete application for a development

	agreement will need to be on file with the Municipality on or before the first notice of the intention of Council to adopt the Suburban Plan. Land use and built form will be guided by the Housing Accelerator Land Use By-law with consideration for low-rise to tall mid-rise projects. • Policy SA-1B establishes intent to adopt a secondary municipal planning strategy and land use by-law for the Suburban Area, through the Suburban Community Planning process. **Add Suburban Growth Area Opportunity Sites** • Within the Settlement and Housing Chapter, nine (9) new Suburban Growth Area Opportunity sites will be identified. These sites could be considered for comprehensive planning by Council subject to the criteria set out in proposed Policy S-13C. There areas were previously identified in the 2025 Regional Plan except Melville Heights in Spryfield is now also included based on provincial direction. These areas are shown in Maps 1-9 of this Attachment. • These sites have been identified as key locations served by transit that could be redeveloped comprehensively as mixed-use communities and support the significant demand for housing. • Comprehensive planning in these areas will determine future land uses and densities, the needed local and regional infrastructure to support building complete communities, and the appropriate planning tools. • However, under Policy S14-D developments in these areas may be phased provided that overall site design and regional infrastructure are considered. • While the Suburban Plan process is underway, new development in suburban areas will also continue to be permitted under policies established in the existing community plans, such as policies in the Dartmouth, Sackville, and Eastern Passage/ Cow Bay Plan Areas which permit consideration of multi-unit residential buildings by development agreement. As part of the suburban plan workplan staff will also present options for Council to consider interim amendments for site specific requests. **Policy Reference:** In new section 3.3.2, policies S-13C and S-13-D. In new Chapter 6.0B, policies SA-1B, SA-2B, SA-3B, SA-4B, SA-4C
4A(2)(f) for developments enabled under the Municipality's Conservation Design Development policies in the Regional Municipal Planning Strategy that begin construction before April 1, 2028, determine the maximum density of a development based on a lot's gross area and not on its net area;	**Include statement of policy in the Regional Plan** • To address this requirement, Table 3-4A establishes different developable area definitions depending on the date of the application: - For developments with a construction permit issued and begin construction before April 1, 2028, Developable Area means Gross Developable Area (the entire lot area).

	- For all other developments, Developable Area means Net Developable Area (area of a lot excluding watercourse buffers, wetlands, floodplains, and slopes over 30%). **Policy Reference:** Amendments to Table 3-4A
4A(2)(g) not impose maximum height restrictions in a manner that negatively affects the density of residential buildings using mass timber or any other construction method;	**Include statement of policy in the Regional Plan; amend applicable Land Use By-Laws** • In some cases, the definitions of height and application of height maximums in the various land use by-laws have had the unintended consequence of limiting overall building massing (and therefore the achievable residential density), which could still be aligned with community goals. • Policy S-0 requires establishing height maximums that offer flexibility and support construction of mid and high-density residential developments. This will be implemented through amendments to the land use by-laws to support mass timber construction and other new construction methods, which can be impacted by specific height measurements. • The amendments adopted in support of the Housing Accelerator Fund in Spring 2024 included changes to the Regional Centre SMPS and LUB and adopted in the Suburban Housing Accelerator SMPS and LUB to provide greater flexibility for wood and mass timber construction. • HAF amendments included measuring height in storeys vs. metres, exemption for streetwalls for buildings up to 6 storeys in HR Zones, and increasing the tall mid-rise built form from 8 to 10 storeys. • Further amendments to applicable land use by-laws are proposed as part of this package to: - Provide maximum height measurements in storeys instead of metres or feet in zones that permit residential buildings with more than 4 units; and - Include consistent definitions for 'Storey' and 'Mezzanine'. • It is noted that low density residential zones that permit up to 4 units typically do not have height maximums as the limiting factor to achievable density and therefore no amendments to those zones are proposed at this time. • Policy S-0 further establishes the Municipality's intent to update other built form requirements that may affect height, such as angle controls, through future amendments to secondary planning strategies and land use by-laws, such as through the Suburban Plan process. • Staff received feedback during the Council Budget process from industry regarding potential additional changes to support mass timber construction. Changes proposed to the Downtown Dartmouth Zone to measure height in storeys instead of metres will address some of this feedback. Further requested changes include adjusting the tall mid-rise built form in Centre Plan from

	10 storeys to 12 storeys for mass timber buildings. As the built form for tall-mid-rise was increased in 2024 as part of HAF from 8 to 12 storeys and a further amendment would trigger larger changes to the built form framework, this change is not recommended at this time. However, staff will monitor the need for further changes to allow added flexibility. **Policy Reference:** Policy S-0 located in a new subchapter of Chapter 3 (section 3.1A)
4A(2)(h) for residential buildings that begin construction before April 1, 2028, provide that no requirement related to unit mix applies;	**Include statement of policy in the Regional Plan; amend applicable Land Use By-Laws** • New Policy S-0B (a) requires the Municipality to amend land use by-laws to provide that no unit mix applies for multi-unit residential buildings that begin construction before April 1, 2028. • To implement Policy S-0B, amendments are proposed to applicable land use by-laws (Bedford; Dartmouth; Downtown Halifax; Halifax Mainland; Regional Centre; and Suburban Housing Accelerator) to include a 'notwithstanding' clause in applicable zones to remove the requirement for unit mix/bedroom count for new construction that begins on or before April 1, 2028. • Policy G-15 sets out criteria to be considered by Council as part of discretionary planning applications enabled through the Regional Plan. Policy G-15A states that there shall be no requirement for unit mix for multi-unit residential buildings that begin construction on or before April 1, 2028. This clause will enable consideration of new or amendments to existing development agreements where existing policy requires a mix of units. • Due to the time-limited nature of this regulation, it is anticipated that these policies and LUB regulations will be removed from the relevant planning documents once the legislated date (April 1, 2028) has passed. • On Sept. 18, 2025 an order by Municipal Affairs Minister John Lohr designated 22-24 Brule Street in Dartmouth as an interim planning area under the Halifax Regional Municipality Charter, which has removed housing mix and amenity space requirements to increase the number of proposed affordable housing units as part of the project. This order is reflected in the amendments package as site specific amendments in the Regional Centre SMPS and LUB. **Policy Reference**: Policy S-0B located in a new subchapter of Chapter 3 (section 3.1A). Policy G-15A located in section 9.7.
4A(2)(i) provide that no requirement for on-site parking applies to residential uses within the urban service area;	**Amend applicable Land Use By-Laws** • Amending existing policy S-30 (now S-0) to include **(d) removing on-site parking requirements for residential uses within the urban service area**. • For clarity, Policy G-15(b)(iii) will be amended to remove reference to parking:

	(iii) traffic generation, access to and egress from the site;**~~, and parking;~~** • Where a development proposes to include parking, standards related to parking provision will continue to apply (parking lot location and landscaping, loading requirements, electric vehicle charging, etc.). • LUBs will be amended by General Provisions and/or through individual zones to remove parking requirements for residential uses within the Urban Service Boundary. • It has been interpreted by HRM that this provision does not apply to bicycle parking or loading spaces. **Policy Reference:** Policies S-0(d) in section 3.1A and G-15(b) in section 9.7
4A(2)(j) for multi-unit residential buildings that begin construction before April 1, 2028, not require that the ground floor consist of more than 20% commercial space;	**Include statement of policy in the Regional Plan; amend applicable Secondary Municipal Planning Strategies and Land Use By-Laws** • Policy S-0B(b) requires the Municipality to amend land use by-laws to provide that no requirement for more than 20% ground floor commercial space applies to multi-unit residential buildings that begin construction on or before April 1, 2028. • To implement Policy S-0B(b), where commercial ground-floor uses are currently required in excess of 20%, amendments are proposed to applicable secondary municipal planning strategies and land use by-laws (Regional Centre SMPS and LUB, Downtown Halifax SMPS and LUB, Bedford SMPS and LUB, Sackville Drive LUB) for any multi-unit residential building that begins construction on or before April 1, 2028 to: - Permit ground-floor residential uses; and - Require a minimum of 20% commercial space on the ground floor, which may not include non-commercial space such as lobbies, elevators and vestibules. Commercial space will be required to abut the streetline. • Policy G-15 sets out criteria to be considered by Council as part of discretionary planning applications enabled through the Regional Plan. Policy G-15A states that there shall be no requirement for more than 20% ground floor commercial space for multi-unit residential buildings that begin construction on or before April 1, 2028, provided that all other relevant policies are met. This clause will enable consideration of new or proposed amendments to existing development agreements where existing policy requires commercial ground floors. • Due to the time-limited nature of this regulation, it is anticipated that these policies and LUB regulations will be removed from the relevant planning documents once the legislated date (April 1, 2028) has passed. **Policy Reference:** Policy S-0B located in a new subchapter of Chapter 3 (section 3.1A).
4A(2)(k) permit temporary housing in non-permanent structures as a use in	**Include statement of policy in the Regional Plan; amend applicable Land Use By-Laws**

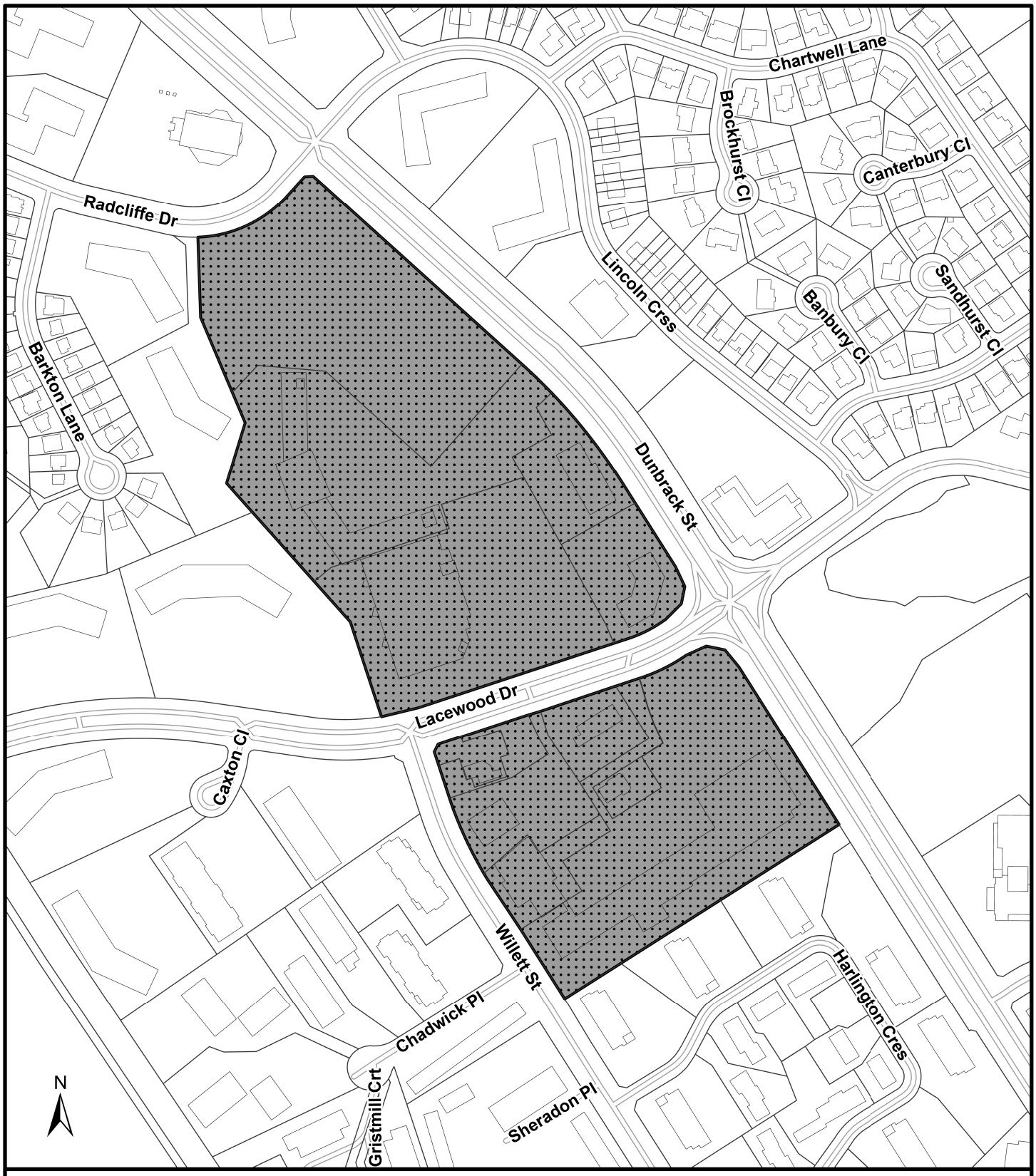
all zones where it can be safely established to allow employees to live on or near their worksite during a work assignment for a period of time that can be reasonably tied to the duration of the project and that is explicitly set out in the development permit;	• Policy S-0 identifies the Municipality's intent to remove barriers to housing, "including temporary housing in non-permanent structures as a use for a work camp or construction camp in all zones where it can be safely established." • All existing Land Use By-Laws currently permit temporary housing (work camps and constructions camps) as temporary construction uses associated with construction projects, which generally meets the intent of this regulation. Amendments to all land use by-laws are proposed to further clarify that temporary buildings or structures for a work camp or construction camp are permitted directly abutting or directly across the public street where a development permit has been issued for a construction worksite. Regional Centre, Suburban Housing Accelerator and Downtown Halifax, do not require clarification and permit flexible administration due to limited space in these locations. **Policy Reference:** Policy S-0 located in a new subchapter of Chapter 3 (section 3.1A).

4A(2)(l) permit manufactured housing, including modified shipping containers converted into housing, in all residential zones.	**Include statement of policy in the Regional Plan; amend applicable Land Use By-Laws**
	• Policy S-0(l) identifies the intent to permit manufactured housing as a residential use ("tiny homes, inclusive of mobile dwellings, converted shipping containers and manufactured housing"). This is in addition to the existing Regional Plan Policy S-41.
	• Amendments to the Regional Plan during Phase 3 – which included the addition of S-41 and amendments to applicable LUBs to remove barriers to tiny homes and converted shipping container dwellings were approved in October 2022. However, staff have since identified that there are still provisions in some LUBs limiting this form of dwelling.
	• Policy S-0(l) will be implemented by amending applicable land use by-laws to remove remaining barriers to converted shipping container dwellings by:
	  • Amending the definition of building to clarify that a shipping container is considered a building
	  • Adding the definition of shipping container in bylaws the did not have one
	  • Amending general provisions of vehicles bodies to clarify shipping containers are not vehicle bodies
	  • Adding general provisions for shipping containers in bylaws that did not have one
	  • Clarifying that shipping containers are prohibited unless used as residential dwelling, accessory backyard suite, temporary housing (work camp), or accessory building for temporary construction use (already permitted in most bylaws)
	  • Land Use Bylaws that allow shipping containers for other uses will continue to be permitted

	• The Regional Centre's Corridor (COR) Zone is also proposed to be amended to permit converted shipping container housing. • Converted shipping containers, like all residential dwelling types, must meet Building Code requirements for dwellings, as well as all other LUB requirements including setbacks, lot coverage, height, etc. **Policy Reference:** Policy S-0 located in a new subchapter of Chapter 3 (section 3.1A).

Per the Minimum Planning Requirements Regulations made under subsection 229(14) of the *Halifax Regional Municipality Charter* which requires that the Municipality's planning regulations do not require separation distances between commercial wind turbines and residential dwellings that is greater than what has been stipulated in the regulation.

14 (1) Any statement of policy included in a municipal planning strategy in accordance with clause 13(c) on the minimum setback required between a residential dwelling and a wind turbine, that is part of, or located within, an energy-generating facility with a production rating of 2 MW or greater, must not require a minimum setback larger than the greater of the following: (a) 4 times the wind turbine height; (b) the distance required to ensure that (i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling, and (ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker	• No changes required to the Regional Plan; existing Policies E-30 to E-34 comply with the requirement. • Amend all applicable LUBs that permit large scale turbines (RW-2 wind zone overlay) to include language of the MPR.



Map 1 - Dunbrack Street and Lacewood Drive (Halifax)

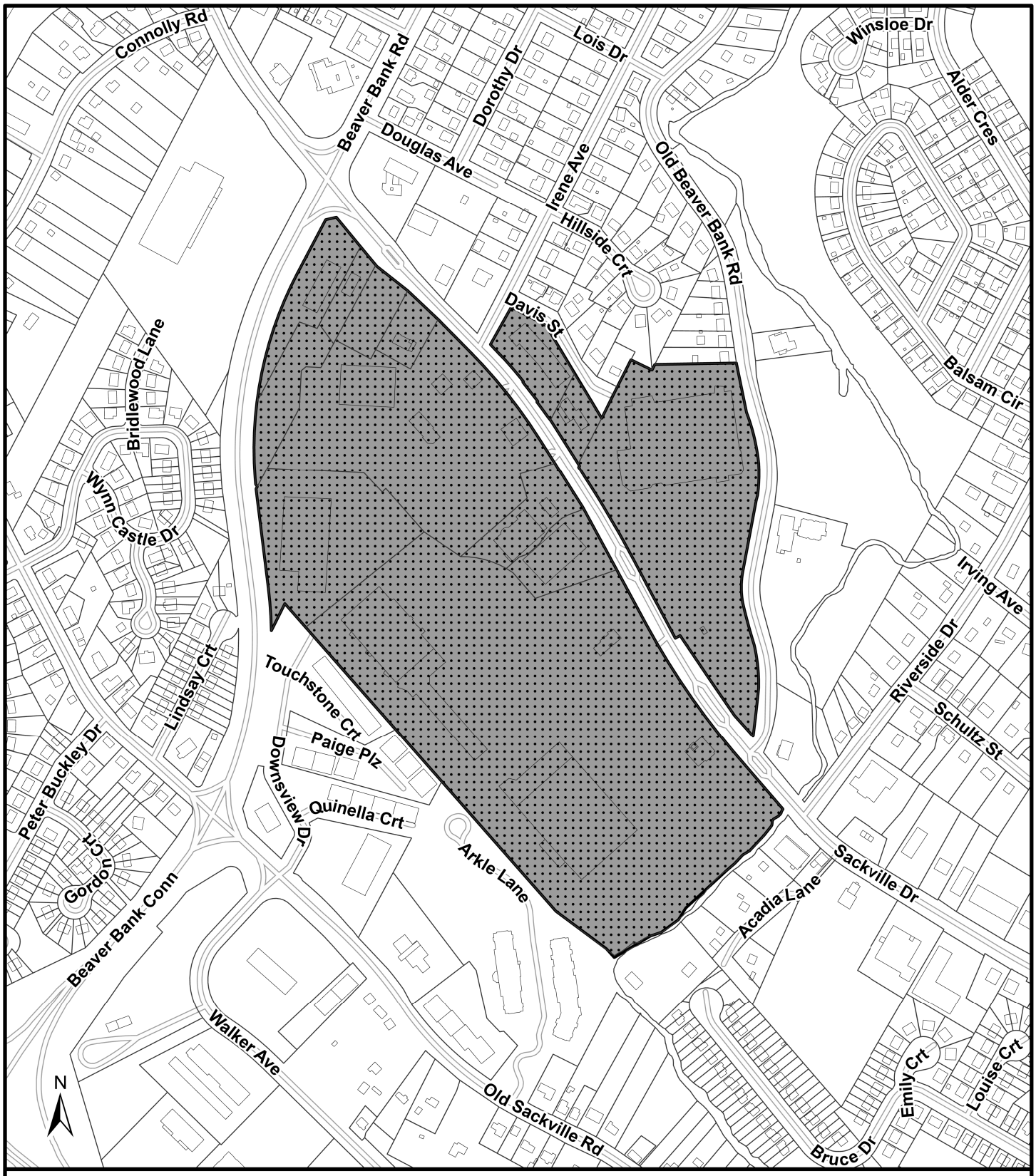
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Suburban Growth Area Opportunity Site

0 40 80 120 m

17 September 2025

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Map 2 - Downsview Mall (Lower Sackville)

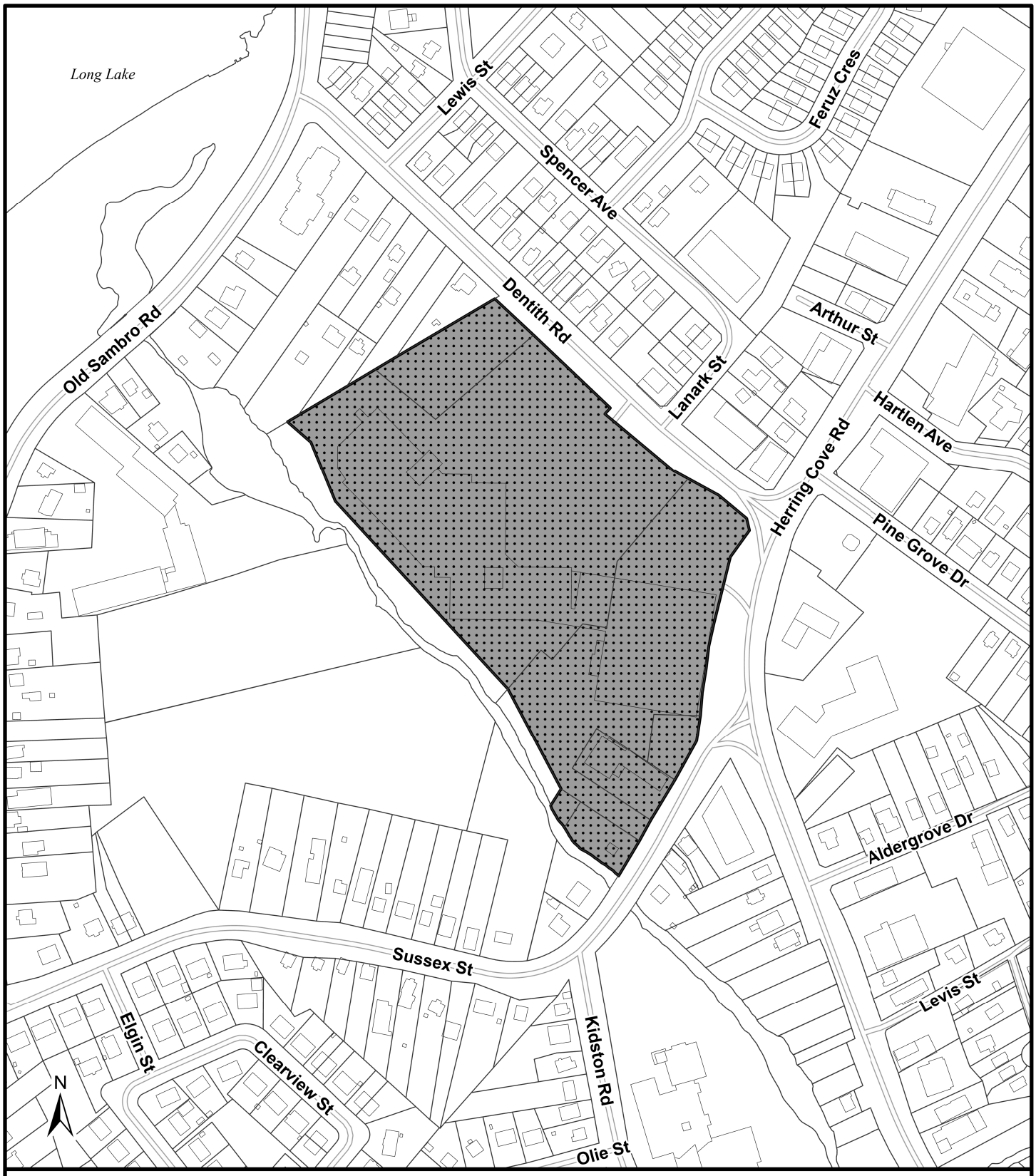
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Map 3 - Herring Cove Road at Dentith Road (Halifax)

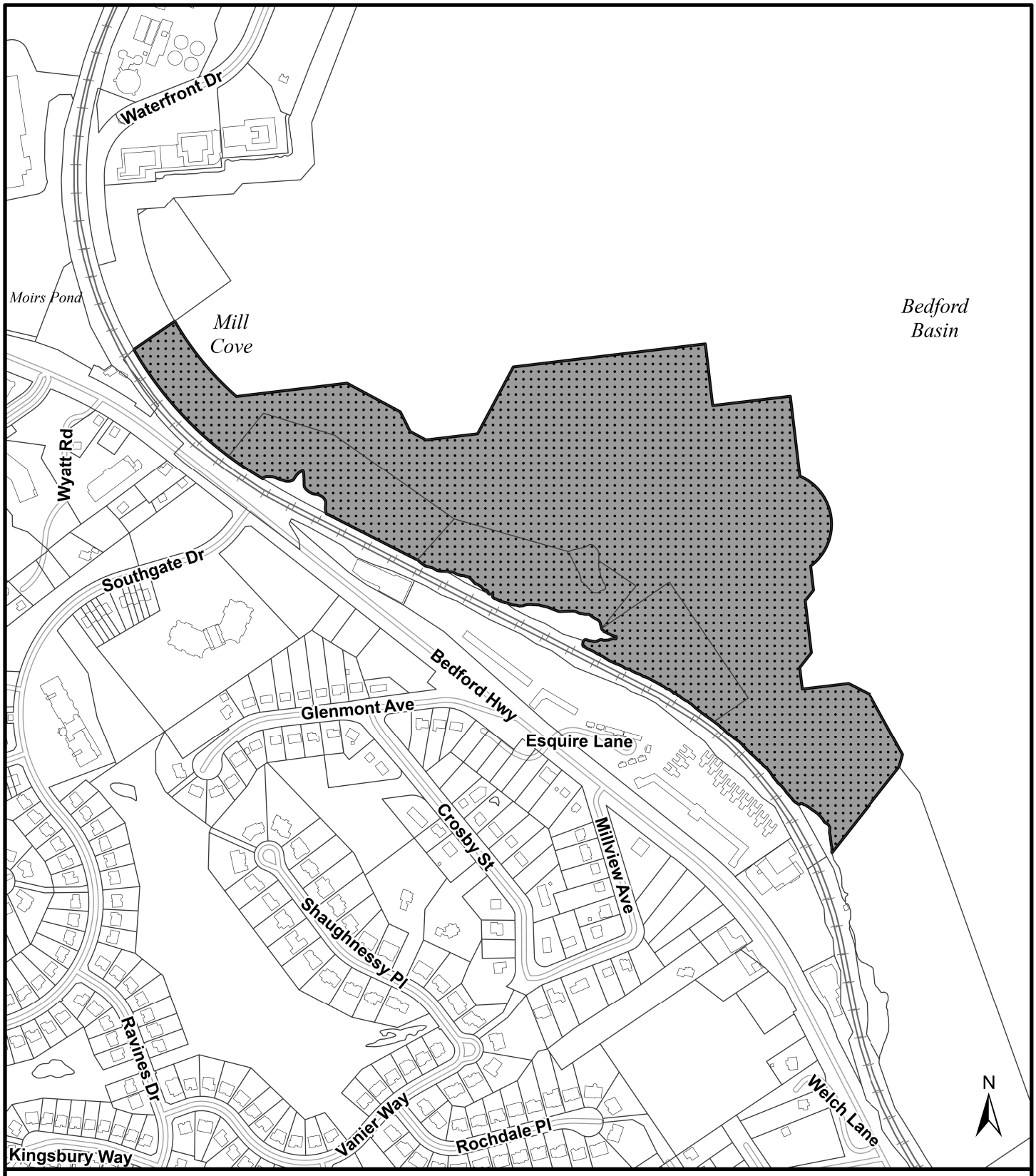
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Map 4 - Mill Cove (Bedford)

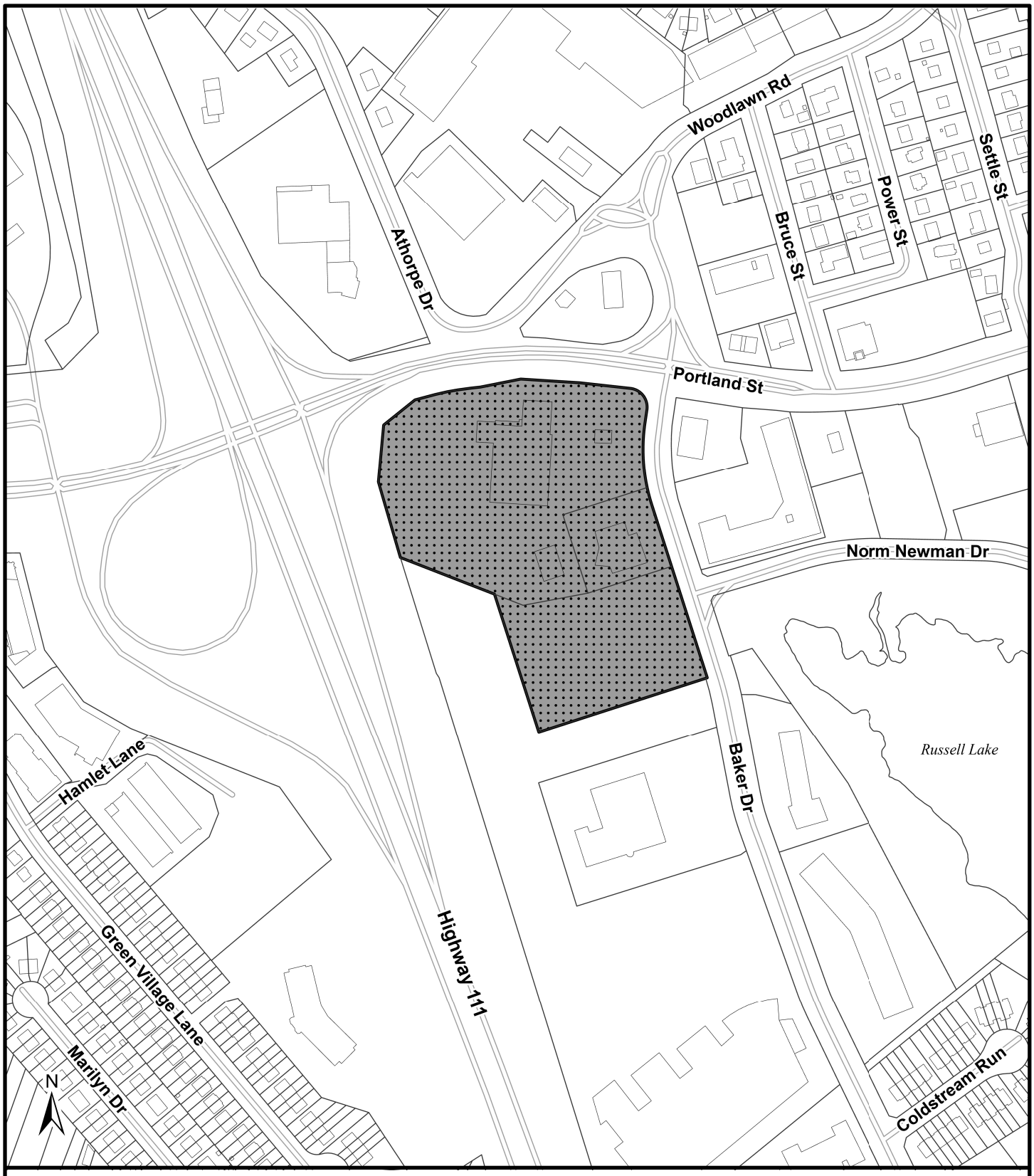
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Map 5 - Portland Street / Baker Drive (Dartmouth)

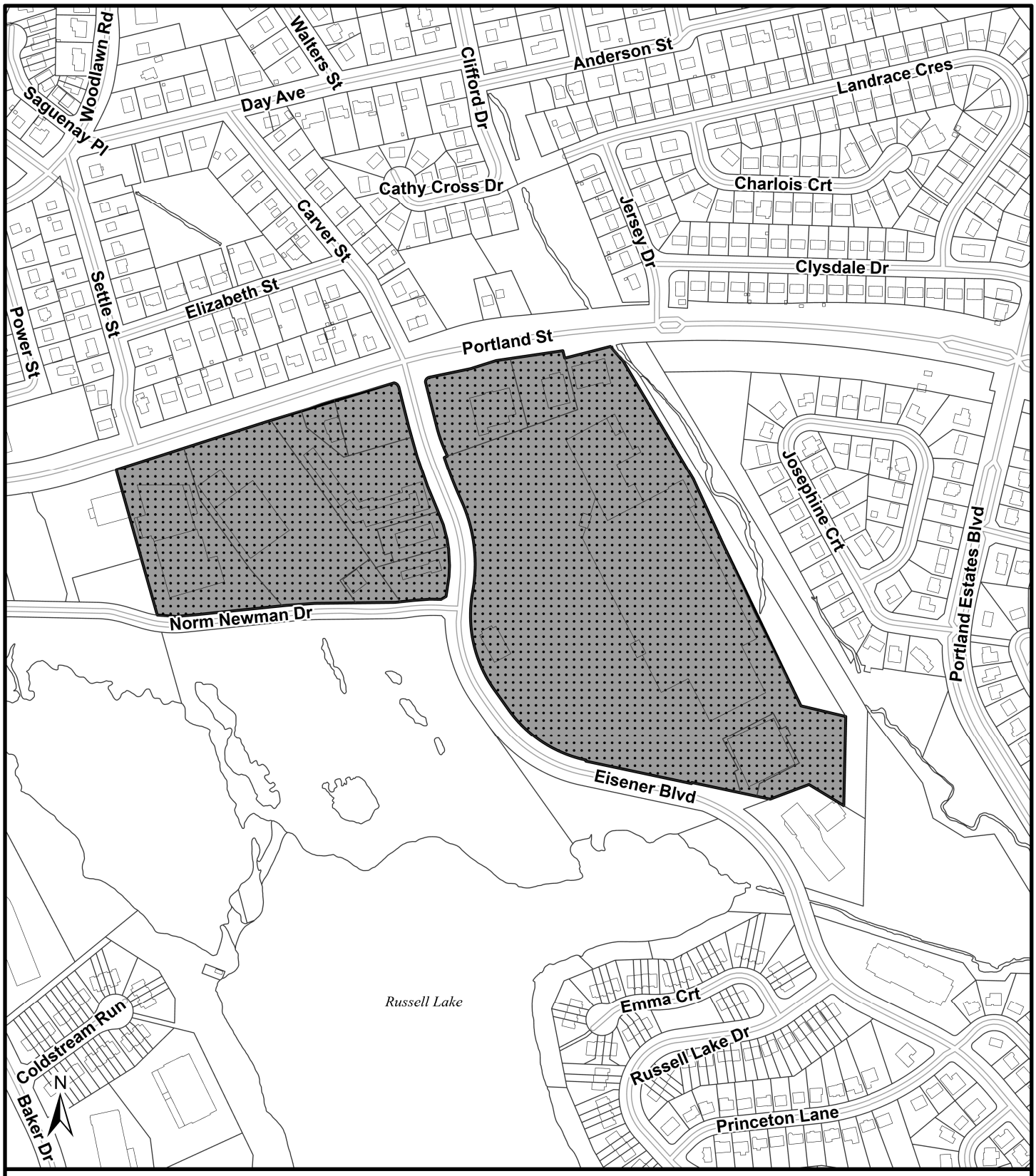
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Suburban Growth Area Opportunity Site

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Map 6 - Portland Street / Eisener Boulevard (Dartmouth)

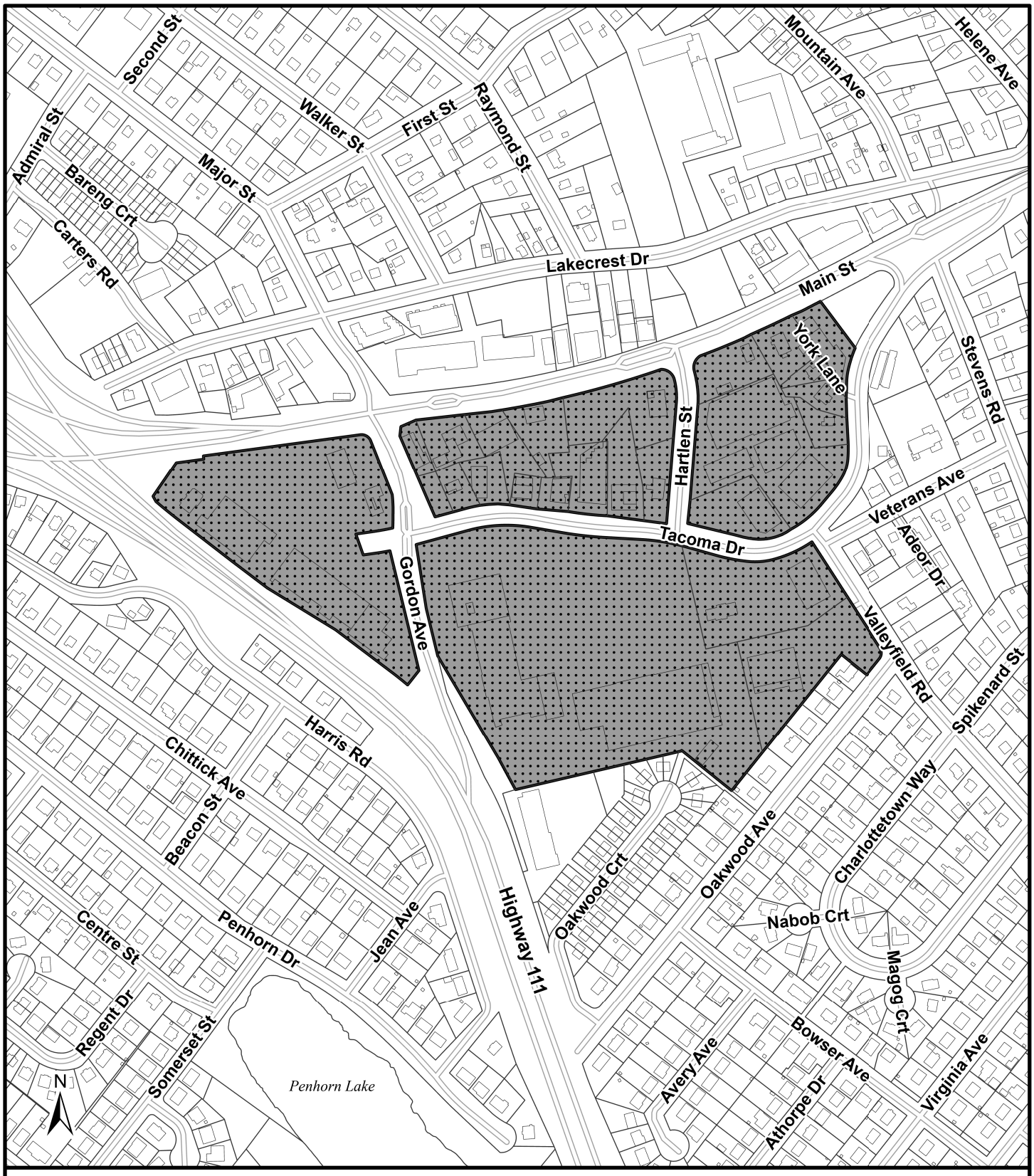
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Suburban Growth Area Opportunity Site

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17 September 2025

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Map 7 - Tacoma Drive (Dartmouth)

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Suburban Growth Area Opportunity Site

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Map 8 - Woodlawn Mall (Dartmouth)

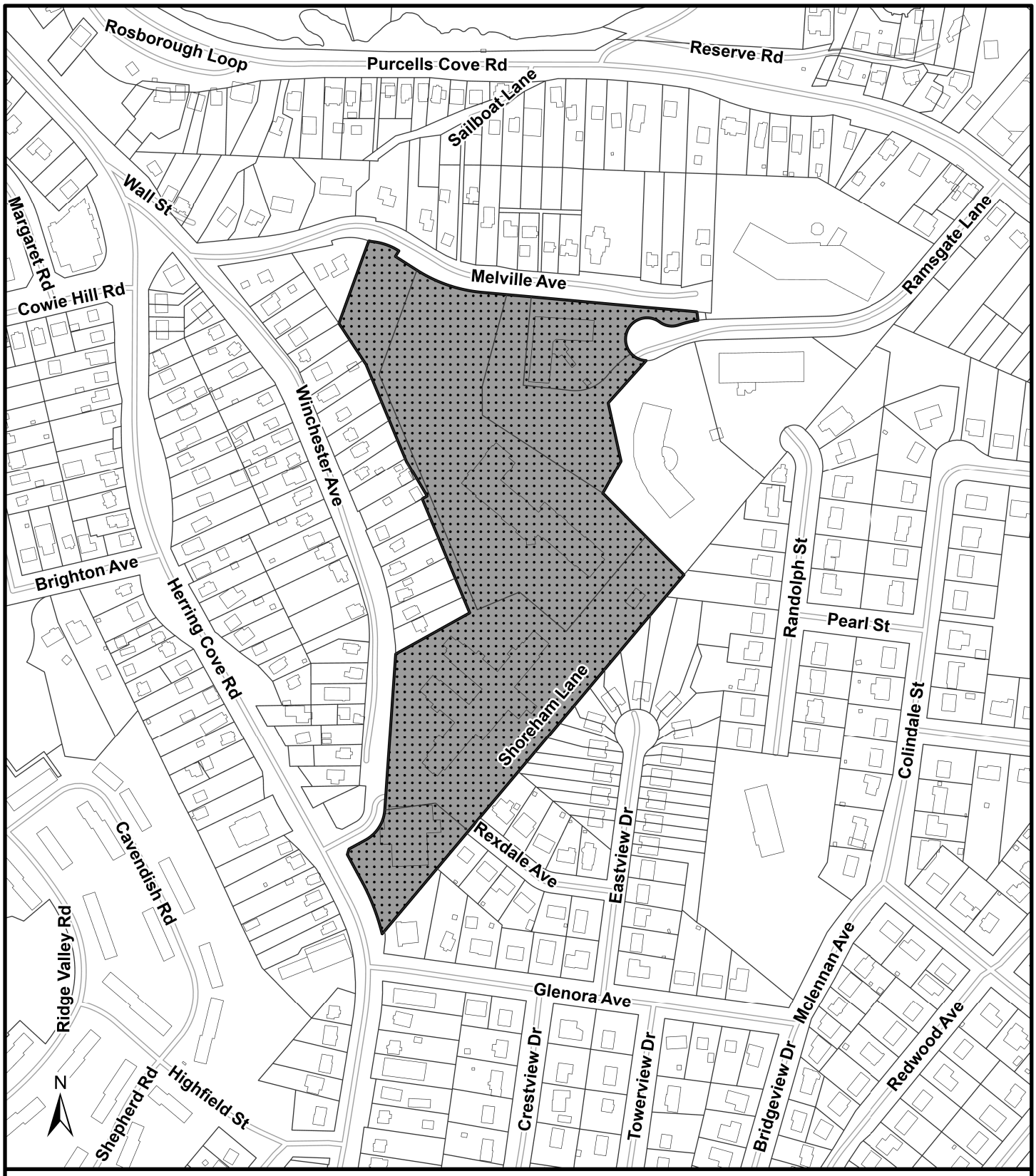
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Suburban Growth Area Opportunity Site

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Map 9 - Melville Heights, Herring Cove Road (Halifax)

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Suburban Growth Area Opportunity Site

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17 September 2025

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Attachment G:
Summary of Amendments to Support Increased Housing Supply and Strategic Planning Efforts

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Table 1: Summary of Amendments to Support Increased Housing Supply

Requests	Proposed Amendments
Phase 4 Site Specific Requests: Zone and Designation Changes [Table 2]	
• Lands on Purcell's Cove Road (C025) • Lands North of Frederick Lake, Hubley (C882) • Burnside Phase 14 (Case 22008)	These requests have been re-zoned and/or re-designated in the Regional Plan and applicable land use by-laws.
Phase 4 Site Specific Requests: Proceed through Enabled Applications [Table 3]	
• Corner of Prince Albert Road at Lake Banook, Dartmouth (C602) • 1246 Ketch Harbour Road (C027/ Case 22212)	New policy enables these requests to proceed through a future development agreement process. Community Council approval and public engagement will be required.
Phase 4 Site Specific Requests: Minor Urban Service Boundary Adjustment [Table 4]	
• Twin Brooks Subdivision Phase 4C (C948) • Lands at North Preston at Johnson Road (C931)	This request allows an expansion of the Urban Service Boundary to address minor or unique circumstances.
Plan Amendments and Housekeeping Items Related to Housing or Strategic Planning Efforts [Table 5]	
• Adaptive Reuse in Rural Areas • Secondary and Backyard Suites in Conservation Design Developments • Urban Settlement Emplorment Zone • Land Titles Clarification Initiative • Millwood Planned Unit Development • Accessory Building (Backyard Suites) Regulations • Lake Look Golf Centre CDD • 3524 Dutch Village Road Redesignation and Rezoning • Carriagewood Schedule • Seton Ridge Amendments • Bedford Mainstreet Commercial • 22 & 24 Brule Street	These amendments are policy amendments to the Regional Plan to support housing supply or to assist the Municipality in strategic initiatives in the immediate future. Housekeeping items are also provided which are related specifically to increasing housing supply.

Table 2: Phase 4 Site Specific Requests: Zone and Designation Changes

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.	• Under the Regional Plan these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031)	On June 8, 2021, Regional Council passed the following motion: "Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-Law 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."	• Most comments received discuss the Backlands in their entirety and do not specifically address the C025 lands. See case 22257 above for further discussion. • Comments received regarding C025 do not support serviced development at this location. • 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: - The need to protect wilderness areas around and near Shaw Wilderness Park, opposition to development in this area - 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; - Desire to acquire the lands to form part of the Shaw Wilderness Park; - 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.	**Amendments proposed with this report:** • The Proposed Regional Plan re-designates the lands to Rural Commuter and applies the LDR designation and R-1 zoning that will permit large lot subdivision using existing road frontage. • 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. **Next Steps** As-of-right development is permitted, and no further Council approval is required for development.

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 their lands to the Protected Area (PA) zone, consistent with the wishes of the Trust's donor.	• Under the Regional Plan the lands are primarily designated Rural Commuter, and the Southern portion is designated Open Space and Natural Resources. • 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 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. • Under the Community Plan the land is designated Resource (RSC). • A watercourse runs through the lot and a large wetland of special significance covers a substantial portion of the lands. • The lands are presently zoned MR-1 (Mixed Resource 1) in the Planning Districts 1 & 3 Land Use By-Law. •	• 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). • The lands are adjacent to the Frederick Lake Conservation Lands and the Five Bridge Lakes Wilderness Area. • 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.	This request was received after the Phase 4 Engagement Period. No public comment has been received.	**Amendments proposed with this Phase 4 report:** • 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 & 3 Land Use By-Law. • The PA Zone permits scientific study and education involving no buildings, trails, boardwalks or walkways, conservation uses and accessory uses. **Next Steps** • There is no further approval by Council is required. This zone does not allow development and primarily permits trails and conservation uses. Permitted uses are single family dwellings and shared housing uses.
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 municipal lands within the Urban Service Area and apply industrial policy and zoning consistent to allow for serviced expansion of Burnside Industrial Park	• Under the Regional Plan, the lands are outside the Urban Service Area and designated Rural Commuter. Regional Plan Policy EC-5 states that where lands have been identified as suitable for industrial use, HRM will amend planning policy and regulations to enable those uses, and minimize conflict with potential incompatible uses.	• Per the April 28, 2015 motion of Regional Council, consider required amendments to planning documents to allow for serviced industrial development on the subject properties • The Industrial Employment Lands Strategy identifies a need for additional serviced industrial lands to serve HRM's long term needs. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • Residential uses not proposed.	• No comments were received on this proposal.	**Amendments proposed with this Phase 4 report:** • The proposed Regional Plan re-designates these lands from Rural Commuter to Urban Settlement and applies the Business/ Industrial sub-designation to the lands. • The Urban Settlement – Employment (US-E) Zone will be applied to the lands in the Dartmouth and Planning Districts 14 & 17 Land Use By-Law.

Table 3: Phase 4 Site Specific Requests: 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.	• 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. • 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.	• 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. • 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. • The Halifax Green Network Plan identifies this area of high socio-cultural landscape open spaces value. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness areas and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • Residential uses are not proposed.	• No comments were received on this proposal.	**Amendments proposed with this report:** • 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. • 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. **Next Steps** • New policy enables this request to proceed through a future development agreement process. Community Council approval and public engagement will be required.
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 April 2, 2020 Number of housing units proposed by Applicant: 40 units.	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and calls for focusing growth within centres and controlling growth outside of those centres. • Under the Planning District 5 MPS and LUB, there are as-of-right options to subdivide the subject site given the size of the property and its frontage along Ketch Harbour Road. Larger scale residential subdivisions are enabled on the subject property through the Conservation Design policies. There is also policy support to consider the reuse of the former telecommunications facility and subdivision for residential uses.	• The level of residential density requested is higher than the Regional Plan envisions for rural communities outside of growth centres. • There are opportunities for appropriate adaptive reuse and alternative housing forms under existing policy. Staff have advised the applicant to pursue adaptive reuse of the existing building under the existing policies.	• No comments were received on this proposal.	**Amendments proposed with this report:** • 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. • There are also as-of-right and policy-enabled development options under the existing Community Plan and Land use By-law (Planning District 5). **Next Steps** • New policy enables this request to proceed through a future development agreement process. Community Council approval and public engagement will be required.

Table 4: Phase 4 Site Specific Requests: 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	• 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). • 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. • 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.	• 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. • 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. • The level of residential density proposed is consistent with the Regional Plan's vision for residential uses in established neighbourhoods. • 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. • 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. • 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.	• No comments were received on this proposal.	**Amendments proposed with this report:** • Amendments are proposed to the Regional Plan and Regional Subdivision By-Law to adjust the Urban Service Are boundary and redesignate the affected portion of the subject site from Rural Commuter to Urban Settlement. • The proposed amendments are considered minor in nature. **Next Steps** • No further action by Council is required. The project is currently part of an active as-of-right subdivision application. • 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.

Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Summary of Public Comment	Recommended Approach
C391	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	• 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	• 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	• This is a new request. No public comments have been received.	• Amending Schedule B of the Regional Subdivision By-aw to extend the Urban Service Area to facilitate applicable MPS DA policies for a residential development.

Table 5: Plan Amendments and Housekeeping Items Related to Housing or Strategic Planning Efforts

Item	Description	Amendments
Adaptive Reuse in Rural Areas – Major Policy Amendment	Add policy to permit existing underutilized buildings in Rural Areas to be adapted for residential uses, conversion will be permitted by development agreement. Adaptive reuse in the Urban Area has been enabled by the Regional Centre Plan and will be a focus of the forthcoming Suburban Plan.	Added new policy in Chapter 3 (S-41A) as well as a draft policy G-15B.
Secondary and Backyard Suites in Conservation Design Developments – Major Policy Amendment	Secondary and backyard suites are permitted region-wide as accessory to residential dwellings. To date, the Conservation Design Development policy, which sets criteria for these developments using the development agreement tool, has been silent on whether these accessory dwellings are permitted within these developments. The proposed policy enables secondary and backyard suites to be permitted in all types of Conservation Design Developments. Within Rural Growth Centres, these accessory dwelling units will not contribute to the maximum permitted density of the development, enabling additional units in these locations. For developments proposed with on-site water service (wells), hydrogeological assessments will need to confirm that there is a sufficient supply of groundwater for all units, including any proposed secondary or backyard suites.	Added policy to enable accessory dwellings in CDDs and permit them not to account towards the maximum density requirements so long as this is supported by a hydrogeotechnical study. Amendments to Table 3-4A to enable Secondary and Backyard Suites as a permitted residential use.
Urban Settlement Employment Zone – Major Policy Amendment	To support the Municipality's efforts to ensure a sufficient supply of industrial land, an Urban Settlement Employment Zone will be created and applied on municipal lands where future serviced industrial land is anticipated within the Burnside Phase 14 lands. This will prevent the premature development of industrial and other employment uses on lands designated Urban Settlement and within the Business/ Industrial Sub-Designation but not yet within the Urban Service Area.	Amending Map 2 in the Regional Plan to redesignate Burnside Phase 14 area to Urban Settlement and also apply a Subdesignation of Business/Industrial Park. Amending Map 10 in the Regional Plan to include Burnside Phase 14 into Burnside Business Park Expansion Area. Amending Land Use Bylaws for Dartmouth and Planning Districts 14 & 17 to add new Urban Settlement Employment Zone and apply zone to Burnsdie Phase 14 area.
Land Titles Clarification Initiative – Major Policy Amendment	To recognize unique needs for subdivision related to African Nova Scotian communities subject to the Land Titles Clarification Act, in support of the Road to Economic Prosperity for African Nova Scotian Communities, the Regional Subdivision By-Law and the Land Use Bylaws will be amended to clarify and update definitions, enable subdivision using lot frontage and area exemptions, enable subdivision of multiple buildings on one lot, and enable the issuance of permits that have used subdivision by-law exemptions.	Added new section and policies in Chapter 5 – "5.6.1 Land Titles Clarification Initiative" in addition to two supporting Policies EC-27 – EC-28
Planning Unit District (PUD) in Middle Sackville – Housekeeping Item	In 1982, an agreement between the Nova Scotia Housing Authority and the Municipality of the County of Halifax was signed for a Planned Unit Development (PUD) in Millwood, Lower Sackville, to outline terms and conditions to develop a land assembly of 434 acres. The agreement originally outlined the residential development type, which evolved over time to include various housing forms. When the Halifax County Charter was adopted, the Municipality could no longer utilize Planned Unit Development; however the practice has been to release the lands from the PUD and apply appropriate zoning as the phases of the PUD were completed and the agreements were discharged. This is enabled through Policies UR-12 and UR-13 of the Sackville Municipal Planning Strategy. In 2025, the Province discharged the PUD in the Millwood area, leaving the area unzoned and resulting in a need to apply zoning to the affected properties. An inventory of the affected properties was conducted, and zoning was assigned to match properties to appropriate zones including park zones, R-1-0, R-1, R-2, R-6, and CDD. This was viewed as a housekeeping measure, to ensure that properties would have a zone, as the agreement has been discharged, no longer applies, and there are no PUD requirements in the Sackville Land Use By-law. The Suburban Plan may review this area in further detail to determine if more significant amendments are required.	Sackville LUB: Apply zones on effected properties via map amendments to the Sackville Land Use By-law (see Schedule C).

Item	Description	Amendments
Accessory Building (Backyard Suite) Regulations – Housekeeping Item	In May, 2024, Regional Council adopted a series of amendments to the Regional Plan, Regional Subdivision By-law and all SMPSs and LUBs to reduce policy and regulatory barriers to the construction of housing and address the municipality's commitments under the Housing Accelerator Fund (HAF). This package, known as the Urgent Changes to Planning Documents for Housing, included amendments to all LUBs to provide more flexibility in built form for backyard suites, including increasing permitted heights and floor areas, as well as exempting accessibility features from maximum size calculations. However, because of variation in terms and definitions between the various LUBs, regulations for backyard suites in some plan areas are still more restrictive. Housekeeping amendments as described in this table are being proposed to keep the regulations consistent across the region	In order to allow for backyard suites to be regulated consistently across the region, amendments are proposed to several LUBs. These amendments including regulating accessory structures in all plan areas by "footprint", excluding stairwells from footprint calculations, increasing maximum gross floor permissions that were missed, and permitting backyard suites as accessory to residential uses that were missed. This is viewed as a housekeeping measure to meet the original intent of the amendments approved through Urgent Changes to Planning Documents for Housing.
Lake Look Golf Centre CDD – Housekeeping Item	Phase 3 of the Regional Plan Review applied the Comprehensive Development District (CDD) Zone, Dartmouth SMPS and LUB to lands on Main Street, Dartmouth near the Forest Hills Parkway at the Lake Loon Golf Centre. The intent of this amendment was to allow mixed use development including multi-unit residential development at this location. As part of the Urgent Changes to Planning Documents in spring 2024, the policy was further adjusted for the Lake Loon Golf Centre to facilitate a proposed development under this policy. Upon submission of the application, Planning Applications staff determined that Policy H-3A requires that prior to considering any agreement within a CDD, a concept plan for the entire land holding is required. This would require all property owners within the CDD to coordinate and submit a development proposal together so it can be evaluated by staff in a comprehensive manner. Because the proposed development does not include the entire CDD area, this application has been unable to proceed as expected. The transportation network for this proposal is a major consideration due to the surrounding road network. HRM's Development Engineering group has undertaken a preliminary review of the proposal and indicated that the issues can be managed through a development agreement process without needing a concept plan for the entire CDD area. Transportation studies will still be required through the DA process as described in other policies within the Dartmouth SMPS and off-site improvements can be a condition of the agreement. Amendments are proposed (included in Attachment B) to remove the requirement to meet Policy H-3A, so that the development can proceed by development agreement as envisioned. A future proposal would be considered by Community Council, and will include a public engagement process.	Dartmouth SMPS: Amendments are proposed (included in Attachment B) to remove the requirement to meet Policy H-3A, so that the development can proceed by development agreement as envisioned.
3524 Dutch Village Road Redesignation and Rezoning – Housekeeping Item	Staff are proposing to redesignate and rezone (from R2 to C2C) for a portion of 3524 Dutch Village Road to permit a driveway of new building from Rosedale Ave. This will enable better access/egress to and front the site and create a better layout for the current development project underway.	Amending maps in Halifax SMPS to redesignation portion of property from Low Density Residential (LDR) to Commercial (COM) and to amend zoning map to rezone from Two-Family Dwelling (R2) to Dutch Village Road Mixed Use (C2C).
Carriagewood Schedule – House Keeping Item	Case 24045 for proposed amendments to the Land Use Bylaw for Beaver Bank, Hammonds Plains, Upper Sackville did not list the Schedule to the Land Use Bylaw and unintentionally was replaced during Case 24063. Therefore, the Lands Subject to provisions 7B.3 is not showing in the bylaw to accompany the enabling policy. Therefore, the development of 228 single unit dwelling cannot proceed until it has an enabling schedule.	Beaver Bank, Hammonds Plains, Upper Sackville: Amend the R-1C (Small Lot Single Unit Dwelling Zone) to reference the schedule and add the schedule to the Land Use Bylaw.

Item	Description	Amendments
Seton Ridge Amendments – Housekeeping Item	In 2018, Halifax Regional Council approved amendments to the Bedford Highway Secondary Plan to enable the Seton Ridge development. During the adoption process, required boundary adjustments between the development lands and the adjacent property were inadvertently omitted. These adjustments are now necessary to implement the approved development concept as intended. The proposed boundary modification will not result in any increase to the planned density or number of buildings.	**Amendment to the Halifax MPS/LUB** • Amendments to the Halifax SMPS and Halifax Mainland LUB for PID 00137802 and PID 40178485 are proposed to align with a future property boundary alteration as envisioned as part of the approved Seton Ridge development, as follows: **SMPS** • Amend Map 1: Bedford Highway Area Plan Boundary, Halifax SMPS to include portions of PID 00137802 within the Bedford Highway Secondary Planning Strategy; • Amend Map 9 - Generalized Future Land Use, Halifax SMPS to include portions of PID 00137802 within the Bedford Highway Secondary Planning Strategy and redesignate portions of PID 00137802 from Seton Ridge Neighbourhood Plan (SRNP) Designation to Residential Environments (RES) Designation; • Amend Map 9Dd: Generalized Future Land Use – Bedford Highway, Halifax SMPS to redesignate portions of PID 00137802 from Seton Ridge Neighbourhood Plan (SRNP) Designation to Residential Environments (RES) Designation and Institutional (IU) Designation and redesignate portions of PID 40178485 from Institutional (IU) Designation to Seton Ridge Neighbourhood Plan (SRNP) Designation; • Amend Map 9De: Generalized Future Land Use – Bedford Highway, Halifax SMPS to redesignate portions of PID 00137802 from Seton Ridge Neighbourhood Plan (SRNP) Designation to Residential Environments (RES) Designation and Institutional (IU) Designation and redesignate portions of PID 40178485 from Institutional (IU) Designation to Seton Ridge Neighbourhood Plan (SRNP) Designation; • Amend Map 9Df: Seton Ridge Neighbourhood Plan, Halifax SMPS to redesignate portions of PID 00137802 from Seton Ridge Neighbourhood Plan (SRNP) Designation to Residential Environments (RES) Designation and Institutional (IU) Designation and redesignate portions of PID 40178485 from Institutional (IU) Designation to Seton Ridge Neighbourhood Plan (SRNP) Designation; **LUB** • Amend Map ZM-2 – Schedules and Secondary Planning Areas, Halifax Mainland LUB to include portions of PID 00137802 within the Bedford Highway Secondary Planning Strategy; and • Amend Map ZM-1 – Zoning (North Section), Halifax Mainland LUB to rezone portions of PID 00137802 from Seton Ridge Comprehensive Development District (SRCDD) Zone to Single Family Dwelling (R-1) Zone and Park and Institutional (P) Zone; and rezone portions of PID 40178485 from Park and Institutional (P) Zone to Seton Ridge Comprehensive Development District (SRCDD) Zone.

Item	Description	Amendments
Bedford Mainstreet Commercial – Housekeeping Item	The Bedford Plan Area Mainstreet Commercial designation and zone includes controls that limit the gross floor area for residential dwelling units. These controls predate the Regional Plan and present unique challenges for the conservation and adaptive re-use of heritage properties. A new policy enables Council to consider modifying select zone requirements for renovations and expansions to existing heritage buildings, in accordance with the Heritage Development Agreement policies of the Regional Plan.	**Amendment to the Bedford MPS** • Add a new policy (C-20A) to allow Council to consider a development agreement in accordance with the Heritage Development Agreement Policies of the Regional Municipal Planning Strategy, and consider modification of the Mainstreet Commercial requirements for height, lot coverage; setbacks; and maximum percentage of gross floor area occupied by residential dwelling units.
22 & 24 Brule Street – Housekeeping Item	This was designated as an Interim Planning Area on September 17, 2025. A permit has since been issued. To reflect this Order, one site-specific housekeeping amendment is recommended in the RC SMPS and LUB to remove amenity space requirements which aligns with the order established in the Interim Planning Area.	**Amendment to Regional Centre SMPS and LUB** Removing amenity space requirements for these properties to align with the established Interim Planning Area Order.

ATTACHMENT H:

Update to Regulation of Short-term Rentals in Rural Areas

Background:

Since the adoption of region-wide amendments for Short-term Rentals (STR) in 2023, commercial and residential STRs have been permitted in many zones across rural parts of the municipality. Some rural plan areas in the western portion of the municipality also allow for Tourist Accommodation use, which permits up to one dwelling unit per lot to be used as a STR. This enables a more flexible regulatory approach to STRs than what is permitted in eastern rural areas. To promote consistency across planning documents for rural communities across the municipality, staff recommend expanding this approach to align across additional plan areas that share a similar rural context for residential density and tourism.

Amendments are, therefore, proposed to the land use by-laws (LUBs) for the following plan areas:

- Eastern Shore (West)
- Eastern Shore (East)
- Lawrencetown
- Musquodoboit Valley & Dutch Settlement
- Planning Districts 8 & 9
- Planning Districts 14 & 17

Proposed Amendment:

A new general provision for STRs is proposed to the applicable LUBs. It will permit up to one dwelling unit to be used as a STR per property in all zones, so long as all other requirements of the LUB are met. Under this provision, a STR dwelling unit may include, but is not limited to, a whole home, a seasonal cottage (secondary property), a backyard suite, or a basement apartment (second unit), and is not required to be the primary residence of the operator.

ATTACHMENT I

Planning Changes to Support Housing Supply

What We Heard Report



November 2025

HALIFAX

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Introduction

This What We Heard Report describes the public engagement process for the updated approach to changes to land use plans and by-laws to comply with Provincial Minimum Planning Requirements Regulations and amendments to support housing supply, strategic planning efforts, site-specific requests, rural short-term rentals, and wind turbine setbacks. This process to propose amendments has been generally called the Planning Changes to Support Housing Supply.

Background

Provinical Minimum Planning Requirement Regulations

The Halifax Charter ("the Charter") is provincial legislation that controls how the Municipality operates. The Minimum Planning Requirements are regulations that form part of the Charter. The municipality's land use plans and strategies must meet these minimum requirements.

In August 2024, the province of Nova Scotia announced 12 new minimum planning requirements regulations (MPRs). On October 3, 2025, the province of Nova Scotia enacted the most recent revisions to the MPRs. These requirements are intended to make sure that the municipality's planning framework, including policies, by-laws, regulations, decisions and development approvals, recognize the current housing crisis in the Halifax region and work to support the increase in housing supply.

In addition to the MPRs to support housing supply, on March 7, 2025, the province announced further MPRs related to wind turbine setbacks.

The municipality's land use plans and by-laws must comply with these provincial requirements. The legislation is provided for reference in Appendix F of this report.



Regional Plan and Interim Planning Order

Following a public hearing on June 19, 2025, Regional Council approved the proposed 2025 Regional Municipal Planning Strategy (Regional Plan) which had brought forward policies and regulations that would bring the municipality into compliance with the MPRs.

On Aug. 8, 2025, the municipality received a letter from the Minister of Municipal Affairs in response to the municipality's submission of the updated Regional Plan, refusing the approval of the planning documents. The provincial refusal means that the current 2014 Regional Plan remains in effect and the municipality's planning documents do not comply with the Minimum Planning Requirements as required by provincial legislation.

On Oct. 3, 2025, the Minister of Municipal Affairs issued two orders to help address these changes; they are a short-term solution that will allow the municipality the opportunity to complete the work needed to fully enact these changes in municipal legislation while allowing developers the opportunity to move forward on proposed projects.



Proposed Changes

Amendments to the 2014 Regional Municipal Planning Strategy (the Regional Plan), secondary municipal planning strategies (Community Plans) and land use by-laws are proposed so that the municipality will be in compliance with provincial legislation and assist in advancing provincial interests. In summary, these changes include:

- Changes related to the Minimum Planning Requirements to support housing supply;
- Changes to address interim suburban growth
- Changes to address provincial Minimum Planning Requirements related to wind turbine setbacks;
- Changes to support site-specific requests;
- Changes to support housing supply or strategic planning efforts; and,
- Changes to support rural short-term rentals.

This Report summarizes feedback received about the proposed approach and amendments to comply with Provincial Minimum Planning Requirements and items of provincial interest. The Report is accompanied by a series of appendices for reference:

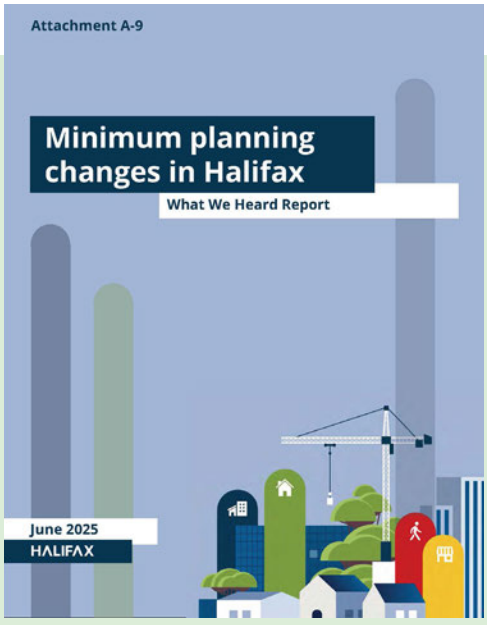
Appendix A – Results from Digital Campaign
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Appendix F – Minimum Planning Requirements

What We Did

Previous Engagement

Community engagement to address the Minimum Planning Requirements was undertaken in January and February 2025, and a What We Heard Report was included in the Phase 4 Regional Plan Review report dated May 16, 2025.

For this previous engagement, the public was invited to share comments and questions with staff over the course of the 30-day engagement period from January 24 to February 24, 2025. The information campaign included several digital and physical methods of communication. Key messages explained the Minimum Planning Requirements legislation, and how it relates to the Halifax Charter. Approximately 130 pieces of correspondence, comprising emails and phone calls, were received during the engagement period.



Cover page from June 2025 What We Heard Report on the Minimum Planning Changes

Present Engagement

Given this prior engagement, municipal staff undertook a process following the requirements of Administrative Order 2023-002-ADM, the Public Participation Administrative Order, which directs utilization of the Planning and Development Engagement Guidebook to determine if different or additional public participation to support the project is appropriate. It was determined that the appropriate level of public participation for engagement on these changes is to Inform/Consult with the public and interest groups.

To respond to a request for an expedited approach, staff received direction from Council to implement an accelerated engagement plan from October 8 to 24, 2025. During this time, written comments were invited from the public in response to the proposed approach and planning changes, and open houses were hosted by Planning & Development staff with attendance from development industry members and design professionals.

Because the changes being made are mandatory and are required by provincial legislation, the public engagement materials focused on information-sharing and making the public aware of the changes

How We Got the Word Out

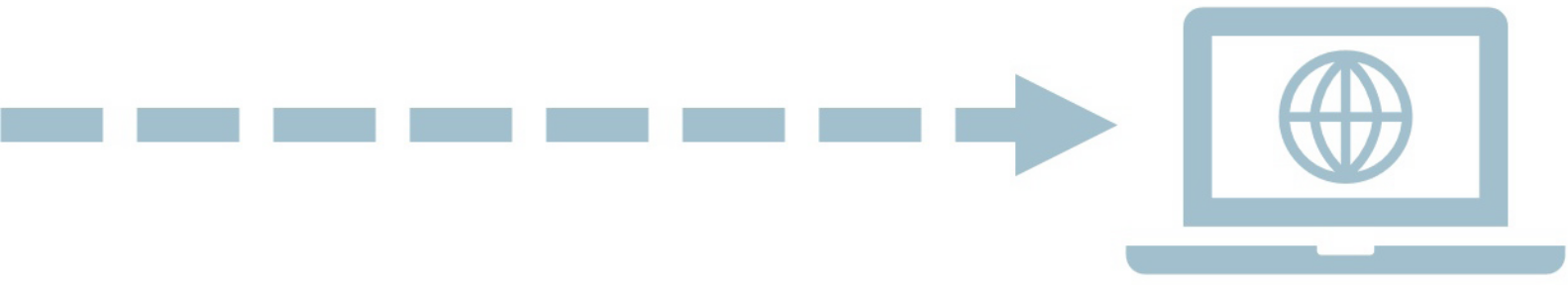
Public engagement for the Planning Changes to Support Housing Supply followed the public participation program approved by Regional Council on October 7, 2025. The public was invited to share comments and questions with staff throughout the 2-week engagement period from October 8 to October 24, 2025.

The information campaign included digital and physical methods of communication. Digital notices were sent out by email to members of the Regional Plan distribution list, including HRM residents, special interest groups, and non-profit organizations, and to industry representatives.

Website

The Engage Halifax Webpage (https://engagehalifax.ca/2025-planning-changes) for Planning Changes to Support Housing Supply was launched on October 7, 2025. The webpage was a central hub for the engagement as advertisements directed the public to visit the webpage to learn more.
Elements of the Planning Changes to Support Housing Supply webpage included:

- Key background details explaining the Minimum Planning Requirements legislation and how this legislation relates to the review of the Regional Plan;
- A timeline of key dates, including the announcement of the Requirements, the date of the Minister's decision on the proposed 2025 Regional Plan, relevant Council meetings, and the start to the interim approach to planning amendments;
- Details about the purpose of the engagement period and contact information to connect with staff;
- An explanation of what next steps can be expected after the close of the engagement period;
- 13 informational factsheets that provide greater detail on the proposed approach for each Requirement, what plan areas are affected, and what changes residents can expect to see. The factsheets are included in Appendix E; and,
- 28 marked-up planning documents showing the proposed changes in the text of all draft Secondary Municipal Planning Strategies and Land Use By-Laws.



Email and Phone Correspondence

The Regional Plan email (regionalplan@halifax.ca) was the primary method of communication between staff and the public. Staff returned emails, arranged phone calls as needed, logged correspondence, and answered questions. Inquiries were also collected through 3-1-1 and referred to the Regional and Suburban Planning teams for follow-up.

Digital Screen and Ads

Digital posters were distributed and displayed on screens in Halifax Public Libraries, transit terminals, and recreational centres across the municipality during the engagement period. A short video explaining Planning Changes to Support Housing Supply was also displayed on digital screens. This summarized the new provincial requirements and directed the public to visit the webpage to learn more. Social media content was also shown to Meta users on Facebook and Instagram inviting them to visit the project website and learn more about the proposed planning changes.





Industry Open Houses

Two drop-in open houses were hosted by Planning & Development staff and attended by members of the development industry and design professionals. The goal of the open houses was to share information and receive feedback on the proposed approach of implementing the provincial Minimum Planning Requirements in municipal planning documents and timelines for implementation. The purpose was to provide the amendments in a clear and transparent manner, highlighting how the municipality is proposing to implement the MPRs within the 2014 Regional Plan and other planning documents. This was undertaken through focused conversations and feedback from the development and design community.

Open houses were held on October 15 and 16 and hosted in HRM's Planning & Development board rooms located on the 3rd floor of Duke Tower. Each session ran for three (3) hours, from 1 pm - 4 pm and included a running presentation, individual stations for amendment topics, each with the applicable fact sheets and markup documents. Municipal staff were available at every table to provide information, answer questions and to gather feedback from all attendees.

Members of the Development Industry were invited to attend the workshops, including: property owners involved in the regional and community planning processes; Urban Development Institute, Construction Association of Nova Scotia, Home Building Association of NS, developers, consultants and architects involved in regional and community planning processes, and Provincial staff from Growth & Development and Municipal Affairs. Industry contacts were identified through previous inquiries, existing applications, and business registry lists maintained by staff. In total 22 individuals attended the open houses.

A summary of the open house feedback can be found in Appendix D of this report.

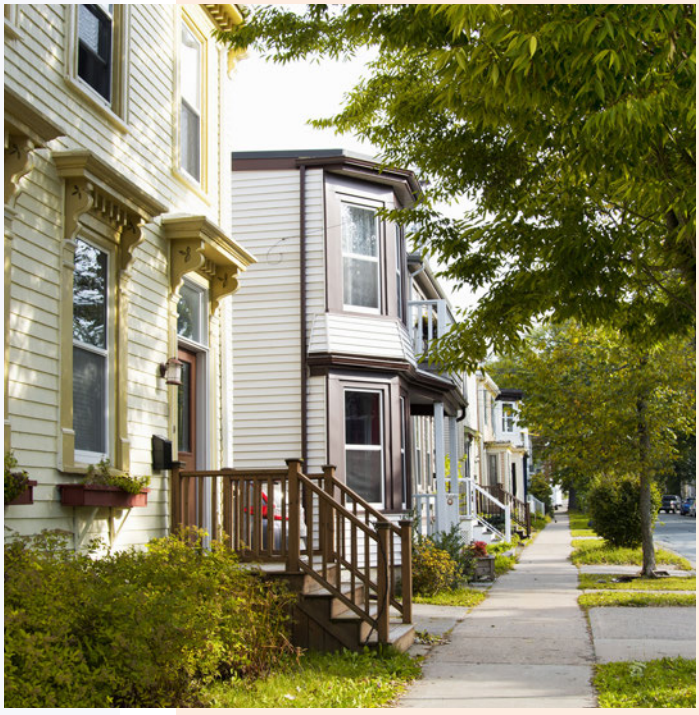
What We Heard

Staff received approximately 56 written submissions of comments and questions from members of the public about the package of Planning Changes to Support Housing Supply. All correspondence was recorded and analyzed by staff. Appendices B and C provide a record of written correspondence.

In general, public feedback included comments on the content of the Minimum Planning Requirement regulations (MPRs) and related proposed amendments, as well as comments about the process of engagement and approach being taken to amend the Regional Plan. Some proposed changes received specific comments, with many participants offering their feedback more broadly. Themes emerged from the feedback and have been summarized in the following section.

Industry Comments

In addition to public participants, approximately 22 members of the development industry attended the open houses, including: 1 provincial staff, 10 consultants/architects, 3 members of advocacy groups, and 8 developers/property owners. Much of the discussions with industry members centered around clarifying questions and inquiries on specific projects and sites.
Comments from industry members are summarized below with each theme and Appendix D includes more details on industry member feedback.



Comments About this Engagement

Members of the public expressed some confusion and dissatisfaction about this engagement period. Some comments conveyed frustration that aspects of the proposed changes are required by provincial legislation and, therefore, cannot be impacted by public opinion. Therefore, the process of this engagement was discouraging to some.

Other critiques were received regarding the short window of the engagement period (17 days) and the reliance on digital platforms for sharing information. Targeted engagement with industry members was also a source of concern from some commenters, who saw providing open house opportunities to developers and not to other members of the public as an inequitable approach.

Despite these critiques, several of the comments included statements of appreciation for the opportunity to submit feedback on the amendments and have it considered by staff and Councillors.



Industry Comments: About this Engagement

- In general, industry attendees responded positively to the small scale and conversational approach that was taken for the open houses. Several people appreciated the Fact Sheets (see Appendix E) and how they were used to break down the information.
- Feedback from industry attendees regarding the MPRs was mixed, with some industry members noting support for changes and Provincial involvement, and others expressing frustration around impacts to their developments following the refusal of the 2025 Regional Plan.

Recognizing and Responding to Housing Shortage - MPRs (a) and (b)

a) include a statement of policy that expressly recognizes that the Province and, in particular, the Municipality are experiencing a housing shortage crisis and specifies that the most urgent priority in municipal land-use planning, regulation and development approval is to rapidly increase the supply of housing in the Municipality;

b) require that priority be given to increasing the supply of safe, sustainable and affordable housing in the Municipality over other interests identified in the municipal planning strategy for the purposes of all processes, approvals and decisions made under the municipal planning strategy.

Feedback was generally supportive of amending policy statements to acknowledge the housing shortage crisis and need for housing in the municipality (MPR(a)). Some comments that were received also noted positively that MPR(b) prioritized the supply of safe, sustainable and affordable housing. However, the same commenters also questioned how this would be achieved.

Suggestions included that the amendments provide definitions of what is meant by “safe”, “sustainable” and “affordable”. Additionally, there was some disagreement that the housing crisis is mainly an issue of supply. Feedback generally advised that the quality of housing and quality of neighbourhoods ought to be given more attention through the proposed amendments.

Industry Comments: MPRs (a) and (b)

No industry-specific feedback was received regarding MRP (a) and (b), except for a letter submitted by the Ecology Action Centre (see Appendix C) which noted that:

- definitions for safe, sustainable and affordable housing are needed, along with parameters and timelines to measure these goals; and,
- MPRs and the Provincial government need to acknowledge that the housing crisis is not just about housing supply. It also requires affordability and accessibility to housing.

Residential Uses in all Zones - MPR (c)

c) permit residential uses in all zones, except for all of the following:

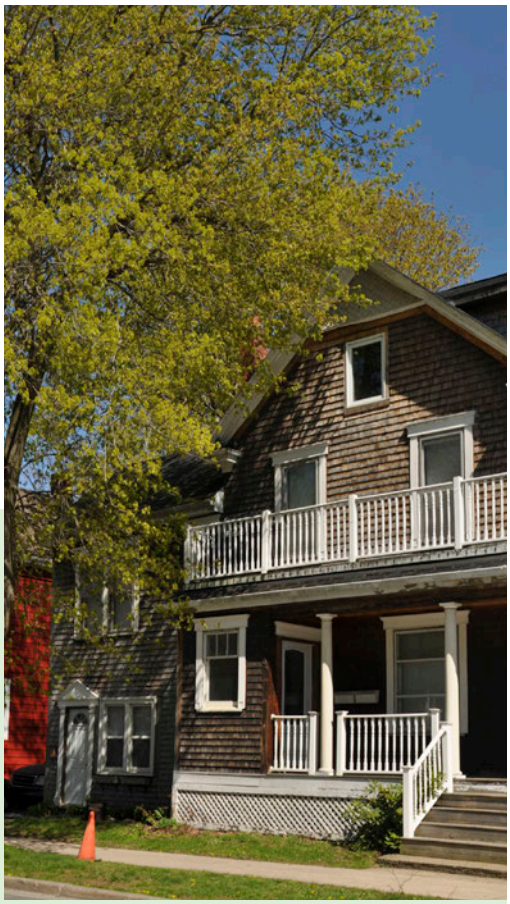
(i) areas zoned for industrial, military, park, transportation reserve, and utility uses,
(ii) zones intended to protect the environment, water supply, floodplains or another similar interest

No specific public feedback was received.

Information Sharing - MPR (d)

d) require that the Municipality share with the Province the information used by the Municipality to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth

No specific public feedback was received.



Identifying Suburban Area - MPR (e)

e) implementation of a land-use by-law for the area of the Municipality identified as the suburban area on the map attached as Appendix A, or a substantially similar area, no later than January 31, 2025

The Interim Planning Area Order outlines the "Suburban Area" map as all locations in the Urban Settlement designation, including both current and future planned serviced areas. A small amount of correspondence was received for this requirement. Comments were received asked for clarity on the inclusion of future planned service areas when "Suburban Area" is defined as the area where services are located and were opposed to the inclusion of Special Planning Areas, Sandy Lake and Highway 102 West, within the boundary of the suburban area.

Suburban Growth Opportunity Sites

Melville Heights & Dentith Road

Correspondence was received about two suburban growth opportunity sites in Spryfield; Melville Heights and Dentith Road. Prospective development of these areas received mixed feedback. Comments that were supportive of the development and densification of these sites were optimistic that development of the sites could:

- attract more commercial activity to the wider area;
- offer desirable housing; and,
- improve quality of life through related investment in public spaces.

Other comments expressed concern about encouraging densification of these sites. Commenters opposed to

Industry Comments: MPR (e)

- Several questions surrounding the wording of what/where the suburban area is located were received from Industry.
- Industry requested consideration for suburban regulations that provide increased flexibility and reduced prescriptive design rules. Attendees of the open houses commented that many of the design elements required in the Regional Centre (such as step-backs, floor plate breaks and entries) are expensive to construct and too complicated to design.
- A broad amount of discussion was received from Industry regarding surrounding study requirements, development agreement options, and context policies for the Suburban Interim Growth Policies.
- Several Industry members requested clarity of the language in the Interim Planning Area Order around how the 800m walkshed around Transit Oriented Development be identified and where the 800m will be measured from/to.

the sites saw intensification along Herring Cove Rd. as primarily having negative impacts on traffic congestion, with related impacts on safety for pedestrians and cyclists along congested routes. Some called for improvements to road and transportation infrastructure, and greater planning for services like schools and medical centres, before encouraging more residential development in this area.

Tacoma Dr.

A single piece of correspondence was received in favour of this suburban growth opportunity site. This feedback encouraged greater density in the area and supported making the areas more attractive for development by increasing building height allowances.

Industry Comments: Growth Opportunity Sites

- Industry supports a phased approach for growth sites that would allow a portion of sites to move forward to development while the rest of the site design is being completed. This would be undertaken after an agreed upon conceptual design was completed and through technical review for services.

Maximum Building Height - MPR (g)

g) not impose maximum height restrictions in a manner that negatively affects the density of residential buildings using mass timber or any other construction method.

Few public comments were received regarding MPR (g). Feedback generally expressed concern that removing height restrictions for residential buildings could have negative impacts on the character of communities, the quality of public space, and contradicts human-scale design principles.

Industry Comments: MPR (g)

- Industry generally supported the change to how height will be measured.
- There were requests for HRM to consider re-defining mid-rise from 10 storey to 12 storeys. It was noted that this would enable more exploration of mass-timber construction, with some stating that mass timber is likely not feasible at 10 storeys.

Unit Mix Requirements - MPR (h)

h) for residential buildings that begin construction before April 1, 2027, provide that no requirement related to unit mix applies.

The proposed changes to unit mix to comply with MPR (h) received some of the greatest number of public comments. Primarily, feedback opposed the requirement and saw it as short-sighted. Some expressed concern that it may result in the construction of mainly single-occupant units and limit the availability of 2- and 3-bedroom units to accommodate families, people living with roommates, or multi-generational households. Commenters saw this requirement as having negative long-term impacts on housing supply and affordability.



Industry Comments: MPR (h)

- Mixed response was received from Industry regarding the removal of unit mix requirements. Some felt a unit mix was a good way to create communities for everyone, some felt unit mixes should be market driven, not regulated. Many expressed the opinion that despite the change in the requirement, a unit mix is the preferred approach for new residential developments with additional comments that a mix is preferred because bachelor-unit rentals experience a greater amount of turnover, while 3-bedroom units are more challenging to rent.
- Some industry members noted that the amenity space requirements for multiple unit dwellings have not changed. As amenity space is required per unit, if a developer chooses to increase the number of residential units by offering a greater number of bachelor or one-bedroom units, more amenity spaces must be provided.

Residential Parking Requirements - MPR (i)

i) provide that no requirement for on-site parking applies to residential uses within the urban service area

The proposed changes to residential parking to comply with MPR (i) also received some of the greatest number of public comments. Feedback was generally opposed to MPR (i). Several comments expressed that residential parking is a necessity in suburban areas due to limited alternatives to private vehicle transportation. Commenters encouraged that a more robust transit system ought to be in place before taking away parking requirements. Concerns about the impacts of MPR (i) included an anticipated burden on street parking with subsequent impact on street plowing in the winter, the overcrowding of buses, and the loss of onsite accessible parking spaces to support tenants with mobility disabilities and adapted vehicles. Staff advised that NS Building Code requirements for parking will play a role in addressing the latter concern.

Industry Comments: MPR (i)

- A few questions were received about how MPR (i) applied to accessible parking, and feedback supported that accessible parking spaces should be required in the Land Use By-law.
- Conversation with industry members included whether the removal of parking requirements applies to bicycle parking.



Ground Floor Commercial - MPR (j)

j) for multi-unit residential buildings that begin construction before April 1, 2028, not require that the ground floor consist of more than 20% commercial use.

Proposed changes to the requirement of ground floor commercial space for multi-unit residential buildings to comply with MPR (j) also received a high volume of public comment. Comments received were generally unsupportive of the changes. Feedback opposed to the change saw the requirement as short-sighted and pointed to ground floor commercial as an asset to the walkability of communities, generating jobs in neighbourhoods, and improving access to daily needs and services in residential areas. Relatedly, concerns included that without more neighbourhood commercial, services would be limited to centres that are mainly accessed by private vehicle, resulting in greater traffic congestion and higher carbon emissions.

Industry Comments: MPR (j)

- Ground floor commercial requirements had mixed responses from Industry. Some felt ground floor commercial were important for creating complete communities, while others felt it should be market-driven rather than through regulation. A few attendees noted that the construction deadline of April 1, 2028 may be difficult to achieve.

Temporary Housing - MPR (k)

k) permit temporary housing in non-permanent structures as a use in all zones where it can be safely established to allow employees to live on or near their worksite during a work assignment for a period of time that can be reasonably tied to the duration of the project and that is explicitly set out in the development permit

No specific public feedback was received.

Manufactured Housing - MPR (l)

l) permit manufactured housing, including modified shipping containers converted into housing, in all residential zones

No specific public feedback was received.

Industry Comments: MPR (l)

- Industry requested more nuance between modularity and mass timber. There is confusion around language discrepances between HRM and the Province

Wind Turbines - MPR (m)

14 (1) Any statement of policy included in a municipal planning strategy in accordance with clause 13(c) on the minimum setback required between a residential dwelling and a wind turbine, that is part of, or located within, an energy-generating facility with a production rating of 2 MW or greater, must not require a minimum setback larger than the greater of the following:

(a) 4 times the wind turbine height;
(b) the distance required to ensure that
(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling, and
(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker

A single piece of feedback pointed to an opportunity to address policy and planning changes to support solar facilities as another renewable energy technology when proposing amendments related to wind turbines.



Short-Term Rentals in Rural Areas

Correspondence received was largely supportive of the proposed changes to short-term rental (STR) regulations in rural areas. Public feedback pointed to the following perceived benefits from a more permissive regulatory approach to STRs:

- Small-scale, residential STR uses (such as renting a secondary suite) can increase affordability of homeownership through supplemental income;
- STRs fill a market demand for non-traditional accommodation options;
- STRs support the tourism industry which can increase demand for other tourism businesses and related employment;
- STRs are needed in rural areas where traditional accommodations are not available, particularly in remote areas that are attractive for seasonal recreation.



Complete Communities and Environmental Policies

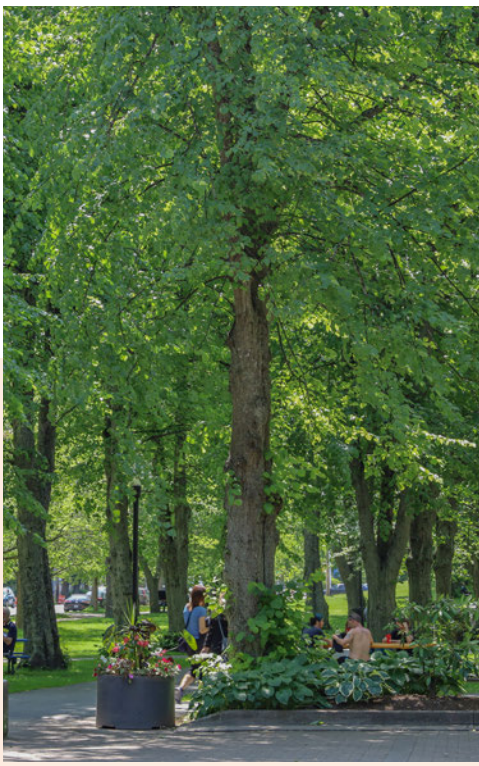
Much of the public feedback was broadly concerned with the long-term impacts of the proposed amendments and encouraged prioritizing a forward-thinking approach to building communities. Many of these comments requested more consideration for the sustainability of natural environments and infrastructure. Often this included questions and comments about environmental policies that were proposed in the 2025 Regional Plan and refused by the Minister in August. Some of these specific policies were not included for comment during this engagement period. Nonetheless, they arose in the submitted correspondence as issues of importance to those who provided feedback.

Overall, members of the public encouraged consideration of additional policies to:

- protect biodiversity;
- establish and protect wildlife corridors;
- encourage complete communities with access to transit, services, parks, and open space;
- prioritize active transportation infrastructure;
- increase the development buffer for wetlands, watercourses, and coasts from 20 metres to 30 metres;
- enhance climate change resilience, including fire and flood preparedness; and,
- remove Sandy Lake as a Special Planning Area.

Industry Comments: Complete Communities

- Industry expressed expectations that work to increase transit service and schools will continue to move forward in tandem with these amendments.



Additional Comments

Some feedback was received in addition to the themes summarized above. A few pieces of correspondence included comments pointing to:

- a need to address population growth through the Regional Plan. Feedback suggested stating population projections in the policy, and others suggested reasons why growth may be undesirable for the Halifax region. For instance, growth at the expense of community-feel or without supportive infrastructure; and
- concerns about the role of the province to direct planning changes through the Interim Planning Area Order and other legislation, which impacts the decision-making powers of Council and the opportunity for collaborative engagement with the public.

Additional Industry Comments: Rural Areas

- Industry was generally supportive of the changes to density calculations for Comprehensive Development Districts in rural areas – although comments expressing the requirements does not go far enough to make developments feasible.
- Industry requested that staff consider further measures to increase flexibility in regulations; such as reducing application requirements and reducing the number studies necessary to undertake a CM. Specifically, some industry members asked staff to reconsider density control, stating that as they are overpowering housing costs, because the studies currently required are too expensive to undertake for a yield of 1 unit per hectare.

Next Steps

Staff would like to thank everyone that participated in this public engagement on planning changes to comply with Provincial Minimum Planning Requirements Regulations and amendments to support housing supply, strategic planning efforts, site-specific requests, rural short-term rentals, and wind turbine setbacks.

The package of amendments to the 2014 Regional Municipal Planning Strategy (the Regional Plan), secondary municipal planning strategies (Community Plans) and land use by-laws are part of the Municipality's commitment to meeting provincial requirements to support and grow opportunities for housing across the region. Staff will continue to engage with the province throughout the process of implementing amendments that bring land use by-laws and policies into compliance with the mandatory Minimum Planning Requirement Regulations and share information with industry members and the public through updates to the Engage Halifax webpage.

The feedback received from residents, community organizations, and the development community on these changes provided valuable insights into opinions and attitudes about a wide range of planning issues and their impacts on communities. Similar to the feedback received through previous engagement on the Minimum Planning Requirements, public feedback was clear in expressing that there continue to be significant concerns around housing availability and affordability, infrastructure capacity, and access to amenities and services.

Staff will continue to engage with communities throughout the municipality as future planning work progresses on the Suburban Plan, Rural Plan, and Regional Plan Review Phase 5.



Appendix A – Results from Digital Campaign

Table 1 summarizes the reach of the information campaign across all digital sources.

Table 1: Digital Information Campaign

Type of Content	Platforms	Impact
Paid Social Media Campaign	Meta Ads (Facebook, Instagram)	**Clicks: 1,199** Clicks are when someone clicks on the ad **Impressions: 70,400** Impressions are the total number of times the ad is shown, regardless of whether anyone clicks it **Reach: 24,830** Reach is how many unique people saw the ad. If someone sees the ad multiple times, they are counted only once in the reach.
Organic 'Unpaid' Social Media Posts	Facebook Instagram X (Twitter)	**Total Engagements: 14** Engagements are the number of reactions, comments, shares, and clicks on a post **Reach: 3,162** Reach is the number of users who saw the post
Mailing List	Regional Planning email	**473 email notices sent**
Regional Plan website https://www.halifax.ca/about-halifax/regional-community-planning/regional-plan Page views between Oct. 8 – Oct. 24, 2025	Halifax.ca	**Page views: 1,071**
Engage Halifax Project Webpage https://engagehalifax.ca/2025-planning-changes	Engage Halifax	**Page Views: 2,837** **Total Document Downloads: 1,132** Number of downloads by type of document - **Factsheets: 481** - **Marked Up Copies: 625** - **Minister's Letter: 26**

Appendix B - Correspondence Log

Appendix B	
Correspondence Table	
Ref #	**Communication**
C1082	[Email] Fwd: Confirmation of R-4 Residential Designation under N.S. Reg. 195/2025 – PID 40513780, Timberlea, NS We are writing to formally request confirmation that PID 40513780, located in Timberlea, Nova Scotia, is an R-4 residential designation under the Interim Planning Area Order (N.S. Reg. 195/2025), filed on October 2, 2025. This Order, issued by the Minister of Municipal Affairs, establishes the Halifax Regional Municipality Interim Planning Area and introduces new Interim Suburban Area Policies to accelerate housing delivery, support mixed-use and higher-density development, and align municipal planning with both provincial housing priorities and the federal government's directive to expand housing supply through densification and regulatory reform. Given the property's characteristics, access to full municipal services, and its location within the suburban growth corridor of Timberlea, PID 40513780 clearly meets the intent and direction of Schedule A of the Order — which promotes compact, transit-supportive, and higher-density residential communities. The provincial framework explicitly directs municipalities to enable diverse and intensified housing options, including multi-unit, and to remove outdated zoning restrictions. With Nova Scotia's designation of HRM as an Interim Planning Area, provincial minimum planning requirements now supersede restrictive local bylaws, including prohibitions on new multi-unit dwellings. This change further strengthens the case for enabling missing-middle housing on PID 40513780. Accordingly, we request that Halifax Regional Council and the Planning & Development Department act without delay to align the Land Use By-law (LUB) with the Interim Planning Area Order, ensuring compliance with both provincial authority and federal housing direction. Doing so will immediately unlock development potential for sustainable, attainable, and well-designed multi-unit housing on this and other eligible sites. It remains our position that PID 40513780 qualifies for development consistent with the R-4 (High-Density Residential) Zone or equivalent permissions under the Interim Planning Area framework. To ensure clarity and compliance, we request written confirmation of this eligibility. Thank you for your attention. Regards, [Name Redacted] [Redacted]– Timberlea, NS [Redacted]
C1084	[Email] Question regarding amendments to planning docs Good morning, I'm looking for clarification on the proposed changes to the Downsview Mall which will allow residential by way of a DA. I understand this is also the case for 799 Sackville Drive and the Superstore Mall at 745 Sackville Drive. At yesterday's Council meeting, Anne (sorry, I missed her last name) said that the Downsview transit area has been added into the Suburban Interim Growth policies and that development can happen within 800m walk-shed of a proposed BRT corridor. Is the proposal to allow residential by way of a DA at Downsview, Superstore, and 799 Sackville Drive because these properties are within a 800m walk-shed of a proposed BRT corridor? If so, can you please provide further detail. Is it within 800m of the Downsview transit stop? Thanks, Michelle Champniss, LPM

	Executive Director Sackville Business Association [Redacted]
C1087	[Email] Regional Plan Comment Good morning, My name is [name redacted] I am a property owner in Clayton Park West. I'm writing to provide my comments and concerns regarding the following change requested by the province: "(h) for residential buildings that begin construction before April 1, 2028, provide that no requirement related to unit mix applies" This change means developers have no obligation to create mixed units and can build based on profitability per unit. We can see the negative long-term effects of similar policies in Toronto in real time--why developers want to eat the cost of an entire building because no one can afford their 3k shoeboxes is beyond me, but unit mix requirements would both save them from themselves AND improve affordability overall by allowing for unit-sharing agreements. (Remember "roommates"? Hard to have those in a bachelor pad.) I don't see any way this change will benefit anyone but developers, and even they are unlikely to benefit long term outside having a shiny new building to put in their portfolio. Thank you, [Name Redacted]
C1088	[Email] Minimum Planning Requirements Regarding Fact Sheet H: The elimination of a requirement for unit mix in new buildings is a step in the wrong direction. This policy displays zero consideration for the CITIZEN in need of a multi-bedroom home. The rampant demolition of a significant number of multi-bedroom houses in Halifax being replaced by buildings consisting of studio and one-bedroom apartments benefits no one but the developer. It is extremely foolish policy. ~[Name Redacted], District 9
C1089	[Email] Comments on the draft Regional Plan Hello : In June, I prepared some comments on the draft Regional Plan, but submitted them to the Clerk’s office too late for the public hearing. Since the Plan was sent back to HRM by the Minister, I offer the attached to the reviewers for your consideration. 19 June 2025 Comments on the draft Regional Plan To : Mayor & Councillors of HRM These comments are personal. I am a member of various NGOs and on some occasions do speak on their behalf, but these comments are my own and not on behalf of any organization.

	I am a resident of the Halifax Peninsula, a homeowner and therefore a payer pf property taxes. From 1994 to 1998 I was an elected councillor for the former City of Halifax, and then of the first HRM Council. Following, I served five terms as MLA for Halifax Chebucto, from 1998 to 2013. I taught the law of land-use planning at Dalhousie's Law School for some fifteen years, have published articles on the subject, and a text on the law of planning. I take a strong interest in local government matters. As a lawyer I have represented clients in planning cases. General It is striking that there is no mention of the stated Provincial Government interest in doubling the population by 2060. For HRM such a move would likely mean an increase in population to c. 1 million, given the evolution of population settlement patterns in N.S. Any long-range planning document should mention this possibility. It is also important to note the inherent awkwardness of our geography which, combined with history, has located many places of employment and other attractions such as the Port, the Navy, Government offices, health care facilities, and major universities on the Halifax Peninsula. While this is a major fact, it suggests that there should be a strong emphasis on decentralization of employment and other centres away from both the Peninsula and the Regional Centre. For example, there is no NSCC campus on the Eastern Shore, whereas there are such campuses situated in a balanced way throughout the rest of the Province; the draft Plan might suggest establishing a new campus. There is little that shows any appreciation of the desire of Canadians to be the owners of their housing rather than to be renters. All types of housing are, for the most part, referred to in an undifferentiated manner. The Canadian pattern has been for two-thirds of the population to own, with the rest as renters in one form or another (regular rentals, social housing, co-ops). Until recently this has been the pattern in HRM, but now there has been a significant shift to rentals. On p.12 there is a table that indicates some 41% of households (perhaps of population) as renters, but this does not seem to reflect contemporary shifts; indeed some HRM documents have put the rental population of the Peninsula at 75%. There is nothing inherently wrong in rentals, but as offered in HRM there are drawbacks : most of the units are small (bachelor and one-bedroom) rather than being of a size to allow for families with children; child care has not been required as an adjunct to rental buildings; nor has adequate recreation facilities been a feature of contemporary construction, particularly open space. At p.23 of the draft Plan there is reference to this type of support but it is not featured nor has it been required by HRM. On pp.5/6 there is reference to cultural and heritage resources. Having just visited Quebec City, I am struck by a contrast with HRM. Both cities are capitals, that are of an age, and that strongly relate to water. But Quebec City has valued these aspects of their overall heritage whereas HRM has clearly not. On p.7 there is reference to offshore oil and gas as an economic driver. This appears not to accord with reality. The SOEP project expired some years ago, and there is little related activity now. Environment, Energy and Climate Change A notable absence is a simple statement that trees are a valuable environmental and energy resource, as storers of carbon and cleaners of the air. Likewise, there does not seem to be any reference to solar energy. On p.34 there is discussion of wind power, but some policy on solar should be added. Indeed, the Province might be asked to enact solar shade laws if HRM sees itself as not having the authority to control this. Policies could extend to roof solar. On p.33, there is reference to energy efficient buildings : but there could be recognition that existing, i.e. already-constructed buildings represent embedded energy. Settlements and Housing As noted, there should be some consideration of local employment and other attractions outside of the Regional Centre. This would reduce the inconvenience, expense, and emissions associated with commuting. Thus, the Generalized Future Land Use Map 2 might reconsider the extent of the 'Rural Commuter' designation. The name itself suggests a dedication to commuting as a way of life.

	Transportation and Mobility The trip modes illustration on p.64 shows that modal shift to public transit has not been a success, nor is it projected to be, apparently. It is understandable that there is such reliance on private automobiles, but some serious attention might be paid to both the decentralization I mentioned, as well to as new services. I strongly suggest that the draft Plan adopt a goal of no new roads or highways, and concentrates on maintenance and repair of the existing system. Roads and car traffic are akin to riverbeds and water : if a riverbed is made larger there will be greater water flow, and if roads are made wider there will be more cars. The long-range projections of costs for new roadbuilding in HRM are enormous. Abandoning such plans is one of the few ways to achieve financial savings for HRM. Thus, for Map 1 and also for Schedule I (Future Transportation Routes) the category of 'Future Potential' could be entirely removed. In terms of some specifics, I note : *there does not appear to be any plan for use of the railroad cut for commuter rail. Why not? *for Map 6, 'Commuter Express' does not appear to be defined. There should be some exploration of standards for projected time savings. *nor does Robie Street appear to be a part of the Commuter Express plan, or in Table 4-1 'Road Network Projects'. That is fine : indeed there is no need for the proposed widening of Robie Street south of North Street. The stated purpose of the proposed widening is to accommodate buses. But this can happen through the use of overhead signals instead, at a much lower dollar cost, and with no disruption of the local community, displacement of tenants in affordable housing, and loss of trees. Finally, I note that in section 4.2.3 (p.62) there is a statement that "Metro Transit will continue to investigate the potential demand and feasibility of new services…". Surely this is too tepid a statement for a Plan. It appears to shift responsibility for public transit planning to an entity with relatively little openness and accountability, without any timetable or sense of priorities. The Regional Centre & Cultural and Heritage Resources Two points about these sections of the draft Plan : *HRM has shifted away from reliance on planning for major developments through use of development agreements and has moved to a combination of as-of-right zoning and density or bonus zoning. This is not a good idea. The approach deprives residents, and Councillors, of the opportunity to consider in detail new proposals. There was never any evidence that public scrutiny held up projects. *there is no mention of the Halifax Common. Council will be aware that there are no provisions in the HRM Charter that offer the sort of legislated rules for the Halifax Common that exist for the Dartmouth Common. Nor is there any suggestion in the draft Regional Plan that the Master Plan for the Halifax Common should be respected, or that there should be maintenance of the Wanderers Block for public purposes. Governance and Implementation Engagement of citizens in the planning process is crucial to a democratic municipality. The draft Plan refers to "ongoing dialogue"; this, especially if characterized by openness, and with steps taken at the earliest possible stage of proceedings and in advance of irrevocable decisions, and with two-way engagement, would be greatly valued. Alas, not much of this actually occurs in HRM. Such dialogue should be much more reliant on face-to-face talk rather than through online surveys or one-way communication. I know from talking with my fellow residents that there is a serious interest in this. All the best in your deliberation. [Name Redacted] [Redacted] Clifton St Halifax, N.S. [Redacted]
C1091	Email] Suggested RP amendment re: Suburban Transit Oriented Opportunity Sites Hi Leah and Anne,

	I'm working with Sightline Planning + Approvals with regard to some sites along Herring Cove Road in Spryfield. We would like to formally make a request for edits to the Suburban Transit Oriented Opportunity Sites policies, mainly policy SA-2B a), in order to allow sites which are currently designated and zoned HA to be included so that the DA option is available to those sites as well. We feel that there is rationale or justification for this amendment and can provide more details in a formal written report in the near future. Generally, these include the following: • despite being within a relatively new designation and zone, many HA sites are very limited in terms of development potential due to small lot size and narrow widths and it's difficult to achieve a reasonable floor area when taking into consideration the required setbacks, streetwall stepbacks, etc. (we will provide specific examples and details); • draft policies SA-2B, SA-3B, SA-4B & SA-4C (proposed Chapter 6.0B) appear to allow much greater development potential via DA than possible on HA sites (which do not have the same DA option). In effect, this amounts to penalizing the HA zoned sites; • given that there are approximately 66,000 properties in the Suburban area, the relatively small number of HA sites will not involve a huge impact if included within the DA policies; • allowing for a DA option, in addition to the as-of-right HA regulations, would be similar to what already exists within many suburban areas at the moment. For example, the Sackville Drive MPS/LUB allows for as-of-right development of 50 feet above average grade (5-storeys), but also allows for greater heights via DA process (MPS policy set SS-4 (a)). We would like to receive your initial feedback on such a proposed amendment. FYI, Caleb Nakasaki and I plan to attend the open house session next Thursday afternoon (Oct. 16), where we can discuss in more detail. Please let us know if there are any major issues with this proposal, in your view, as well as whether you will be available at the open house, and how we should proceed with a more detailed written request. Thanks, Paul Consultant
C1093(1)	[Email] Invitation to Development Industry Open House - lack of consultation on solar facilities Atten – Regional Planning Team I receive the below this week. It is extremely disappointing that HRM Planning has chosen not to include consultation on solar renewable energy equipment installations in this latest round of consultations with the development industry outlined below. I was not even aware that wind setbacks were even raised as an issue…but see that they are being brought forward for discussion in the below outline. Meanwhile, the fact that the Regional Plan effectively blocks solar facilities from being developed in areas where they can actually achieve grid connection appears to have not made the cut for consultation, despite quite a discussion at the Regional Plan public hearing. Again, very disappointing. Can solar facilities be added to this round of consultation to try to move the topic forward in a reasonable time frame ? Thank you

	POLYCORP Properties Inc. Peter Polley
C1094	[Email] HRM regional plan Hello, I am writing to share feedback about the province's meddling in the HRM regional plan. I think that 2 and 3 bedroom apartments are an integral part of increasing housing supply and affordability in Halifax, particularly for families with children who cannot fit into a one bedroom apartment. Additionally, ground floor retail space is critical for walkable and liveable neighbourhoods that reduce congestion and carbon emissions. I feel very disappointed that the province has interfered in the regional plan with these regressive changes. Thanks, [Name Redacted]
C1095	[Email] Potential Service Boundary Extensions To whom it may concern, I hope this email finds you well. We own a property in Cole Harbour, Halifax and understand from discussions with the Planning Department that there may be a plan to extend the service boundary in the future. I wanted to inquire if there is more information about that. Please let me know if you need any more information from me. I looking forward to hearing back from you. Best Regards, [Name Redacted], CNP
C1096(1)	[Email] Population growth in Hfx/NS Hello decision makers, I wanted to bring your attention to this article about the rate of population growth in Alberta's major cities and how it is frustrating local residents: https://www.cbc.ca/news/canada/calgary/too-much-too-fast-majority-polled-in-calgary-edmonton-unhappy-with-pace-of-population-growth-9.6935121

	The messages I see here are very similar to what I and everyone I speak with feels about the pace of growth in Halifax. We liked Halifax as a small city, with easy access to services and resources. We liked the slow pace, the friendly faces, the lack of traffic, the lack of sprawl. I hope you will read this article and consider the benefits of "small is beautiful" rather than pushing a growth agenda. I haven't seen any "improvements" in Halifax myself, from the rapid and significant increase in population! Thanks for thinking on it, [Name Redacted] [Redacted] Cabot Place
C1096(2)	Re: [Email] Population growth in Hfx/NS Hi Kate! Thank you for checking - and yes, I would appreciate it if my feedback could be included. Also copying some fellow Haligonians who might like to comment..... In addition, I would like the Regional Planning exercises, - this one and future ones, to address the following questions: "How much growth is right for our city?" "What are the negative impacts of growth as well as the positives?" "What do the citizens of HRM think about growth and the positive and negative impacts of it?" "What is the ecological carrying capacity of HRM, in terms of total number of people?" I don't think growth should just be accepted as inevitable. I think it's possible to have a collective discussion about how much growth is good- and then enact policies that target only that much growth, rather than infinite growth. I think part of what makes Halifax great, is that it is not a giant city. I personally never aspire for it to be a giant city, and I know many people feel the same as me.

	Curious what a broader sample of citizens feel.... [Name Redacted] [Redacted] Cabot Place Halifax
C1097	[Email] Minimum Planning Requirements - Bicycle Parking Regional Plan Team: The On-Site Parking Fact Sheet suggests that HRM is considering removing on-site parking requirements for residential buildings. Does this include the requirement for bicycle parking? If so, this appears to be inconsistent with HRM's IMP, a Priority Plan identified in the Regional Plan. Were provincial officials questioned about the removal of this parking requirement? The Sept. 26 staff report on this matter refers to Section G-14A of the Regional Plan for discretionary approvals (see below), but it appears to be silent on how staff is advising Regional Council on this proposed change in the context of the objectives, policies and actions of the IMP, and any of the other Priority Plans, as required by G-14A for any *proposed amendments to the Regional Plan, secondary planning strategies or land use by-laws*. Can this advice be made available to Council and the public? *Priorities Plans and other strategic plans: Since the 2014 Regional Plan was adopted, Council has approved several Priorities Plans (including the Integrated Mobility Plan, Halifax Green Network Plan, HalifACT, Culture & Heritage Priorities Plan, People. Prosperity. Planet) as well as many other topic-area plans (such as the Urban Forest Management Plan, Road to Economic Prosperity for African Nova Scotians, etc.). Work towards the actions of these plans will continue as it has to date. Policy G-14A of the Regional Plan requires the Municipality to consider the actions of the Priorities Plans as part of discretionary planning applications.* And, is there a reason that this amendment does not apply to the Downtown Halifax, Regional Centre and Suburban Housing Accelerator Land Use By-laws? Thanks, [Name Redacted]
C1097(1)	[Email] Minimum Planning Requirements - Parking Regional Plan Team: The On-Site Parking Fact Sheet suggests that HRM is considering removing on-site parking requirements for residential buildings. Does this include the requirement for 'accessible parking spaces'? If so, this appears to be inconsistent with HRM's IMP, a Priority Plan identified in the Regional Plan, and the provincial Regulations Respecting the Built Environment Accessibility Standard. The Sept. 26 staff report on this matter refers to Section G-14A of the Regional Plan for discretionary approvals (see below), but it appears to be silent on how staff is advising Regional Council on this proposed change in the context of the objectives, policies and actions of the IMP, and any of the other Priority Plans, as required by G-14A for any *proposed amendments to the Regional Plan, secondary planning strategies or land use by-laws*. Can this advice be made available to Council and the public? *Priorities Plans and other strategic plans: Since the 2014 Regional Plan was adopted, Council has approved several Priorities Plans (including the Integrated Mobility Plan, Halifax Green Network Plan, HalifACT, Culture & Heritage Priorities Plan, People. Prosperity. Planet) as well as many other topic-area plans (such as the Urban Forest Management Plan, Road to Economic Prosperity for African Nova Scotians, etc.). Work towards the actions of these plans will continue as it has to date. Policy G-14A of the Regional Plan requires the Municipality to consider the actions of the Priorities Plans as part of discretionary planning applications.*

	Were provincial officials questioned about the relationship of this proposed change to the provincial Standard? Thanks, [Name Redacted]
C1097(2)	[Email] Minimum Planning Requirements - Parking Telina: Thanks for your prompt reply. So, does your answer infer that a building that starts construction before April 1 2026 will not be required to provide accessible parking spaces? Thanks, [Name Redacted]
C1097(2)	[Email] Minimum Planning Requirements comment – Parking Telina: I appreciate your thanks. In this situation, apparently caused by our provincial leaders, I believe it is necessary to be very explicit in wording so that the clearest message is available to the public and, in particular, the development industry which will need to interpret and adhere to these new regulations. To the point about the accessible parking, excuse me if I am in error, but I interpret that if HRM was reviewing a Development Permit application today for a multi unit building inside the Urban Service Boundary today and the plans showed no vehicle parking and no accessible parking and assuming all other Land Use By-law requirements were met, the Permit would be issued. Similarly, after the HRM By-law amendments are made (perhaps in December 2025), the same review outcome would apply. The building could be built, and eventually occupied, without any accessible parking spaces. And this would continue until April 1, 2026 (the effective date of the provincial accessibility regulations for the Built Environment as I understand) and beyond. The Development Permit would be issued because it meets the HRM Land Use By-law. What protections or coordination with provincial officials is planned to ensure that the provincial regulations with respect to accessible parking spaces are properly regulated and that the development industry need not spend extra time or energy to plan and build a residential building. Thanks, [Name Redacted]
C1099	[Email] HRM Opportunity Sites Good afternoon, Referring to Item No. 15.1.4 that was published on October 7th. I'd like to understand better what is meant by "Opportunity Sites". How are these defined, identified? Thanks. [Name Redacted]

C1101	[Email] Build housing AND neighbourhoods I'm writing to let you know that I'm strongly opposed to the province's plan to turn Halifax into an interim planning area. At best, this is shortsighted and foolhardy. Our elected city councillors have devoted a lot of time and expertise to creating a longterm plan for our neighborhoods, and the province's plan would disregard these best practices (ie eliminating HRM's requirement to have a mix of 2 and 3 bedroom apartments in new buildings and reducing requirements for ground floor retail/services space in new multiunit housing.) This would indicate the province cares more about creating the largest possible number of housing units, not creating functional neighbourhoods where people will actually want to live. At worst this plan is authoritarian, undemocratic, and troublingly consistent with a pattern of over-reach we have seen since Houston's re-election. Those who voted for Tim Houston did not elect him mayor of our city, and did not give his government a mandate to override our elected officials. We can all agree that our city desperately needs more housing, but how and where that housing should be built should be a matter for our city council to decide, not the province. If the province sincerely wants to make life better for Haligonians, it should fund an expanded transit system. Sincerely, [Name Redacted] Clayton Park, Halifax
C1102	[Email] Changes to short term rental In order to make housing more affordable, let homes with a secondary suite use their properties for short term rentals in residential areas. This allows for flexible use of their own properties, encouraging creation of basement and backyard suites, allowing people who couldn't afford otherwise to either own a home or develop their home to do so. I agree with the idea behind limiting short term rentals, but think the restriction should be on investors buying up residential properties, not families trying to make extra money by renting out a basement suite. This will encourage tourism, make housing more affordable, allow flexibility for growing families. Thank you, [Name Redacted]
C1104	[Email] Comments on proposed planning changes to support housing supply Hi, I just read the planning changes to support housing supply and while it is clear that changes are needed I don't think there has been good thought into infrastructure needs to support the amount of apartment units going up (I live in Dartmouth). To not have parking requirements for residents without planning for more a comprehensive and efficient public transit will create chaos on the roads, particularly in the winter months. If there are no requirements for a mix of sizes in apartments it will not solve the problem of housing for families. Height requirements, or at least, some review and restrictions regarding surroundings and impact before approval could, in my opinion, result in a mess and destroying what makes our city inviting and unique. If density increases in areas will there be a review

	and requirements in terms of what's needed to support people? For example, schools, green spaces, community centres, medical clinics? People may have places to live (which is a good thing) but without these other things, I believe we will be trading housing problems with other societal problems due to lack of community. Thanks, [Name Redacted]
C1105	[Email] Proposed Planning changes I would like to submit two comments related to the proposed changes. I feel strongly that the developers of apartment complexes are rubbing their hands in glee at the proposed change that removes the requirement that builders incorporate a mix of 1,2,3+ bedroom units in their designs. What are families or limited income renters going to do as the stock of multi bedroom units declines. Landlords will opt for the studio or 1 bedroom units as it allows for larger rental incomes per building. This will increase the number of available single units, but at what price? The other change that makes no sense is removing the requirement for parking associated with a building. It is going to be a nightmare to find street parking and wait until the snow flies! All of us in the city will be impacted by this change as we try to navigate the already crowded and narrow streets of HRM. It is unrealistic to assume that those living in HRM will use only buses or bikes to get around. People need cars for all sorts of reasons so parking will still be required and if not attached to the building then where do they go? Both of these changes are very short sighted and if they are written into the new planning changes they will have long term consequences that will create a city in which I do not want to live. [Name Redacted]
C1106	[Email] Regional Plan Amendment Feedback Period Greetings, Mayor, councillors and planning staff, I am writing on behalf of the Ecology Action Centre in response to the feedback period for the amendments to the Regional Plan from Oct 8-24th. While EAC plans to submit a formal feedback letter during this period, we are disappointed with the manner that this engagement period is being held - a sentiment that was echoed by many councillors during last week's council meeting on Oct 7th, 2025. The HRM's engagement for the Regional Plan, up until this year, has been thorough, and well-captured the facts and public's stances. Members of the public, community organizations, and industry alike were all consulted at several stages over a five year period. While the time between the final draft of the 2025 Regional Plan and the June 2025 public hearing was brief for all stakeholders, we understand that this was due to provincial deadlines. This solid engagement from staff and council is further evidenced by the results of the public hearing showing the public heavily favoured a plan that demonstrated environmental values. Specifically, one that understood of the importance of maintaining wildlife corridors, included 30m buffers for wetlands, watercourses and coasts, and championed other environmental protections. While the plan was not perfect, it was working to uphold the forced inclusion of the Minimum Planning Requirements and the Special Planning Areas, while also honouring what was best for our municipality and residents. Ultimately, a decent plan was passed, thanks to the hard work of staff and council, who had been put in a bit of a tough spot from provincial orders.

	Of course, we know Minister Lohr rejected this plan because of environmental protections that select developers found impeded their ability to develop exactly how they wanted. This was evidenced by UDI's public letter on August 12th, 2025. We will be writing Minister Lohr to try and understand why the feedback of select developers was prioritized after the deadline on June 19th. However, we are hoping someone from council or HRM staff is able to help us understand why select members of industry are being given preferential treatment over community groups that have been instrumentally engaged throughout the last five years? This is clearly an unfair process that is favouring the profit of industry over wellbeing of community and environment. Any insight you can provide on this would be much appreciated. While developers might build the neighbourhoods, we're the who have to live in them. All residents deserve equal access to information and discussion. Sincerely, Jillian Ramsay (she/her) Sustainable Cities Coordinator Kjipuktuk, Unceded Mi'kmaw Territory [Redacted] Fern Lane, Halifax, NS, [Redacted] [redacted] ecologyaction.ca REFER TO APPENDIX C: C1106- ECOLOGY ACTION CENTRE - COMMENTS VIA EMAIL
C1107	[Email] Comment on STR-related amendments Thank you for taking a more reasoned approach to STRs operating in rural areas of HRM. My local restaurants, gas stations, grocery stores, and services benefit from the business that comes with travelers staying locally in non-traditional "hotel-type" accommodations. Thank you to Councilor Deagle-Gammon for standing up for our district. [Name Redacted]
C1109	[Email] Melville heights proposal Hello I am a current resident of Fleming Heights and I strongly disagree with the proposed development in my area, specifically the Melville heights area designation for development. The area is lacking in infrastructure to support the development the province is proposing in this area. As well there is proposals for developing further up the herring cove road in the dentith road area. Together along with all the current development happening in the herring cove road area there will be an influx of traffic and other needs that the area is not ready to support. What is the city's plan to deal with the already difficult traffic situation in the herring cove/Purcells cove road area that is a safety concern? This development suggestion seems to be premature and poorly thought out as there has been no major announcements for dealing with the infrastructure issues in the area. Thank you for allowing me to voice my concerns

	[Name Redacted] Resident of Colindale street
C1110	[Email] South Centre Mall – Development See below. I'm also in full support of the Melville Heights development area off Herring Cove Rd. Spryfield needs more modernization and development. From: [Name Redacted] [Redacted] Date: Wed, Oct 15, 2025 at 11:41 PM Subject: South Centre Mall - Development To: <cuttelp@halifax.ca> I wanted to express I'm in support of the Dentith Rd. study / exploration of development for the South Centre Mall. That entire section is an eyesore and hasn't changed in 30+ years. There's no reason why all of the current stores couldn't be at the base level of some large high rise condos / apartments with a large public park / green space / off leash dog park built in to the design. It would improve the livability of the area and modernize the entire centre of Spryfield in the long term. I feel many of those on social media sites are highly vocal and against change, but the silent majority not commenting are pleased to see Spryfield improving and new developments happening, even if it's a headache short-term in terms of traffic and congestion. I see a new A&W is about to open. With 1000+ units at Greenacres Development and the Honeygold Phase 2 development, I wish more recognizable brands or local stores would start setting up in the area instead of having everyone drive to Mumford or Bayers Lake. Have you heard of other companies considering opening in the area? Anything you can do to advocate to attract more businesses? Lastly, the "500 block" of Herring Cove Rd. has 7-8 large apartments. Even those are expensive now. I would like to see this an opportunity for future development to modernize these buildings. They are many decades only, mismanaged and many have bedbug, cockroach and other issues - really deteriorated and in need of major upgrades in that area, even though the current tenants wouldn't like the short-term changes, it would be much better in the long run if these were replaced and upgraded in stages.
C1111	[Email] Support for planning Hi, I wanted to express my full support for the following Spryfield developments: 1. Dentith and Herring Cove Rd (the mall side and the opposite side should be fully improved and redeveloped as it is the centre shopping areas of herring cove, the loop, Spryfield etc., and could include high rise condos) 2. Melville area development off herring cove road, inspiring the building on herring cove road when first entering Melville, very low and unsightly. The corner store at Glenora and herring cove road could also be replaced by a high rise development and the apartment opposite is super old and could use upgrading
C1112	[Email] 59 TACOMA DRIVE DARTMOUTH - PID 00208801 To Whom It May Concern

	As commercial property owners on Tacoma Drive, we wholeheartedly support Minister Lohr's order to identify Tacoma Drive Dartmouth, amongst others, as a Suburban Growth Area Opportunity Site. Furthermore, we urge the Planning Department to amend the building heights as specified on Schedule AF (Dartmouth LUB), currently at 24.4 metres, to 14 storeys to match the newly amended height limits on lands between Lakecrest Drive and Main Street. It goes without saying that increased height limits would increase the density on lots such as ours making it more affordable to develop. Thank you for your time. [Redacted] Owners/Operators Speedy Auto Service
C1113	[Email] Development Industry Amendments to Regional Plan - Minimal Planning Requirements -Open House Hi Maggie, Thank you for the informative discussion regarding planning initiatives, recent projects, future objectives and general sharing of experience and creative thinking regarding measures towards affordable housing. As we agreed, these workshop discussions create opportunities for new ideas based on our shared experiences and various fields expertise. I suggest that more of these workshops open to a wider base of stakeholders can spawn and support new solutions worth exploring. I consider our almost 2-hour dialogue with you and your colleagues this afternoon useful towards expanding attention and cultivating support across the industry and profession roles towards affordable housing solutions. Please include me on your invitation list for other similar workshop discussions. Regards, Nick Dexel Developments
C1114	Re: STR amendments in RP Phase 4 revised Thank you David. On June 19th our directors and members made a total of 5 presentations at the Public Hearing for the Regional Plan Phase 4. Staff at HRM have advised us that this new consultation process is required due to Minister Lohr rejecting the Plan in its entirety in August. The positive changes to allow STRs on the Eastern Shore remain the same. STRANS is disappointed that Minister Lohr did not consider the loss of another tourism season and the loss of the resulting revenues to small businesses on the Eastern Shore when he rejected the Plan. His decision was heavy handed and ill-considered for folks who were therefore collateral damage. We are grateful to staff at HRM, specifically Anne Winters and Kate Clark who have kept us advised of developments and have set up dates for STRANS to meet to consult on further positive regulations for STRs in HRM. These new reports will be coming to Council in the near future.

	We will continue to advocate for STRs and the benefits they provide to the NS economy. Two of our members will be attending the Federation of NS Municipalities Nov 4-7 to speak on behalf of ALL STR owner/operators in NS. Catherine Sanderson, CPA (retired) Director STRANS
C1115	[Email] Planned Changes to Support Housing Supply To whom it may concern, As a property owner in East Petpeswick, I welcome the proposed changes to the Eastern Shore West bylaws (4.33 Short Term Rentals, c) that would allow one short term rental per lot in my area (rural HRM). Tourism provides job opportunities to local residents, generates provincial revenue and broadens services available in the area. Martinique beach is a location in high demand and these changes would allow small businesses to flourish. The beach continues to generate demand for parking, services and accommodations that are not being met. I anticipate this to grow with the current construction improvements. Thank you for your consideration, [Name Redacted]
C1116	[Email] Regional Plan Amendments I write to encourage better environmental management and community-focused prioritization in the Regional Plan updates. I liked many parts of the 2025 plan and feel it was shortsighted of Minister Lohr to reject them. Earlier this year, David Suzuki said "…what we've got to do now is hunker down. The units of survival are going to be local communities…" To me, this means prioritizing sustainability in communities and the environment, even when it isn't the most immediately economically profitable choice to do so. I have 2 small children and am worried what their future will look like in the face of climate change and biodiversity loss. Please consider how we can best give this next generation a shot at a happy future. I would like to see more prioritization of sustainability in the plan, in line with the recommendations of the Ecology Action Centre. Thanks, [Name Redacted]
C1117	[Email] Feedback on Planning Changes to support housing supply Good day, **I support the Ecology Action Centre's stance** on the removal of significant environmental and social aspects of the 2025 Regional Plan.

	This plan was developed with years of thoughtful input from numerous stakeholders, not simply the desires of developers, and should not be thrown out so carelessly. Wetland setbacks, complete neighbourhoods with parks, active transportation, public transportation, and environmental considerations listed in the 2025 Regional Plan are essential for the health of our communities in the years to come. In addition, unit sizes that include families (three bedrooms) is essential if we want there to be true housing availability. Not every family can live in a one-bedroom or studio. Please take into account the detailed Ecology Action Centre's submission on these unfortunate and short-sighted changes. Once the environment is destroyed, it's impossible to get it back. I think the Municipality did a very good job with the 2025 Regional plan, and the environmental and social considerations show foresight and a deep care for our community. Thank you, [Name Redacted] [Redacted] Union Street Halifax NS [Redacted] [Redacted] REFER TO APPENDIX C: C1125 – ECOLOGY ACTION CENTRE LETTER
C1118(1)	[Email] Public comment on Amendments to the Regional Plan Metro Council, I am writing to say that I support the Ecology Action Center's comments on the Amendments to the Regional Plan, especially that HRM define measurable outcomes for "safe, affordable, and sustainable housing", that HRM protect our natural environment and open spaces including reinstating the 30-metre buffer for wetlands, watercourse, and coasts, and that HRM reinstate their intent to align with HaliFACT, the Halifax Green Network Plan, and the Urban Forest Management Plan. Thanks for your attention. Warmest regards, [Name Redacted] North Woodside, Dartmouth, NS REFER TO APPENDIX C: C1125 – ECOLOGY ACTION CENTRE LETTER
C1121	[Email] Comments on Proposed Planning Changes to Support Housing Supply Good afternoon,

	Below are my comments on the draft amendments to HRM's planning documents as a result of the October 3rd orders by the Minister of Municipal Affairs. **Regional Municipal Planning Strategy** • Clause (j) of Policy S-0 is identical clause (m) • Clause (k) of Policy S-0 is nearly identical to clause (n). The only difference between the two is that clause (n) mentions factory-built housing whereas clause (k) does not. • Clause (d) of Policy SA-2B is well-intended but perhaps not necessary. I understand that the point of this policy is to prevent existing housing stock from being lost, especially in affordable buildings. However, this policy will only serve to delay projects since landowners will still be able to demolish or modify buildings *before* applying for a DA, therefore still technically starting with lots with <3 units. There are already other measures that limit the application of these DA policies (namely the 2ha lot requirement, proximity to proposed rapid transit stops, and the fact that this pathway will be removed once the suburban plan is adopted). Since these policies are being introduced as an emergency interim measure to boost housing in the short term, it feels counterproductive to add more hurdles that will disincentivize development or slow down otherwise eligible sites from proceeding under this pathway. **Dartmouth LUB** • It appears that clause 34(1)(fa) in the marked up document is located under the wrong policy, and should instead be clause 34(**3**)(fa). • Is there a reason why the maximum building heights in Schedule AF were left in metres and feet rather than being moved to storeys? **Eastern Shore (West) LUB** • On page 27 of the LUB (page 36 of the PDF document) there is draft text that is illegible under the "Temporary Construction Uses Permitted" section. I assume it is the same text amendments that are made in all of the other bylaws in this section but I thought I would make this known regardless. **Halifax Mainland MPS** • None of the links on the *EngageHalifax* website to the Draft Halifax Mainland MPS are functioning; they all instead lead to the LUB document. I am unsure if this has been the case for the entire engagement period as I am just noticing this today. **Sackville Drive LUB** • In the General Provisions section, there appears to be a typo with Subsection 27(a). Instead of saying "Multi-unit Dwellings" it says "Municipal Unit Dwellings." Additionally, the height amendment to this subsection establishes four storeys as the maximum height for new residential buildings with more than four units. This seems inconsistent with the existing 50ft (15.24m) maximum height which more than enables five-storey buildings as-of-right. Kind regards, Darian Shakerinia (he/him) • BCD Junior Planner [Redacted] [Redacted] King Street, Dartmouth, NS [Redacted] Fathom Studio
C1122	[Email] Re: STR amendments in RP Phase 4 revised Hello Councillor Hendsbee, Thank you for the update and for an opportunity to provide feedback. I do have a concern regarding the proposed changes to the rural STR proposal.

	While I am on-side with the policy as currently written which is designed to support small-scale commercial opportunities and home-based businesses, such as small-scale short-term accommodations, in rural parts of the municipality. "In effort to elevate and support tourism as an economic driver in rural areas, amendments to the 2014 Regional Plan include policy to support increased small-scale commercial opportunities and home-based businesses, such as small-scale short-term accommodations, in rural parts of the municipality. **Amendments are proposed to the Land Use By-Laws of Eastern Shore (West), Eastern Shore (East), Lawrencetown, Musquodoboit Valley & Dutch Settlement, Planning Districts 14 & 17, and Planning Districts 8 & 9 to allow up to one dwelling unit per lot to be used as a short-term rental, provided all other requirements of the Land Use By-Law are met."** I have issue with the interactive map, specifically as it relates to **Planning District 8.** The interactive map shows random properties within District 8 as urban settlement area and therefore not rural properties. As such they would be disqualified from the rural STR proposal. How was this distinction within this same rural district determined. They are all rural properties in District 8 not just a select few. All have well and septic systems and their HRM municipal tax bill reflects a rural rate. There is nothing urban about the services received and share nothing in common with urban HRM. Perhaps the interactive map has yet to be updated and will be be done so once the proposed rural STR policy is approved. However, if this is not the case, the interactive map needs to reflect the written district amendments; Amendments are proposed to the Land Use By-Laws of Eastern Shore (West), Eastern Shore (East), Lawrencetown, Musquodoboit Valley & Dutch Settlement, Planning Districts 14 & 17, and Planning Districts 8 & 9 to allow up to one dwelling unit per lot to be used as a short-term rental, provided all other requirements of the Land Use By-Law are met. There can't be a property rated as rural and be approved for STR while the house next door is rated urban and not approved for STR. District 8 is District 8 and property rating needs to be consistently applied. There can not be District 8A, 8B, BC….all within District 8. Thanks [Name Redacted]
C1123	[Email] concerns about Regional Plan amendments Dear HRM, This note is to express my support for the recommendations of the Ecology Action Centre (EAC) in regards to the proposed Regional Plan. It is crucial that a growing city such as ours become more livable—not *less* so—through sustainable and environmentally sound planning. I have a particular concern about any development in the area of 300 Prince Albert Road, at Lake Banook. I often walk the footpath along the lake, heading downtown from Graham's Corner. And it is a gem, just as it is. It already feels as though the balance is a fine one—a beautiful area under potential threat from too much traffic and development. Please protect it instead of putting it under greater threat.

	And please listen to the knowledgeable voices at the EAC when considering any Amendments to the Plan. with best regards, [Name Redacted] [Redacted] Tobin Street, Halifax REFER TO APPENDIX C: C1125 – ECOLOGY ACTION CENTRE LETTER
C1124(1)	[Email] Feedback on Regional Plan Developers may build the city, but the rest of us are the ones who live in it. And we need and want to live in cities that are healthy and well-designed. By barging into municipal affairs and usurping the Regional Plan, the province is disregarding both good health and good design for HRM. Sandy Lake must be removed from the so-called Special Planning Areas list to protect species at risk, wetland ecosystems, old growth forest and wildlife corridors, and to prevent flooding downstream in Sackville. Development in this unserviced area will increase our taxes while adding to commuter traffic. We do not need more urban sprawl. We need holistic, forward-looking planning that is not totally focused on increasing density in inappropriate places. I live in hope that common sense will take over and smart decisions will be made. ~ [Name Redacted] District 9, HRM
C1124(2)	[Email] Feedback on Regional Plan We do not need to give preferential treatment to the people who stand to profit. We should be putting the needs of the general public first. Allowing developers to build as quickly as possible with little community or environmental consideration is not smart planning; it is a recipe for poorly functioning mediocrity. The Regional Plan should prioritize and incentivize developments that align with complete community principles. It should reinstate intent to align with the Halifax Green Network Plan and Urban Forest Master Plan. It needs to reinstate the 30-metre buffer for wetlands, watercourses, and coastlines. ~ [Name Redacted] District 9, HRM
C1125	[Email] Feedback on Amendments to the Regional Plan

	Good afternoon, I am writing to submit feedback on the amendments to the Regional Plan on behalf of the Ecology Action Centre. Attached, you will find a feedback letter containing recommendations we feel would honour provincial and municipal commitments to increasing housing supply, while also upholding complete community concepts and environmental integrity. We hope to see this feedback considered and implemented through policy in the next amendments draft. Thank you for all your hard work on the Regional Plan, and continued effort to meet the needs and support the values of your residents and communities. Sincerely, Jillian Ramsay (she/her) Sustainable Cities Coordinator Kjipuktuk, Unceded Mi'kmaw Territory [Redacted] Fern Lane, Halifax, NS, [Redacted] [Redacted] ecologyaction.ca REFER TO APPENDIX C: C1125 – ECOLOGY ACTION CENTRE LETTER
C1126	[Email] RE: Bedford Planned Growth Schedule - Unit Mix Hi Anne and Team, I am reading through the Planning Changes to Support Housing Supply, and I was wondering if the bedroom mix requirement is being removed from the Bedford Planned Growth Schedule? It is not shown in the markups at PG-44 / PG-45 in the Bedford LUB, however the LUB is referenced in the summary sheet to have unit mix removed. If you could clarify what the intention is on that matter, it would be appreciated. Thanks! Jared Dalziel, MCIP, LLP Senior Planner Clayton Developments [Redacted] Western Parkway Bedford
C1127	[EMAIL] STR Feedback [Name Redacted] [Redacted}East Petpeswick Rd.

	Musquodoboit Harbour, Nova Scotia, [Redacted] [Redacted] October 20/2025 Halifax Regional Municipality Dear Members of the Halifax Regional Municipality, I am writing to express my support for the STR Rule changes, as well as my concerns regarding the regulations previously passed affecting short-term rentals, (STRs) in our area (Eastern Shore West.) Our business, which started in 2015 as a single Airbnb, has been significantly impacted by these changes. Since 2015, we had successfully operated our business, providing seasonal short-term accommodations around Martinique Beach Provincial Park. Despite our efforts to adapt and rent long-term, our main rental property is currently vacant since it is not designed for long-term stays. This situation has led to the loss of employment for at least three local individuals who were with us throughout this period, in addition to annihilating our business. We had been planning an expansion to our rental business but are hesitant to invest further until the rules are solidified. The uncertainty surrounding these regulations makes it difficult to move forward with confidence. Even if you do allow us to resume our STR business, and besides the fact that we will be starting all over again, we are also concerned that our business could be taken away from us arbitrarily again if new restrictions are imposed at a later date. There is an opportunity to create a thriving tourism industry in the Martinique Beach area, similar to Cavendish Beach in Prince Edward Island. The recent investment of millions of dollars by Nova Scotia to improve the facilities at Martinique Beach highlights the potential for growth in this region. However, the HRMs back-and forth stance on STRs in this area has been detrimental to the tourism industry in Nova Scotia as well as to us. Our business has successfully introduced the beautiful beaches of Nova Scotia's Eastern Shore to hundreds of visitors from across North America. We believe that with the right support and regulations, we can continue to contribute positively to the local economy and tourism sector. We urge the Halifax Regional Municipality to consider the impact of these regulations on small businesses like ours and produce a plan that permanently allows STRs in recreation areas supporting both the community and the tourism industry. Thank you for your attention to this matter. Sincerely, [Name Redacted] and [Name Redacted]
C1128	[Email] Public comment on changes to regional plan Hello, I am a resident of Halifax and am very discouraged by some of the changes being made to the regional plan. I am worried that we are prioritizing housing (and the developers who build it) over people and wilderness. The minimum planning requirements no longer requiring retail means residents will have to drive farther on already stressed roads to get what we need. For example the development slated for Kearney Lake rd is demolishing existing retail to build buildings that are not required to replace that retail our community relies on (including an pre-primary program housed there because there's not enough space at Grosvenor Wentworth). Infrastructure is already inadequate for current residents, especially schools.

	I want to live in a complete neighbourhood. We should be densifying and prioritizing brownfield development instead of sprawling into unserviced, ecologically significant land. We're truly heading in the opposite direction of progress and sustainability and it's beyond disappointing. Thank you, [Name Redacted]
C1129	[Email] Feedback on Suburban Growth Area sites To whom it may concern: I hope this message finds you well. I am writing to express my concern about the proposed suburban growth area sites at Melville Heights and Denith Road and Herring Cove Road. I do understand that HRM is in the middle of a housing crisis but I don't think this neighbourhood can accommodate any more high rises, particularly given the lack of infrastructure -- medical care, schools, transit -- we presently have. Would it not make more sense to develop that infrastructure first, or at least provide a clear timeline on these plans? I have lived here for five years and when I first moved here, my real estate agent told me that there was a planned widening project at Herring Cove Road; this has yet to materialize, but there certainly has been a lot of construction of condos and apartments along Herring Cove Road, making traffic a nightmare and cycling and walking extremely hazardous. I also want to comment on the lack of accessibility of the consultation process for the suburban plan. The website is not easy to navigate and the language is nearly indecipherable. I hold a postgraduate degree and if it is difficult for me to understand what is being planned and when and how I can participate in the consultation, how can my neighbours expect to do the same? Please do consider the suite of requirements that go alongside development of housing -- it must be affordable, accessible, and in an area that can accommodate the population growth. Thank you for considering my submission. Sincerely, [Name Redacted] [Redacted] Herring Cove Rd [Redacted]
C1130	[Email] Regional Plan Response Thursday October 23, 2025 Dear Mayor Fillmore, Councillors and Planners, We are the Backlands Coalition, an organization of 11 volunteer community groups committed to the preservation of the approximately 1350 hectares of urban wilderness area known as the Halifax Backlands. These lands are an integral part of Spryfield.

	Two sites have been identified in Spryfield as “Opportunity Growth Sites,” (OGS) namely Herring Cove Road at Dentith Road and Melville Heights, Herring Cove Road. We believe that additional growth at this time in this area is inappropriate. Consideration of the following factors provides ample reason to reject the OGS designation for these sites. The Dentith Road OGS in particular is of very serious concern to the people of Spryfield. We request that the designation for the Dentith Road area be struck. · These OGS are situated on the Herring Cove Road within 1 km of each other · The developments already scheduled in the area will lead to a rapid population increase that cannot withstand further growth. in the area · There is an extraordinary number (16) of site-specific development requests recommended to the Housing Accelerator Fund within a .5 km radius of the designated OGS · The previously approved developments along and off the Herring Cove Road, such as Green Acres which alone will consist of 1000 units · Most of the planned development is within the McIntosh Run Watershed. The ecological health of the McIntosh Run will be further threatened by development. Of particular note is the placement of the Dentith Road OGS along a substantial length of the Run. The existing storm water regulations do not adequately protect our water bodies · One can only imagine the traffic issues in accessing the Halifax peninsula from Spryfield given what is already experienced on the Herring Cove Road and Purcells Cove Road · The Dentith Road OGS is currently the home of South Centre Mall which is the shopping hub for many communities. This proposal creates complete uncertainty for business development and the residents. Many local residents have few resources for travelling any distance for food or health care which are currently available there. We appreciate the opportunity to have input on this very important matter. We look forward to the opportunity of discussing this with you. Thank you for your consideration. Sincerely, [Name Redacted] and [Name Redacted] On behalf of the Backlands Coalition
C1131	[Email] Regional Plan Updates - Oct 2025 Hi Kasia, I hope all is well with you. Rich and I were reviewing the www.engagehalifax.ca website and understand more updates around regional plan are in the works. I do see reference that prior identified opportunity sites under suburban plan may be considered for comprehensive planning by council as part of this latest review and that comments are due by October 24th, 2025 here: https://hdp-ca-prod-app-hfx-engage-files.s3.ca-central-1.amazonaws.com/1417/5986/3220/Factsheet_E_Suburban_Plan.pdf As you may recall, we have two opportunity sites identified under Suburban plan - 240 Herring Cove Rd/4 Twin Oaks Rd and 6 Layton Road/17+19Mayor Ave. The Case #’s for these are SS016 (C405) and SS017 (C548).

	https://cdn.halifax.ca/sites/default/files/documents/city-hall/boards-committees-commissions/haf-att-a7.pdf Is it possible for these sites to be considered as part of the latest regional plan review process? Happy to discuss further if you like. Thank you, Jordan Jordan Condren Owner & Vice-President West Cove Properties [Redacted] www.westcoveproperties.ca
C1132	[Email] Comments on the proposed Amendments to Regional Plan, October 23, 2025 Comments on the proposed Amendments to Regional Plan October 23, 2025 To Mayor Fillmore, Members of Halifax Regional Council, and Planning Staff: First of all, I wish to indicate that I support the response from Our HRM Alliance which you have already received. This document is concise and clear about the problems with the Minimal Planning Requirement amendments. Secondly, I live not far from the designated Opportunity Growth Site at Herring Cove and Dentith Road. As a result, I agree completely with the letter you have received today from The Backlands Coalition, expressing the many reasons why this is a very bad idea. Finally, I wish to repeat what I have said in my own previous deputations during the development of the Regional Plan. The pace of development in Spryfield has already outstripped the infrastructure that is available to support it. Road congestion has become world class. Try to imagine evacuating the community in a forest fire or similar calamity, and you will know that this is not a mere inconvenience. Developers have a short term perspective. They build houses, not communities. It is the job of our elected officials to build liveable and complete communities. This is a much more complex undertaking, but an infinitely superior planning framework for the future of our city. Sincerely, [Name Redacted] Volunteer, Backlands Coalition [Redacted] Fife Lane, [Redacted]
C1133	Dear all, I am dismayed that HRM has had its regional plan rejected by the province and I want to make it clear that the province has no place overriding what we citizens of Halifax decide for our own city through democratic structures.

	I have copied below the correspondence from the Backlands Coalition in regard to changes to the Regional Plan——please note I copy it to you as my own opinion. I am a member of the coalition and a daily user of the Backlands trails, both for my personal and professional use as a photographer, and I have lived on Mainland South for 50 years, 30 of which were near the MacIntosh Run. It is inappropriate and shortsighted to develop any land near that watershed, or any watershed. Not only must we keep the 30m no-development zone as a requirement from watersheds, but it needs actually to be widened to 50m minimum to protect the fragile ecosystems that rely on clean water—not to mention that we need flood zones to remain undeveloped to protect ourselves from flooding. Added to that, we should also be mapping out and building wildlife corridors between all isolated areas of nature in and around the city, in order to save the future of many threatened species of flora and fauna—for our own sake. Being connected to nature is a non-negotiable part of being human —- all levels of government must first recognize and respect that before any development is designed and before it is too late to save ourselves from climate change and ecological collapse. Here is what the Backlands Coalition wrote in reply to the regional plan — I endorse it fully and pass it on as my own feedback to you: [Our HRM Alliance Letter, Appendix C] Below is a copy of the PDF should you choose to print and share it with staff. Thanks very much. Sincerely, [Name Redacted] Fergusons Cove [Redacted] [Redacted] REFER TO APPENDIX C: C1133 - OUR HRM ALLIANCE LETTER
C1134	[Email] Regional Plan amendments I'm particularly concerned about the proposal to reduce 30-metre buffers for sensitive environmental areas such as wetlands, watercourses, and coastal areas. These setbacks were among the most widely supported and scientifically justified components of the 2025 Regional Plan. They are **essential** to HRM's fire/flood resilience, air and water quality, as well as overall community's and environmental wellbeing. Much work and public consultation has gone into developing this plan over considerable time, and it is unconscionable that the province should discard this work in the interest of developers and to the detriment of long term sustainable planning and community and environmental health. I implore you to ensure that these guidelines not be overturned. Sincerely, [Name Redacted]

C1135	[Email] Feedback on changes to minimum planning requirements Attached please find our feedback on the proposed changes. [Name Redacted] and [Name Redacted] [Document Attached via Email] **Feedback on Draft Proposed Amendments to the Regional Municipal Planning Strategy and Minimum Planning Requirements** To be honest, we don't know what proposals we are giving feedback to. HRM staff prepare the most incomprehensible documents, that are near impossible to navigate. The website is a tangle web of documents with links that lead you everywhere and nowhere. We have serious doubt that the majority on members of HRM Council truly understand what they are voting on. Nonetheless, Below is feedback on several items within the documents. Forgive us if we have misunderstood what these planning requirements actually mean, but we have made our best efforts to understand them. **From the document "Minimum Planning Requirements Changes Summary** 7 October 2025 *Minimum Planning Requirement* *(b) require that priority be given to increasing the supply of safe, sustainable and affordable housing in the Municipality over other interests identified in the municipal planning strategy for the purposes of all processes, approvals and decisions made under the municipal planning strategy.* We are in support of this statement, but only if it is the lens through which other requirements are actioned. If a proposal that exploits other planning requirements does not result in the increasing of the supply of **safe, sustainable and affordable housing**, then it should not be permitted to take advantage of them. Examples of such are described below with the corresponding proposed planning requirement. *(g) not impose maximum height restrictions in a manner that negatively affects the density of residential buildings using mass timber or any other construction method.* The statement "any other construction method" would appear to imply that removing maximum height restrictions can be done for any building. We are not aware of any high rise building in this city that can claim to offer "affordable" housing. The only "affordable" housing has been provided by not-for- profits. Rents increase for each storey in a high rise, so any additional storeys approved will carry higher rents than lower storeys. That is the nature of the marketplace. Maximum heights exist to make neighbourhoods "humane". To support the creation of "communities". The *Interim Planning Area Order (NS Reg 195/2025) Schedule A: Interim Suburb Area Policies*, lists six Core Policies, one of which is **Human-Scale Design.** This is reflected in Suburban Area Policy 3 that stipulates limits of the scale of buildings in residential areas. Planning requirement (g) would appear to conflict with these policies mandated by the provincial government. *(h) for residential buildings that begin construction before April 1, 2028, provide that no requirement related to unit mix applies.* One of the Core Policies in the Interim Planning Area Order Appendix A calls for "*Safe, **Diverse**, Sustainable and Affordable Housing".* Why has "diverse" been dropped from the planning requirements? Unit mix requirements in multi-unit residential buildings exist to support families. There is an acute shortage of family housing. We don't have an acute shortage of bachelor and one bedroom apartments. However, such small units are more profitable for developers. *(i) Provide that no requirement for on-site parking applies to residential uses within the urban service area.*

	Is it the intention of the city to increase available on-street parking? Cars are not about to disappear. I ([name redacted]) use transit daily to travel to work and have done so for over 40 years. We live next to a *proposed* Bus Rapid Transit (BRT) route (Herring Cove Road). We have seen two reports in 2005 and 2016 that spoke to improving this area and supporting rapid transit, but now it takes me 45 minutes to get to work whereas 20 years ago it took 30 minutes and the busses are more crowded. Busses may get you from A to B, but it is difficult to carry bags of groceries on a bus. We are now in our 70's and heard of transit "plans" for decades. Ill we ever see to see a BRT in our lifetimes? A "planned" BRT is not a solution. Spend the money and do it. A well designed and implemented BRT will divert some traffic to transit, but most households will still need access to a personal vehicle to do errands that you can't do via transit. Governors Brook subdivision is a good example of recent development in Mainland South. Each home has one parking space, but at least half of the households have 2 vehicles. Streets are almost impassible in winter because of parked cars. They have a transit route, but parked vehicles interfere with the bus traffic. If on-site parking is not available, residents will park on the street. The cost of parking is transferred from developers to the municipality. Requirement (b) above called for **safe, sustainable and affordable housing**. Removing the requirement for on-site parking conflicts with this requirement (and the Interim Planning Area Order). *(j) for multi-unit residential buildings that begin construction before April 1, 2028, not require that the ground floor consist of more than 20% commercial use.* The first Core Policy in the Interim Planning Area Order Appendix A calls for ***Complete Communities***. We should be able to access shops and services within our neighbourhoods. They should be close enough that we can walk or take transit to get to them. If we wish to reduce vehicular traffic then we need to locate services close to those who need them. This is the foundation of the suburban planning requirements. If developers are not required to include commercial space in their buildings, then don't expect people to give up their cars. In Spryfield, multi-unit residential buildings are concentrated along Herring Cove Road and close proximity. This is also our central business district. If multi-residential buildings squeeze out the existing commercial buildings, we will lose our community. Previous plans for Spryfield, such as the 2005 plan, focussed on strengthening the community by making us more of a "complete community". **Concluding Remarks** Mainland South (Armdale, Spryfield and numerous other neighbourhoods) is a very old district that is going through very rapid, unplanned, growth. Many residents are like ourselves and have lived here for most of their lives. There are many that are generational residents. We have a Sunday farmers market, an annual Santa Claus parade, our own theatre company, two Provincial parks, one National park, several wilderness areas, and numerous other features that make us a unique and historic community within HRM. There is room to grow, but it requires a vision and a plan. Already there are thousands of units approved for construction in the region. The infrastructure is woefully inadequate now and there is no commitment by the city or province to make the necessary infrastructure before that growth. Of particular concern is that there are only two access roads in and out of the region (Herring Cove Road and Dunbrack Street). We can still remember when an overturned gasoline truck caused a mass evacuation and closed Herring Cove Road and when a forest fire in the Purcells Cove backlands destroyed several new homes and came very close to destroying homes in the Purcells Cove and Williams Lake areas. Although we are not supportive of the provincial government dictating how municipal planning should be done, Appendix A of the Interim Planning Area Order contains policies that support building strong communities within HRM. That Order also contains conflicting statements as it includes "orders" to implement the above requirements that I have objected to. In that sense it is a very confusing order. The proposed "Minimum Planning Requirements Changes" demonstrate an absence of planning. There is no vision nor clear objective beyond making life easier (and more profitable) for developers at the expense of current and future residents of this city. We are at a loss to see how any of these changes benefits the citizens of HRM. Respectfully submitted, [Name Redacted] and [Name Redacted] [Redacted] Maplewood Dr. Halifax

C1136	[Email] Re: Feedback on changes to minimum planning requirements It reads well but I have a headache. ☹ Have a good weekend everyone. [Name Redacted] [Document Attached via Email] Feedback on Draft Proposed Amendments to the Regional Municipal Planning Strategy and Minimum Planning Requirements To be honest, we don't know what proposals we are giving feedback to. HRM staff prepare the most incomprehensible documents, that are near impossible to navigate. The website is a tangle web of documents with links that lead you everywhere and nowhere. We have serious doubt that the majority on members of HRM Council truly understand what they are voting on. Nonetheless, Below is feedback on several items within the documents. Forgive us if we have misunderstood what these planning requirements actually mean, but we have made our best efforts to understand them. From the document "Minimum Planning Requirements Changes Summary 7 October 2025 Minimum Planning Requirement (b) require that priority be given to increasing the supply of safe, sustainable and affordable housing in the Municipality over other interests identified in the municipal planning strategy for the purposes of all processes, approvals and decisions made under the municipal planning strategy. We are in support of this statement, but only if it is the lens through which other requirements are actioned. If a proposal that exploits other planning requirements does not result in the increasing of the supply of safe, sustainable and affordable housing, then it should not be permitted to take advantage of them. Examples of such are described below with the corresponding proposed planning requirement. (g) not impose maximum height restrictions in a manner that negatively affects the density of residential buildings using mass timber or any other construction method. The statement "any other construction method" would appear to imply that removing maximum height restrictions can be done for any building. We are not aware of any high rise building in this city that can claim to offer "affordable" housing. The only "affordable" housing has been provided by not-for- profits. Rents increase for each storey in a high rise, so any additional storeys approved will carry higher rents than lower storeys. That is the nature of the marketplace. Maximum heights exist to make neighbourhoods "humane". To support the creation of "communities". The Interim Planning Area Order (NS Reg 195/2025) Schedule A: Interim Suburb Area Policies, lists six Core Policies, one of which is Human-Scale Design. This is reflected in Suburban Area Policy 3 that stipulates limits of the scale of buildings in residential areas. Planning requirement (g) would appear to conflict with these policies mandated by the provincial government. (h) for residential buildings that begin construction before April 1, 2028, provide that no requirement related to unit mix applies. One of the Core Policies in the Interim Planning Area Order Appendix A calls for "Safe, Diverse, Sustainable and Affordable Housing". Why has "diverse" been dropped from the planning requirements? Unit mix requirements in multi-unit residential buildings exist to support families. There is an acute shortage of family housing. We don't have an acute shortage of bachelor and one bedroom apartments. However, such small units are more profitable for developers.

(i) Provide that no requirement for on-site parking applies to residential uses within the urban service area.

Is it the intention of the city to increase available on-street parking? Cars are not about to disappear. I ([name redacted]) use transit daily to travel to work and have done so for over 40 years. We live next to a proposed Bus Rapid Transit (BRT) route (Herring Cove Road). We have seen two reports in 2005 and 2016 that spoke to improving this area and supporting rapid transit, but now it takes me 45 minutes to get to work whereas 20 years ago it took 30 minutes and the busses are more crowded. Busses may get you from A to B, but it is difficult to carry bags of groceries on a bus. We are now in our 70's and heard of transit "plans" for decades. Ill we ever see to see a BRT in our lifetimes? A "planned" BRT is not a solution. Spend the money and do it. A well designed and implemented BRT will divert some traffic to transit, but most households will still need access to a personal vehicle to do errands that you can't do via transit.

Governors Brook subdivision is a good example of recent development in Mainland South. Each home has one parking space, but at least half of the households have 2 vehicles. Streets are almost impassible in winter because of parked cars. They have a transit route, but parked vehicles interfere with the bus traffic. If on-site parking is not available, residents will park on the street. The cost of parking is transferred from developers to the municipality.

Requirement (b) above called for safe, sustainable and affordable housing. Removing the requirement for on-site parking conflicts with this requirement (and the Interim Planning Area Order).

(j) for multi-unit residential buildings that begin construction before April 1, 2028, not require that the ground floor consist of more than 20% commercial use.

The first Core Policy in the Interim Planning Area Order Appendix A calls for Complete Communities. We should be able to access shops and services within our neighbourhoods. They should be close enough that we can walk or take transit to get to them. If we wish to reduce vehicular traffic then we need to locate services close to those who need them. This is the foundation of the suburban planning requirements. If developers are not required to include commercial space in their buildings, then don't expect people to give up their cars. In Spryfield, multi-unit residential buildings are concentrated along Herring Cove Road and close proximity. This is also our central business district. If multi-residential buildings squeeze out the existing commercial buildings, we will lose our community. Previous plans for Spryfield, such as the 2005 plan, focussed on strengthening the community by making us more of a "complete community".

Concluding Remarks
Mainland South (Armdale, Spryfield and numerous other neighbourhoods) is a very old district that is going through very rapid, unplanned, growth. Many residents are like ourselves and have lived here for most of their lives. There are many that are generational residents. We have a Sunday farmers market, an annual Santa Claus parade, our own theatre company, two Provincial parks, one National park, several wilderness areas, and numerous other features that make us a unique and historic community within HRM. There is room to grow, but it requires a vision and a plan.

Already there are thousands of units approved for construction in the region. The infrastructure is woefully inadequate now and there is no commitment by the city or province to make the necessary infrastructure before that growth. Of particular concern is that there are only two access roads in and out of the region (Herring Cove Road and Dunbrack Street). We can still remember when an overturned gasoline truck caused a mass evacuation and closed Herring Cove Road and when a forest fire in the Purcells Cove backlands destroyed several new homes and came very close to destroying homes in the Purcells Cove and Williams Lake areas.

Although we are not supportive of the provincial government dictating how municipal planning should be done, Appendix A of the Interim Planning Area Order contains policies that support building strong communities within HRM. That Order also contains conflicting statements as it includes "orders" to implement the above requirements that I have objected to. In that sense it is a very confusing order. The proposed "Minimum Planning Requirements Changes" demonstrate an absence of planning. There is no vision nor clear objective beyond making life easier (and more profitable) for developers at the expense of current and future residents of this city. We are at a loss to see how any of these changes benefits the citizens of HRM.

Respectfully submitted,

	[Name Redacted] and [Name Redacted] [Redacted] Maplewood Dr. Halifax
C1137	[Email] Feedback on the Regional Plan Amendment Process Greetings, HRM regional planning staff, I am writing today to submit feedback from Our HRM Alliance with respect to the proposed Amendments to the Regional Plan. Our HRM Alliance is a coalition of 64 organizations from environment, business, health and community sectors advocating for a sustainable future in Halifax Regional Municipality. We represent dozens of communities and thousands of residents across the HRM. Attached, you will find a copy of our feedback letter for your review. We believe that the provincial and municipal goals of addressing the affordable housing crisis can still be met, while also including strong policies to support community needs and environmental protections. Thank you, [Name Redacted] Our HRM Alliance Steering Committee member REFER TO APPENDIX C: C1133 - OUR HRM ALLIANCE LETTER
C1138	[Email] Policy IM-74 Prior to closure of the Engagement period, I would like to request a time to discuss policy IM-74. The policy refers back to plans submitted prior to 2014. Our client at Seven Lakes has undeveloped lands that have had rights brought forward through consecutive plans. They are now preparing to move forward on lands abutting their approved DA. We are requesting the December 2014 date be revised and brought forward to 2030. Please reach out to discuss. Thank you. Greg Greg Zwicker Founding Principal [redacted] [redacted] zzap.ca
C1139	[Email] Submission to the Regional Plan review Please see that this submission becomes part of the public record and is used in the deliberations on the Regional Plan.

	Please send it to the Mayor, City Councillors, the CAO and HRM Planning staff Thank you, Members of the Sandy Lake Conservation Association REFER TO APPENDIX C: C1139– SANDY LAKE CONSERVATION ASSOCIATION LETTER
C1140	[Email] RE: Invitation to Development Industry Open House – Planning Changes for Provincial Requirements Please find attached comments regarding the proposed planning changes to the Regional Plan. Thank you, Laura Planner Armco Capital Inc. REFER TO APPENDIX C: C1140 – ARMCO CAPITAL INC AND MARCHAND HOMES LETTER – MARGESON DRIVE
C1141	[Email] Amending Planning Documents for Provincial Minimum Planning Requirements Please find attached feedback for Amending Planning Documents for Provincial Minimum Planning Requirements. Thanks Beth **Beth MacLeod** Principal Lyndon Lynch Architects Ltd. [Redacted] Barrington Street Halifax, NS REFER TO APPENDIX C: C1141 – LYNDON LYNCH ARCHITECTS LETTER
C1142	[Email] Proposed Development at 1102 Purcell's Cove Road Feedback Dear HRM Regional Planning Team, I'm writing as a long-time resident of the Armdale area to share my concerns about the proposed 18+ storey high-rise behind the Catholic Church on Purcells Cove Road, and about the new planning rules being discussed as part of the Regional Plan review. The new Regional Plan makes it nearly impossible for ordinary residents to know what is really being proposed or how it will affect our community. What we do know is that removing limits on building height, parking, and unit mix will make it easier for developers to build whatever they want, with little thought for how it impacts the people who already live here.

	Armdale is a unique community with a rich history and strong character. However, we already face challenges like heavy traffic, limited road access, and stretched infrastructure. Allowing large developments without proper planning for roads, transit, and services will only make these issues worse. While there is a bike lane on part of Purcells Cove Road, there is none on Herring Cove Road, either heading toward the roundabout or towards Spryfield. I biked, to work, from Armdale to Downtown for years and had many close calls. There are now even more cars on the road than there were just two years ago. I loved biking to work, but it was becoming increasingly dangerous due to dramatic increase of population and subsequent traffic. Now that I work within my community, I am grateful to avoid the stress of heavy traffic every day. I can now bike through my neighborhood without the fear of being hit. However, increasing the number of vehicles in our area will negatively impact my commute to work and reduce the safety of our streets. The construction of such a large building in our community will also have a significant impact on residents' mental health. Many of us find peace and solace in the open spaces, gardens, and vistas that our neighborhood provides. The looming presence of a massive structure will not only block our view of the Arm but also cast shadows on both our physical environment and our overall well-being. Studies show that access to green spaces and natural light is essential for mental health, promoting relaxation, reducing stress, and improving mood. The loss of these vital elements could have a lasting negative effect on our mental and emotional health. We support growth and the need for more affordable housing, but it must be *safe, sustainable, and affordable*. High-rises that block views, increase rents, and strain our neighbourhoods do not achieve that. Please take the time to listen to residents and ensure new developments truly strengthen our community, rather than overwhelm it. [Name Redacted] Armdale Resident

C1143	[Email] Comments on Regional Plan amendments Dear Councillors and Regional Planning Team, **RE: Regional Plan amendments** I am submitting two documents on behalf of the Canadian Association of Physicians for the Environment—Nova Scotia, representing more than 100 physicians and other healthcare professionals working in the province. We just learned that HRM opened a period of public feedback on the proposed amendments to the Regional Plan, and that the deadline for submissions is today. We are disappointed that the public engagement opportunity was not well advertised. Our concerns are outlined in the attached letter to MLA John Lohr (August 28, 2025), which was c.c.'d to Mayor Fillmore and HRM councillors. We also support the recommendations set forth in the attached letter by Our HRM Alliance, of which CAPE NS is a member. What we do to the environment, we do to our health. We can and must do better. Tynette Deveaux On behalf of CAPE NS -- Tynette Deveaux Regional Program Manager & Atlantic Coordinator | Gestionnaire des comités régionaux & coordonnatrice du Canada Atlantique www.cape.ca | [Redacted] (Kjipuktuk | Halifax) REFER TO APPENDIX C: C1143 – CANADIAN ASSOICATION OF PHYSICIANS FOR THE ENVIRONMENT LETTER REFER TO APPENDIX C: C1133 – OUR HRM ALLIANCE LETTER
APPENDIX C ATTACHMENTS	
C1106	ECOLOGY ACTION CENTRE - COMMENTS VIA EMAIL *RE: ENGAGEMENT FEEDBACK COMMENTS - OCTOBER 15, 2025*
C1125	ECOLOGY ACTION CENTRE LETTER *RE: PROPOSED AMENDMENTS TO THE REGIONAL PLAN - OCTOBER 23, 2025*
C1133	OUR HRM ALLIANCE LETTER *RE: FEEDBACK ON PROPOSED AMENDMENTS TO THE REGIONAL PLAN*
C1139	SANDY LAKE CONSERVATION ASSOCIATION LETTER *RE: FEEDBACK ON PROPOSED AMENDMENTS TO REGIONAL PLAN – OCTOBER 24, 2025*
C1140	ARMCO CAPITAL INC & MARCHAND HOMES LETTER *RE: PHASE 4 – ENGAGEMENT COMMENTS (MARGESON DRIVE) - OCTOBER 24, 2025*
C1141	LYNDON LYNCH ARCHITECTS LETTER *RE: RECOMMENDATIONS FOR REGIONAL PLAN AND REGIONAL CENTRE BY-LAW REFORM TO ADVANCE DENSITY AND AFFORDABILITY – OCTOBER 24, 2025*

C1143	CANADIAN ASSOICATION OF PHYSICIANS FOR THE ENVIRONMENT LETTER *RE: HEALTH-RELATED CONCERNS REGARDING THE PROVINCES' REJECTION OF HRM'S REGIONAL PLAN – AUGUST 28, 2025*

Appendix C – Letters from Organizations

Neate, Leslie

From: [redacted]
Sent: Wednesday, October 15, 2025 10:30 AM
To: Office, Clerks
Cc: Perrin, Leah; Hamilton, Jacqueline; Winters, Anne
Subject: [External Email] Regional Plan Amendment Feedback Period

[This email has been received from an external person or system]

Greetings, Mayor, councillors and planning staff,

I am writing on behalf of the Ecology Action Centre in response to the feedback period for the amendments to the Regional Plan from Oct 8-24th.

While EAC plans to submit a formal feedback letter during this period, we are disappointed with the manner that this engagement period is being held - a sentiment that was echoed by many councillors during last week's council meeting on Oct 7th, 2025.

The HRM's engagement for the Regional Plan, up until this year, has been thorough, and well-captured the facts and public's stances. Members of the public, community organizations, and industry alike were all consulted at several stages over a five year period. While the time between the final draft of the 2025 Regional Plan and the June 2025 public hearing was brief for all stakeholders, we understand that this was due to provincial deadlines.

This solid engagement from staff and council is further evidenced by the results of the public hearing showing the public heavily favoured a plan that demonstrated environmental values. Specifically, one that understood of the importance of maintaining wildlife corridors, included 30m buffers for wetlands, watercourses and coasts, and championed other environmental protections.

While the plan was not perfect, it was working to uphold the forced inclusion of the Minimum Planning Requirements and the Special Planning Areas, while also honouring what was best for our municipality and residents. Ultimately, a decent plan was passed, thanks to the hard work of staff and council, who had been put in a bit of a tough spot from provincial orders.

Of course, we know Minister Lohr rejected this plan because of environmental protections that select developers found impeded their ability to develop exactly how they wanted. This was evidenced by UDI's public letter on August 12th, 2025.

We will be writing Minister Lohr to try and understand why the feedback of select developers was prioritized after the deadline on June 19th. However, we are hoping someone from council or HRM staff is able to help us understand why select members of industry are being given preferential treatment over community groups that have been instrumentally engaged throughout the last five years? This is clearly an unfair process that is favouring the profit of industry over wellbeing of community and environment.

Any insight you can provide on this would be much appreciated. While developers might build the neighbourhoods, we're the who have to live in them. All residents deserve equal access to information and discussion.

Sincerely,

Jillian Ramsay (she/her) Sustainable Cities Coordinator
Kjipuktuk, Unceded Mi'kmaw Territory
[redacted]
cell: [redacted]
ecologyaction.ca



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Please note, EAC staff work Monday through Thursday. Learn more about our four-day work week.

Our Fern Lane office is open to the public Monday - Thursday from 9:30 a.m. to 3:30 p.m.

Ecology Action Centre
P. 902-429-2202
F. 902-405-3716
2705 Fern Lane
Halifax, NS | B3K 4L3

To: Mayor Fillmore, Members of Halifax Regional Council, and Planning Staff
From: Jillian Ramsay, Sustainable Cities Coordinator, Ecology Action Centre
CC: Maggy Burns, Executive Director, Ecology Action Centre
Re: Feedback on Proposed Amendments to the Regional Plan

The Ecology Action Centre (EAC) appreciates the opportunity to provide feedback on the updates and amendments to the Regional Plan. The amendments presented are not, in themselves, entirely harmful. The objective and vision statement show a clear intention to build complete communities. However, the exclusion of five years of public consultation feedback, along with the omission of policies from the 2025 version that once embedded climate action, environmental protection, and ecosystem-based planning, represents a major step backward. The reduction of 30-metre buffers to 20-metre buffers for wetlands, watercourses, and coasts, the absence of bird-friendly design measures, a lack of consideration for ecological corridors and the loss of explicit connections to HalifACT and the Halifax Green Network Plan – two of the municipality's most important and widely supported environmental frameworks – undermine the credibility and effectiveness of the Regional Plan.

The following letter outlines our feedback on the amendments presented, as well as addresses several elements of the 2025 version of the Regional Plan that need to be reinstated. It is possible to address the housing crisis and maintain strong policies that support the wellbeing of community and environment. The housing crisis is about more than just supply – it is about building complete communities that work in harmony with our natural environment.

Section 1: Feedback on the Amendments to the Regional Plan

6.0B Suburban Area Secondary Municipal Planning Strategy

Objective 4 under Section 6.1B rightly commits to "increasing housing supply and the mix of housing types available for people of all ages, abilities and income levels, with access to transit, services, and amenities." This is a strong and necessary objective that reflects the complexity of the housing crisis. However, the lack of objectives to address equitable access to green, blue and open spaces for community is a glaring gap in the strength of this document. The objectives should include a point committing to community access to green, blue and open spaces, which has direct impact on the mental and physical health and wellbeing of residents.

It is also important to note this objective directly conflicts with Minimum Planning Requirements (MPRs) H and J, which remove requirements for unit mix and for ground-floor commercial space.

These changes move us away from the complete community principles listed in Objective 4 and toward homogenous, car-dependent developments. To make Objective 4 achievable, MPRs H and J must be reworked or removed. Without doing so, we are setting the plan up for failure.

The vision statement outlined in Section 6.2.1B presents an excellent aspiration for "urban communities centred around a network of parks and trails, beautiful, walkable, and vibrant centres." Yet the forced inclusion of Special Planning Areas (SPAs) in our municipal planning strategy directly contradicts this vision.

The Sandy Lake and Highway 102 West Corridor (Blue Mountain-Birch Cove Lakes) SPAs are both outside the Urban Service Boundary. Extending municipal services to these areas will come at a significant cost to taxpayers. These are greenfield sites that lack existing infrastructure to support complete communities, meaning residents will rely heavily on cars. This will lead to worsening traffic congestion on Highways 101, 102, Hammonds Plains Road, and the Bedford Highway, already some of the municipality's most overburdened routes. These developments will increase maintenance costs, emissions, and infrastructure debt, all while undermining the vision of accessible, transit-supported growth.

From an environmental and fiscal perspective, greenfield development is the most expensive and least sustainable form of growth. Healthy, intact natural systems, such as forests and wetlands, provide invaluable ecosystem services. They store carbon, filter water and air, reduce heat island effects, and act as natural buffers against floods and wildfires. Once lost, these systems cannot be easily or affordably replaced.

The **Blue Mountain–Birch Cove Lakes** area, specifically, is being considered for designation as a National Urban Park (NUP). This project would bring enormous tourism, recreation, and community well-being benefits to the HRM. This proposed SPA lies directly within the aspirational boundary of the NUP. It would be a grave misstep to advance any development here before joint planning by the federal, provincial, municipal and First National governments for the park is complete. At minimum, this site should be placed under a permanent pause, if not removed entirely from development consideration.

At **Sandy Lake**, 15 rare and endangered species have already been documented, alongside pockets of old-growth forest, which currently make up less than one percent of the province's forests. The lake and streams support the endangered Atlantic salmon, a species highly sensitive to water quality. Development at the lake's headwaters will irrevocably harm this habitat, thus placing further pressure on a threatened, important species in our province.

6.4B – Addressing the Housing Crisis

Several amended sections of the plan state that, "given the present housing shortage, the urgent priority is to increase the supply of safe, sustainable, and affordable housing" (Sections 1.3, 3.1, 3.1A, 6.2.2A, 6.2.2B, and 6.4B) This is also Minimum Planning Requirement B from the province. However, "safe," "sustainable," and "affordable**"** remain undefined, rendering this statement meaningless in practice. Furthermore, development agreements that make promises to address these undefined terms could risk being fast-tracked without any way to ensure they are delivering.

Without measurable definitions, this policy risks fast-tracking projects that do not meet the needs of those most impacted by the housing crisis: low- and middle-income residents and families. It is imperative that these terms be defined and strongly tied to metrics that plan to address housing for our most vulnerable populations.

The housing crisis cannot be solved by supply alone. We must ensure that new housing contributes to complete, climate-resilient, and socially inclusive communities. Approval of development agreements should be tied to tangible social and environmental outcomes, not just speed of delivery.

6.4B Transit-Oriented Suburban Opportunity Sites

We appreciate that policy SA-2B includes requirements for transit accessibility and discourages demolition of usable buildings – these are commendable, sustainable practices. However, there is a glaring omission: **no protection for green, blue and open spaces**. Development near existing transit corridors should focus first on brownfield and underutilized lands, not ecologically valuable greenspaces.

Policy SA-3B outlines several good criteria aligned with complete community principles, but again lacks language ensuring that developments avoid or minimize environmental harm. Future policy must explicitly prioritize projects that:

- Are within the Urban Service Boundary;
- Include a strong unit mix and affordable housing;
- Provide ground-floor commercial opportunities; and
- Demonstrate low-impact, environmentally responsible design.

These priorities should also influence which development agreements are advanced first.

As a point for clarity: **Policy SA-2B** allows development agreements within an "800-metre walkshed" of Bus Rapid Transit routes. This term must be clearly defined: does it refer to straight-line distance, or to actual walkable routes along existing or planned pedestrian infrastructure?

Clarity is essential for both the public and Council to understand how these decisions are being applied.

3.3.2 – Opportunity Growth Sites

The proposed Opportunity Growth Sites cannot all proceed simultaneously given current infrastructure and fiscal constraints. We urge HRM to make transparent how these sites will be prioritized. Projects with existing servicing, affordable housing commitments, and low ecological impact should come first. Development must follow infrastructure, not the other way around.

Section 2: Feedback on Omissions and Removals

Several critical environmental policies from the 2025 Regional Plan draft, specifically from **Chapter 6: Protecting the Environment and Acting on Climate,** must be reinstated.

- **EN-1:** When preparing business plans and programs, the Municipality shall consider *HalifACT.*
- **EN-4:** When preparing business plans and programs, the Municipality may consider the *Halifax Green Network Plan.*
- **EN-12:** When preparing business plans and programs, the Municipality may consider the *Urban Forest Management Plan.*

These policies are strong ways to align HRM's land-use planning with its declared climate and biodiversity goals, as outlined by all three priority plans. The Regional Plan must explicitly reference these frameworks and integrate them into both the Regional and Suburban Plans. Council and staff have done respectable, quality work on all of these plans, and they are essential for protecting both community and environment as we continue to grow to a city of a million people.

EN-7, which required HRM to identify opportunities to maintain or improve ecological connectivity, must also return. Ecological corridors allow species movement, genetic exchange, and resilience against habitat fragmentation. As HRM grows, we will inevitably expand outward, but we can and must do so in ways that best preserve ecological function. Growth that ignores connectivity will degrade biodiversity, increase our vulnerability to climate-related disasters, and diminish quality of life for residents.

EN-14, promoting *bird-safe design*, is another easy and meaningful inclusion. Measures such as window treatments, lighting design, and landscaping choices, are low-cost, high-impact interventions that save thousands of birds annually and improve local ecological health.

Importantly, they do not impede housing delivery and are entirely compatible with rapid development. The CSA standard for bird-friendly building design has been used effectively by developers across Canada and is already incentivised or required by multiple Canadian municipalities.

30m Buffers for Wetlands, Watercourses and Coasts

Finally, policies **EN-34** and **EN-47**, which establish **30-metre minimum riparian buffers** along wetlands, watercourses, and coasts, must be reinstated without delay. These buffers are not ornamental "nice to haves"; they are fundamental to protecting our built environment. Riparian buffers filter pollutants, stabilize soil, prevent erosion, and absorb floodwaters, directly safeguarding nearby development and infrastructure.

No developer wants to be responsible for a subdivision that floods or loses shoreline integrity. The 30-metre standard is based on decades of research and best practice across North America. If there is evidence that these buffers have significantly limited housing supply without providing clear environmental benefits, we ask that it be presented publicly. Absent such evidence, their reduction is unjustified.

The province's decision to discard the Coastal Protection Act placed responsibility for coastal management squarely on municipalities. In the 2025 Regional Plan, the 30-metre coastal buffer was HRM's way of exercising that responsibility. Removing it now leaves our coastlines and our residents unprotected. We call for its reinstatement in both the Regional and Suburban Plans.

Our Recommendations

1. **Request that the province remove or amend MPRs H and J**, which currently inhibit HRM's ability to build complete communities. If this is not possible, HRM should instead prioritize and incentivize developments that align with MPR B and complete community principles.
2. **Define "safe, affordable, and sustainable housing"** in measurable terms, with outcomes and indicators to track progress and accountability.
3. **Include an objective in 6.1B that demonstrates clear intent to protect our natural environment** and open spaces as we continue to make growth decisions about our suburban area.
4. **Publish a transparent prioritization framework** for Growth Opportunity Sites and SPAs. Prioritize projects on brownfield sites, within the urban service boundary, near existing infrastructure, and with affordable housing commitments.
5. **Reinstate intent to align with HalifACT, the Halifax Green Network Plan, and the Urban Forest Management Plan** and bird-friendly design in both the Regional and Suburban Plans.

6. **Reinstate 30-metre buffers** for wetlands, watercourses, and coasts across the municipality, consistent with best practice and the 2025 Regional Plan.
7. **Prioritize ecological corridors in all future growth planning.** Growth areas should favour brownfield sites first, then low-ecological-value greenfield sites only where unavoidable and outside identified corridors.

The Ecology Action Centre recognizes and sincerely appreciates the hard work of HRM staff and Council in developing this plan amid significant provincial overreach. It has not been an easy planning environment, and we commend the continued dedication to building a plan that serves the best interests of residents and our shared environment.

Halifax now has a real opportunity to lead as a city that balances affordability and accessibility with strong environmental and community principles. We can meet housing needs while strengthening complete community principles and protecting the ecosystems, parks, and green corridors that make our municipality such a wonderful place to live.

We all share the same goal: to see our city grow sustainably, affordably, and safely. We believe the recommendations outlined in this letter will help make those goals possible, ensuring the Regional Plan remains both climate-ready and community-focused.

Thank you again for your commitment and effort in this important work on our Regional Plan. We look forward to seeing these amendments strengthened, as well as the continued progress on the Suburban Plan as we continue to work towards a municipality we are all proud to live in.

Sincerely,



Jillian Ramsay
Sustainable Cities Coordinator
The Ecology Action Centre

To: Mayor Fillmore, Members of Halifax Regional Council, and Planning Staff
From: Our HRM Alliance
Re: Feedback on Proposed Amendments to the Regional Plan

Dear Mayor Fillmore, Members of Council, and HRM Planning Staff,

Our HRM Alliance is a coalition of 64 organizations from environmental, business, health and community sectors advocating for a sustainable future in Halifax Regional Municipality. We appreciate the opportunity to comment on the proposed amendments to the Regional Plan. We recognize and support the need to respond to the housing crisis, but the current amendments risk undermining years of public engagement, expert input, and evidence-based planning that went into the 2025 Regional Plan.

We offer the following feedback and recommendations for consideration.

1. Feedback on Proposed Amendments to the Minimum Planning Requirements

Minimum Planning Requirement A
We support the inclusion of a statement acknowledging that Halifax is in a housing crisis. However, to frame this crisis solely as a supply issue is reductive and opens the door to a "develop-at-all costs" agenda that is irresponsible and goes against resident interest. Building more homes alone will not solve the housing crisis. Halifax needs to grow in a way that supports complete communities where residents can live, work, and play within their own neighbourhoods.

This means ensuring new developments have access to reliable public transit, nearby schools and childcare, grocery stores, health care facilities, recreation centers, and green space. Housing built in isolation from these essentials increases car dependency (therefore increasing traffic congestion for all residents), cost of living, and social isolation, while putting additional pressure on municipal services and infrastructure.

Minimum Planning Requirement B
MPR B's reference a desire to create "safe, affordable, and sustainable" housing, while leaving those terms undefined. Without measurable standards, these terms risk being symbolic rather than actionable. Halifax must clearly define what safety, affordability and sustainability mean in practice, and include strong policy that allows these principles to be at the center of new development. True affordability includes reducing the need for car ownership through walkable, active transportation supportive and transit-connected design, ensuring local access to daily necessities, and providing ecosystem services and recreation opportunities that don't require financial barriers.

Minimum Planning Requirement E
Appendix A's map shows the Special Planning Areas for Sandy Lake and the Highway 102 West Corridor (Blue Mountain–Birch Cove Lakes) within the "Suburban Area," and defines the suburban area as "areas

outside of the Regional Centre, where municipal water, wastewater, and transit services are available" on the HRM's fact sheet. This is not true of Sandy Lake or Highway 102 West Corridor, making this map deceivingly inaccurate. These two Special Planning Areas are unserviced greenfield areas outside the existing service boundary. Developing them would require costly infrastructure extensions and would result in significant environmental damage – fragmenting ecosystems, increasing stormwater runoff, and degrading local water quality. Labeling these areas as serviced misrepresents the current reality and encourages unsustainable sprawl.

Minimum Planning Requirement H

Removing unit mix requirements undermines the ability to meet diverse housing needs. Without unit mix policies, developers could overwhelmingly build bachelor and one-bedroom units, because these units offer more residents per building and are thus the most profitable. This leaves families, multigenerational households, and lower-income residents without suitable options. This approach directly contradicts complete community principles, which call for housing diversity to support residents of all ages, incomes, and family structures. MPR H directly violates MPR B's goal of providing safe, affordable and sustainable housing, favouring developer profit over community wellbeing.

Minimum Planning Requirement J

Eliminating the requirement for ground-floor commercial space in multi-unit buildings weakens accessibility and goes against complete community design. Ground-floor businesses are essential to complete communities. They provide access to essential services and daily conveniences, create local jobs, and foster social interaction. Without them, residents are forced to travel farther for basic needs, increasing car dependency and eroding community cohesion. If we build houses without businesses, we are again creating car-dependent, inaccessible, and unaffordable neighbourhoods.

2. Omission of 30-Metre Buffers for Wetlands, Watercourses, and Coasts

The omission of the 30-metre buffers for wetlands, watercourses, and coastal areas is unacceptable. These setbacks were among the most widely supported and scientifically justified components of the 2025 Regional Plan. They were endorsed by residents, scientists, ecologists, and professors during public engagement and the June 2025 public hearing. Furthermore, they are essential to HRM's fire/flood resilience, air and water quality, as well as overall community and environmental wellbeing.

The 30-metre buffer is more effective than the 20-metre alternative because it provides greater protection from sedimentation, erosion, and flooding, while allowing room for natural riparian vegetation that filters pollutants and stabilizes soils.

There are local examples where insufficient setbacks and weak enforcement of environmental protections have led to significant ecological harm. The Black Duck Brook siltation caused by the Brookline subdivision near Blue Mountain–Birch Cove Lakes, and the recent 2024 siltation of the Sandy Lake tributary both demonstrate how inadequate buffers and development pressures have degraded waterways and habitats. Furthermore, in the case of BMBCL, significant, dangerous damage occurred to

trail and road infrastructure in the community. These failures show why robust, enforceable buffers are necessary to protect our drinking water, fish habitat, and community safety.

These buffers are not obstacles, they are safeguards. They protect homes, infrastructure, and communities from the very climate impacts that are intensifying.

During recent opportunities for consultation, select developers have had the opportunity to influence Minister Lohr's decision to remove the 30m buffers for wetlands, watercourses and coasts (EN 34, 40, 47). As was proven through countless feedback sessions with experts and community, there is significant evidence that supports 30m buffers being an essential protective measure not only for the environment, but also for the wellbeing of community and the integrity of development infrastructure. It is possible to have strong buffers and build efficiently. If the argument is that buffers unreasonably restrict housing supply, we request data-driven evidence showing where a 30-metre buffer has genuinely prevented feasible housing development, without compromising environmental wellbeing.

3. Inadequate Public Feedback Process

The window for feedback on the amendments to the Regional Plan is inadequate and inequitable. The public was given little notice, and the process has not been well publicized. Residents, experts, and community organizations who have engaged over the last five years deserve a fair opportunity to provide input now.

Meanwhile, it appears industry groups such as UDI are being given extended and private engagement opportunities, despite already participating extensively in the 2025 Regional Plan process. This undermines fairness, transparency, and public confidence in the planning process. Why are select developers being given preferential treatment after the 2025 Regional Plan consultation process was already finished? All members of the HRM community should be given the same opportunities to engage with this important document.

Finally, it is deeply concerning that the proposed amendments, combined with reverting to the 2014 Regional Plan framework, represent a regression from the 2025 plan that was developed over five years of intensive public engagement. That plan reflected updated data, community needs, and environmental realities.

The 2025 plan was informed by thousands of residents, environmental groups, housing advocates, and yes—the development industry. To now disregard this process and selectively reintroduce outdated elements undermines public trust and erases the progress made toward a more sustainable and equitable Halifax.

Our Recommendations

We urge Halifax Regional Council and Planning Staff to:

1. Amend MPR A to acknowledge the diverse components contributing to the housing crisis, and that it is not a supply issue alone.
2. Amend MPR B to include measurable definitions for “safe”, “affordable” and “sustainable”.
3. Amend Appendix A map in MPR E to show an accurate depiction of the Urban Service Boundary, which is distinctly separate from the Suburban Area, as it is currently defined.
4. Amend MPR H to require a percentage of all new buildings to have unit-mix to allow for more affordable housing options for families and low-income residents.
5. Amend MPR J to allot a percentage of ground floor space of multi-unit residential buildings to be designated for commercial services that contribute to complete community principles, such as groceries, convenience stores, childcare services, pharmacies, etc. This will better support local businesses and communities, along with the housing being built.
6. Reinstate the 30-metre buffers for wetlands, watercourses, and coastal areas in the Regional Plan to protect new builds and residents against flooding, erosion, and pollution.
7. Ensure equitable public participation in all future planning processes, providing adequate notice and engagement opportunities for residents and community organizations equally, without showing preferential treatment to those who stand to profit from the Regional Plan amendments.

We urge to you consider these recommendations seriously, as they have been created with community interest and environmental well-being in mind. The HRM is in a housing crisis that we must address, but developing at all costs is not the solution. We need a multifaceted approach to the housing crisis that honours complete community principles and protects the little urban greenspace we have left. The financial motivation of select developers should not be more important than your residents or our local environment.

Sincerely,
Our HRM Alliance

Our HRM Alliance Groups:

Trail Groups
Cole Harbour Parks and Trails Association
Halifax North West Trails Association
Hike Nova Scotia
Preston and Area Trails Association
Penhorn Lake Area Trails Association

Wilderness Groups
Canoe Kayak Nova Scotia
Eastern Shore Forest Watch Association
Five Bridges Wilderness Heritage Trust
Sackville Rivers Association
Sackville Lakes Park and Trails Association
Save Bedford's Waterfront Society
Sandy Lake Conservation Association
Friends of Blue Mountain Birch Cove Lakes
Sandy Lake-Sackville River Regional Park Coalition

Environmental Groups
Citizens' Climate Lobby – Halifax
Backlands Coalition
Canada Green Building Council – Atlantic Chapter
Dalhousie Office of Sustainability
Ferguson's Cove Neighbourhood Association
Friends of McNabs Island Society
Friends of First Lake Society
Ecology Action Centre
Halifax Field Naturalists
Halifax Urban Greenway Association
Lake Echo Watershed Association
McIntosh Run Watershed Association
Purcell's Cove Area Residents Action Committee
Sandy Lake Conservation Association
Shore Active Transportation Association
Shubenacadie Watershed Environmental Protection Society
St. Margaret's Bay Stewardship Association
Williams Lake Conservation Company
Woodens River Watershed Environmental Organization

Community Groups
CAPE NS
CARP Nova Scotia
Cole Harbour Rural Heritage Society
Dalhousie School for Resource and Environmental Studies
FUSION Halifax
Genuine Progress Index (GPI) Atlantic
Halifax Cycling Coalition
Heart and Stroke Foundation of Nova Scotia
It's More Than Buses
Lucasville Community Association
Musquodoboit Harbour and Area Community Association
North End Community Health Centre
Purcell's Cove Neighbourhood Committee
PROBE
Rural Coastal Communities Network
Walk n' Roll Halifax
Wyse Society for Sensible Urban Development, The
YWCA Halifax
Trips By Transit
Akoma Holdings Inc.

Business Improvement Districts
Downtown Dartmouth Business Commission
Downtown Halifax Business Commission
The Village on Main (Main Street Dartmouth Business Improvement District)
North End Business Association
Quinpool Road Mainstreet District Association
Sackville Business Association
Spring Garden Area Business Association
St. Margaret's Bay Chamber of Commerce

Sandy Lake Conservation Association

[redacted]

www.sandylake.org

To:
Mayor Fillmore
Members of Halifax Regional Council
Halifax Planning Staff
regionalplan@halifax.ca and clerks@halifax.ca

From: Sandy Lake Conservation Association

Re: Feedback on Proposed Amendments to the Regional Plan

October 24, 2025

Dear Mayor Fillmore, Members of Council, and HRM Planning Staff,

The Sandy Lake Conservation Association is a group of citizens which works to preserve the outstanding environmental and recreational assets of Sandy Lake Regional Park and area.
We appreciate the opportunity to comment on the proposed amendments to the Regional Plan.
While we recognize and support the need to address the housing crisis, putting housing as intended at Sandy Lake SPA will unquestionably harm not only the lakes and park but can be expected to cause more flooding in the Sackville River floodplains of Bedford and Sackville.

The Stantec LSA report on Sandy Lake does not measure up to the expected quality of work from Stantec. It reflects very little of the real-life long-term scientific and cultural information and data that exists and that should have been used to inform the decision on whether to proceed or not with secondary planning in such an important place. The Stantec Report is hardly similar to the McCallum Report, hardly uses it. We also note the substantial investments in the park's creation over many decades by the municipality, citizens, groups, businesses, and governments.

One of the few Regional Plan changes which would have at least helped was the new 30-metre buffer plan. However, even that didn't come near the size of buffers that the McCallum Report recommended for protection of the park's valuable assets (50-metre for wetlands and 100-metre for watercourses). The McCallum Report was specifically a study on the needs of Sandy Lake's system through to the Sackville River. There needs to be a provision in the Regional Plan to allow for the results of special studies of particular areas to hold more weight than the general Regional Plan requirement of 30 metres.

City Councill voted in favour of the 50 and 100-metre buffers for Sandy Lake area specifically, but the Stantec Report reverted to the 30-metre buffers. Outstanding ecologies like Sandy Lake are the filters and lungs of the province.

In addition, the developers of Bedford West already used 30-metre buffers, and developers voiced the expectation they would be continuing those in Subareas 12 & 1 - another SPA in Sandy Lake's subwatershed that will impact Sandy Lake and its park.

At Sandy Lake we have had two recent examples of how 20-metre buffers have not worked.

- In 2013 300 acres of trees were cut beside Sandy Lake following the required regulations, including 20-metre buffers. However, there is still a large area of rotting wood chips slowly decomposing at the mouth of one of the western tributaries. It has been increasing the nutrient load in Sandy Lake since that tree cutting.
- In 2024 siltation of another of the western Sandy Lake tributaries, Northern Brook, demonstrate how inadequate buffers are and how development pressures lead to corner-cutting of minimum requirements. Bedford's office of NS Department of ECC handled the issue.

It makes no sense in the midst of wildfires from climate change to destroy those natural environmental services. We can put houses elsewhere. Larger buffers are not barriers to development, they are safeguards that protect homes, businesses, infrastructure and communities. They protect tax dollars and citizen's dollars from the intensifying climate impacts such as flooding, fires and droughts.

We can send you research that shows 30-metre and sometimes greater buffers are warranted and used in some parts of the world. The world is going in that direction, not backward to 20-metres, and Sandy Lake needs more than that, not less.

REQUEST:
SLCA requests that HRM use the 2025 Regional Plan as created by the full process, create an amendment to the 2025 Regional Plan a special category for protection from larger buffers in locations like Sandy Lake that have particular vulnerabilities and assets that warrant that protection, and reinstate the 30-metre buffers for the usual development processes.

2. Our other main concern is that the Province's 'taking over' the Regional Plan is yet another heavy-handed act that challenges democracy. We ask the city to stand behind its citizens and its years of work to create the best city we can, to resist this undemocratic movement that is undermining years of public engagement, expert input, and evidence-based planning that went into the 2025 Regional Plan. When experts and citizens have worked a decade together to shape the Regional Plan by all, for all, to have the joint work swept away like that is stunning to say the least.

REQUEST:
We request that the city stand up to the province, use the 2025 Regional Plan that you passed.

Respectfully submitted,

[Name redacted] for The Sandy Lake Conservation Association
www.sandylake.org

24 October 2025

Regional Planning Team
Planning and Development
Halifax Regional Municipality
regionalplan@halifax.ca

VIA EMAIL

Re: Phase 4 – engagement comments

To Whom It May Concern;

Armco Capital and Marchand Developments request, as part of the Phase 4 Regional Plan, that the Urban Service Boundary be extended to permit large scale residential and commercial development over the lands known as Margeson Drive/Hwy 101: PIDs 40123598, 41287137, 40123606, 41287129, 40281461, 41461450, 40123614, 40695504, 40123788, and 41315946. We currently project approximately 4,000 residential units and 250,000 sq. ft. of commercial retail space over these properties.

There are significant community benefits linked to this development:

- It takes advantage of existing underutilized public highway infrastructure.
- Provides a second exit from Indigo Shores, via an upgraded service road, and highway access to Lucasville Road.
- Allows fire hydrants to be installed at the entrance to Indigo Shores.
- Transit oriented development reduces car trips and encourages transit use.
- Provides needed grocery/pharmacy/medical/transit amenities to Lucasville residents.
- Adding grocery and pharmacy amenities alleviates traffic in Lower Sackville, Bayers Lake, and Dartmouth Crossing.
- Protects, and brings into public ownership, the floodplains, Christina's Brook falls, and the existing wetland near Webber Lake.
- Includes building a portion of the Lucasville Greenway.
- With the addition of water and sewer services to the area, the Cobequid Cultural Society will have the opportunity to build their Community Arts Centre. The Centre will bring jobs, cultural space, a performance theatre, studio space, and other amenities to the area.
- Provides a significant expansion to the local commercial tax base.
- Adjacent to the future school site, in Middle Sackville.

Thank you for your consideration,

ARMCO CAPITAL INC.
MARCHAND HOMES

ACME Nouvelle-Écosse
Association canadienne des médecins pour l'environnement
CAPE Nova Scotia
Canadian Association of Physicians for the Environment

August 28, 2025

Municipal Affairs Minister John Lohr
dmamin@novascotia.ca
14th Floor North, Maritime Centre
1505 Barrington Street
Halifax, NS
B3J 2M4

RE: Health-related concerns regarding the province's rejection of HRM's Regional Plan

Dear Minister Lohr,

On behalf of the Nova Scotia committee of the Canadian Association of Physicians for the Environment (CAPE), we write to express our deep concern regarding the provincial government's recent decision to reject the Halifax Regional Municipality's proposed regional plan. This plan contained critical safeguards to protect local waterways from the impacts of new developments—protections we believe are essential to the health and wellbeing of our communities.

As physicians, we see firsthand how the environment directly affects human health. The devastating floods and wildfires that have already struck Nova Scotian communities illustrate the urgent need for careful, responsible planning. Waterways are natural defenses against flooding and play a vital role in mitigating the impacts of climate change. Their protection is not optional—it is necessary to safeguard both the environment and public health.

The way our cities grow has a profound effect on physical and mental health. Poorly designed urban development leads to increased rates of chronic disease, worsens mental health outcomes, and drives up health care costs in both direct and indirect ways. When growth disregards environmental sustainability, it creates long-term harms that fall disproportionately on the people of Nova Scotia, and ultimately, on our health care system.

We urge the Government of Nova Scotia to reconsider this decision and work collaboratively with municipalities to prioritize sustainable growth that protects waterways, reduces disaster

risks, and supports the health of our population. Development must be undertaken thoughtfully, with long-term health and environmental resilience at the forefront.

Nova Scotia has an opportunity to be a leader in designing communities that are safe, sustainable, and healthy. We strongly encourage your government to take that responsibility seriously.

Sincerely,

[redacted]

Chris McCrossin, MD FRCPC
Emergency Physician
CAPE Nova Scotia

[redacted]

Laurette Geldenhuys, MBBCH FFPATH MMED FRCPC MAEd
Chair, CAPE Nova Scotia
[redacted].

c.c. Premier Tim Houson
Mayor Andy Fillmore
Halifax regional council
Minister Michelle Thompson
Minister Tim Halman
Juanita Spencer, CEO, Nova Scotia Federation of Municipalities

Urban Development Institute of Nova Scotia
5251 Duke Street, Suite 1202, Halifax, NS B3J 1P3
Tel: 902-442-5017 Email: udi@udins.ca
www.udins.ca

October 24, 2025

Kate Greene
Director of Regional & Community Planning
Halifax Regional Municipality Planning & Development
Halifax, N.S.

Good afternoon, Kate:

I write regarding the protection of coastal waters in HRM. Given that a setback from coastal areas of 30 meters will not negatively impact development opportunities, nor add undue expense to development, UDI supports this provision. It is understood that the relaxation of this buffer may be considered if the property cannot be reasonable developed with the required 30-meter buffer.

Thank you,



Stephen Adams
Executive Director
UDINS



copy: Vicki Elliott-Lopez
Paul LaFleche
Micah Richardson
Anne Winters

Urban Development Institute of Nova Scotia
5251 Duke Street, Suite 1202, Halifax, NS B3J 1P3
Tel: 902-442-5017 Email: udi@udins.ca
www.udins.ca

September 16, 2025

To: Vicki Elliott-Elliott-Lopez, Micah Richardson, Paul LaFleche
Copy: Jacqueline Hamilton, Erin MacIntyre
Fr: Stephen Adams
Re: UDI Recommended Amendments for HRM's Regional Plan

UDI is pleased to provide recommendations for the consideration of the Province and HRM regarding amendments to HRM's Regional Plan. In addition to our recommendations, you will find attached correspondence from Beth MacLeod of Lydon Lynch. It contains impressive observations and suggestions. This correspondence was sent to Minister Lohr, Mayor Fillmore, and Members of Council on September 3, 2025.

In preparing these recommendations, UDI had extensive discussions at our board level, at our open house and at the working group meeting regarding which plan should be used as the foundation for the new Regional Plan. The options were to utilize the 2025 plan, with unfavourable aspects eliminated; or use the existing plan, (approved in 2014 and amended over the years) and add the favourable aspects from the 2025 plan, with additional thoughts from UDI's membership. The decision to amend the latter was chosen for several reasons.

The amended 2014 document was workable, as was evidenced by the growth in HRM. Given that it was older, additional amendments were required over the past 11 years. We will recommend further amendments, which will increase housing.

The decision not to choose the 2025 document and delete unfavourable sections generated debate and some frustration. Given the recommendations in the 2025 plan, some of which we were unaware, amending the 2014 document was safer.

The frustration was based the fact that UDI, members of the development community and, in fact, several Councillors were not aware of several of the recommendations. The requirement for all new parking spaces for multi-unit buildings to be "EV Ready", section 6.4.4 Bird-Safe Design are but a few. In open Council, one Councillor asked if the EV Ready recommendation was for all new parking spaces. And, with due respect, Bird Safe Design guidelines should not be in a planning document. Given the likelihood that other sections would be included which would encumber development or slow progress, we took the more predictable approach.

We would also like to suggest that when the province submits recommendations to HRM, that provincial staff follow the process as it moves through the HRM bureaucracy. We want to ensure that what is recommended by the province is implemented. We are concerned that there will be hesitation to

implement amendments which conflict with some staff ideology. Members of our working group would be pleased to attend the HRM/Provincial meetings, to offer clarification on our recommendations and explain the benefits of them.

One of our recommendations after the amendments have been submitted is to initiate a second phase of this planning process. HRM staff, in conjunction with the province and the development industry, could amend the 2025 document together, to further increase development opportunities. This process would most certainly help to ensure success, as the major stakeholders would have input from the beginning. The previous process provided a 1921-page document and gave interested parties less than a week to analyze it. Any plan with input from day one has a far better chance of endorsement and success at the Council level. UDI would be pleased to participate at the beginning of the process in the upcoming Regional Plan.

Some of these amendments will require Charter changes, while others can be changed in the Regional Plan document.

UDI appreciates having been asked to participate is this opportunity to help with development and planning. We are available, at your convenience, to further assist, as required.

Respectfully submitted,

[redacted]

Stephen Adams
Executive Director UDINS
[redacted]

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September 16, 2025

UDI Recommended Amendments for HRM's Regional Plan

Proposed Amendments to Chapter 3, Housing and Settlement.

UDI Rationale: In addition to the Strategic Growth and Infrastructure Priorities Plan (SGIPP), there needs to be a policy that facilitates new applications for service boundary extensions. These applications can be site specific or for more substantial subdivisions. All technical studies to support these applications shall be provided by the applicant. The ability to create service extensions in the past has been severely restricted, thus, limited housing supply. This proposed policy allows for Staff (and Council) to evaluate the merit of each proposal on a case-by-case basis. This is not simply ad-hoc growth, it enables development where it is actionable.

Chapter 3 - Housing and Settlement

In order to provide opportunities for the creation of serviced developments to respond to a documented shortfall in available housing, it is Council's intent to enable opportunities for the creation of new subdivisions by development agreement in a rapid manner. These developments shall be located proximate to the existing Urban Service Area and the development agreement should contain requirements for the extension of services and early or immediate commencement. Projects that do not meet these criteria shall not be enabled.

Policy S-4A Notwithstanding Policy E-9, E-10, E-23, S-2, S-3, S-4, S-9, S-14A, S-14B, S-15A, S-15B, S-16A, S-17A, S-19, S-20, S-21, S-23, S-24, Su-2, SU-3, SU-4, HRM shall establish the Housing Accelerator Comprehensive Development District (HA-CDD) Zone in all Land Use By-laws proximate to the Urban Service Area. This zone shall enable ground based, multi-unit or mixed-use residential subdivisions (or single sites) serviced by municipal sewer and water by development agreement. This zone shall be available via a rezoning process in Urban Settlement, Residential Reserve and Rural Commuter and designations subject to consideration of the following criteria:

A. *That the parcel(s) are proximate to the existing Urban Service Area;*

B. *That commencement of the development be rapid and timelines for commencement be specified in the development agreement;*

C. *that rezonings happen concurrently with the approval of the development agreement;*

D. *the types of land uses to be included in the development and that, where the development provides for a mix of housing types, it does not detract from the general residential character of the community;*

E. *the general phasing of the development relative to the distribution of specific housing types or other uses;*

F. *that the development is capable of utilizing existing municipal trunk sewer and water services without exceeding capacity of these systems;*

G. *notwithstanding S-4A (F) the municipality may entertain applications in which the existing sewer and water capacities are upgraded by the developer, cost shared with the municipality or where upgrades are already planned by the municipality;*

H. *that, if required by Halifax Water, a sewage flow monitoring program is established for the development and that provisions are made for its phasing in relation to achieving sewage flow targets;*

I. *that the sewage flow monitoring program proposed by the developer for implementation under clause (H) addresses, in a form acceptable to Halifax Water, target sewage flows to be achieved in relation to development phasing and the method, duration, frequency and location of monitoring needed to verify that target sewage flows have been achieved;*

J. *provisions for the proper handling of stormwater and general drainage within and from the development;*

K. *any applicable matter as set out in Policy G-15 of this Plan.*

Chapter 8

SU-3A Notwithstanding Policies Su-2, SU-3, SU-4 and E-23 HRM may consider an expansion to the Urban Service Area via development agreement subject to policies S-4A , HRM shall have regard to the following:

(a) the financial ability of HRM to absorb any costs relating to the extension;

(b) the need to oversize the water, wastewater or stormwater systems to allow for future development;

(c) that the proposed development agreement covers all water, wastewater and stormwater upgrades required related to the proposed development agreement; and

(d) that cost sharing be considered where appropriate.

Proposed Amendments to Interim Bonus Zoning

Section 9.7A of the Regional Municipal Planning Strategy introduces an Interim Bonus Zoning regime that adds new charges in addition to existing development charges and fees.

The work to create this set of new charges used a rationale that additional development rights were being granted on an ad-hoc basis throughout the Region and a bonus regime would allow the Municipality to capture back some "lift" for investment in certain community benefits ahead of a proposed comprehensive update to Suburban & Rural planning documents.

Through implementation of this policy the Municipality has captured value based on a rationale that these new charges would allow for investment in community "while only adding modest costs to new developments" (February 21st, 2023 Staff Report to Council).

The experience has been that these bonus zoning charges are adding more than *modest* costs to new developments. While not as high as regional development charges, mid-rise developments in the Suburbs are seeing Density Bonusing charges in the $3,500 / unit range.

While adopting regulations there are two coefficients that were introduced to the calculation of value. One to determine how much of the square footage is being used to determine the charge in serviced areas and one to determine how much of the land value is being charged in the unserviced areas.

Recommendation 1: In suburban areas, reduce the percentage of floor area used to calculate the value from 20% to 4%. In rural areas, reduce the percentage of land value used for valuation from 12% to 2%. This will bring the charges in line with the "modest costs" envisioned by Municipal staff.

Recommendation 2: Remove the requirement that 60% of the benefit be directed towards affordable housing. New efforts are putting Federal energy toward a return to the non-market housing sector that will reduce pressure for other orders of government to create stop-gap measures that have moved focus from traditional municipal responsibilities (parks, public space, local transportation).

Proposed Amendments to Eliminate Schedule J

At various points in time HRM has introduced "Growth Controls" where pressure and opportunity for development of new housing and new infrastructure was present. In all cases these were discussed as "interim" to allow HRM time to consider implications of further development.

Removing the controls introduced through Schedule J in the Sub-Division by-law will allow for continued development of roads and housing that will boost the supply of a mix of housing and provide opportunity for private interests to make significant and necessary road connections to support access and egress to developed areas.

This move aligns with recent provincial mandates to prioritize increasing housing stock and improve transportation connections. This would also allow for more development that better fits contemporary planning goals, such as integrated communities, rather than continuing to limit growth based on a 2006 plan which forces landowners to continually work to maximize the limited existing rights in the area without the benefit of new development forms and services.

The removal would need to be carefully managed to ensure the growth occurs sustainably and without overwhelming existing infrastructure, and at any time this could be reintroduced if the inquiries appear to be driving new undesirable development.

It should be noted that HRM staff advised North West Community Council in an Information Report on June 20th, 2022 that it would be best to wait on any change to the growth controls until Phase 5 of the Regional Plan which was scheduled to be complete in fiscal year 2023/2024. There is still no scheduled date for the completion of Phase 5 as outlined in the 2022 Information Report.

Recommendation: Remove Schedule J from the Regional Subdivision By-law and remove all reference to Schedule J in the Regional Municipal Planning Strategy.

Proposed Amendments to Conservation Design Development (CDD) Policy

The following amendments to the Conservation Design Development (CDD) policy are recommended as part of the 2025 Regional Plan update. The proposed changes are designed to simplify implementation and permit increased density in designated rural areas. These amendments aim to preserve the core objectives of the current policy while reintroducing some of the design and density flexibility from the original 2006 CDD policy.

1. Bonus Density in Rural Growth Centres

Recommendation: In areas designated as Rural Growth Centres, permit bonus densities for Classic Conservation Design Developments that conserve 60% or more of the land area as protected open space.

Rationale: This policy creates a direct incentive for developers to exceed minimum land conservation targets. By allowing for increased unit density, the amendment offsets the economic impact of setting aside larger areas of land. This encourages the preservation of ecologically significant lands, wildlife corridors, and community green spaces, while concentrating growth in areas identified by HRM as suitable for development.

2. Density Calculation Outside Rural Growth Areas

Recommendation: Outside of Rural Growth Areas, permit a maximum of 100 units for a Classic Conservation Design Development on a single lot, irrespective of its size, provided that 75% or more of the lot area is conserved as open space. This amendment removes per-hectare density controls in these specific areas.

Rationale: This change simplifies the regulatory process by removing complex density calculations, which provides greater predictability for landowners and developers. The 100-unit cap prevents large-scale residential subdivisions in areas not designated for growth, while the flexibility allows for alternative housing models such as cooperatives or small-scale cottage developments.

3. Permitted Residential Uses

Recommendation: Permit all residential use types within a CDD by development agreement.

Rationale: Allowing all residential uses provides the flexibility for HRM and the developer to determine the most appropriate housing forms for a specific site. This approach allows projects to adapt to site constraints, topography, servicing capacity, and market demand, facilitating the creation of mixed-housing communities that may include single-unit dwellings, townhouses, and multi-unit buildings.

4. Lot and Road Cutoff Dates

Recommendation: Amend the lot eligibility cutoff date for CDD applications to include lots created up to the effective date of the new Regional Plan's adoption (projected for December 2025). The existing road construction cutoff date of April 29, 2006, will be maintained.

Rationale: Updating the lot creation date makes a number of existing, well-situated parcels eligible for development under the CDD policy. Maintaining the 2006 road cutoff date restricts eligibility to lots with historic access, thereby preventing the construction of new roads into undeveloped areas solely to qualify for the CDD policy.

5. Private Driveway Unit Limit

Recommendation: Amend the maximum number of dwelling units permitted to use a single private driveway for access from 20 units to 100 units, aligning it with the HRM Municipal Design Guidelines (Red Book) standard for emergency vehicle access.

Rationale: This amendment standardizes access requirements by aligning the planning policy with established municipal engineering and safety standards. It removes a regulatory inconsistency, simplifies the development process, and confirms that access for projects up to 100 units is sufficient for emergency services.

Allow for Site-Specific Plan Amendments

Background: On July 11, 2023, Council passed a 5-part motion. The fifth part of the motion read, as follows:

Effective immediately, direct any new requests for site-specific amendments to Municipal Planning Strategies in the Suburban Area to the suburban planning process, and direct staff to address current requests as generally outlined in Attachment A.

As a result of this motion, the number of applications directed to the Suburban Plan has increased. More importantly, the ability for developers and builders to apply for Development Agreements or site-specific plan amendments has been extremely limited.

Rationale: To date, there are approximately 150 confirmed applications in the suburban plan process. Given time, HRM could provide an accurate number. By reintroducing the ability to apply for site-specific plan amendments,

Replace references of BRT with 'transit route' or 'transit terminal'

Background: The requirement for proximity to a Bus Rapid Transit (BRT) route is a criterion for consideration of new developments. In many cases, (in Sackville and Bedford) BRT is referenced as the Bedford Ferry Terminal. This terminal is in the early stages of planning, with no accurate timeline when it will be in service. This criterion cannot be satisfied, meaning none of these applications can be considered.

Rationale: Sackville Drive and Bedford Highway have several buses running on a frequency between 20 and 30 minutes every hour. And there are two terminals in Sackville, located on Cobequid Road and on Walker Drive. The recently approved HAF amendments used transit routes as one of the main criteria for consideration and approval. The same consideration should be given for these projects.

Proposed Amendments to Development Approval Timelines

A predictable, transparent, and efficient development approval process is critical for facilitating responsible growth and investment within the municipality. Unclear requirements and inconsistent timelines can create barriers to development, increase project costs, and undermine confidence in the regulatory system. The following amendments are proposed to address these challenges by establishing a more effective framework for timeline adherence. It is acknowledged that implementing these changes may require an amendment to the Halifax Charter and could fall outside the scope of the regional planning process; however, it is important to include these recommendations for consideration.

1. Process for Legislated Timeline Adherence

Recommendation 1: For applications with legislated timelines (e.g., permits, subdivision), amend the process so that applications not processed within the timeline proceed to a mandatory, independent arbitration process rather than being deemed refused. The arbitration body should be apolitical and efficient, such as a new quasi-judicial board or a better-resourced Nova Scotia Utility and Review Board (NSUARB).

Recommendation 2: Establish legislated timelines for applications that currently lack them, including development agreements, municipal plan amendments, and rezonings. These timelines would create a predictable path for applications to reach a decision-making body, Community Council or Regional Council.

Rationale:

- Defer Halifax Water RDC charges to when the water meter is turned on to limit up front carrying costs
- Defer All HRM Permit, HRM Density Bonusing to Occupancy Permit stage to limit up front carrying costs

Rationale for Process Changes: HRM's processes, planning guidelines, and by-laws have become overly complex, creating long delays for both applicants and staff. A major simplification is needed to streamline approvals and save time for everyone.

Recommendations:

- Embed external industry expertise in the policy review process to help ensure that well-intentioned regulations do not inadvertently reduce affordability or slow urgently needed housing supply. To ensure future changes to policy, regional planning and by-laws achieve their intended goals, we recommend creating a formal working group of industry professionals — including architects, planners, developers, contractors, and housing advocates. This group would advise on

the affordability implications of proposed revisions, evaluate constructability and technical feasibility, assess impacts on project timelines and approvals.

- Provide the Development Officer (DO) with more flexibility to respond to site specific conditions by increasing the scope of Variance Approvals that the Development Officer can approve.
- Reinstate site-specific plan amendment applications for unique sites, impactful designs, and innovative programs. These projects are currently restricted by rigid by-laws, despite their potential to benefit the community, tourism, and housing supply.
- Streamline online application processes.
- List substantive amendments (height, density, unit count, etc.) in development agreements, and consider all other amendments, as non-substantive. Give the DO ability to determine if any proposed amendments are contrary to the DA.
- Provide greater transparency and updates for applicants.
- Reduce application requirements, including unnecessary studies (ex; wind studies for smaller developments).
- Reduce prescriptive design rules that limit flexibility and drive up costs, enabling more efficient and affordable building forms that directly increase housing supply. Overregulation of design details comes at the expense of density, efficiency, and affordability.

Improving without Impeding: HRM's Regional Plans and by-laws have gone through repeated reviews, revisions, and even full replacements. Each time a new plan or revisions to by-laws are announced or placed under review, the entire regions' housing units are stalled because there is no reliable path for applications or approvals.

Recommendation: To avoid these unnecessary delays, HRM should establish a clear process that allows applications to continue being received, reviewed, and approved while planning documents are in transition.

Respectfully submitted,

[redacted]

Stephen Adams
Executive Director UDINS

[redacted]

LYDON LYNCH
ARCHITECTS

401-1668 Barrington Street | Halifax | Nova Scotia | Canada | B3J 2A2
Telephone: 902 422 1446 | Fax: 902 422 1449 | www.lydonlynch.ca

October 24, 2025

Halifax Regional Council
Halifax Regional Municipality
Regional Planning & Development

Re: Recommendations for Regional Plan and Regional Centre By-law Reform to Advance Density and Affordability

To HRM,

Halifax is at a pivotal moment. The demand for housing has never been greater, yet the current planning framework makes delivering new homes more complex, costly, and time-consuming than necessary. The Regional Plan (2025 draft) and the Regional Centre Land Use By-law are overly prescriptive and, in several critical respects, counterproductive to the goals of increasing density and improving affordability.

Our firm has designed and delivered thousands of homes in Halifax. We have seen first-hand how elements of the current framework add cost, reduce efficiency, and ultimately hinder the affordability and supply targets shared by both HRM and the Province. This is a unique opportunity to simplify the framework, adopt best practices, and enable more housing to be built quickly and affordably.

1. **Overarching Direction**

   The Regional Centre By-law has become excessively onerous, extending timelines for both applicants and staff. A major simplification is needed, with the goals of:

   - Reducing prescriptive design rules that limit flexibility and creativity.
   - Streamlining approvals to save time for all parties.
   - Enabling efficient, affordable building forms that directly support housing supply.

   Other strategies to improve the timelines for applications include:

   - Increase the scope of Variance Approvals that the Development Officer can approve.
   - Reinstate site specific plan amendments application process.

   Limit up front carry costs of developments to improve timelines:

   - Postpone All HRM Permit, HRM Density Bonusing to Occupancy Permit stage to limit up front carrying costs
   - Postpone Halifax Water RDC charges to when the water meter is turned on to limit up front carrying costs

2. **2025 Proposed Revisions to the Regional Plan**

   - EV Infrastructure: Eliminate blanket EV infrastructure requirements for homes and multi-unit projects, which create unnecessary costs without delivering proportional benefits.
   - Density Bonusing: Remove or substantially revise the current land-area based density bonusing system, which is overly complex, unpredictable, and deters housing delivery.
   - Provide copies of the full new documents to the industry with 6 months notice before transition to new plan. Ensure a specific date is provided for when new plans/by-laws come into effect and what level/type of application needs to be submitted in advance to be reviewed under previous plans/by-laws. This will overcome the ‘pause’ that occurs due to uncertainty during times of transition in policy.

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3. Topic-Based Recommendations

3.1. Building Design Rules

1. Tower Provisions: Repeal overly prescriptive tower and mid-rise rules introduced under Package B (e.g., 35x35m tower caps, rigid stepbacks). These changes have added complexity and cost while reducing flexibility and efficiency.
    - As we outlined in our 2021 submission, the Package B definition of the "Tower Portion" has had severe unintended consequences. Unlike Package A, which allowed for intermediate floors and stepped transitions, Package B forces towers to rise directly above the streetwall. The results are:
        - Taller, more expensive buildings with less efficient floor plates.
        - Higher construction and rental costs due to disproportionate common areas.
        - Point-tower massing above podiums, repeating outdated urban design mistakes.
        - Poorer pedestrian environments due to worsened wind conditions.
        - Less variety and adaptability in architectural design, limiting the ability of our professional teams to design solutions that optimize unit counts, size, daylighting, etc
    - We strongly recommend reinstating the Package A definition of Tower Portions, which offered the right balance of flexibility and control.
2. Revise zoning adjacency rules so that restrictions apply only to the directly abutting parcel, not the entirety of an adjacent property with multiple zones.
3. Remove excessive restrictions on extents of balconies; shadow studies already address potential impacts. Balconies are vital for resident health and wellbeing, particularly in the wake of COVID-19.
4. Remove wind impact study requirements for buildings nine storeys or less, as these small-scale projects have negligible wind impacts but bear disproportionate costs under current rules.
5. Eliminate unnecessary requirement for 50% glazing on three sides of window bays, which conflict with fire and energy codes and increase operating costs for tenants.
6. Address overly restrictive and expensive streetwall design requirements. The current "one size fits all" approach has led to excessive façade differentiation rules and cladding changes, resulting in haphazard, low-quality streetscapes and higher costs. Requirements for streetwall length, corner treatments, plazas, excessive entries and façade articulation should be significantly simplified.

3.2. Active Transportation and Parking

1. Remove rampart restrictions that reduce achievable density in well-served transit areas.
2. Reinstate the ability for underground parking to extend to property boundaries, a more cost-effective approach for below-grade parking and servicing.
3. Permit above-ground parking to be excluded from FAR calculations, provided it is fully enclosed and integrated into the architectural design. This can substantially reduce both costs and timelines for housing delivery by avoiding the excessive blasting, excavation, and contaminated pyritic slate disposal currently restricted to the Port of Halifax. That process is not only costly but also constrained by limited scheduling, access, and strict standards, creating a significant bottleneck. Moreover, suggestions that parking is unnecessary are not supported by current market demand.
4. Allow bike parking on all levels accessible by elevator.
5. Cap bike parking requirements at a maximum of 200 spaces to avoid impractical demands.

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3.3. Amenity Spaces

1. Permit guest suites as amenities — a valuable affordability tool that allows residents to live in smaller units while accommodating visiting family and friends. Risk of misuse can be mitigated by prohibiting cooking equipment.
2. Expand the definition of amenity space to include small, innovative formats (e.g., micro-lounges or phone booths), which are especially important for renters living with roommates.

4. Establish a Standing Working Group

- To ensure future changes to the Centre Plan By-law achieve their intended goals, we recommend creating a formal working group of industry professionals — including architects, planners, developers, contractors, and housing advocates.
- This group would:
    - Advise on the affordability implications of proposed revisions.
    - Evaluate constructability and technical feasibility.
    - Assess impacts on project timelines and approvals.
- Embedding external industry expertise in the policy process will help ensure that well-intentioned regulations do not inadvertently reduce affordability or slow urgently needed housing supply.

5. The Path Forward

Simplifying the Regional Plan and Regional Centre By-law is essential if HRM is to meet its housing commitments. Overregulation of design details comes at the expense of density, efficiency, and affordability. Refocusing the framework on outcomes — more homes, more affordable options, and livelier, human-scaled streets — will allow Halifax to grow responsibly while remaining livable.

We urge HRM and the Province to seize this moment to reset the planning framework and to embed industry expertise in the review process to ensure that affordability, constructability, and timelines remain at the forefront of decision-making. Our firm stands ready to share our technical expertise and practical experience to help shape a new plan that delivers for Halifax residents.

For ease of reference, we have included a comparison sheet (see final page) that highlights several key provisions in the current By-law alongside recommended changes to improve affordability and efficiency.

Sincerely,

[redacted]

Beth MacLeod, NSAA
Principal
Lydon Lynch Architects Ltd.

Attached: Regional Centre Comparison Table of Current and Recommended Changes

LYDON LYNCH
ARCHITECTS

Regional Centre By-law: Current Provisions vs. Recommended Changes

This comparison sheet provides a concise overview of key areas where the current Regional Plan and Regional Centre By-law create challenges for density and affordability, alongside proposed revisions for improvement.

Topic	Current By-law Provision	Recommended Change
Variance Approvals	Development Officer can only approve a limited range of variances; many minor issues require Council	Broaden Development Officer authority to approve more variances and speed up approvals
Site-Specific Amendments	No site-specific plan amendments allowed; all changes require full plan/by-law amendment	Reinstate site-specific plan amendments for efficient handling of unique sites
Permit Fees	HRM permits fees payable up front, increasing carrying costs	Defer all fees to Occupancy Permit stage to reduce financing burden and timeline delay
Halifax Water RDC	RDC charges due early in approvals, before service is use	Postpone RDC charges to water meter activation to align cost with use
EV Infrastructure	EV infrastructure required for new developments (policy expectation)	Remove blanket requirements to avoid unnecessary cost burdens
Density Bonusing	Complex land-area based bonusing; unpredictable and discourages development	Reform or remove; implement a transparent, predictable structure tied directly to affordability
Transition Notice	Unknown evaluation criteria during times of policy transition causes a pause in development.	Provide clear transition for new regional plan/by-law adoption with transparent date and level/type of application needs to be submitted in advance to be reviewed under previous plans/by-laws.
Ramparts	Rampart restrictions reduce achievable density even in well-served transit areas	Delete rampart restrictions to allow density where transit infrastructure already supports it
Underground Parking	Underground parking cannot extend to property boundaries	Reinstate ability to extend underground parking to lot lines for cost-effective servicing
Above Grade Parking & FAR	Counts toward FAR, forcing blasting and pyritic slate disposal at the Port of Halifax — a costly process constrained by limited access, schedules, and standards	Exclude enclosed, integrated above-grade parking from FAR; avoids disposal bottleneck, reduces costs/timelines, and responds to parking demand
Bike Parking	Class A parking limited to ground/near-ground floors; large-scale projects require very high numbers	Allow bike parking on all levels with access via elevators; cap maximum requirement at 200 spaces
Amenity Spaces	Narrow definitions and minimum sizes; guest suites excluded	Broaden definitions to allow small/micro amenity spaces; permit guest suites without cooking facilities
Balconies	Restrictions on size and encroachment into setbacks	Remove restrictions; rely on shadow studies; ensure tenant access to fresh air and outdoor space
Tower Design (Package B)	Tower portion begins immediately above streetwall; reduces efficiency, increases height and cost	Reinstate Package A definition, allowing intermediate floors and stepped design transitions
Window Bays	Requirement for 50% glazing on three sides of bay windows	Remove requirement; align with fire and energy codes to improve affordability and efficiency
Zoning Adjacency	Restrictions interpreted across entire adjacent property (all zones)	Apply restrictions only to directly abutting parcel/zone
Streetwall Design	One-size-fits-all façade articulation, corner treatment, and streetwall differentiation rules; costly and results in poor-quality cladding solutions	Simplify requirements to reduce costs and support higher-quality, context-sensitive design
Wind Impacts Studies	Wind studies required for projects 9 storeys or less	Remove requirement for buildings under 9 storeys due to negligible impact
Working Group	No structured industry validation of revisions	Establish formal working group with architects, developers, planners, and builders to review changes for affordability, constructability, and timelines

Appendix D – Industry Open House Log

Industry Open House – Summarized Feedback

October 15 & 16, 2025

Purpose: To share information and receive feedback on the proposed approach of implementing the provincial Minimum Planning Requirements in municipal planning documents, and other strategic amendments.
In this document: Summary of feedback received by staff from Industry during two open houses hosted on October 15 &16
Attendees: Total 22 Persons Attended: Provincial Staff: 1, Consultants/Architects: 10, Industry/Advocacy Groups: 3, Developers/Property Owners: 8

MPR & Strategic Topics Feedback

General Feedback

- Looking for clarity on a variety of matters including:
  - The current planning process happening with Regional Plan, Suburban Plan, Rural Plan, Future Serviced Communities, Planning Applications, etc.
  - The roles and implications of the Interim Suburban Growth DA Policy,
  - The impact of the Ministerial Order establishing the Interim Planning Area
  - Understanding the proposed amendments considered through this package and next steps for the Regional Plan.
- Several opinions and discussions regarding the state of housing in HRM and of the role the Province plays and impact of the Minister's decision on the refusal of the Regional Plan.

Station 1: Feedback Associated with Generalized Minimum Planning Requirements

- The MPRs and the Provincial government need to acknowledge that the housing crisis is not just about housing supply. It also requires affordability and accessibility to housing.
- MPR (a) seems to conflict with MPR (h) (unit mix) and MPR (j) (ground floor commercial) as those two requirements are making communities less livable and equal for all residents.
- MPR(b): What does "safe, sustainable, and affordable" housing look like? Definitions are needed to put parameters around this.
- MPR (j): Accessible parking spaces should be required in the Land Use Bylaw.
- MPR (i) Ensure removal of parking requirements do not apply to bike parking.

- MPR (l) More nuance between modularity and mass timber is required. There is confusion around discrepancies in language between HRM and Province

Station 2: Unit Mix & Ground Floor

- MPR (h) related to unit mix requirements. Attendees had mixed responses. Some felt unit mix was a good way to create communities for everyone, while others felt unit mixes provided should be market driven, rather than through regulation.
- MPR(g) related to flexibility in height: There was generally large support for the changes to how height will be measured.
    - There was a request for HRM to consider expanding mass-timber requirements to align with National Building Code provisions to allow 18-storeys.
    - There were also requests for HRM to consider re-defining mid-rise from 10 storey to 12 storeys. This would enable more exploration of mass-timber construction (noted it's likely not feasible at 10 storeys).
- MPR (j) regarding ground floor commercial requirements had mixed responses. Some felt ground floor commercial were important for creating complete communities, while other felt it should be market-drive rather than through regulation.

Station 3: Interim Suburban Growth Policies

- MPR(e) should be providing clear wording and clarification on what/where the Suburban Area is.
    - The Interim Planning Area Order shows the "Suburban Area" map as all locations in the Urban Settlement designation, but states the Suburban Area is where services are currently located. Whereas the Urban Settlement designation includes both existing and planned service locations and includes areas like Sandy Lake and Highway 102. These are not suburban areas and do not have services currently on them. Clarification in language is needed.
- HRM should consider how to reduce prescriptive design requirements:
    - Design elements (such as step-backs, number of entrances, and floor plate breaks) required by the Regional Centre make buildings expensive to construct.
    - A proposed building *use* should be the driving factor in the design of the building, rather than having generic requirements.
    - Include more options to adapt to our landscape. All the drawings in the manuals are shown in a flat landscape.
- Expand minor variance options:
    - Create a list of what can be varied and parameters of how much. HRM should consider utilizing a committee to approve variances, where appropriate. Submissions could be made by an architect and submitted to the municipality.
- Suburban Housing Accelerator and Regional Center land use bylaws are too complicated.
    - Suggest using the Design Manual built into the Regional Centre and re-establish a more robust DRC committee.
- Attendees expressed expectations that work to increase transit service and schools will continue to move forward in tandem with these amendments.

Interim, Suburban & Transit Oriented Development DAs

- Wide discussions were had on the study requirements, development options, and context policies for the Suburban Interim Growth Policies.
- There should be clarity in the language of the policies and the Interim Planning Area Order around how the 800m walkshed be identified. Where is it being measured from and to?
- Discussion on which zones are eligible for the new suburban DA option. The language doesn't clarify this.

Suburban Growth Areas

- Attendees supported a phased approach that allows portions of growth sites to move forward to development while the rest of the site design is being completed. This would have to be after an agreed upon conceptual design was completed and through technical review for services.
- A phased approach would help cut down timelines and release financing faster to better support the project.
- There were inquiries from attendees on whether there will be opportunities for the Suburban Opportunity Sites to be expanded in future.

Station 4: Rural Area Focused – Conservation Development Design, Wind Turbine Regulations, Rural Short-Term Rentals

- Generally, there were supportive responses for changes to density calculations for CDDs in rural areas – although comments expressing the current provisions do not go far enough to make developments feasible and several questions confirming timelines for commencement.
    - Other measures should be taken, such as reducing application requirements and studies for CDDs. Also reconsider density control as they are overpowering housing costs. The studies required for CDD are expensive for 1 unit per hectare.
- Discussions on the clarity for secondary / backyard suites in relation to the density proposed to be permitted in rural areas:
- Discussions on the clarity regarding wind energy amendments. Properties near the wind facility in Lake Echo may be affected. Will these facilities potentially be located closer to residential buildings than what is current?

Other Questions & Comments Received

- Are SPA's are affected by the Interim Order?
- What impact do the current amendments have on the Regional Centre? Are any other aspects, beyond height, changed in the Regional Centre?
- Ensure that G-14A (Priority Plan consideration) of the Regional Plan be included in the staff report for Council.

Minimum Planning Requirement (a)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

a) include a statement of policy that expressly recognizes that the Province and, in particular, the Municipality are experiencing a housing shortage crisis and specifies that the most urgent priority in municipal land-use planning, regulation and development approval is to rapidly increase the supply of housing in the Municipality

How will the municipality meet this requirement?

- A new policy has been drafted for the Regional Plan that reflects the language of this minimum planning requirement.

- The new policy is proposed to be included in Chapter 3 of the 2014 Regional Plan. It will be the first policy of the Settlement and Housing Chapter, to signify the urgency and priority of rapidly increasing housing supply within the Municipality.

Plans Affected:
Regional Municipal Planning Strategy (Regional Plan)

What will this change mean for me?

- This policy will acknowledge that increasing housing supply is an important priority for the municipality and will be a focus of future land use planning and development.

- While no immediate changes to zoning or land use regulations are proposed with this new policy, increasing the supply of new housing across the region will be an important consideration in future land use planning efforts.

Have questions?

Visit: https://engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (b)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

b) require that priority be given to increasing the supply of safe, sustainable and affordable housing in the Municipality over other interests identified in the municipal planning strategy for the purposes of all processes, approvals and decisions made under the municipal planning strategy

How will the municipality meet this requirement?

- A new policy has been drafted for the Regional Plan that reflects the language of this minimum planning requirement.
- Chapter 3 will include a new objective to “Rapidly increase the supply of housing by prioritizing safe, sustainable and affordable housing through approaches to land use planning, regulations and development approvals”.

What will this change mean for me?

- The Regional Plan will help guide future land use planning decisions and support an increase in housing supply and housing options that are safe, sustainable, and affordable.

- While no immediate changes to zoning or land use regulations are proposed with this new policy, increasing the supply of new housing across the region will be an important consideration in future land use planning efforts.

Have questions?

Visit: https://engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (c)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

c) permit residential uses in all zones, except for all of the following:
(i) areas zoned for industrial, military, park, transportation reserve, and utility uses,
(ii) zones intended to protect the environment, water supply, floodplains or another similar interest;

How will the municipality meet this requirement?

- The Regional Plan will include policy intent to enable residential uses in all zones except for those identified in the regulations.

- Staff reviewed all zones except for those exempt from the regulation (see i and ii of the regulation above) and found that 99.8% of properties already allow for a form of residential use.

- The remaining properties are in the Bedford, Dartmouth, and Sackville Drive plan areas. Adjustments will be made to permit residential uses in the Bedford CHWY (Highway Oriented Commercial) zone, Bedford CSC (Shopping Centre) zone, Bedford CHC (Cushing Hill Commercial) zone, Dartmouth C-3 zone, Sackville Drive DC-1 (Downsview Complex-1) zone, and Sackville Drive DC-1 (Downsview Complex-2) zone.

Plans Affected:
Regional Municipal Planning Strategy (Regional Plan), land use by-laws for Bedford, Dartmouth, and Sackville Drive.

What will this change mean for me?

- Residential uses will be permitted on properties zoned CHWY, CSC, CHC in Bedford, C-3 in Dartmouth, and DC-1 and DC-2 in Sackville Drive. Future changes may be proposed through other planning projects such as the upcoming Suburban Plan, or site-specific planning applications. Information on how to participate in these process is posted on our Active Planning Applications website.

Have questions?

Visit: engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (d)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

d) require that the Municipality share with the Province the information used by the Municipality to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth

How will the municipality meet this requirement?

- Existing Policy S-33 of the Regional Plan will be amended to include the language of this Minimum Planning Requirement with respect to population, housing and infrastructure.

Plans Affected:
Regional Municipal Planning Strategy (Regional Plan)

What will this change mean for me?

- This change establishes the municipality's intent to share information with the Province to support housing supply.

- No immediate changes to zoning or land use development will occur because of these changes.

Have questions?

Visit: https://engagehalifax.ca/2025-planning-changes
Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (e)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

e) implementation of a land-use by-law for the area of the Municipality identified as the suburban area on the map attached as Appendix A, or a substantially similar area, no later than January 31, 2025

How will the municipality meet this requirement and what will this change mean for me?

To meet this requirement, the municipality is proposing three changes to the Regional Plan:

1. Develop a Suburban Plan	
Change to Planning Document	Include a new chapter in the Regional Plan that sets out the direction to develop a secondary municipal planning strategy and land use by-law for the Suburban Area (Suburban Plan).
Impact of Changes	The municipality will be undertaking a comprehensive planning process for the Suburban area (areas outside of the Regional Centre, where municipal water, wastewater, and transit services are available). Stay tuned for future engagement opportunities.

2. Provide Residential Transit-Oriented Development Opportunities	
Change to Planning Document	Provide additional opportunities to allow primarily residential transit-oriented developments to proceed while the Suburban Plan is developed, through a development agreement option.
Impact of Changes	While the Suburban Plan is being developed, the suburban area transit-oriented development agreement option will provide greater opportunities for residential development where properties meet specific criteria, including: • The proposed development is located within an 800-metre walk of a Planned Bus Rapid Transit route, the Mill Cove Ferry Terminal, or the Downsview, Cobequid or Sackville Transit Terminals; • The proposed development site is no more than 2 hectares; and • The proposed development must not result in the demolition of an existing building containing three dwelling units or more.

3. Provide Opportunities for Suburban Growth Area Opportunity Sites	
Change to Planning Document	Provide an opportunity to undertake a neighbourhood planning process and phased development for any of the following Suburban Growth Area Opportunity Sites: • Dunbrack Street and Lacewood Drive • Downsview Mall • Herring Cove Road at Dentith Road • Mill Cove • Portland Street / Baker Drive • Portland Street/ Eisener Boulevard • Tacoma Drive • Woodlawn Mall • Melville Heights, Herring Cove Road
Impact of Changes	While the Suburban Plan is being developed, the Suburban Area Growth Opportunity Sites could be considered for comprehensive planning by Council. Council may consider initial phases of development to proceed through a development agreement or rezoning prior to the completion of the neighbourhood planning process provided that overall site design and regional infrastructure are considered.

Plans Affected:
Regional Plan
Bedford, Dartmouth, Halifax Mainland, and Sackville Drive Land Use By-laws

Have questions about the Minimum Planning Requirements?

Visit: https://engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Have questions about the Suburban Planning process?

Email: suburbanplan@halifax.ca

Minimum Planning Requirement (f)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

f) for developments enabled under the Municipality's Conservation Design Development policies in the Regional Municipal Planning Strategy that begin construction before April 1, 2028, determine the maximum density of a development based on a lot's gross area and not on its net area

How will the municipality meet this requirement?

- Conservation Design Developments (CDD) are a type of residential subdivision within the rural areas of HRM. CDDs are designed to conserve open space and protect environmental features and can allow for more density than what is typically permitted in unserviced/rural communities. CDDs require development agreements to proceed, which must be reviewed and approved by Community Council.
- Until April 1, 2028, density will be calculated differently for these types of developments, which could result in higher density within a new CDD project. The requirements of CDDs will remain unchanged and public consultation and technical studies will still be required to ensure the environment and transportation systems are not negatively impacted.
- To further support housing options, secondary and backyard suites will be permitted in CDDs without them counting towards density calculations.

Plans Affected:
Regional Municipal Planning Strategy (Regional Plan)

What will this change mean for me?

- If you are involved in applying for or building Conservation Design Development projects, this change may apply to your project. Please contact staff for more information.

- For residents, this change may result in more residential units in CDD projects. Since these projects will still proceed through a Development Agreement process and require Community Council approval, there will be public notification if changes to a CDD are being made in your community.

Have questions?

Visit: https://engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (g)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

g) not impose maximum height restrictions in a manner that negatively affects the density of residential buildings using mass timber or any other construction method

How will the municipality meet this requirement?

- Apartment buildings will now have their maximum heights measured in total storeys instead of in feet or metres. This will allow for more flexibility in construction methods such as the timber-framed buildings.
- Proposed Regional Plan Policy S-0 requires establishing height maximums that offer flexibility and support construction of mid and high-density residential developments. This will be implemented through amendments to the land use by-laws to support mass timber construction and other new construction methods, which can be impacted by specific height measurements.
- Community Plans in the Suburban Area will be amended to measure streetwall height in storeys.
- The definition of height in the land use by-law will reflect the height conversion to storeys.

Plans Affected:
Land use by-laws for
-Bedford
-Cole Harbour/Westphal
-Dartmouth
-Eastern Passage/Cow Bay
-Halifax Mainland
-Planning Districts 14/17 (Shubenacadie Lakes)
-Sackville Drive
-Suburban Housing Accelerator

What will this change mean for me?

- Going forward, medium and high density residential developments will be measured and regulated in storeys instead of feet and metres.
- Where applicable, streetwall maximum heights will be converted from feet and metres to storeys.

Have questions?

Visit: https://engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (h)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

h) for residential buildings that begin construction before April 1, 2028, provide that no requirement related to unit mix applies

How will the municipality meet this requirement?

- Until April 1, 2028, the land use by-law regulations for apartments are being changed to remove all bedroom count requirements (the amount of studio, 1-bedroom, 2-bedroom units, etc. required per apartment building).

Plans Affected:
Land use by-laws for
-Bedford
-Dartmouth
-Downtown Halifax
-Halifax Mainland
-Regional Centre
-Suburban Housing Accelerator

What will this change mean for me?

- For buildings that begin construction before April 1, 2028, there will not be a requirement for a specific number of units having 1, 2, 3+ bedrooms in apartment buildings.

- Unit mix requirements will continue to apply after the specified date.

Have questions?

Visit: https://engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (i)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

i) provide that no requirement for on-site parking applies to residential uses within the urban service area

How will the municipality meet this requirement?

- Land use by-law requirements will be changed so that residential uses that are within the Urban Service Area are not required to provide a specific requirement for parking spots.
- Parking spot provision requirements for all other uses (e.g. commercial, retail, office, etc.) will remain unchanged. If developments include parking, requirements for parking lot design and landscaping, loading spaces, etc. will continue to apply.
- The Urban Service Area is the part of the municipality serviced with municipal water and sewer.

Land Use By-laws Affected:

-Beaver Bank-Hammonds Plains-Upper Sackville
-Cole Harbour-Westphal
-Eastern Passage-Cow Bay
-Musquodoboit Valley-Dutch Settlement
-Sackville Drive
-Timberlea-Lakeside-Beechville
-Planning Districts 14 and 17 (Shubenacadie Lakes)
-North Preston / Lake Major / Lake Loon / Cherry Brook / East Preston
-Bedford
-Dartmouth
-Halifax Mainland
-Chebucto Peninsula
-Sackville

What will this change mean for me?

- Developers and owners of buildings with residential uses that are in the Urban Service Area will no longer be required to provide a specific number of parking spots. They may still voluntarily choose to provide parking spots.

- This change affects the requirements for residential uses on municipal water and sewer across the municipality. To learn what land use by-law applies to your home, please click here.

Have questions?

Visit: engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (j)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

j) for multi-unit residential buildings that begin construction before April 1, 2028, not require that the ground floor consist of more than 20% commercial space

How will the municipality meet this requirement?

- Until April 1, 2028, zones that currently require up to 100% of the ground floor of a building to be commercial will no longer require more than 20% of the ground floor to be commercial.
- These changes are being applied to Pedestrian Oriented Commercial Streets in the Regional Centre and the Pedestrian Retail zone in Sackville Drive.
- The alternative to providing commercial uses for buildings on these commercial streets is to provide residential units at the ground level.

Plans Affected:
Bedford Municipal Planning Strategy
Regional Municipal Planning Strategy (Regional Plan)
Regional Centre Municipal Planning Strategy
Land use by-laws for:
-Regional Centre
-Sackville Drive
-Bedford

What will this change mean for me?

- Some streets that currently require commercial uses along the ground floor in the Regional Centre and Sackville Drive may now have fewer commercial storefronts. Building owners may choose to provide more commercial uses than the 20% minimum.

Have questions?

Visit: engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (k)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, community plans and land use by-laws.

For a full list of changes click here.

Requirement:

k) permit temporary housing in non-permanent structures as a use in all zones where it can be safely established to allow employees to live on or near their worksite during a work assignment for a period of time that can be reasonably tied to the duration of the project and that is explicitly set out in the development permit

How will the municipality meet this requirement?

- Proposed Regional Plan Policy S-0 identifies the Municipality's intent to remove barriers to housing, "including temporary housing in non-permanent structures where it can be safely established throughout the region."
- There are existing regulations for temporary construction uses in all Land Use By-laws. Adjustments to the current language will ensure the intent of the Provincial Requirement is met across the entire municipality.
- The Regional Centre, Suburban Housing Accelerator, and Downtown Halifax land use by-laws allow temporary housing uses on or near the work site, so no changes are needed in those areas.

Plans Affected:
All land use by-laws except Regional Centre, Suburban Housing Accelerator, and Downtown Halifax

What will this change mean for me?

- Temporary housing for construction sites can now be located on nearby sites, in addition to the construction site itself.

Have questions?

Visit: engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement (l)

The Government of Nova Scotia has required that Halifax Regional Municipality include mandatory content in the Regional Municipal Planning Strategy (Regional Plan) to address the issue of housing supply. This will require the municipality to make changes to the Regional Plan, Community Plans and Land Use By-Laws.

For a full list of changes click here.

Requirement:

l) permit manufactured housing, including modified shipping containers converted into housing, in all residential zones

How will the municipality meet this requirement?

- The Regional Plan will include policy intent to enable and expedite modular housing, manufactured housing, including shipping containers converted into housing, factory-built housing, mass timber constructed housing, and others forms of sustainable and affordable construction.
- Definitions and regulations in the land use by-laws are being adjusted to allow converted shipping containers as a residential use.

Plans Affected:
All land use by-laws

What will this change mean for me?

- You will be able to use a converted shipping container for a main residential dwelling or a backyard suite. Some by-law areas already permit this.
- Shipping containers will have to meet Building Code requirements to safely convert the shipping container into a dwelling use.

Have questions?

Visit: engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Minimum Planning Requirement 14 (1)

On March 6, 2025, the Minister of Municipal Affairs and Housing made changes to the Minimum Planning Requirements (MPR) Regulations under Section 229 of the HRM Charter regarding wind turbines for large scale wind energy developments.

For a full list of changes click here.

Requirement:

14 (1) Any statement of policy included in a municipal planning strategy in accordance with clause 13(c) on the minimum setback required between a residential dwelling and a wind turbine, that is part of, or located within, an energy-generating facility with a production rating of 2 MW or greater, must not require a minimum setback larger than the greater of the following:

(a) 4 times the wind turbine height;

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling, and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker

How will the municipality meet this requirement?

- HRM's existing policies for wind turbines generally align with the regulation.

- Amendments are being made to setback requirements and shadow flicker provisions to fully comply with the regulation.

- The setback requirement only affects Large Facilities (over 2MW) which are restricted to HRM's Rural Wind Zone (RW-2) zone. The Regional Centre, Suburban Housing Accelerator, and Downtown Halifax land use by-laws do not have the RW-2 zone.

Land Use By-laws Affected:
All land use by-laws except Regional Centre, Suburban Housing Accelerator, and Downtown Halifax

What will this change mean for me?

- Turbine towers of Large Facilities in the RW-2 zone are required to be a minimum distance of the greater of the following from any residential dwelling on an adjacent property:
    - Four times the height of the turbine, or
    - The distance needed to keep noise levels below 40 decibels outside the home, and
    - The distance required to limit shadow flicker to no more than 30 minutes a day, or 30 hours per year.

Have questions?

Visit: engagehalifax.ca/2025-planning-changes

Email: regionalplan@halifax.ca

Please share your comments by October 24, 2025.

Appendix F - Legislation

This consolidation is unofficial and is for reference only. For the official version of the regulations, consult the original documents on file with the Office of the Registrar of Regulations, or refer to the Royal Gazette Part II.

Regulations are amended frequently. Please check the list of Regulations by Act to see if there are any recent amendments to these regulations filed with our office that are not yet included in this consolidation.

Although every effort has been made to ensure the accuracy of this electronic version, the Office of the Registrar of Regulations assumes no responsibility for any discrepancies that may have resulted from reformatting.

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Minimum Planning Requirements Regulations
made under subsection 229(4) of the
Halifax Regional Municipality Charter
S.N.S. 2008, c. 39
N.S. Reg. 138/2019 (effective December 3, 2019)
amended to N.S. Reg. 196/2025 (effective October 3, 2025)

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Please note: this table of contents is provided for convenience of reference and does not form part of the regulations.
Click here to go to the text of the regulations.

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Discretionary content related to planning tools
Discretionary content related to engagement
Discretionary content related to fiscal matters
Discretionary content related to the natural environment
Discretionary content related to social aspects
Discretionary content related to resource lands, infrastructure and economic development
Discretionary content related to culture, heritage and landscape features
Discretionary content related to general matters
Wind turbine setback requirement
Matters considered before approving wind turbine development
Appendix A: Regional Centre
Appendix B: Urban Service Area

Citation

1 These regulations may be cited as the *Minimum Planning Requirements Regulations*.

Definitions

2 In these regulations,

"Charter" means the *Halifax Regional Municipality Charter*;

"residential dwelling" means a permanent structure used for human habitation and includes a house, condominium, apartment building, cottage, mobile home or trailer.

Review of planning documents

3 **(1)** Council must include policies in a municipal planning strategy on how it intends to review the municipal planning strategy and land-use by-law that implements the municipal planning strategy.

(2) A municipal planning strategy and its implementing land use by-law must be reviewed no later than 10 years after the later of the following dates:

(a) the date it was adopted;

(b) the date it was last reviewed;

(c) the effective date of these regulations.

(3) Where the Municipality has one or more secondary planning strategies, subsection (2) shall be satisfied if a municipal-wide municipal planning strategy and all the land use by-laws applicable in the Municipality are reviewed within the timelines provided in subsection (2).

(4) "Review" in relation to a municipal planning strategy, means the Municipality's consideration of the content of a municipal planning strategy to determine if it should be amended or replaced to ensure that it meets the purposes outlined in Section 228 of the Charter and the minimum planning requirements.

Mandatory content

4 In addition to the requirements prescribed in subsection 229(1) of the Act, a municipal planning strategy must contain all of the following:

(a) a discussion of the background and contextual information that informed the goals and objectives of the municipal planning strategy;

(b) a map of the lands within the Municipality that depicts the intended future uses of the lands as contemplated by the Municipality's municipal planning strategy;

(c) statements of policy with respect to the lands subject to the municipal planning strategy in relation to all of the following:

(i) residential uses,

(ii) commercial and industrial uses,

(iii) institutional uses,

(iv) recreational facilities and public open spaces,

(v) resource uses, where resources are present within a municipality;

(d) a statement of policy describing the procedures to be followed when reviewing a municipal planning strategy that must provide for public consultation and notice.

Mandatory content related to housing supply

4A **(1)** In this Section,

"regional centre" means the area of the Municipality identified as the regional centre on the map attached as Appendix A;

"urban service area" means the area of the Municipality identified as the urban service area on the map attached as Appendix B.

(2) In addition to the requirements prescribed in subsection 229(1) of the Charter and Section 4, a municipal planning strategy must do all of the following to address the issue of housing supply:

(a) include a statement of policy that expressly recognizes that the Province and, in particular, the Municipality are experiencing a housing shortage crisis and specifies that the most urgent priority in municipal land-use planning, regulation and development approval is to rapidly increase the supply of housing in the Municipality;

(b) require that priority be given to increasing the supply of safe, sustainable and affordable housing in the Municipality over other interests identified in the municipal planning strategy for the purposes of all processes, approvals and decisions made under the municipal planning strategy;

(c) permit residential uses in all zones, except for areas zoned for industrial, military, park, transportation reserve, utility, water supply, floodplain, Crown land, agriculture and any lands zoned to reflect ownership by a conservation organization;

(d) require that the Municipality share with the Province the information used by the Municipality to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth;

(e) provide for the adoption of a secondary municipal planning strategy and the implementation of a land-use by-law for the area of the Municipality identified as the suburban area on the map attached as Appendix A, or a substantially similar area, no later than January 31, 2025;

(f) for developments enabled under the Municipality's Conservation Design Development policies in the Regional Municipal Planning Strategy that begin construction before April 1, 2028, determine the maximum density of a development based on a lot's gross area and not on its net area;

(g) not impose maximum height restrictions in a manner that negatively affects the density of residential buildings using mass timber or any other construction method;

(h) for residential buildings that begin construction before April 1, 2028, provide that no requirement related to unit mix applies;

(i) provide that no requirement for on-site parking applies to residential uses within the urban service area;

(j) for multi-unit residential buildings that begin construction before April 1, 2028, not require that the ground floor consist of more than 20% commercial space;

(k) permit temporary housing in non-permanent structures as a use in all zones where it can be safely established to allow employees to live on or near their worksite during a work assignment for a period of time that can be reasonably tied to the duration of the project and that is explicitly set out in the development permit;

(l) permit manufactured housing, including modified shipping containers converted into housing, in all residential zones.

(3) The requirements outlined in subsection (2) must be implemented no later than December 31, 2024.

Matters subject to other enactment of Province

5 **(1)** A municipality may include in its municipal planning strategy statements of policy on land use relating to any of the matters set out in Sections 6 to 13 unless the matter is the subject of another enactment of the Province.

(2) Provided it is not prohibited by another enactment, statements of policy referred to in subsection (1) may be more stringent than another enactment.

Discretionary content related to planning tools

6 A municipal planning strategy may include statements of policy on the use, content, development, and administration of the following:

(a) zoning;

(b) development agreements;

(c) comprehensive development districts;

(d) site-plan approval areas;

(e) incentive or bonus zoning;

(f) accepting and using cash-in-lieu of required parking;

(g) studies to be carried out before undertaking specified developments or developments in specified areas;

(h) staging development;

(i) non-conforming uses and structures;

(j) subdividing land; and

(k) regulation or prohibition of development in areas based on noise exposure forecast or noise exposure projections.

Discretionary content related to engagement

7 A municipal planning strategy may include statements of policy on engaging with provincial and federal departments, First Nations, and non-abutting municipalities.

Discretionary content related to fiscal matters

8 A municipal planning strategy may include statements of policy on any of the following:

(a) municipal investment for public and private development and coordinating public programs relating to the economic, social and physical development of the municipality;

(b) eligibility criteria for establishing a commercial development district including all of the following:

(i) the percentage increase in the taxable assessed value of the eligible properties, as defined in subsection 92C(1) of the Charter, within the proposed commercial development district,

(ii) the period over which the increase in the taxable assessed value of the properties occurs.

Discretionary content related to the natural environment

9 A municipal planning strategy may include statements of policy on any of the following:

(a) climate change mitigation and adaptation;

(b) protecting the natural environment and biodiversity;

(c) protecting the coast;

(d) protecting water supplies;

(e) identifying, preserving and protecting landscape features;

(f) stormwater management and erosion control;

(g) excavating or filling of land, the placement of fill or the removal of soil;

(h) identifying, protecting, using and developing any of the following:

(i) lands subject to flooding,

(ii) steep slopes,

(iii) lands susceptible to subsidence, erosion or other geological hazards,

(iv) wetlands or other environmentally sensitive areas.

Discretionary content related to social aspects

10 A municipal planning strategy may include statements of policy on any of the following:

(a) how social issues must be incorporated into decision making;

(b) promoting social well-being;

(c) housing opportunities for a range of social and economic needs and to support aging in place;

(d) promoting community food security;

(e) accessibility standards to help prevent and remove barriers that disable people;

(f) walkability;

(g) healthy built environments.

Discretionary content related to resource lands, infrastructure and economic development

11 A municipal planning strategy may include statements of policy on any of the following:

(a) protecting and using resource lands;

(b) infrastructure including municipal services and facilities and the means of recovering their cost;

(c) generating, using, and conserving energy;

(d) transportation services and networks including establishing transportation reserves;

(e) home occupations and home-based businesses.

Discretionary content related to culture, heritage and landscape features

12 A municipal planning strategy may include statements of policy on any of the following:

(a) heritage property protection and heritage buildings;

(b) sites of cultural, historical or archeological interest;

(c) other significant natural or human-made features.

Discretionary content related to general matters

13 A municipal planning strategy may include statements of policy on any of the following:

(a) public health and safety;

(b) land use matters relating to the physical, economic or social environment of the Municipality not otherwise prescribed in these regulations;

(c) the minimum setback required between a residential dwelling and a wind turbine;

(d) the matters that Council must consider before approving a wind turbine development.

Wind turbine setback requirement

14 (1) Any statement of policy included in a municipal planning strategy in accordance with clause 13(c) on the minimum setback required between a residential dwelling and a wind turbine, that is part of, or located within, an energy-generating facility with a production rating of 2 MW or greater, must not require a minimum setback larger than the greater of the following:

(a) 4 times the wind turbine height;

(b) the distance required to ensure that

(i) sound levels from the wind turbine do not exceed 40 dBA at the exterior of a residential dwelling, and

(ii) a residential dwelling receives less than 30 minutes per day or 30 hours per year of shadow flicker.

(2) For the purposes of subsection (1), wind turbine height is measured as the distance from

(a) for a wind turbine other than a roof-mounted wind turbine, the average finished grade of the wind turbine to 1 of the following:

(i) the highest point of the wind turbine rotor,

(ii) the tip of the wind turbine blade when it reaches its highest elevation;

(b) for a roof-mounted wind turbine, the building's average finished grade to 1 of the following:

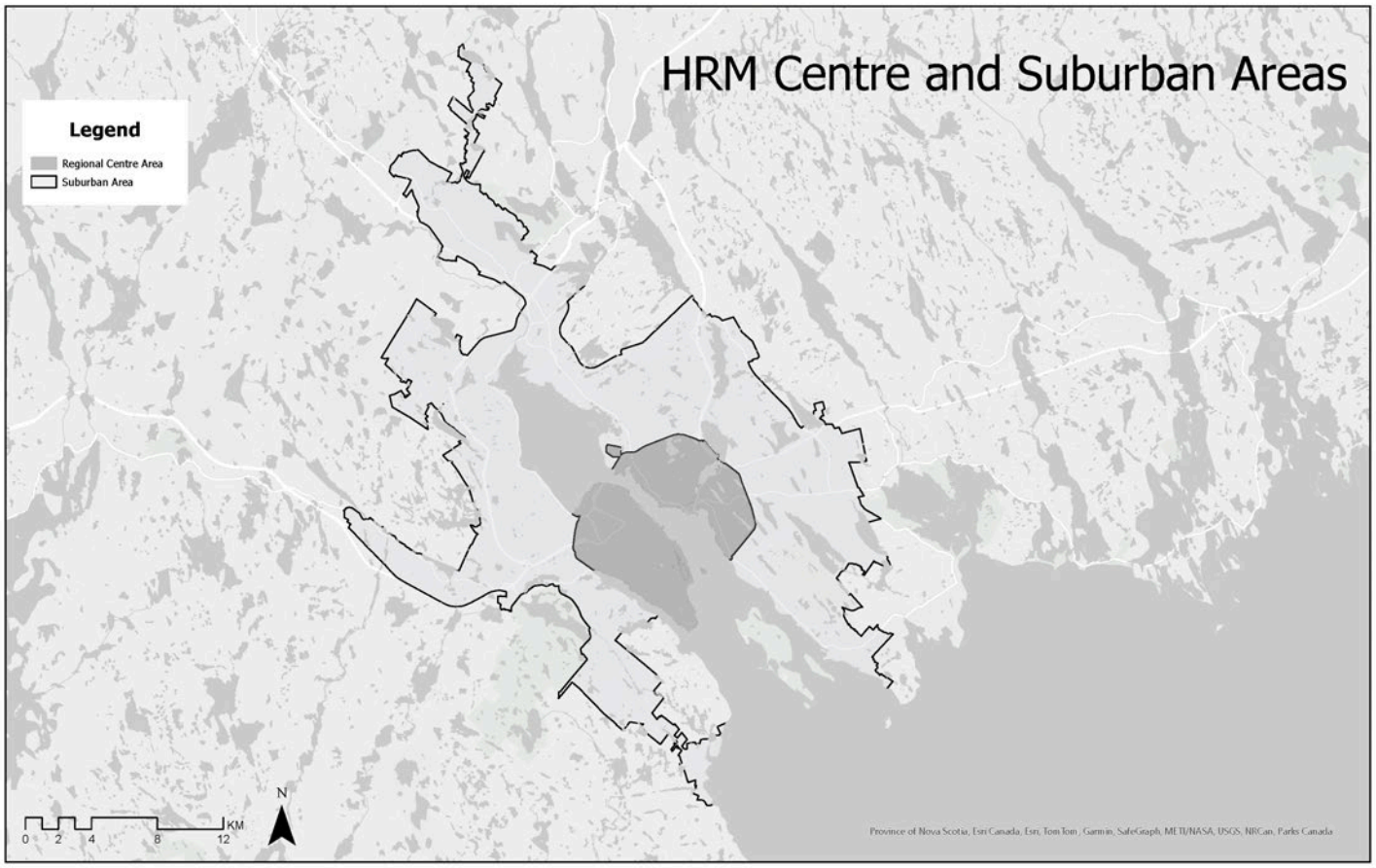
(i) the highest point of the wind turbine rotor,

(ii) the tip of the wind turbine blade when it reaches its highest elevation.

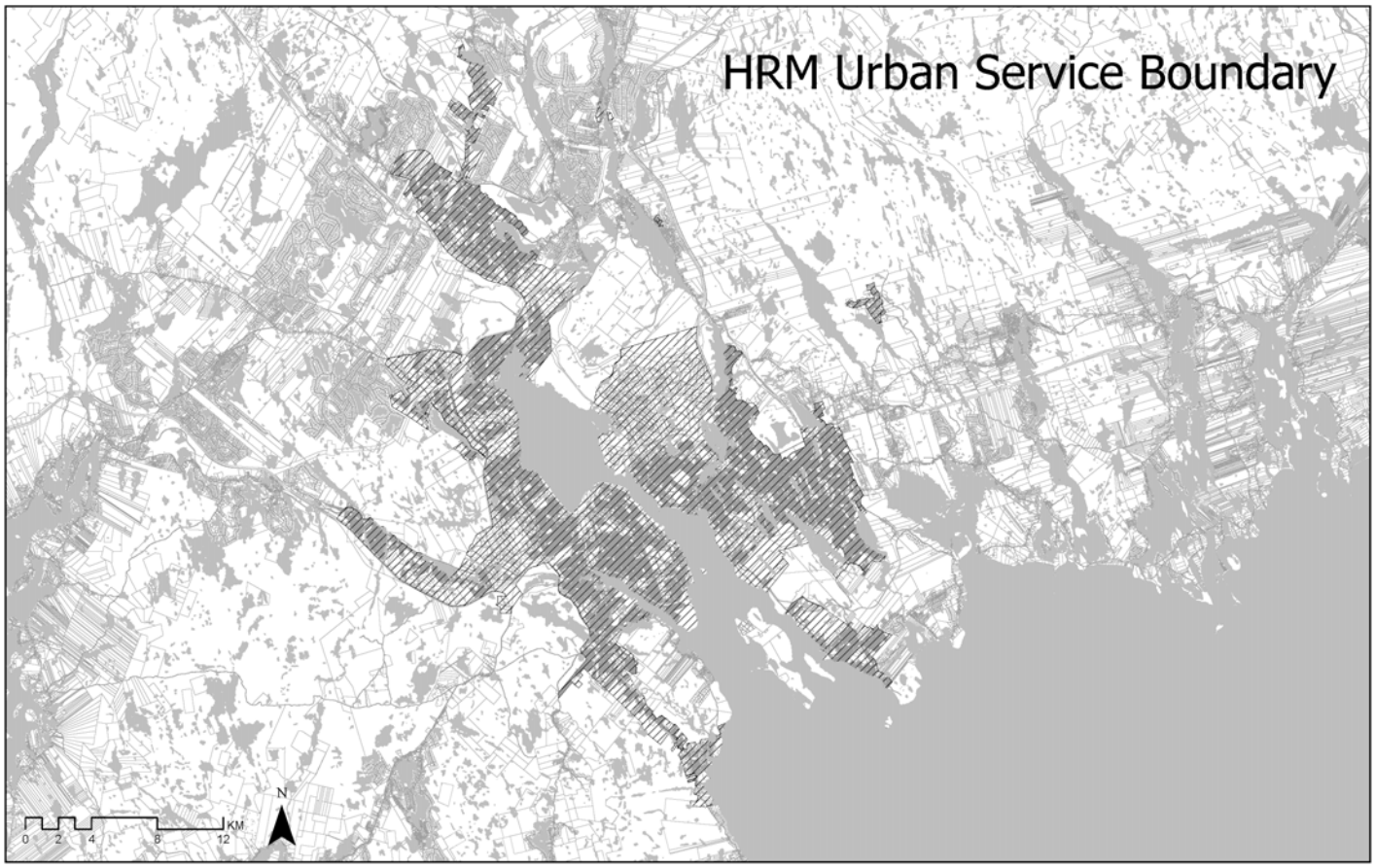
Matters considered before approving wind turbine development

15 Any statement of policy included in a municipal planning strategy in accordance with clause 13(d) on matters that Council must consider before approving a wind turbine development must not include the visual impact or aesthetic appearance of a wind turbine development.

Appendix A: Regional Centre



Appendix B: Urban Service Area



Legislative History
Reference Tables

Minimum Planning Requirements Regulations
Halifax Regional Municipality Charter

N.S. Reg. 138/2019

Note: The information in these tables does not form part of the regulations and is compiled by the Office of the Registrar of Regulations for reference only.

Source Law

The current consolidation of the *Minimum Planning Requirements Regulations* made under the *Halifax Regional Municipality Charter* includes all of the following regulations:

N.S. Regulation	In force date*	How in force	Royal Gazette Part II Issue
138/2019	Dec 3, 2019	date specified (in force date of S.N.S. 2018, c. 39)	Oct 11, 2019
178/2024	Aug 21, 2024	date specified	Sep 6, 2024
205/2024	Sep 25, 2024	date specified	Oct 18, 2024
215/2024	Oct 10, 2024	date specified	Mar 21, 2025
228/2024	Oct 24, 2024	date specified	Mar 21, 2025
50/2025	Mar 7, 2025	date specified	Mar 21, 2025
196/2025	Oct 3, 2025	date specified	Oct 17, 2025

The following regulations are not yet in force and are not included in the current consolidation:

N.S. Regulation	In force date*	How in force	Royal Gazette Part II Issue

*See subsection 3(6) of the *Regulations Act* for rules about in force dates of regulations.

Amendments by Provision

ad. = added
am. = amended
fc. = fee change
ra. = reassigned
rep. = repealed
rs. = repealed and substituted

Provision affected	How affected
2, defn. of "Charter".....	am. 215/2024[2], 228/2024, 50/2025[3]
2, defn. of "residential dwelling"....	ad. 215/2024; rep. 228/2024 ad. 50/2025
2, defn. of "residential dwelling"....	
4(c)(iv).....	am. 215/2024, 228/2024, 50/2025
4A.....	ad. 178/2024
4A(2)(c).....	rs. 196/2025
4A(2)(f).....	rs. 205/2024; am. 196/2025
4A(2)(h).....	am. 196/2025
4A(2)(j).....	am. 196/2025
8(b)(i).....	am. 215/2024, 228/2024, 50/2025
9(h)(iii).....	am. 215/2024, 228/2024, 50/2025
10(f).....	am. 215/2024, 228/2024, 50/2025

ad. = added
am. = amended
fc. = fee change
ra. = reassigned
rep. = repealed
rs. = repealed and substituted

Provision affected	How affected
11(d).....	am. 215/2024, 228/2024, 50/2025
12(b).....	am. 215/2024, 228/2024, 50/2025
13(a).....	am. 215/2024, 228/2024, 50/2025
13(b).....	am. 215/2024, 228/2024, 50/2025
13(c).....	ad. 215/2024; rep. 228/2024 ad. 50/2025
13(d).....	ad. 50/2025
14.....	ad. 215/2024; rep. 228/2024 ad. 50/2025
15.....	ad. 50/2025
Appendices A-B.....	ad. 178/2024

Note that changes to headings are not included in the above table.

Editorial Notes and Corrections

	Note	Effective date
1	Amending instruction in N.S. Reg. 178/2024 to add s. 4A does not specify where to insert Appendix A and Appendix B, which are referred to in the Section. Appendix A and Appendix B added immediately after the end of the text of the regulations for the purposes of this consolidation.	
2	Amending instructions in N.S. Reg. 215/2024 specify amendments to the definition of “Act” in s. 2 and the placement of a new definition in relation to the definition of “Act”. The definition of “Act” does not exist in the regulations; amendments made to and in relation to the definition of “Charter” for the purposes of this consolidation.	
3	Amending instructions in N.S. Reg. 50/2025 specify amendments to the definition of “Act” in s. 2 and the placement of a new definition in relation to the definition of “Act”. The definition of “Act” does not exist in the regulations; amendments made to and in relation to the definition of “Charter” for the purposes of this consolidation.	

Repealed and Superseded

N.S. Regulation	Title	In force date	Repealed date

Note: Only regulations that are specifically repealed and replaced appear in this table. It may not reflect the entire history of regulations on this subject matter.

Webpage last updated: 30-10-2025

This consolidation is unofficial and is for reference only. For the official version of the regulations, consult the original documents on file with the Office of the Registrar of Regulations, or refer to the Royal Gazette Part II.

Regulations are amended frequently. Please check the list of Regulations by Act to see if there are any recent amendments to these regulations filed with our office that are not yet included in this consolidation.

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Halifax Regional Municipality Interim Planning Area Order
made under subsection 229A(2) of the
Halifax Regional Municipality Charter
S.N.S. 2008, c. 39
N.S. Reg. 195/2025 (effective October 3, 2025)

Table of Contents

Please note: this table of contents is provided for convenience of reference and does not form part of the regulations.
Click here to go to the text of the regulations.

Schedule A: Interim Suburban Area Policies
1. Introduction
2. Objectives
3. Suburban Planning Vision and Core Concepts
3.1 Vision Statement
3.2 Core Concepts
3.3 Transit-oriented Suburban Area Opportunity Sites
3.4 Suburban Growth Area Opportunity Sites
Appendix A: Suburban Growth Area Opportunity Sites

Schedule B: Regional Centre and Suburban Plan Areas

Whereas subsection 4A(3) of the *Minimum Planning Requirements Regulations*, N.S. Reg. 138/2019, required the Halifax Regional Municipality to implement the minimum planning requirements outlined in subsection 4A(2) of the regulations no later than December 31, 2024;

And whereas the Minister of Growth and Development extended that deadline, at the Municipality's request, and requested under subsection 229A(1) of the *Halifax Regional Municipality Charter* that the Municipality adopt a new municipal planning strategy or amend the existing municipal planning strategy to fulfill the minimum planning requirements outlined in subsection 4A(2) of the regulations no later than June 30, 2025;

And whereas the Council did not comply with that request;

Now, therefore, I order the following:

1. The Halifax Regional Municipality is designated as an interim planning area.

2. This interim planning area may be referred to as the "Halifax Regional Municipality Interim Planning Area."

3. Development within the Halifax Regional Municipality Interim Planning Area is hereby regulated to give effect to clauses 4A(2)(c), (e), (f), (g), (h), (i), (j), (k) and (l) of the *Minimum Planning Requirements Regulations*.

4. In particular, within the Halifax Regional Municipality Interim Planning Area all of the following apply:

    (a) The Regional Municipal Planning Strategy is amended by adding the Interim Suburban Area Policies attached as Schedule A immediately after Section 6.3.2A.

    (b) The Interim Suburban Area Policies contained in Schedule A apply to the Suburban Area indicated on the map attached as Schedule B.

    (c) For the lands zoned as General Business (C-3) Zone in the Land Use By-law for Dartmouth, residential uses must be permitted, subject to the provisions of the R-1 Single Family Residential Zone (Part 2) of the Land Use By-law for Dartmouth.

    (d) The Municipal Planning Strategy for Dartmouth is amended by removing the text "and consistent" in Policy IP-1(c)(2), as shown in strikethrough below:

        (2) that the proposal is compatible ~~and consistent~~ with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal

(e) The Municipal Planning Strategy for Dartmouth is further amended by adding the reference to the C-3 Zone in Policy IP-5, as underlined below:

It shall be the intention of City Council to consider (RC-May 23/24; E-Jun 13/24) Development Agreements for apartment building development in R-3, R-4, C-2, C-3, MF-1 and GC Zones or shared housing uses at a larger scale than permitted in the underlying zone in R-3, R-4, C-2, MF-1 and GC Zones (RC-Aug 9/22; E-Sep 15/22). Council shall require a site plan, building elevations and perspective drawings for the apartment development indicating such things as the size of the building(s), access & egress to the site, landscaping, amenity space, parking and location of site features such as refuse containers and fuel storage tanks for the building.

(f) For the lands zoned as Highway Oriented Commercial (CHWY) Zone (Part 15) and Cushing Hill Commercial (CHC) Zone (Part 15A) in the Land Use By-law for Bedford, residential uses must be permitted, subject to the provisions of the Residential Two Unit Dwelling (RTU) Zone (Part 7) of the Land Use By-law for Bedford.

(g) For the lands zoned as Downsview Complex-1 (DC-1) Zone (Part 9) and as Downsview Complex-2 (DC-2) Zone (Part 10), residential use must be permitted, subject to the provisions of the Downsview Complex-3 (DC-3) Zone (Part 11) of the Land Use By-law for Sackville Drive.

(h) For developments enabled under the Municipality's Conservation Design Development policies in the Regional Municipal Planning Strategy that begin construction before April 1, 2028, maximum density of a development must be based on a lot's gross area.

(i) To support the development of increased housing supply, the Municipality must consider flexibility for modular housing, factory-built housing, mass-timber-constructed housing and other forms of sustainable and affordable construction, through built-form requirements and design guidelines that impact height and density.

(j) When considering an application for a project built with any of the construction methods listed in clause (i), increases in maximum height requirements may be considered to ensure that equivalent building heights in storeys can be built as would be by traditional construction methods.

(k) No requirement related to unit mix may apply to any residential building development that begins construction before April 1, 2028.

(l) No requirement related to the minimum or maximum number of on-site parking spaces may apply to residential uses within the urban service area of the Halifax Regional Municipality Interim Planning Area.

(m) Requirements related to ground floor commercial for residential building development that begin construction before April 1, 2028, must not exceed more than 20%.

(n) Temporary housing in non-permanent structures, such as a work camps, construction camps or mobile homes must be permitted in all zones where it can be safely established to allow employees to live on or near their worksite during a work assignment for a period of time that can be reasonably tied to the duration of the project and that is explicitly set out in the development permit.

(o) Manufactured housing, including modified shipping containers converted into housing, must be permitted in all zones that permit residential uses.

This Order is effective on and after the date it is filed with the Registrar of Regulations.

Dated and made October 2, 2025, at Halifax, Halifax Regional Municipality, Province of Nova Scotia.

sgd. *John Lohr*
Honourable John Lohr
Minister of Municipal Affairs

Schedule A: Interim Suburban Area Policies

1. Introduction

The Suburban Area encompasses lands outside of the Regional Centre, where municipal water and wastewater services and conventional transit are available or planned to be considered, and generally aligned with the Urban Settlement Designation. Land use and development in the Suburban Area is governed by several community plans and land use by-laws which have not been comprehensively updated. The Suburban Planning process will create policies and regulations to achieve the desired form and scale of development at the property level and help identify key investments needed to support both existing and new communities.

2. Objectives

a) Adopt a Suburban Secondary Municipal Planning Strategy and a land use by-law which achieves the Vision and Core Concepts set out in these Interim Suburban Area Policies.

b) Foster communities that are attractive, healthy places to live for people of all ages, incomes, backgrounds and abilities and where residents can access goods, services and facilities they need.

c) Enable the design of compact, walkable, transit-supportive communities that are safe and welcoming to residents.

d) Increase housing supply and the mix of housing types available for people of all ages, abilities and income levels and have access to transit, services and amenities.

e) Develop clear and easy to understand planning documents that can adapt to changing community needs and conditions, and simplify rules for residential development.

3. Suburban Planning Vision and Core Concepts

A vision for the Suburban Area was informed by previous community visioning in several suburban communities. This vision is expected to be further refined as part of the Suburban Planning process.

3.1 Vision Statement

Urban communities are centred around a network of parks and trails, beautiful, walkable, and vibrant centres, main streets, and neighbourhoods. Residents enjoy an easy access to frequent and reliable transit, a wide range of housing options, food, recreation, services, and employment opportunities.

3.2 Core Concepts

In addition to objectives of this Plan for community planning, the Suburban Planning process will be guided by the following six Core Concepts, which can also be further refined through the planning process:

Complete Communities

Complete communities support people of all ages, backgrounds, abilities, and incomes to sustainably live, work, shop, learn, and play near one another. Historically, suburban communities have developed in a manner that has kept residential areas separate from commercial areas. This means that residents are generally dependent on vehicles to access the services and amenities they require on a daily basis. This Plan supports the creation of more complete and accessible communities by:

- Supporting people of all ages, abilities, and backgrounds to live, work, shop, learn, and play within a short journey;
- Promoting mixed use neighbourhoods with safe and convenient access to goods and services needed in daily life to create positive health outcomes; and
- Using an equity lens when developing land use policies to address housing shortages, and permitting a range of housing options and related land uses.

Safe, Diverse, Sustainable and Affordable Housing

Housing is a key determinant of health because a safe home provides individuals and families the comfort and security they need to work, study, create community connections, and thrive. Housing availability and affordability are currently some of the most urgent priorities facing the municipality. This Plan supports increasing the supply of housing for all household sizes, income levels, and life stages by:

- identifying and removing barriers to increasing housing supply for all residents in safe locations in the suburban area such as reducing minimum required lot frontage, lot size, adaptive reuse, and eliminating parking requirements;
- supporting increased housing density and options in areas with access to transit, infrastructure and services;
- supporting opportunities for diverse forms of housing, including shared housing, co-housing, cluster housing, tiny homes, culturally inclusive housing, and community land trusts;
- expanding opportunities and incentives to support developing and retaining affordable housing;
- increase the diversity of housing types available in all communities so that all residents can choose housing that meets their needs;
- enabling and providing flexibility for innovative housing forms such as net-zero, modular housing, factory-built housing and mass timber constructed housing; and
- collaborating with government, non-profit and private sector partners to end homelessness and housing poverty in the municipality through complementing programs, policies, or regulations.

Open Space and Culture

Suburban communities feature a wide variety of natural and cultural assets that contribute to the character of each neighbourhood. They also play an important role in supporting the health of residents and the environment. This Plan encourages the protection and enhancement of natural and cultural assets by:

- Applying information about important natural features that contribute to sustainability and sense of place in future growth;

- Supporting the integration of natural processes and energy conservation in site design, including preserving, rehabilitating, and restoring natural system functions; and
- Supporting access to active and passive parks and open spaces.

Human-Scale Design
Human-scale design is focused on building and streetscape design that makes people feel more at ease and allows them to relate to their surroundings. It refers to a relationship between the size, shape, and design of components in the urban environment that matches the pace of pedestrians. Buildings and streets, as well as elements like trees and street furniture, all contribute to providing a scale that is comfortable for people. Human-scale design makes urban environments more interesting, encourages exploration, and draws more people to local shops and services. This Plan provides direction for the built environment that respects the human scale by:

- Supporting options for missing middle housing, which is housing such as small multi-unit dwellings and mid-rise multi-unit dwellings; and
- Supporting human-scale experience for taller buildings through design that provides stepbacks for the upper storeys, low streetwalls with architectural detailing, weather protection, and frequent entrances; and
- Supporting connectivity and a mix of uses in the urban environment.

Inclusive and Accessible Design
This Plan supports design that prioritizes the comfort, equity and accessibility for people of all ages and abilities in the built environment, transportation networks, and in public and recreational spaces. When walking, rolling, and other forms of sustainable transportation are safe and more convenient, they become a viable transportation choice. This leads to community benefits, such as emission reductions, improved accessibility, affordability and improved public health. To increase residents' comfort and convenience when walking or rolling, development in suburban communities will need to be carefully designed. This Plan supports inclusive and accessible design by:

- Supporting accessibility in the built environment, recreation and transportation;
- Prioritizing the needs and comfort of people in all seasons to make walking, rolling and other modes of sustainable transportation more convenient and viable;
- Encouraging land use, transportation and design policies that prioritize walking/rolling, cycling and transit to reduce car dependency; and
- Fostering high-quality architecture and urban design that is interesting and comfortable for people at street level.

Transit Supportive Growth
Dependence on personal vehicles to access employment, education, shopping, and other services and amenities has resulted in significant traffic congestion in suburban communities. This Plan supports easier access to transit by:

- Directing growth to transit corridors, nodes, and under-utilized commercial areas to support inclusive and connected communities; and
- Locating the highest density and mix of uses within a short walk or roll of frequent transit services, and mid-rise and missing middle housing within a short walk or roll of transit facilities or corridors; and
- Supporting connectivity for walking and rolling to facilitate access to transit.

3.3 Transit-oriented Suburban Area Opportunity Sites
The Suburban Community Planning program will involve a comprehensive planning process to develop a vision and future land use structure for the Suburban Area. Given the present housing shortage the urgent priority is to increase the supply of safe, sustainable and affordable housing, it is reasonable to provide additional opportunity to allow those residential or mixed-use development to proceed where they are aligned with the Suburban Community Planning Vision and Core Concepts as outlined in Section 3.2 and are ready to develop. Proposed developments may be considered by development agreement, where certain criteria and requirements can be met including accelerated project start and completion timelines.

Suburban Area Policy 1

Notwithstanding Policy G-7 of the Regional Plan, but subject to Suburban Area Policy 2 and Suburban Area Policy 3 of this Plan, and G-15 of the Regional Plan, prior to the adoption of the Suburban Area Plan, development proposals that align with Section 3.2 of this Plan, for residential or mixed-use buildings that provide primarily residential uses within the Suburban Area and in the Urban Service Boundary, may be considered by development agreement, or an amendment to an existing development agreement, provided they meet the following criteria:

a) the proposed development site is located within the Urban Settlement Designation but outside the Regional Centre Secondary Municipal Plan Area and the Suburban Housing Accelerator Secondary Municipal Plan Area;

b) the proposed development site is located within an 800-metre walkshed of:

i. a planned Bus Rapid Transit (BRT) route or the Mill Cove Ferry Terminal as identified in the Rapid Transit Strategy, as approved by Regional Council on May 26, 2020; or

ii. the Downsview, Cobequid or Sackville Transit Terminals;

c) the proposed development site is no more than 2 hectares in total area;

d) the proposed development must not result in the demolition of an existing building containing three dwelling units or more; and

e) a complete application for a development agreement must be on file with HRM on or before the first notice of the intention of Council to adopt the Suburban Plan.

Suburban Area Policy 2

In considering an application for a development agreement or an amendment to a development agreement under Suburban Area Policy 1, HRM shall consider:

a) that the development's permitted density and built form on the site considers walking distance to transit, local context and transitions in height and massing to low-rise residential neighbourhoods;

b) the development's site design supports necessary infrastructure upgrades;

c) whether to vary the built form and land use requirements in the Housing Accelerator Zone and applicable section of the Suburban Housing Accelerator Land Use By-Law;

d) on-site and off-site improvements necessary to integrate the development in the surrounding area, including street and active transportation that support Bus Rapid Transit Corridors;

e) whether ground floor commercial or institutional space is included to support local services and employment uses;

f) whether the proposal considers including a mix of uses, ground-oriented units, landscaping and pedestrian connectivity;

g) provisions for incentive or bonus zoning consistent with requirements set out in policies in Section 9.7A of the Regional Plan and applicable land use by-laws;

h) the project commencement date shall not exceed 18 months with one opportunity for a one-time extension not exceeding 6 months; and

i) the project completion date shall not exceed three years from the date of commencement.

Suburban Area Policy 3

A Development Agreement, or an amendment to development agreement, under Suburban Area Policy 1 and Suburban Area Policy 2 shall:

a) for a development that is located:

i. in a low-density residential area that is not near bus rapid transit routes, the Mill Cove Ferry Terminal, or the Downsview, Cobequid or Sackville Terminals, not exceed the built form for a low-rise building as set out in the Suburban Housing Accelerator Land Use By-Law;

ii. near bus rapid transit routes, the Mill Cove Ferry Terminal, or the Downsview, Cobequid or Sackville Terminals and abuts a low-density residential area, not exceed the mid-rise built form as set out in the Suburban Housing Accelerator Land Use By-Law; and

iii. near bus rapid transit routes, the Mill Cove Ferry Terminal or the Downsview, Cobequid or Sackville Terminals, and not abutting low-density residential areas, not exceed the tall mid-rise built form as set out in the Suburban Housing Accelerator Land Use By-Law;

b) unless otherwise varied by the development agreement, require the applicable provisions of the Suburban Housing Accelerator Land Use By-Law to apply;

Suburban Area Policy 4

Notwithstanding Suburban Area Policy 3 (a)(i) to (iii) inclusive, greater building heights may be considered where:

a) studies show regional and local water, wastewater and transportation infrastructure, emergency services, parks and community facilities can support additional density; and

b) the design of the site and building complements the neighborhood context in terms of transition in height.

New Suburban Growth Area Development Policy:

3.4 Suburban Growth Area Opportunity Sites

Suburban communities will play a critical role in the region's ability to be responsive to a quickly growing population. Key opportunities for significant mixed-use development will be on underutilized sites which are located close to existing or planned transit terminals, frequent transit routes and proposed rapid transit stations. These centres or hubs can be further supported by mixed use development along other transit corridors, and infill in existing multi-unit neighborhoods. Community services and post-secondary areas can also provide opportunities for additional housing, including student housing.

The Suburban Planning process will direct population and employment density to encourage transit-supportive growth in complete communities, using a built form-based approach to land use planning which prioritizes high quality urban design. Areas of small-scale infill within established residential areas are also envisioned to contribute to the development of complete communities that are compatible with the surrounding context.

Transit-oriented development in complete communities in the Suburban Area will guide strategic investments in services and infrastructure and help to support a viable rapid transit service. The detailed boundaries of growth areas and the land use policies guiding development in the Suburban Area will be determined through the Suburban Planning process. Several Suburban Growth Area Opportunity sites, as identified in Table 3-3A and Appendix A to this Plan, have been identified as existing underutilized sites in key locations that could be redeveloped. These sites present an opportunity for new housing development that is needed to support the significant demand for housing of all types across the Municipality. Comprehensive planning in these areas will determine future land uses and densities, the needed local and regional infrastructure to support building complete communities, and the appropriate planning tools. Developments may be phased provided that overall site design and infrastructure are considered.

Table 3-3A: Suburban Growth Area Opportunity Sites
Dunbrack Street and Lacewood Drive
Downsview Mall
Herring Cove Road at Dentith Road
Mill Cove
Portland Street/Baker Drive
Portland Street/Eisener Boulevard
Tacoma Drive
Woodlawn Mall
Melville Heights, Herring Cove Road

Suburban Area Policy 5

It shall be the intent of this Plan to support the strategic and efficient delivery of services and infrastructure and promote complete communities in the Suburban Area that are pedestrian- and transit-supportive and provide safe and convenient access to jobs, goods and services. Notwithstanding the provisions of the applicable secondary municipal planning strategy and Suburban Area Policy 1, a neighbourhood planning process may be undertaken for any of the Suburban Growth Area Opportunity Sites identified in Table 3.3A and shown on Appendix A. A neighbourhood planning process includes project initiation, engagement, necessary studies, development of a concept plan, development of a land use framework (land use policies and by-laws), and approval by Council.

When considering initiating a planning process to develop detailed policies and land use regulations for potential opportunity sites, the Municipality shall consider:

a) efficient use of planning tools to support timely development, including allowing for phased development;

b) the applicable policies of this Plan, including the Suburban Planning Vision and Core Concepts as outlined in Section 3.2, and suburban design guidelines;

c) the level of existing services and infrastructure supporting existing neighbourhoods;

d) regional and local water, wastewater and transportation infrastructure, emergency services, parks, community facilities and other services;

e) opportunities for planned infrastructure investments and efficient service delivery;

f) whether the mobility network, including the location of existing or proposed transit services, streets and active transportation facilities prioritize pedestrians, cyclists and transit and are connected;

g) land uses and site design support a mixed-use neighbourhood with a range of housing opportunities, built forms, places of employment, and services where daily needs of residents can be met;

h) the adequacy of public parks, open spaces, and community facilities to meet the recreational needs of residents;

i) measures to support new developments to be integrated with surrounding uses and neighbourhoods;

j) whether site design mitigates impacts to and integrates significant environmental and cultural features;

k) climate risks and opportunities to mitigate any potential impacts, such as overland flooding or stormwater management;

l) risks, impacts and opportunities associated with nearby railways and highways; and

m) impacts to municipal infrastructure and the need, if any, to concurrently approve by-laws to pay for growth related municipal infrastructure.

Suburban Area Policy 6

For developments considered under Suburban Area Policy 5, initial phases may proceed through a development agreement or rezoning prior to the completion of the neighbourhood planning process, subject to the following:

a) the completion of a concept plan accepted by the Regional Council that includes at a minimum:

i. the overall proposed development densities;

ii. the classes and locations of the land uses proposed;

iii. proposed phasing of development;

iv. the proposed transportation network, including connections to abutting public streets or highways, the anticipated major pedestrian traffic patterns, and the need for any on-site transit facilities or off-site network improvements;

v. the location of any significant natural or cultural features, including watercourses, flood risk areas, or wetlands within and adjacent to the area of land;

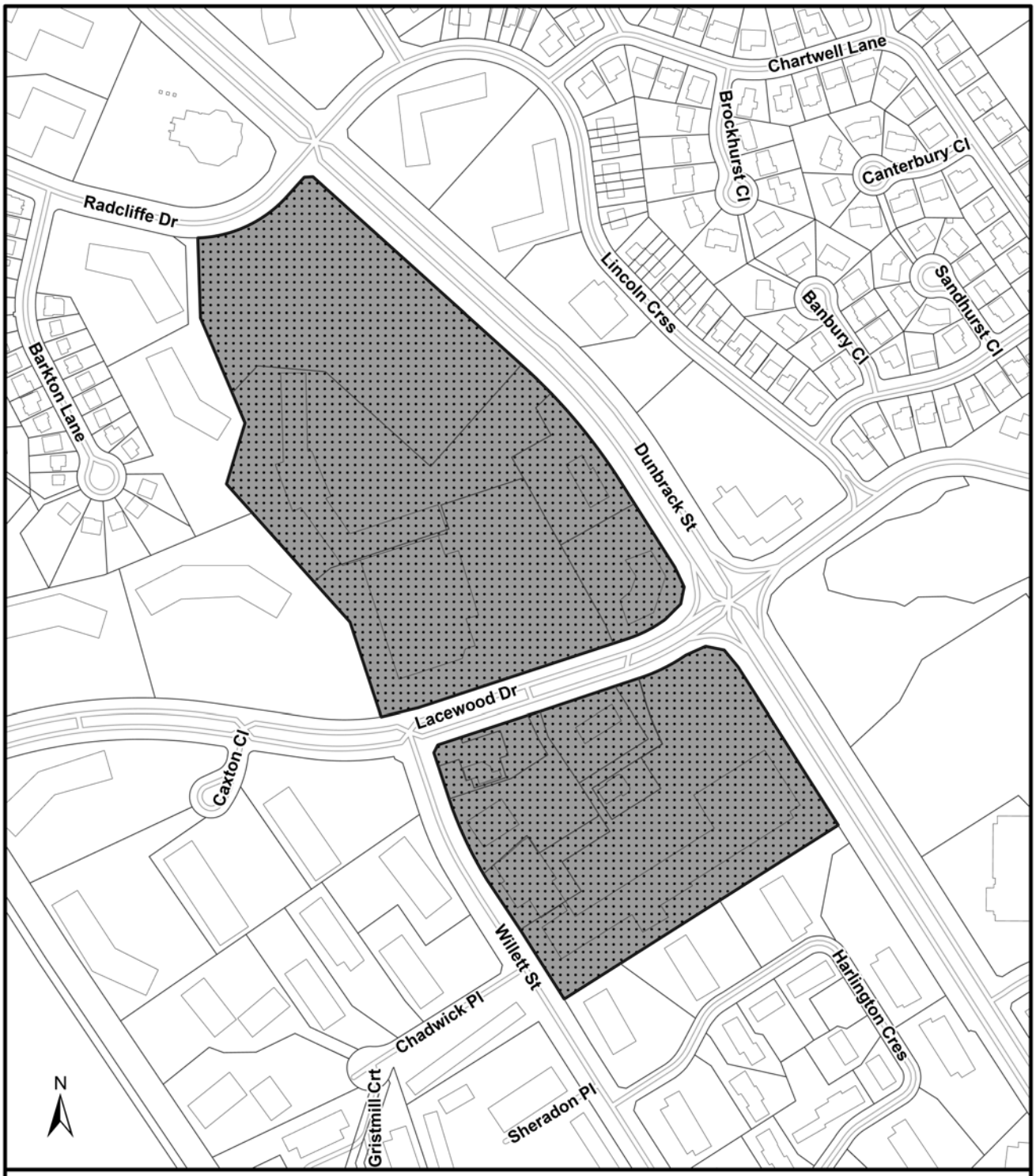
vi. the proposed location of any public parks, open spaces and community recreation facilities; and

vii. the proposed location of any school, emergency facility or community facility sites;

b) consideration of the applicable policies in Suburban Area Policy 5, and applicable direction contained in the Regional Plan;

c) studies showing regional and local water, wastewater and transportation infrastructure, emergency services, parks and community facilities can support the initial phase of the development; and establishing provisions for incentive or bonus zoning and infrastructure cost contributions.

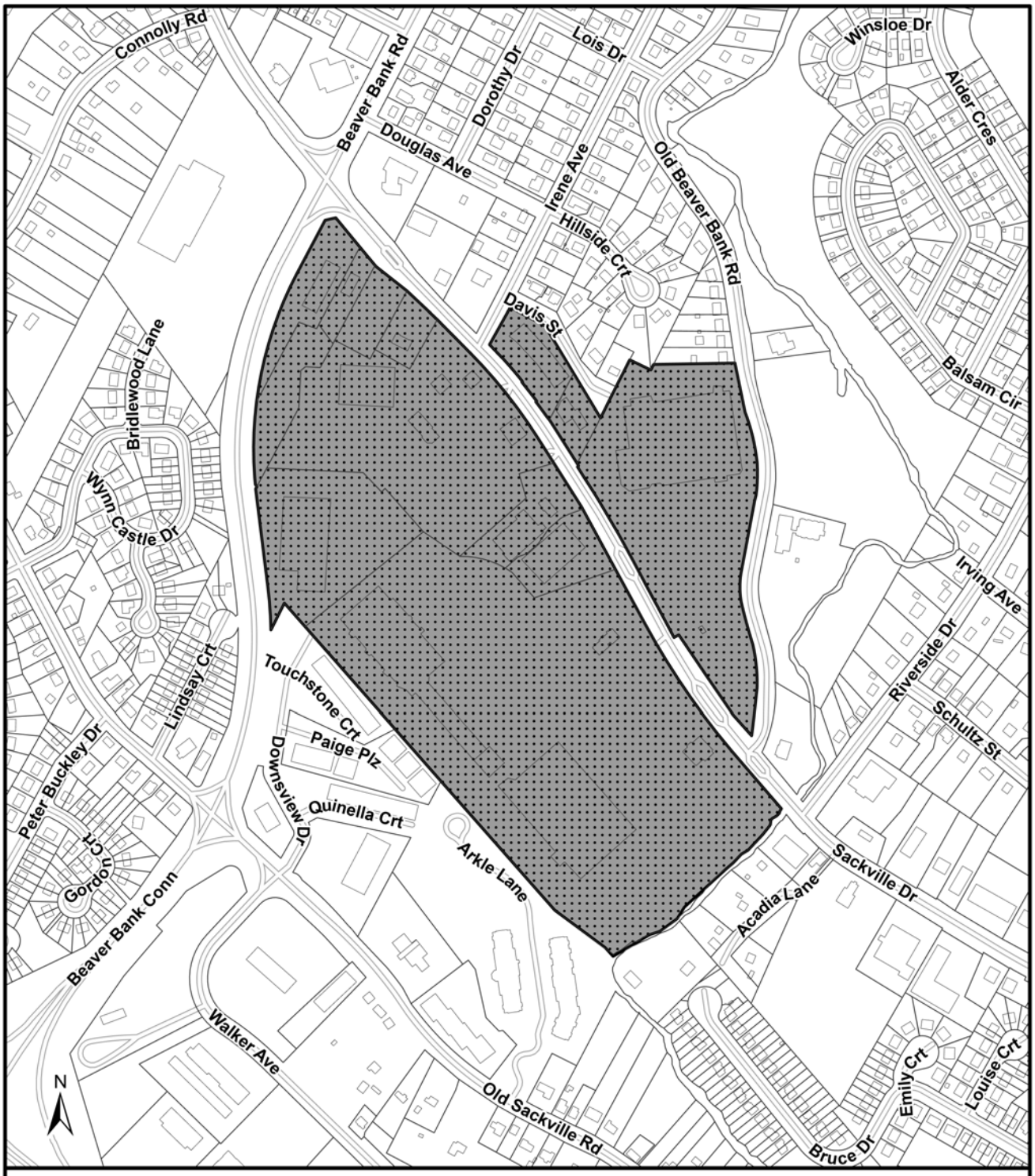
Appendix A: Suburban Growth Area Opportunity Sites



Map 1 - Dunbrack Street and Lacewood Drive (Halifax)

Suburban Growth Area Opportunity Site

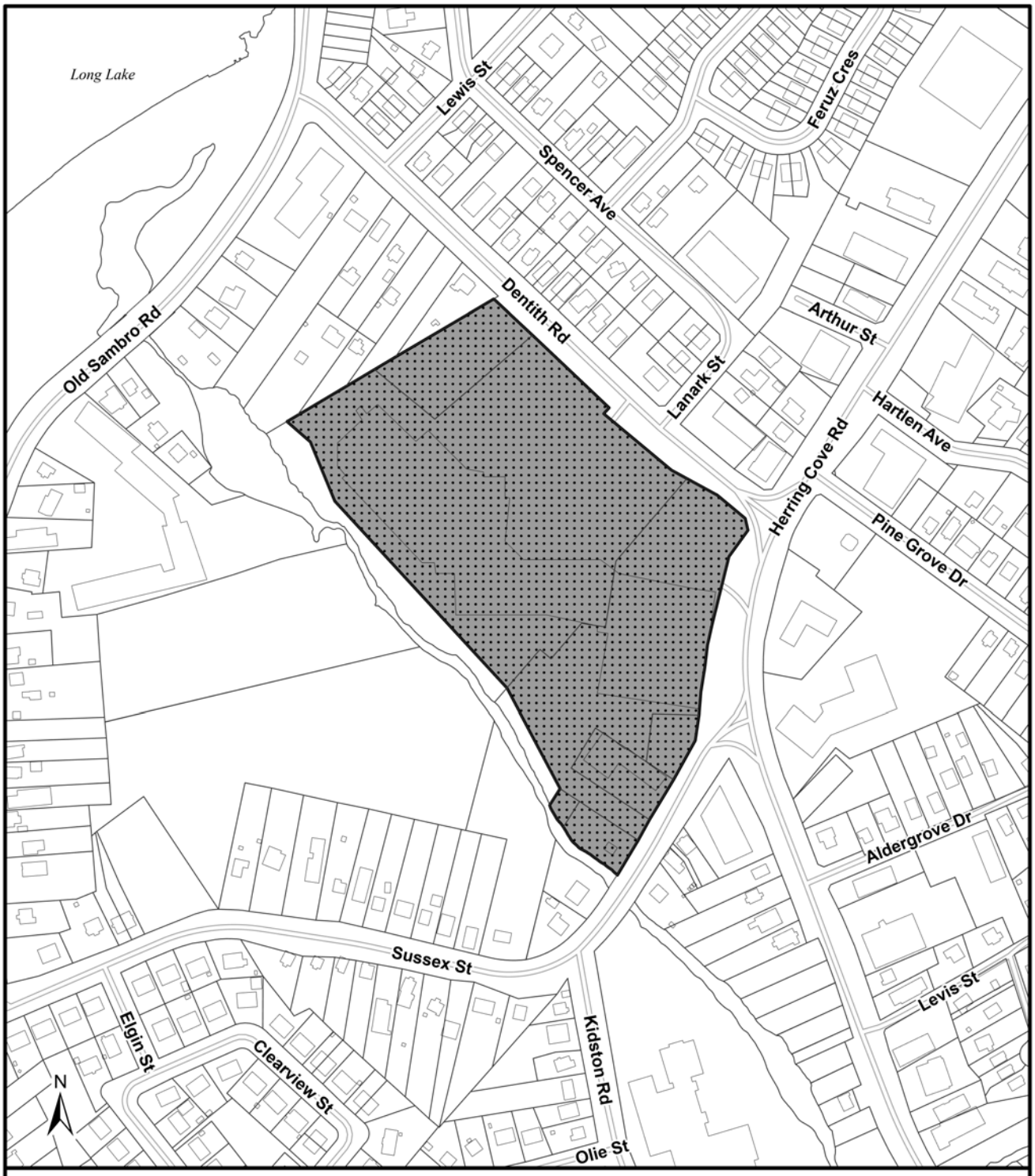
0 40 80 120 m

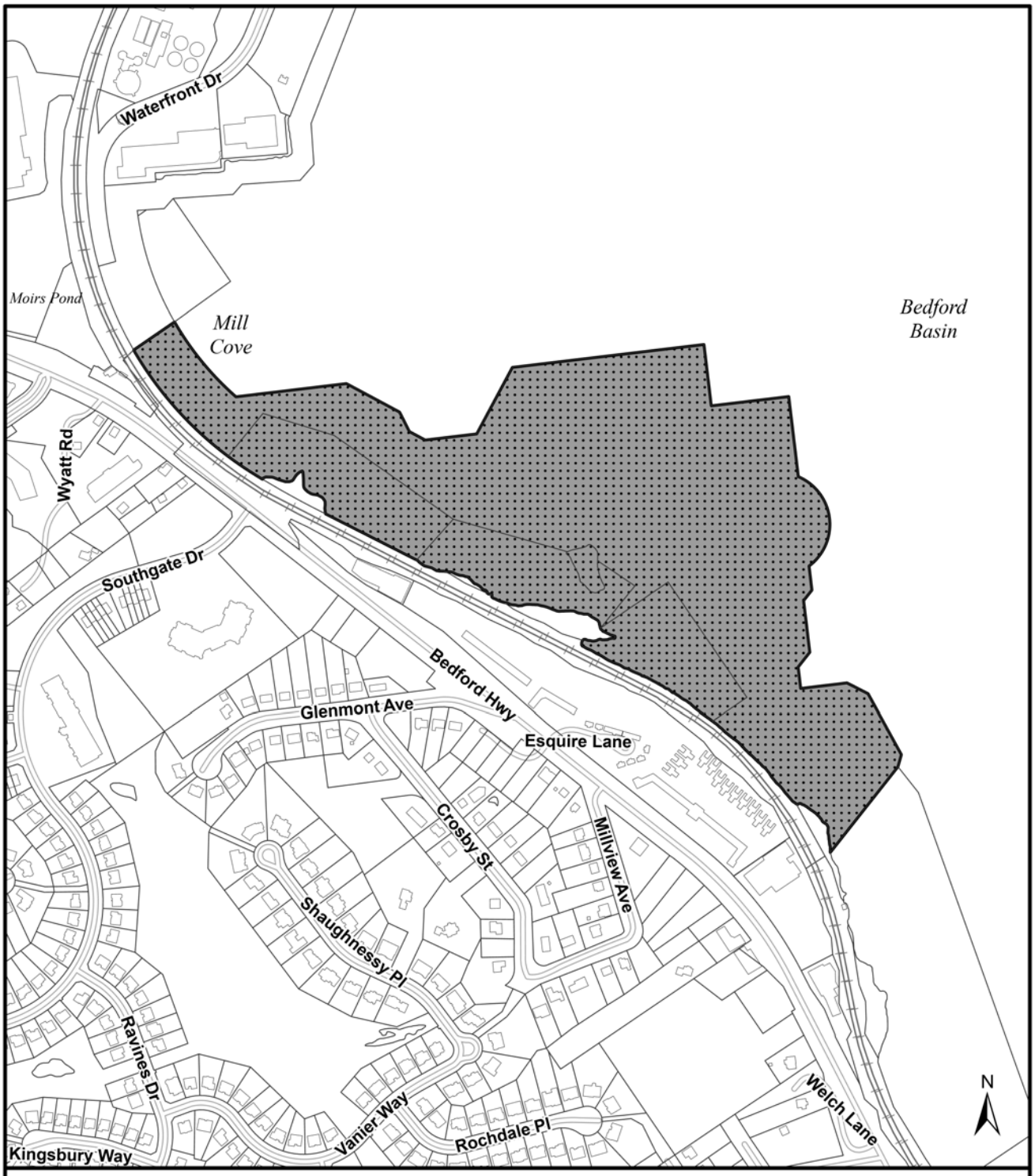


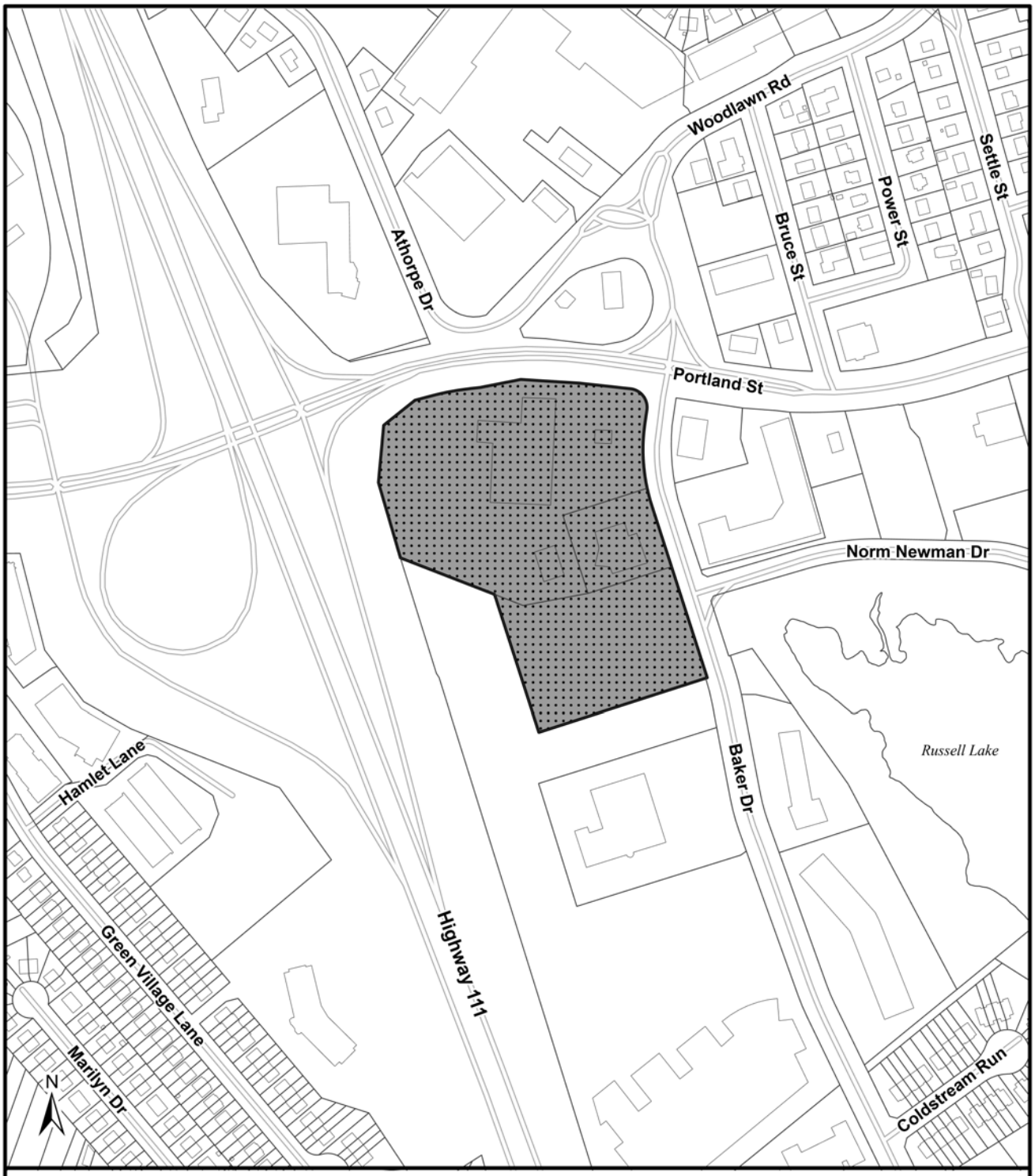
Map 2 - Downsview Mall (Lower Sackville)

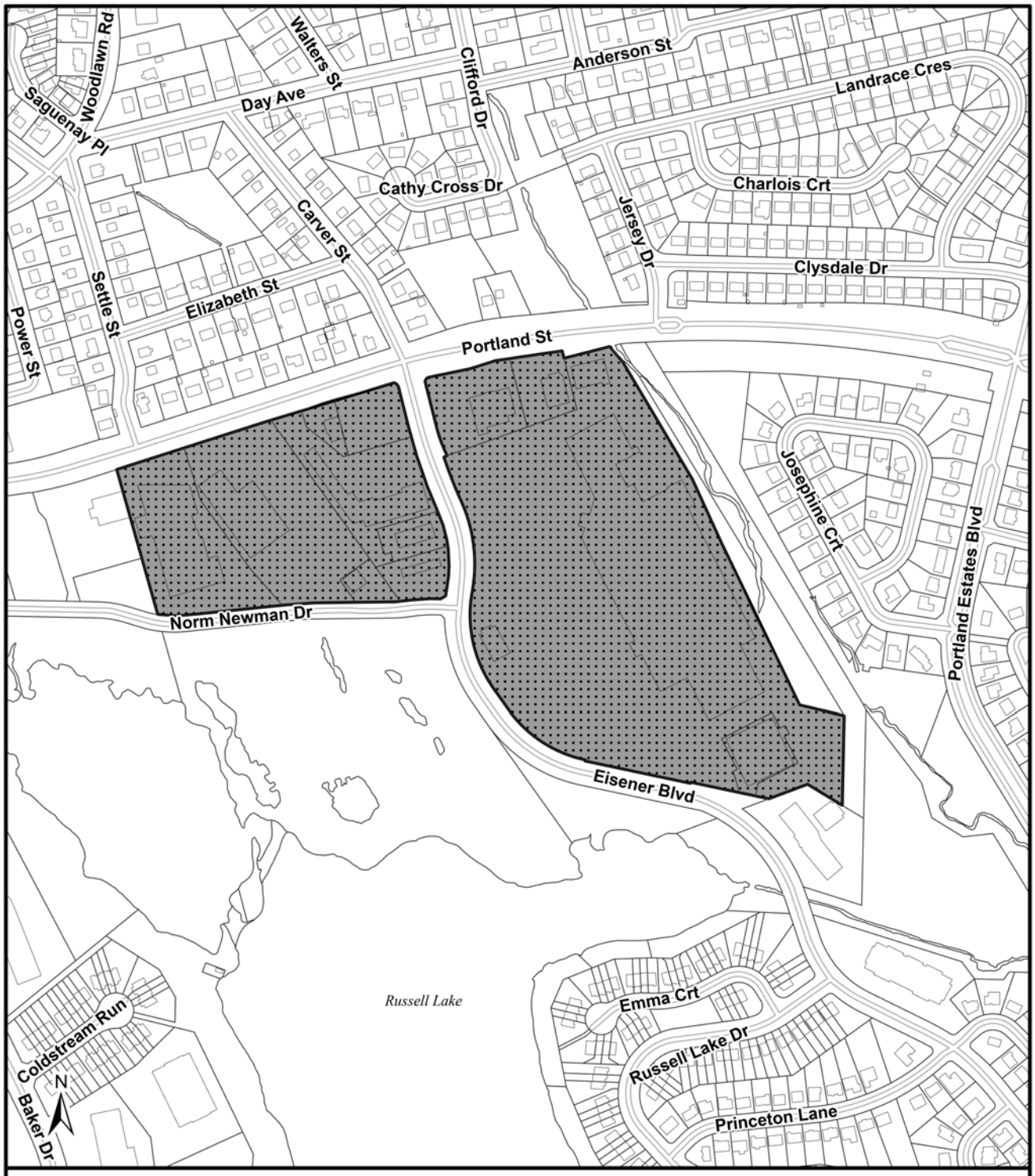
Suburban Growth Area Opportunity Site

0 40 80 120 160 200 m


Long Lake
Lewis St
Spencer Ave
Feruz Cres
Dentith Rd
Old Sambro Rd
Arthur St
Lanark St
Hartlen Ave
Herring Cove Rd
Pine Grove Dr
Aldergrove Dr
Sussex St
Levis St
Elgin St
Clearview St
Kidston Rd
Olie St
N
Map 3 - Herring Cove Road at Dentith Road (Halifax)
Suburban Growth Area Opportunity Site
0 40 80 120 m


Waterfront Dr
Moirs Pond
Mill Cove
Bedford Basin
Wyatt Rd
Southgate Dr
Bedford Hwy
Glenmont Ave
Esquire Lane
Crosby St
Millview Ave
Shaughnessy Pl
Ravines Dr
Kingsbury Way
Vanier Way
Rochdale Pl
Welch Lane
N
Map 4 - Mill Cove (Bedford)
Suburban Growth Area Opportunity Site
0 40 80 120 160 200 m

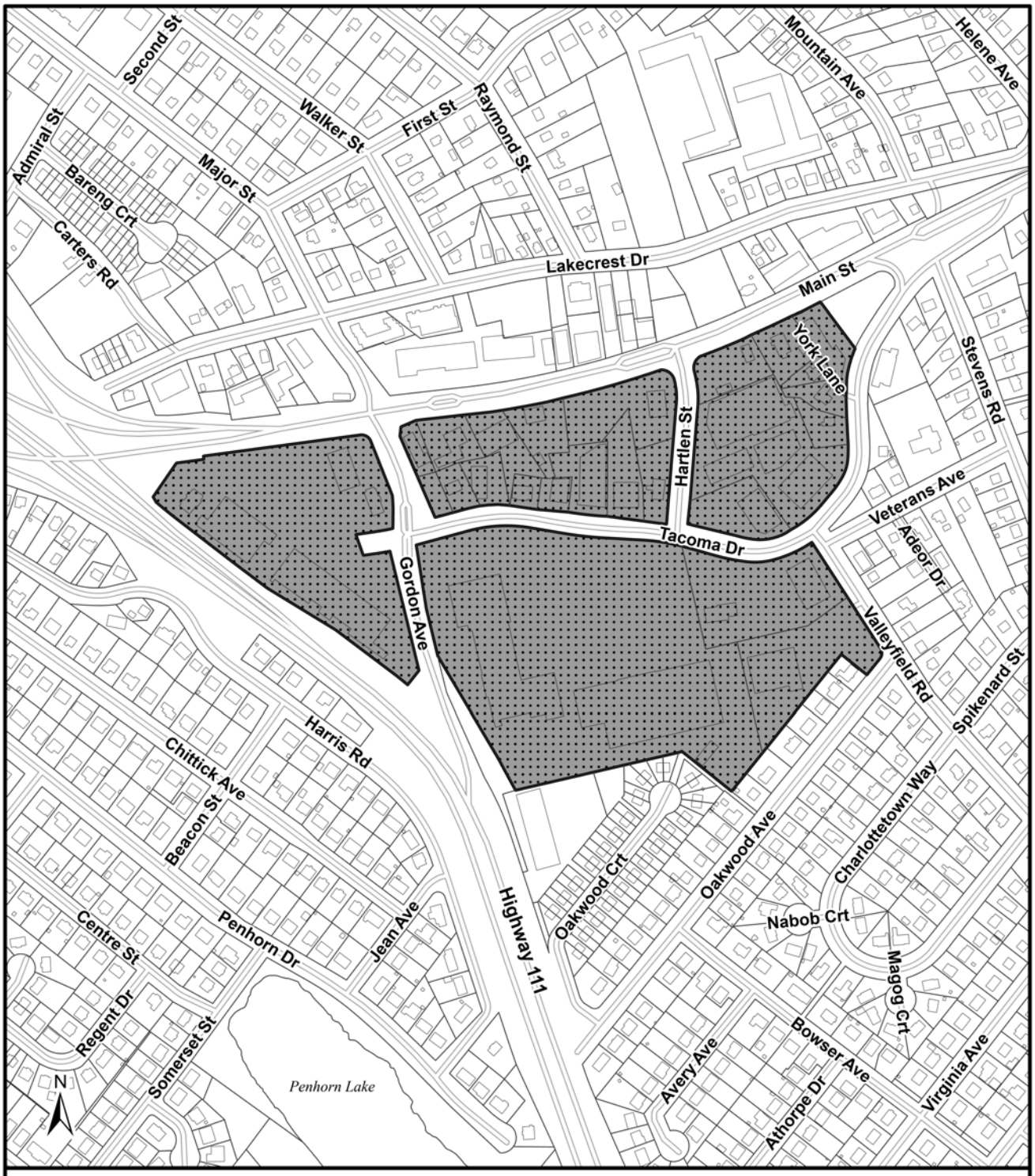

Woodlawn Rd
Athorpe Dr
Bruce St
Power St
Settle St
Portland St
Norm Newman Dr
Russell Lake
Baker Dr
Hamlet Lane
Green Village Lane
Marilyn Dr
Highway 111
Coldstream Run
N
Map 5 - Portland Street / Baker Drive (Dartmouth)
Suburban Growth Area Opportunity Site
0 40 80 120 m



Map 6 - Portland Street / Eisener Boulevard (Dartmouth)

Suburban Growth Area Opportunity Site

0 40 80 120 160 m



Map 7 - Tacoma Drive (Dartmouth)

Suburban Growth Area Opportunity Site

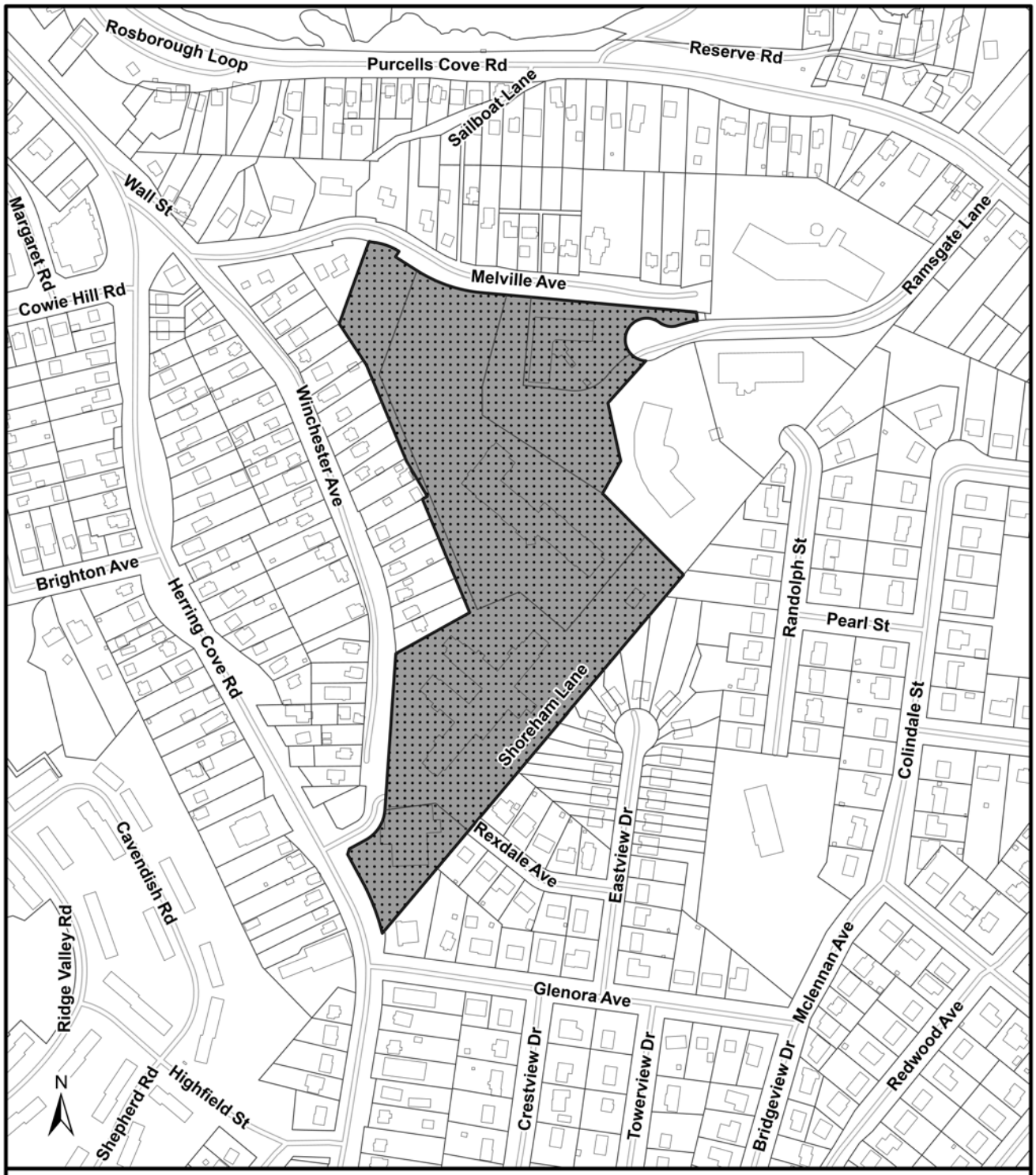
0 40 80 120 160 m



Map 8 - Woodlawn Mall (Dartmouth)

Suburban Growth Area Opportunity Site

0 40 80 120 m

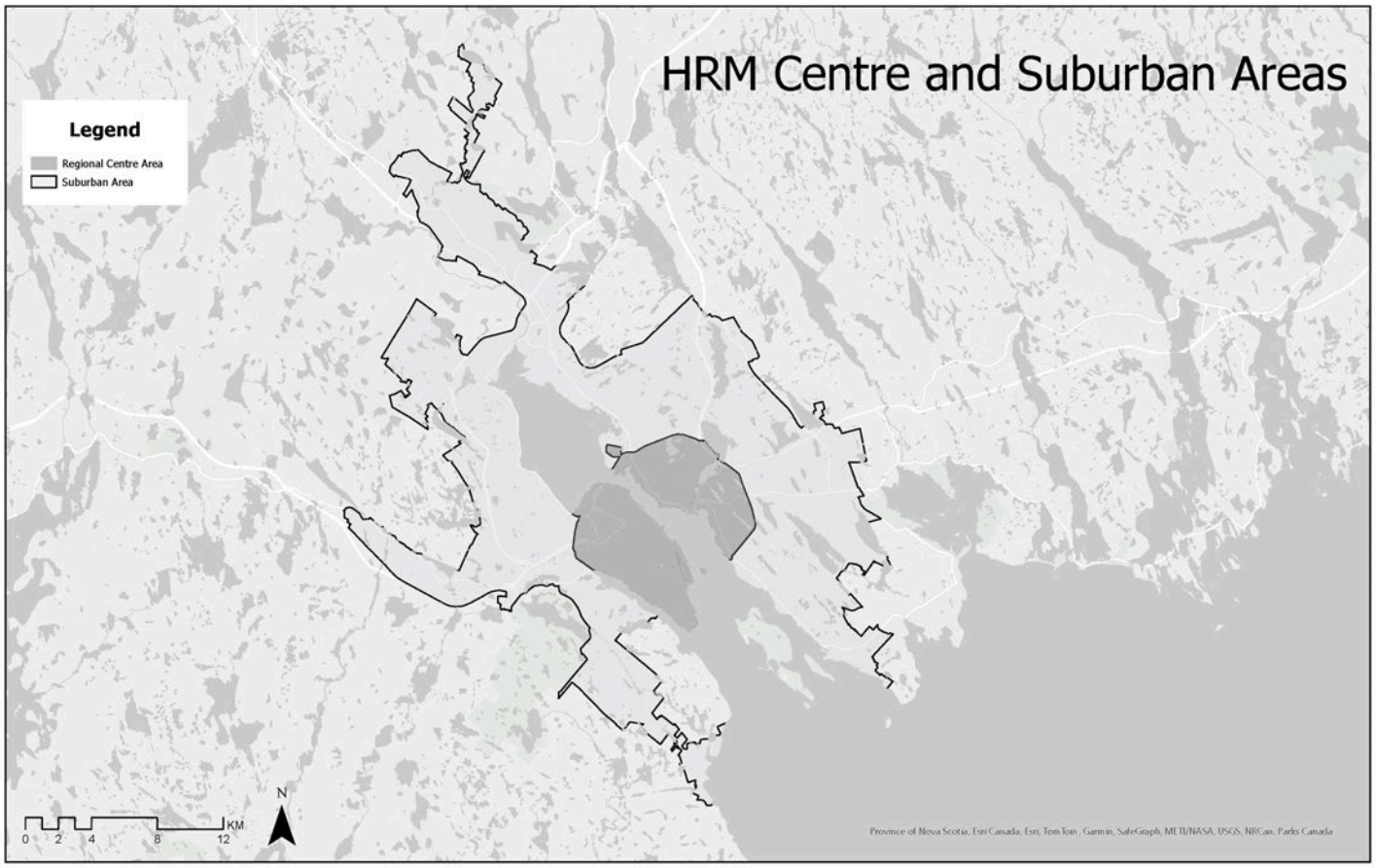


Map 9 - Melville Heights, Herring Cove Rd (Halifax)

Suburban Growth Area Opportunity Site

0 40 80 120 m

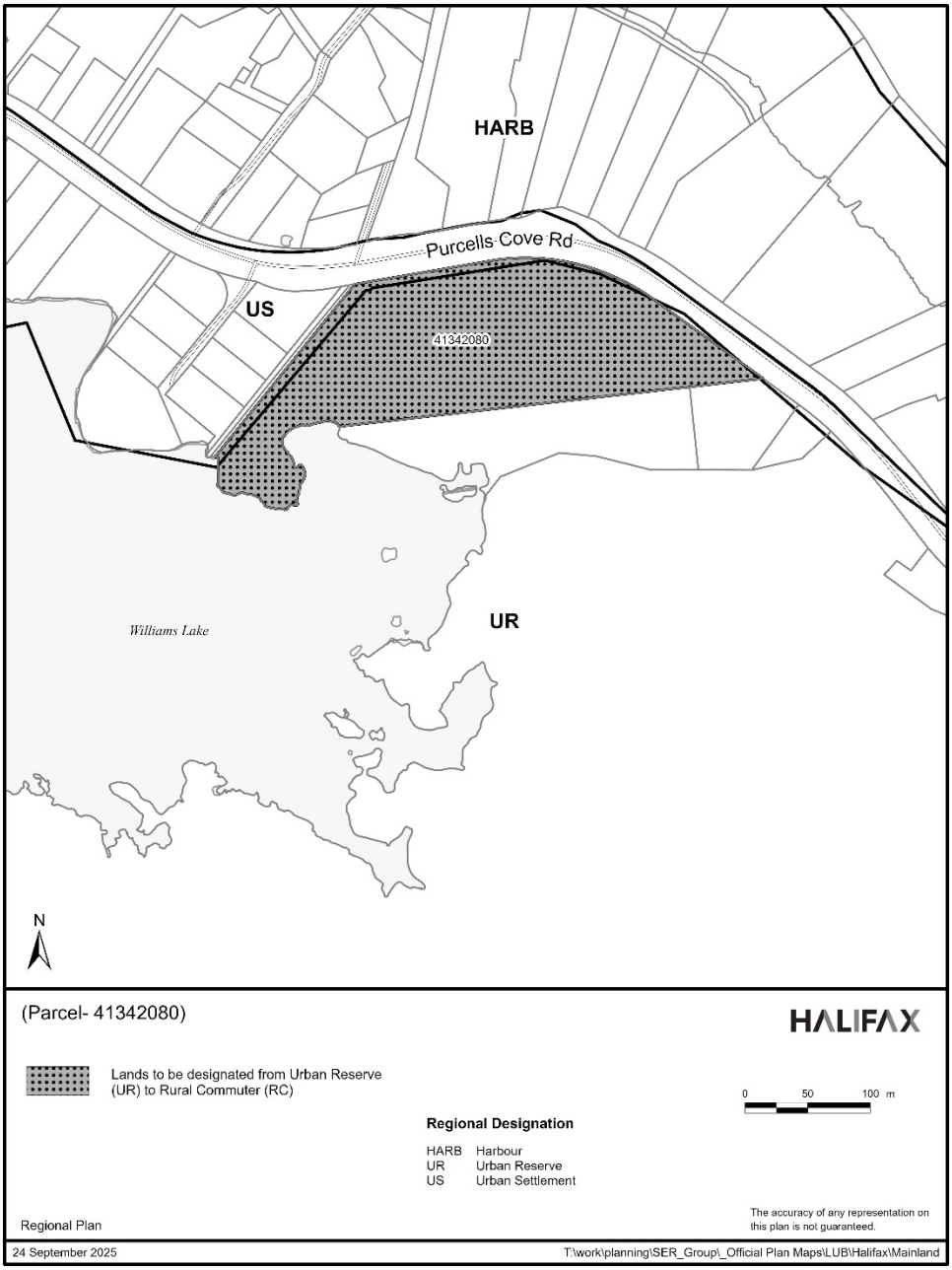
Schedule B: Regional Centre and Suburban Plan Areas



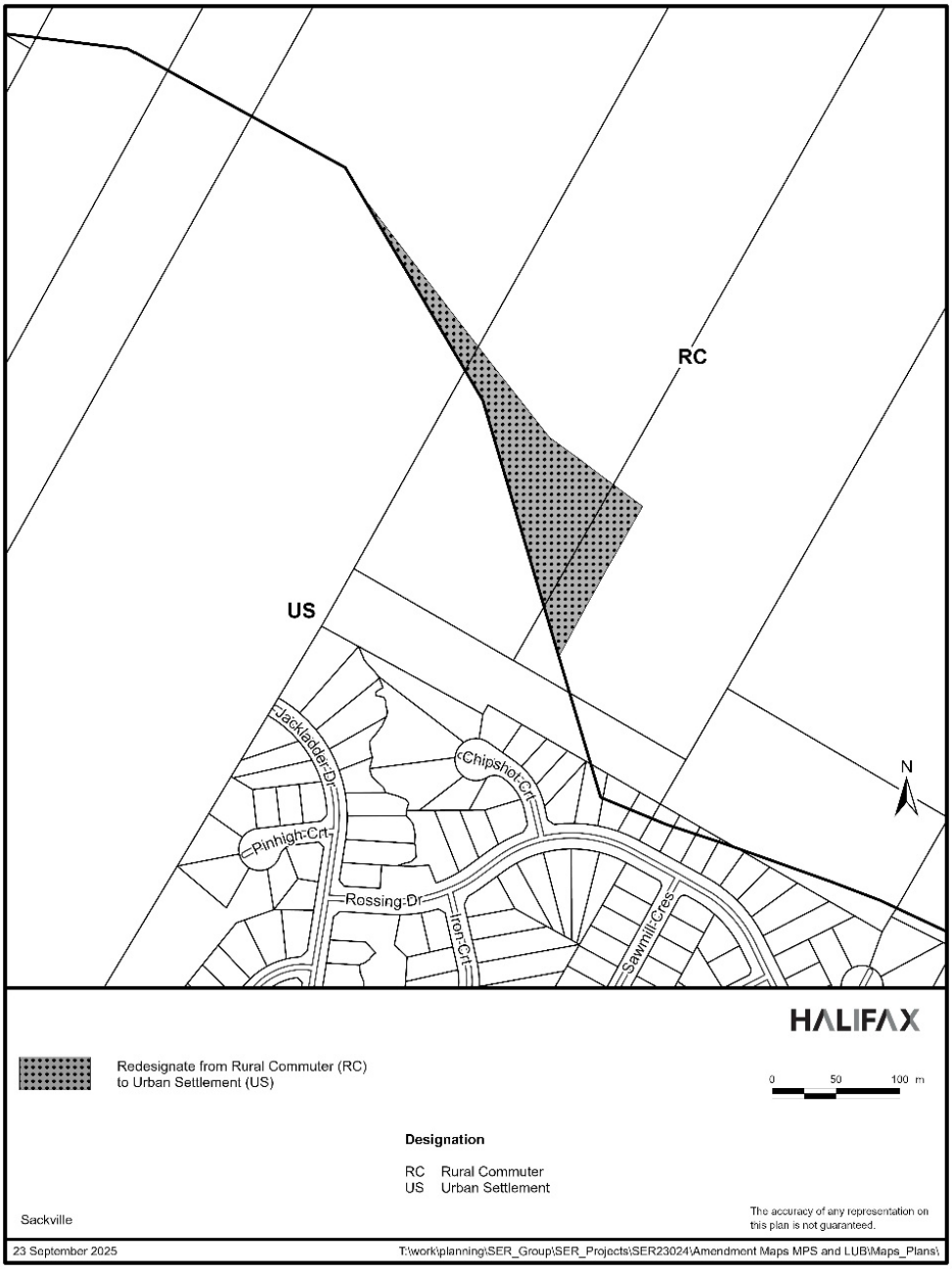
Webpage last updated: 30-10-2025

SCHEDULE A
AMENDMENTS TO THE REGIONAL MUNICIPAL PLANNING STRATEGY
SCHEDULES

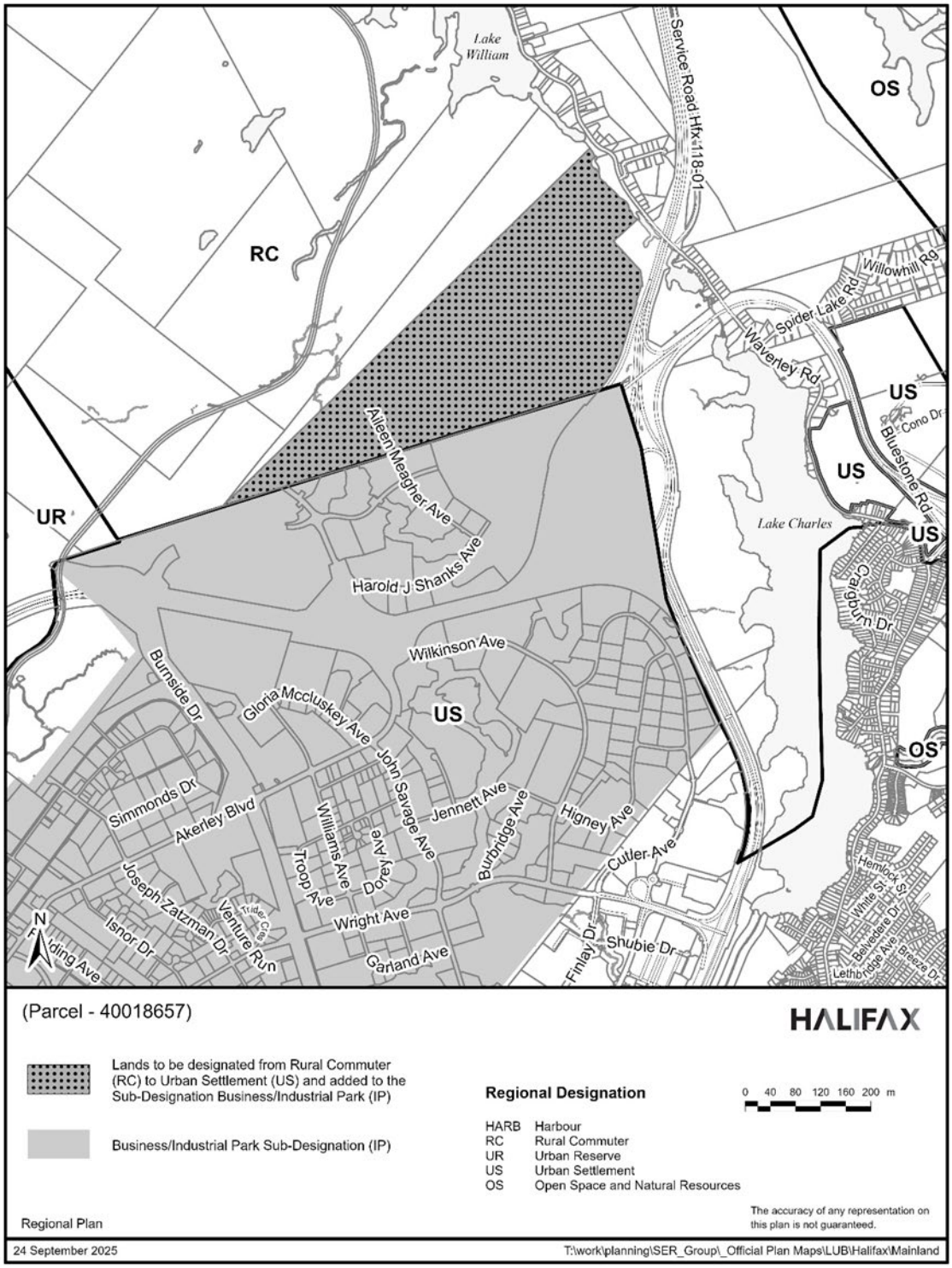
SCHEDULE A-1: "MAP 2 – GENERALIZED FUTURE LAND USE" to redesignate PID 41342080 from Urban Reserve to Rural Commuter.



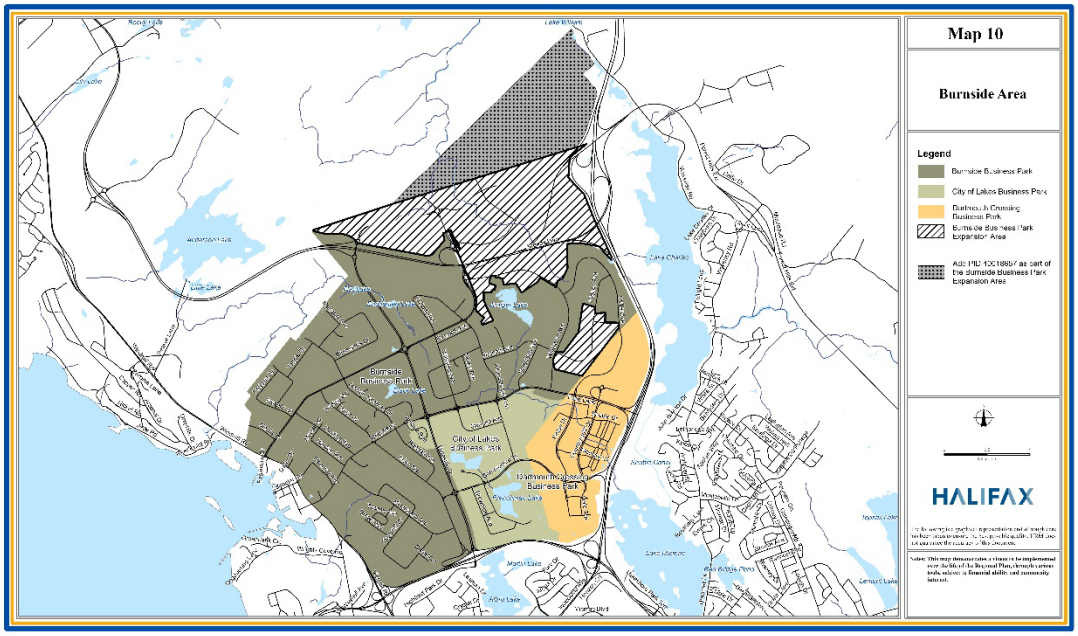
SCHEDULE A-2: "MAP 2 – GENERALIZED FUTURE LAND USE" to redesignate portions of PIDs 40140501, 41284449, and 40151185 from Rural Commuter to Urban Settlement designation.



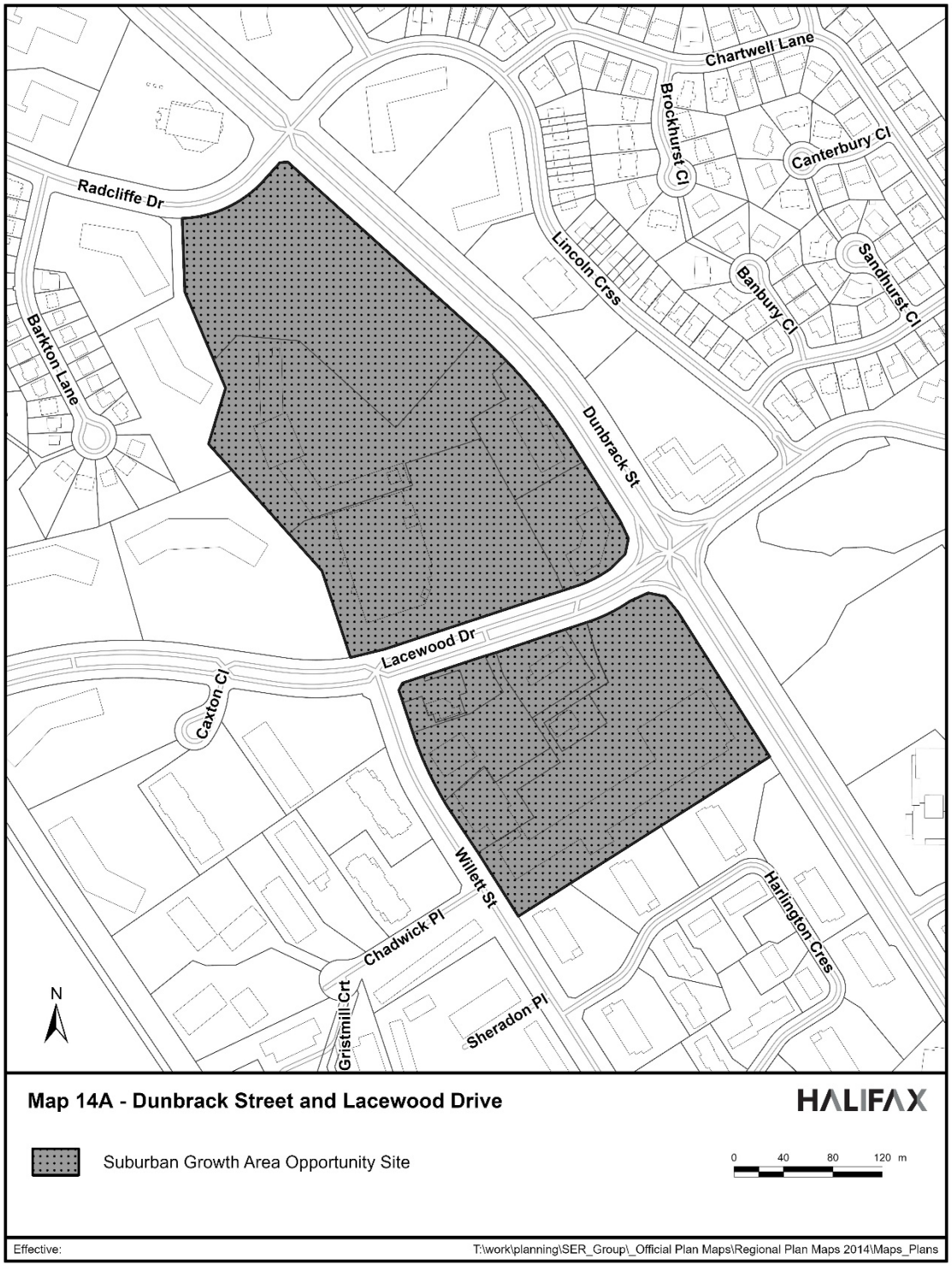
SCHEDULE A-3: "MAP 2 – Generalized Future Land Use Map" to redesignate PID 40018657 from Rural Commuter to Urban Settlement



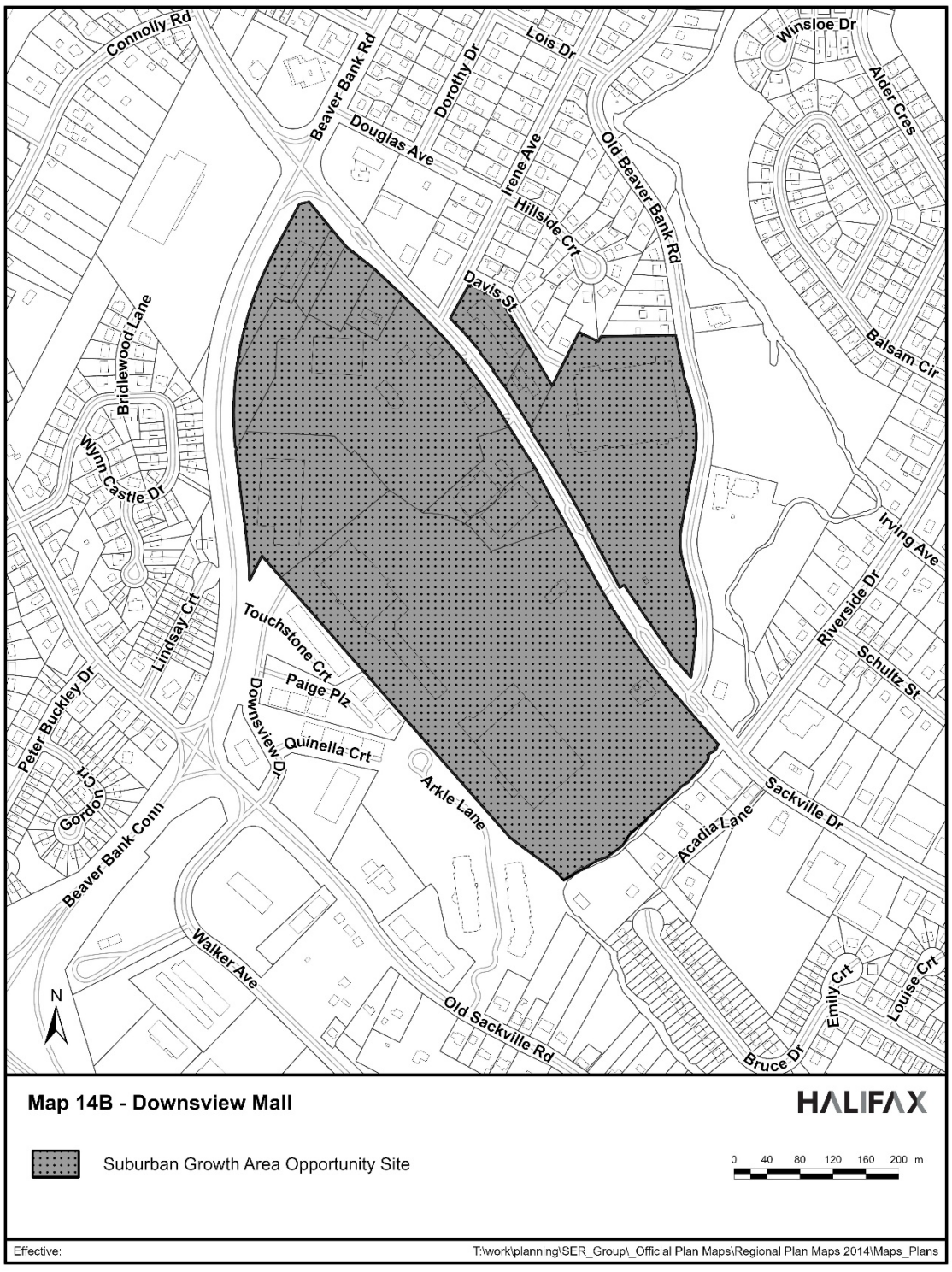
SCHEDULE A-4: "MAP 10 – BURNSIDE AREA" to include the hatched area of PID 40018657 as part of the Burnside Business Park Expansion area



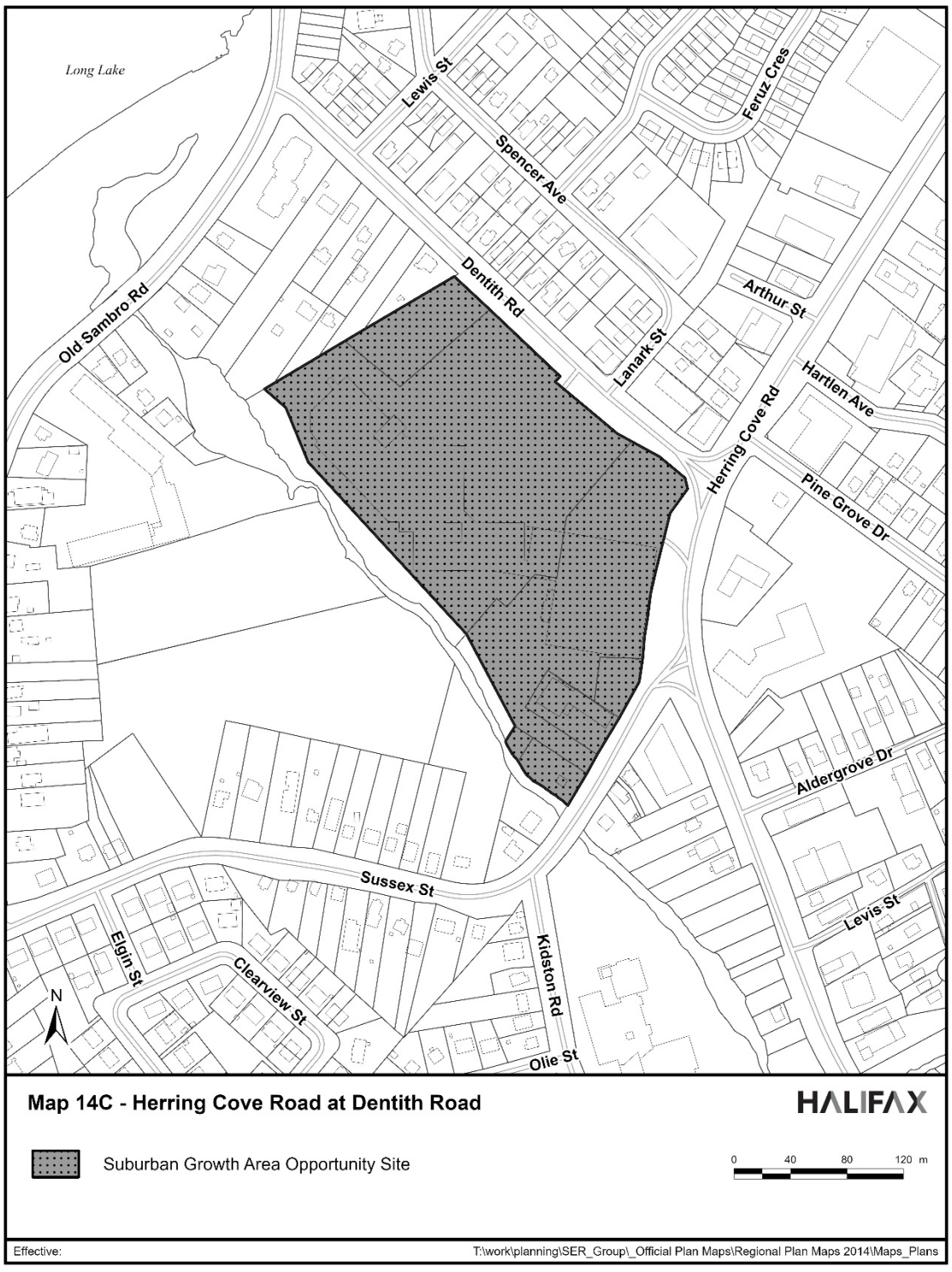
SCHEDULE A-5: "Map 14A – Dunbrack Street and Lacewood Drive"



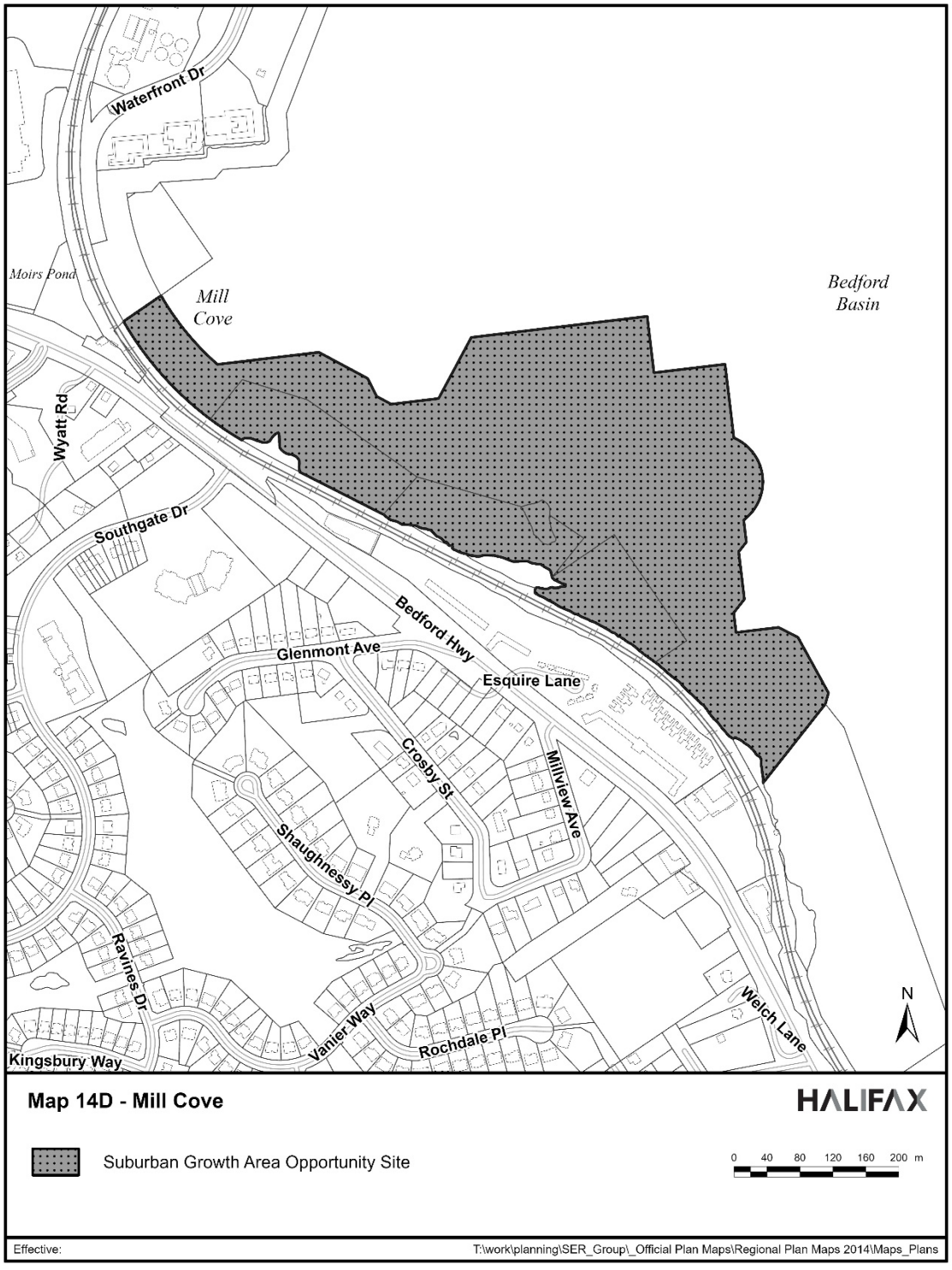
SCHEDULE A-6: "Map 14B – Downsview Mall"



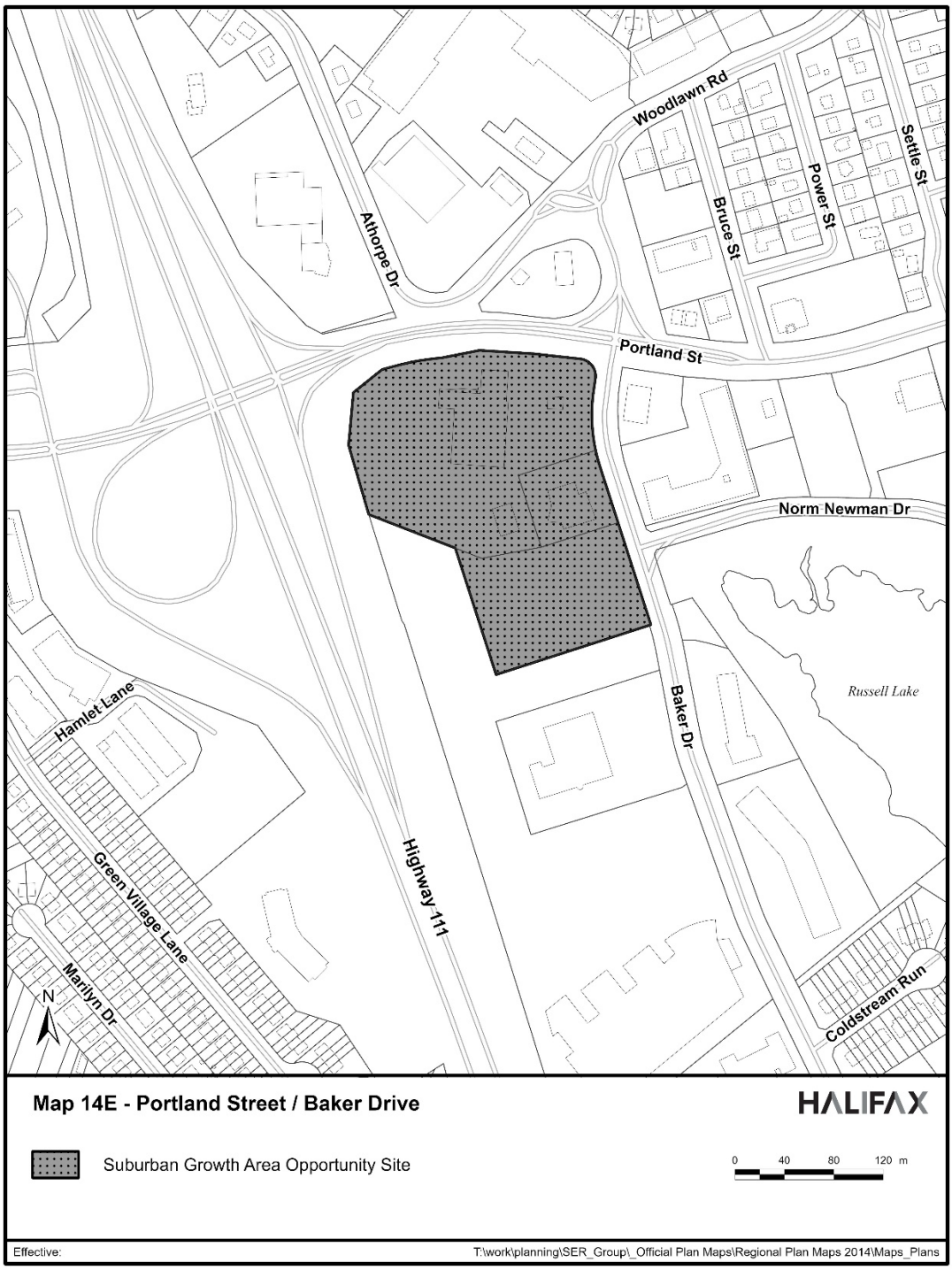
SCHEDULE A-7: "Map 14C – Herring Cove Road at Dentith Road"



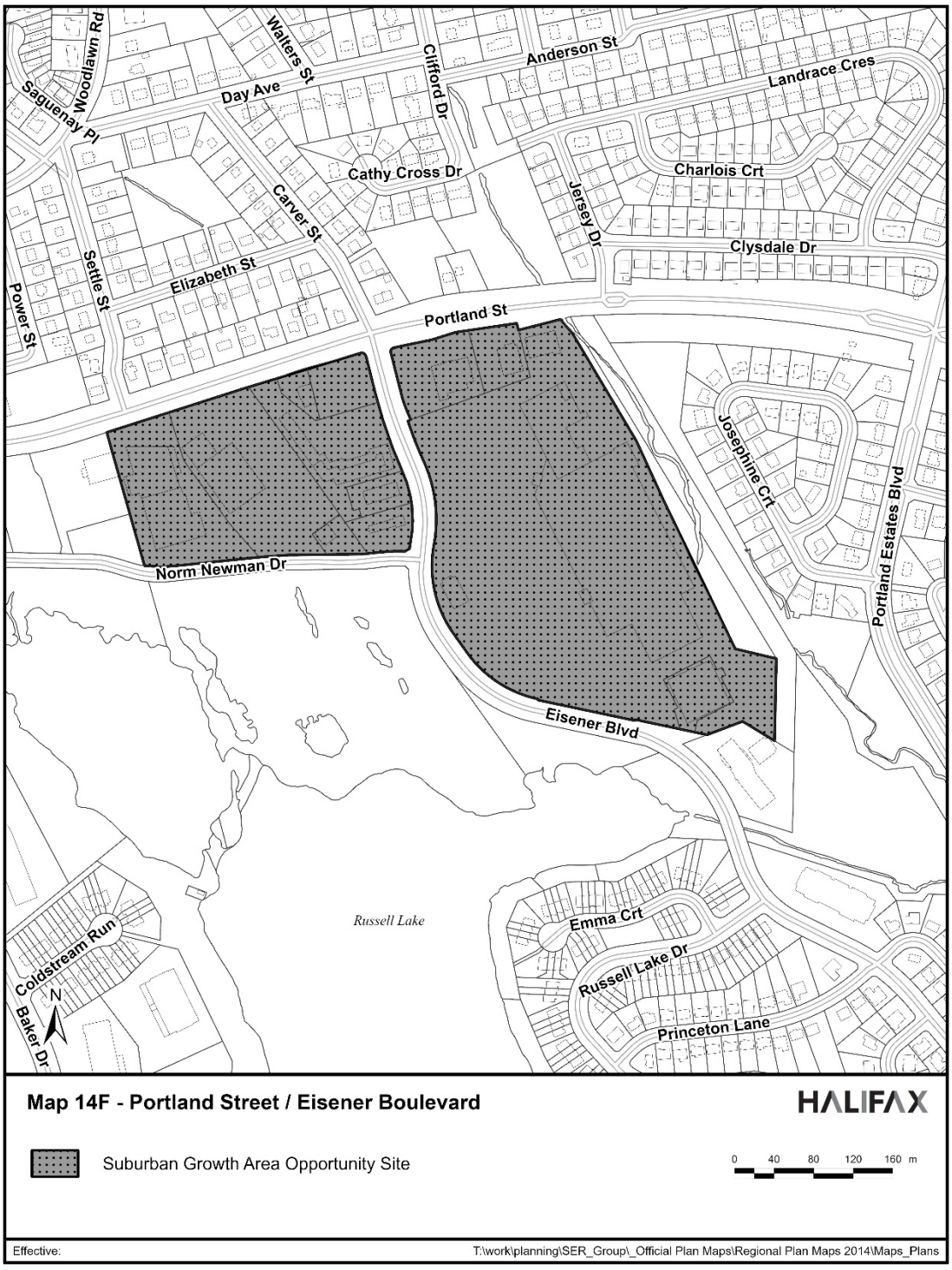
SCHEDULE A-8: "Map 14D – Mill Cove"



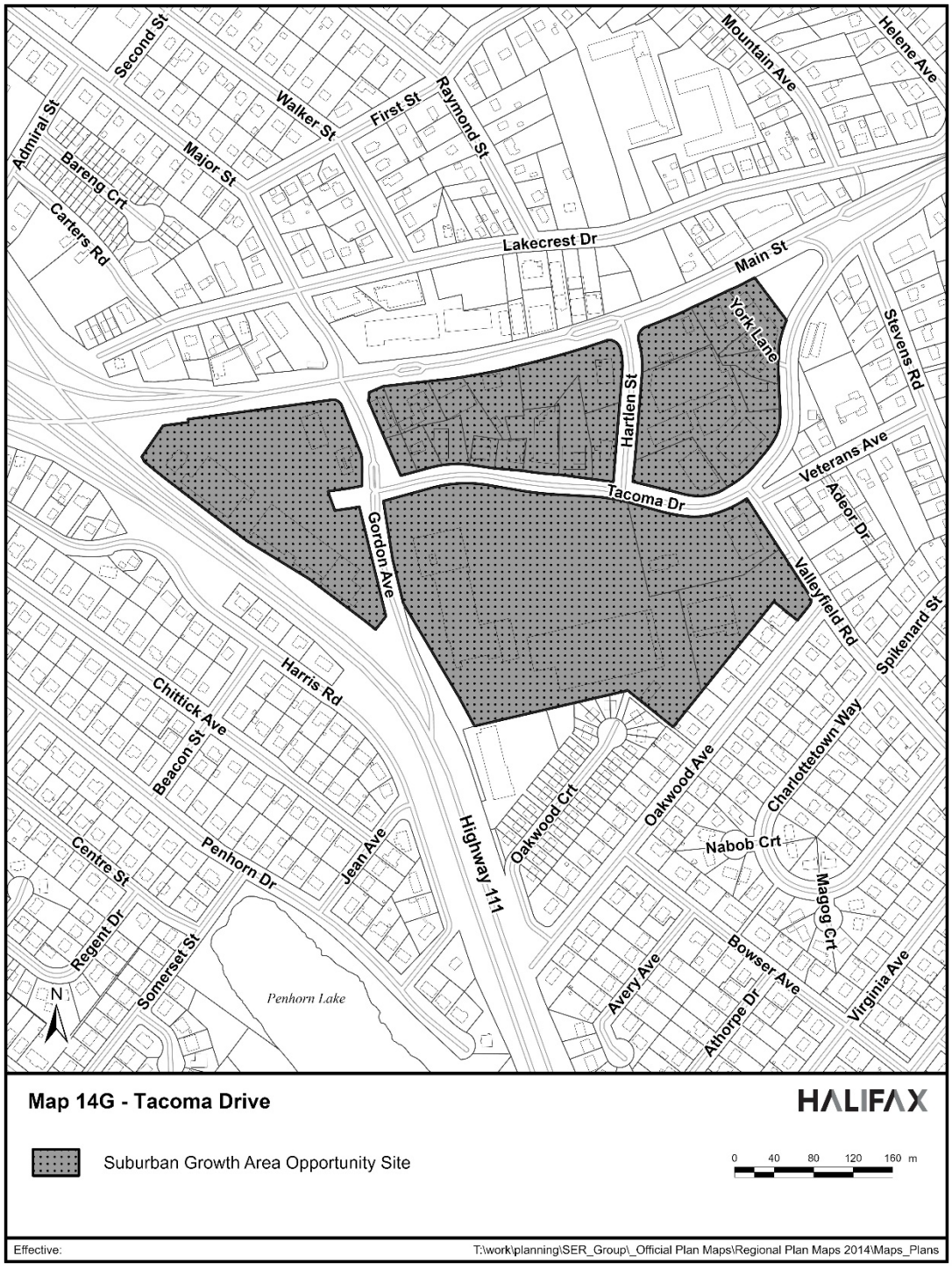
SCHEDULE A-9: "Map 14E – Portland Street Baker Drive"



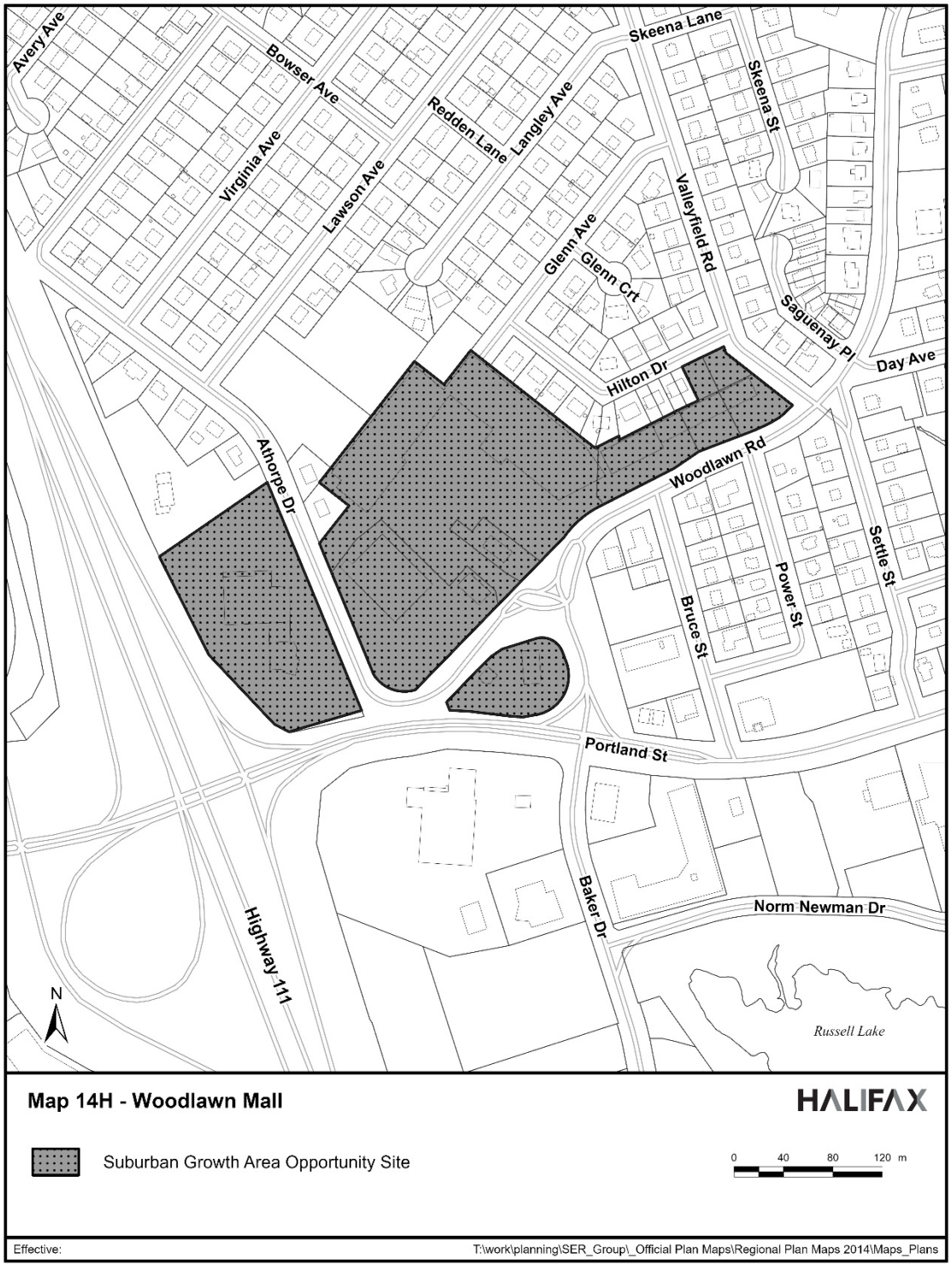
SCHEDULE A-10: "Map 14F – Portland Street Eisener Boulevard"



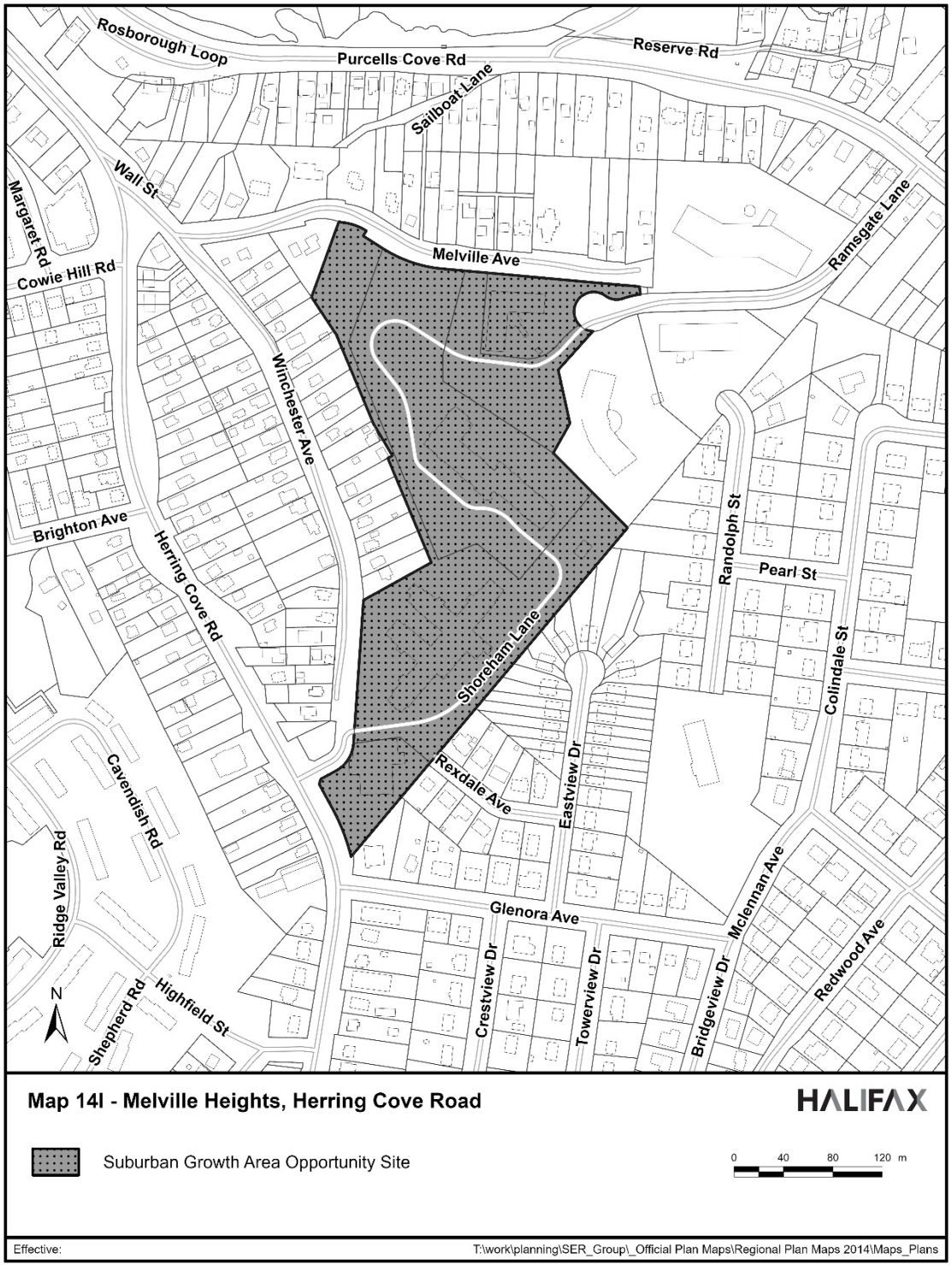
SCHEDULE A-11: "Map 14G – Tacoma Drive"



SCHEDULE A-12: "Map 14H – Woodlawn Mall"



SCHEDULE A-13: "Map 14I – Melville Heights"

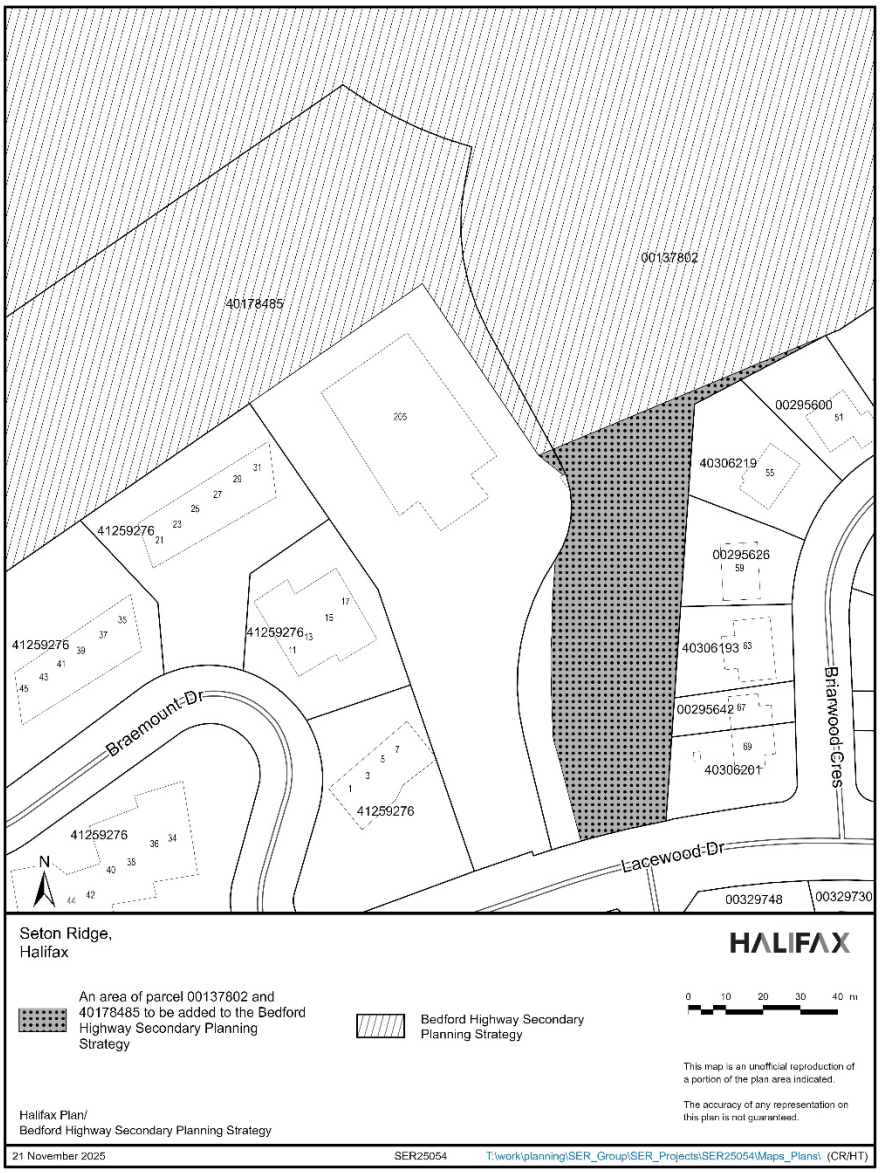


SCHEDULE B

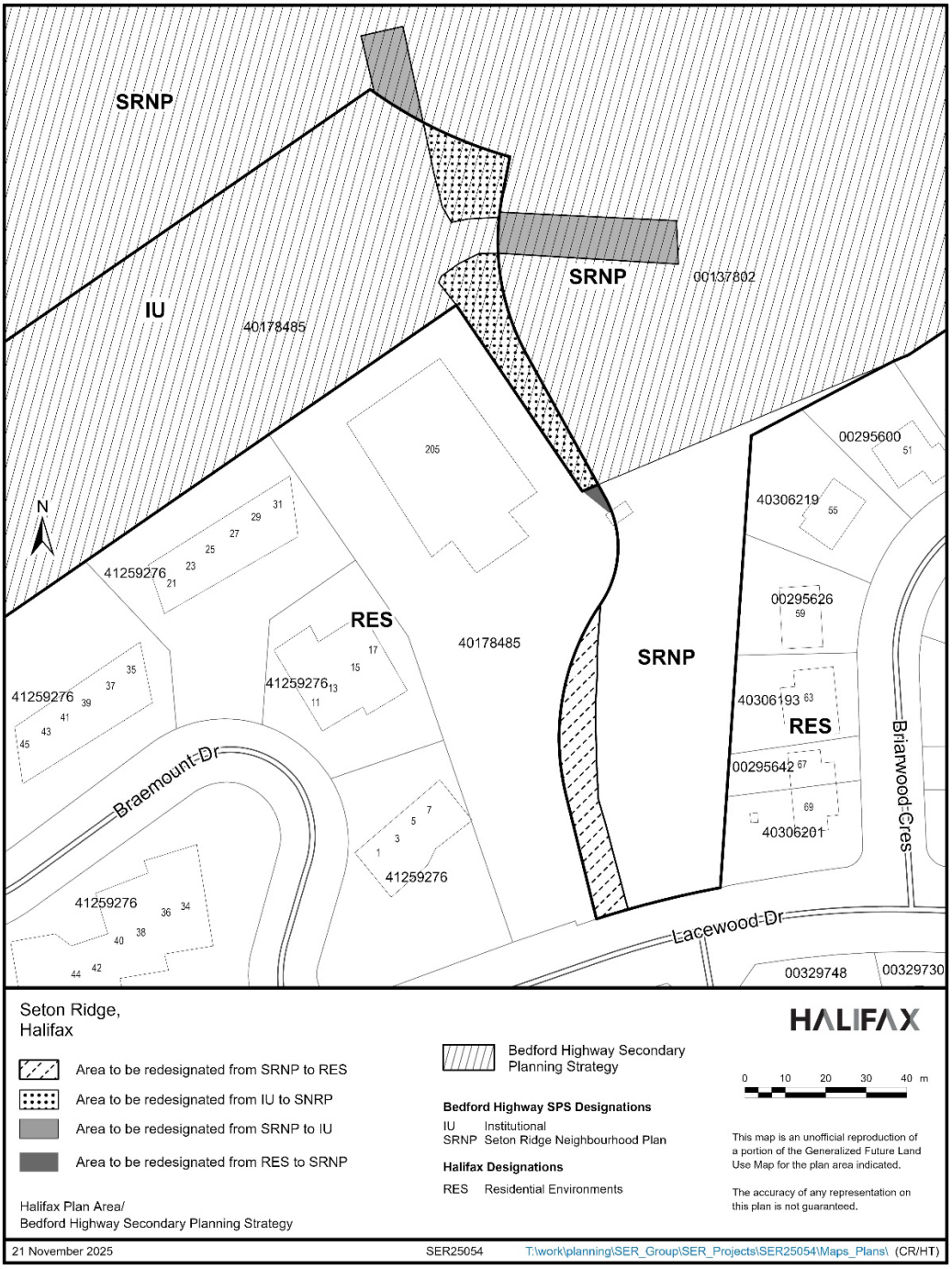
AMENDMENTS TO THE MUNICIPAL PLANNING STRATEGY SCHEDULES

SCHEDULE B-8: HALIFAX MUNICIPAL PLANNING STRATEGY

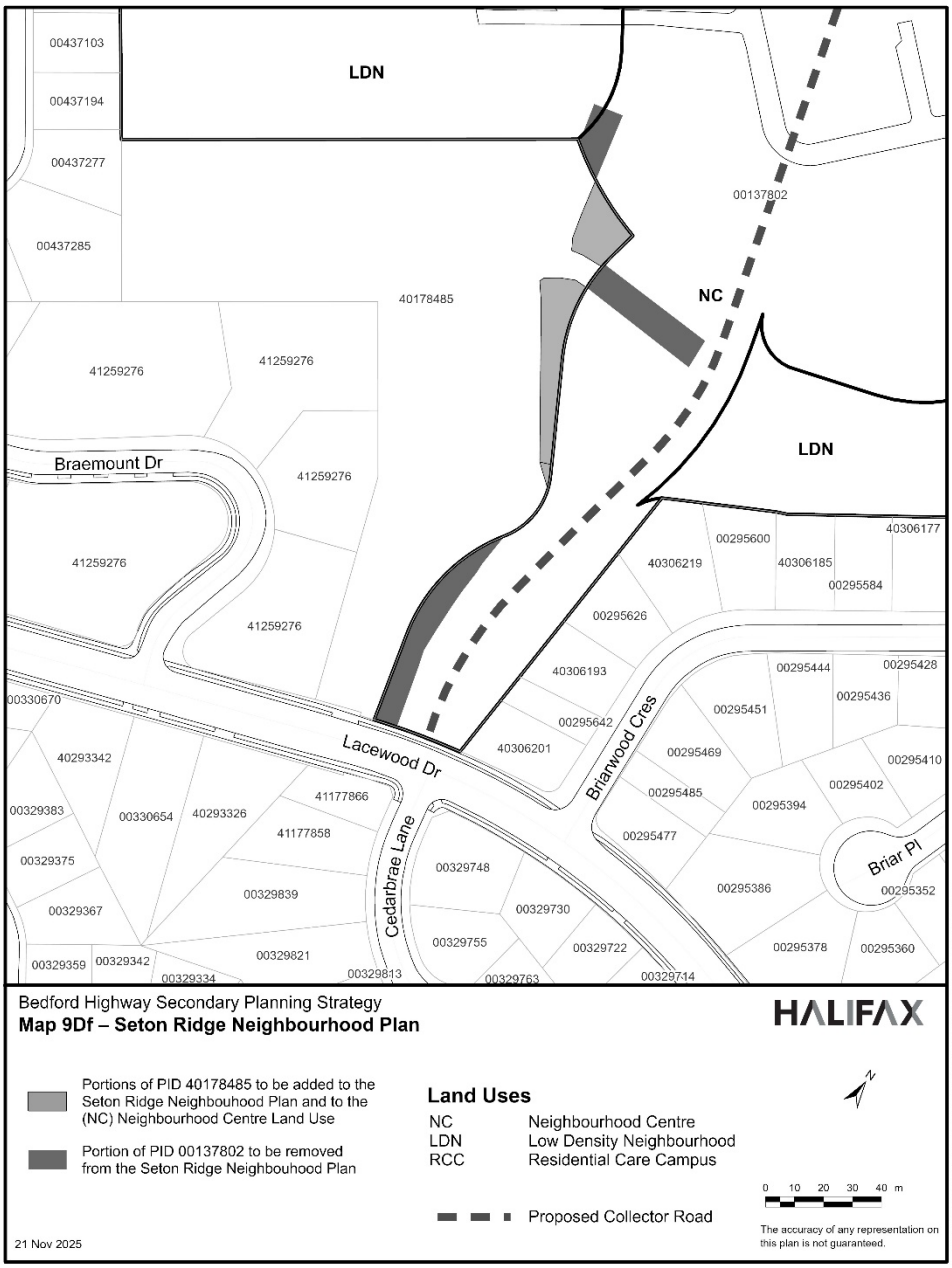
Schedule B-8A: “Map 1: Bedford Highway Area Plan Boundary” and “Map 9 – Generalized Future Land Use” to include portions of PID 00137802 and PID 40178485 within the Bedford Highway Secondary Planning Strategy



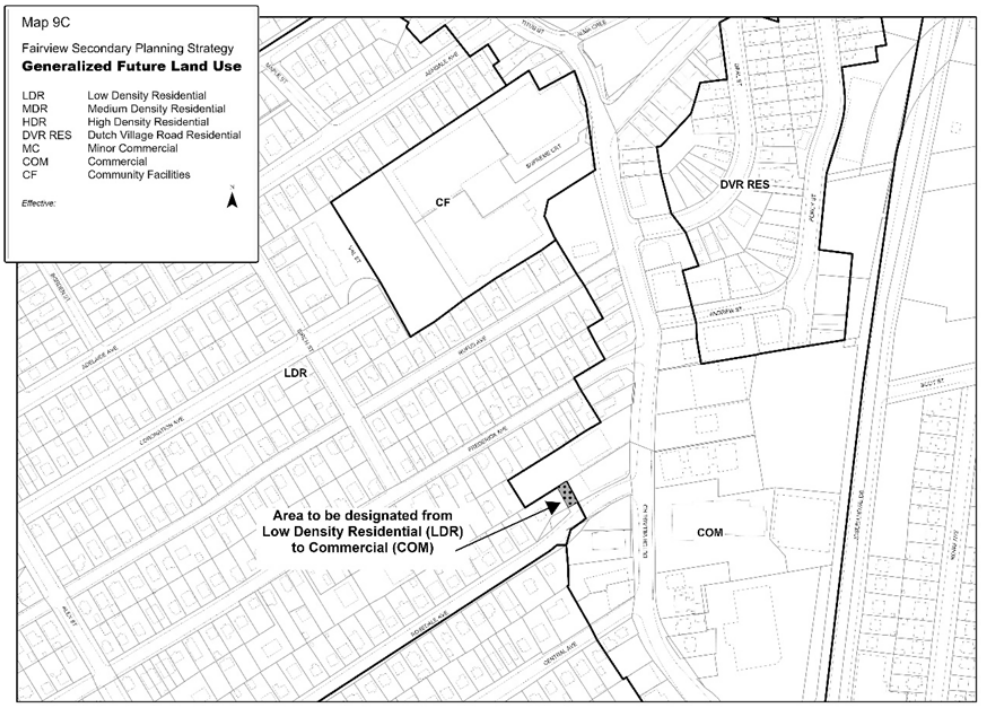
Schedule B-8B: “Map 9Dd and Map 9De: Generalized Future Land Use – Bedford Highway” to redesignate portions of PID 00137802 and PID 40178485



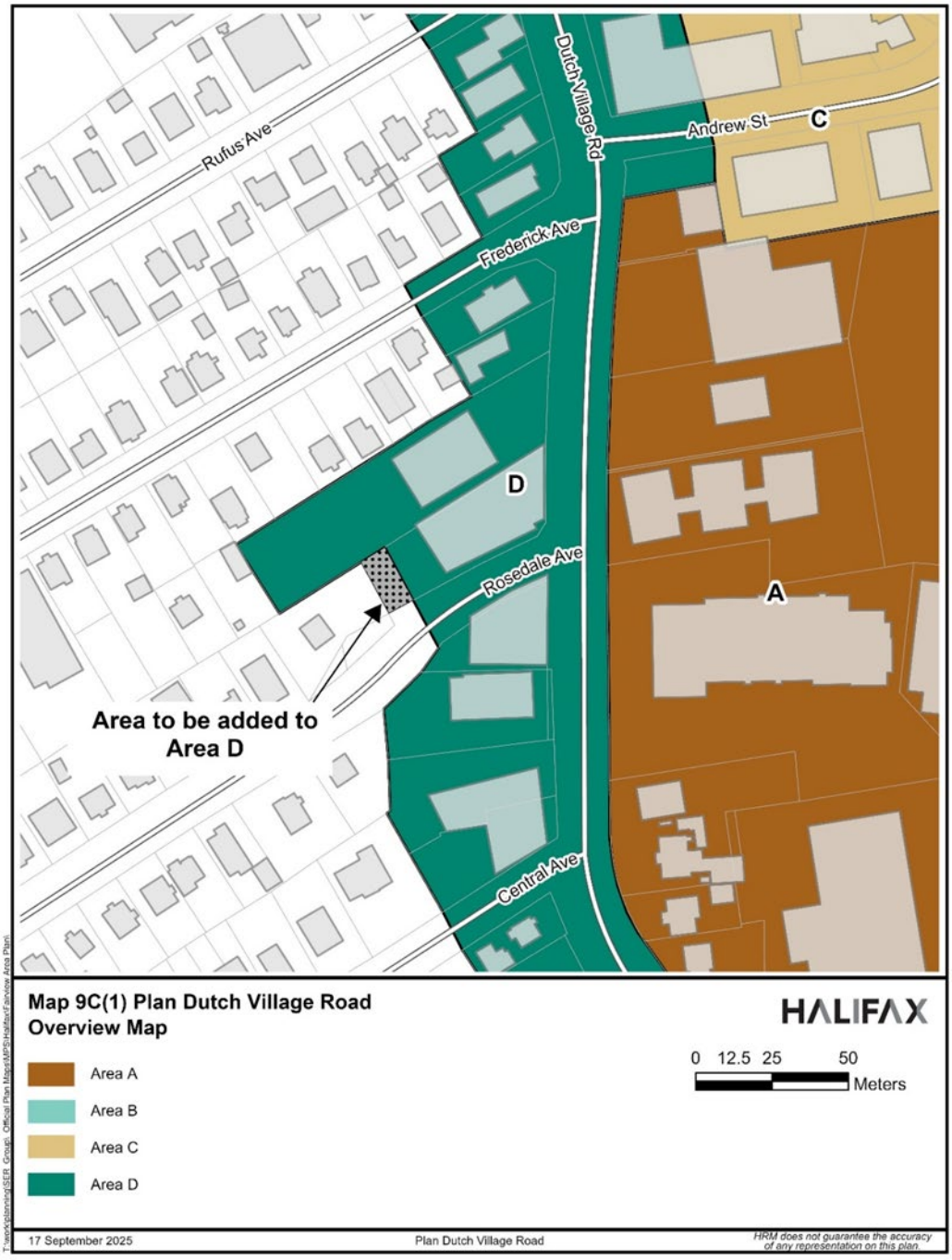
Schedule B-8C: “Map 9 Df - Seton Ridge Neighbourhood Plan” to remove portions of PID 00137802 from Seton Ridge Neighbouhood Plan (SRNP) Designation and include portions of PID 40178485 within the Seton Ridge Neighbouhood Plan (SRNP) Designation as Neighbourhood Centre (NC)



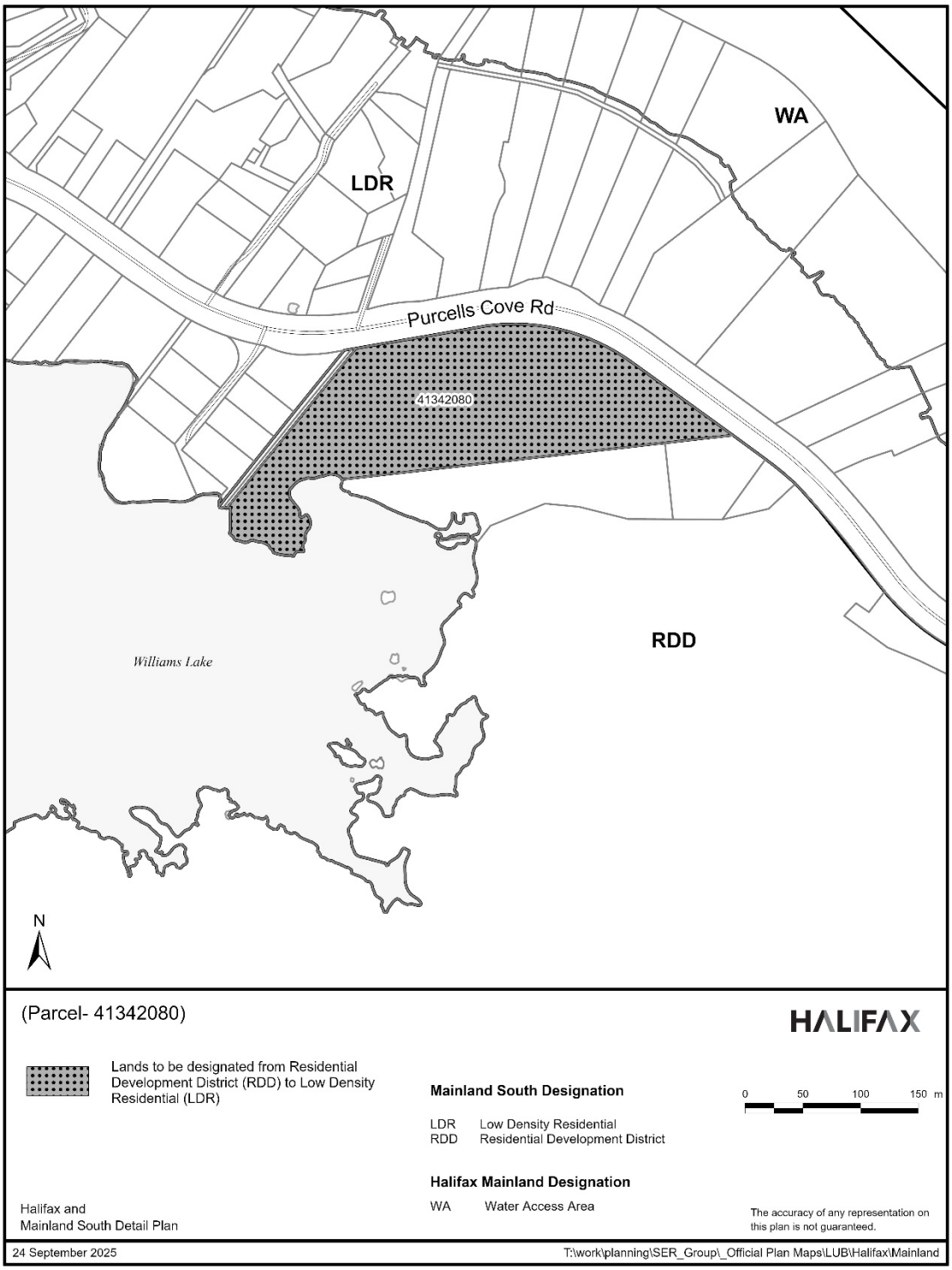
Schedule B-8D: “Map 9C Generalized Future Land Use - Fairview” to redesignate a portion of land, known as 3524 Dutch Village Road (PID 0018871)



Schedule B-8E: “Map 9C(1) Plan Dutch Village Road Overview Map”



Schedule B-8F: “Map 9F – Mainland South Generalized Future Land Use”

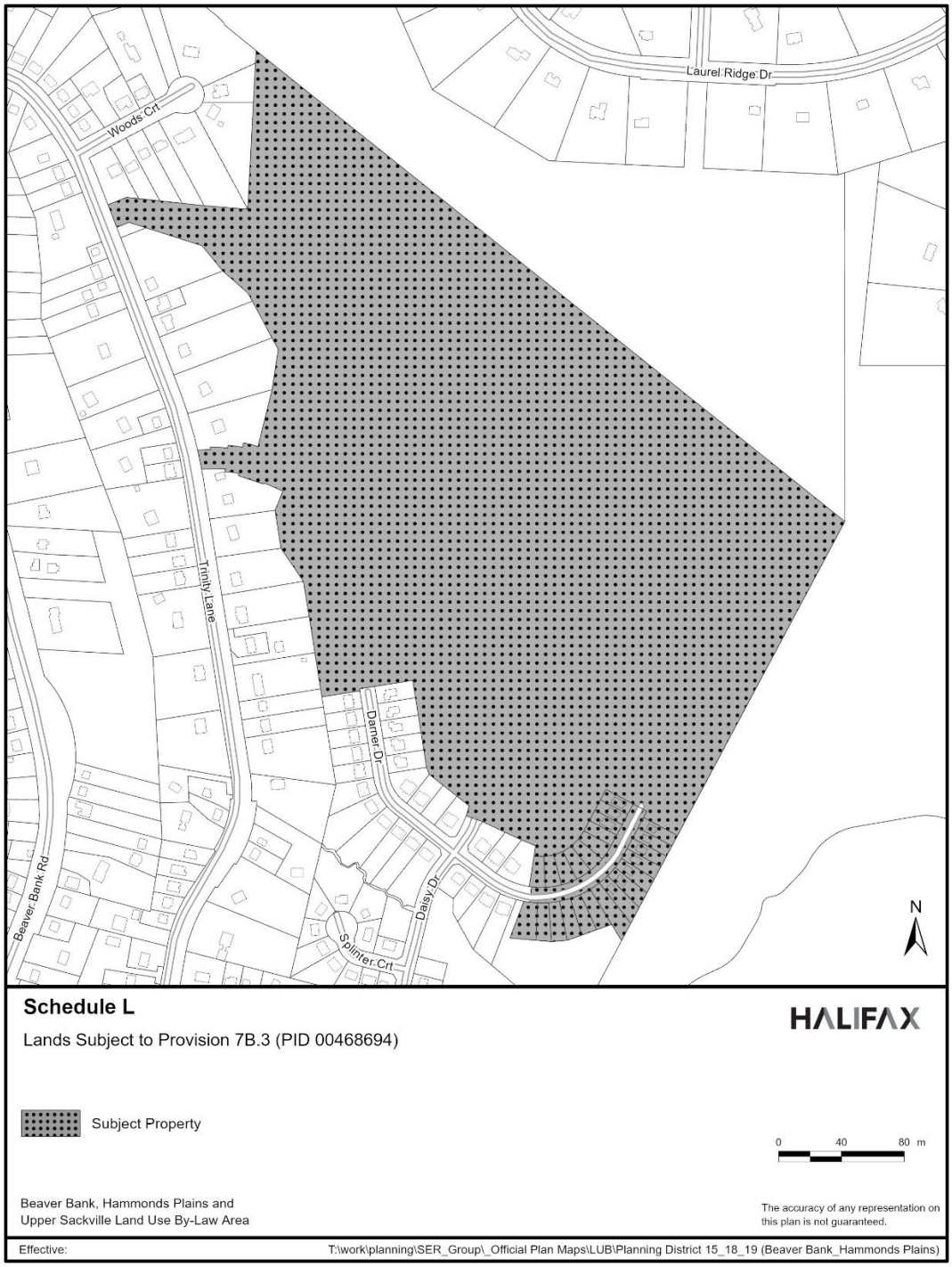


SCHEDULE C

SCHEDULES TO AMEND LAND USE BY-LAWS OF THE HALIFAX REGIONAL MUNICIPALITY

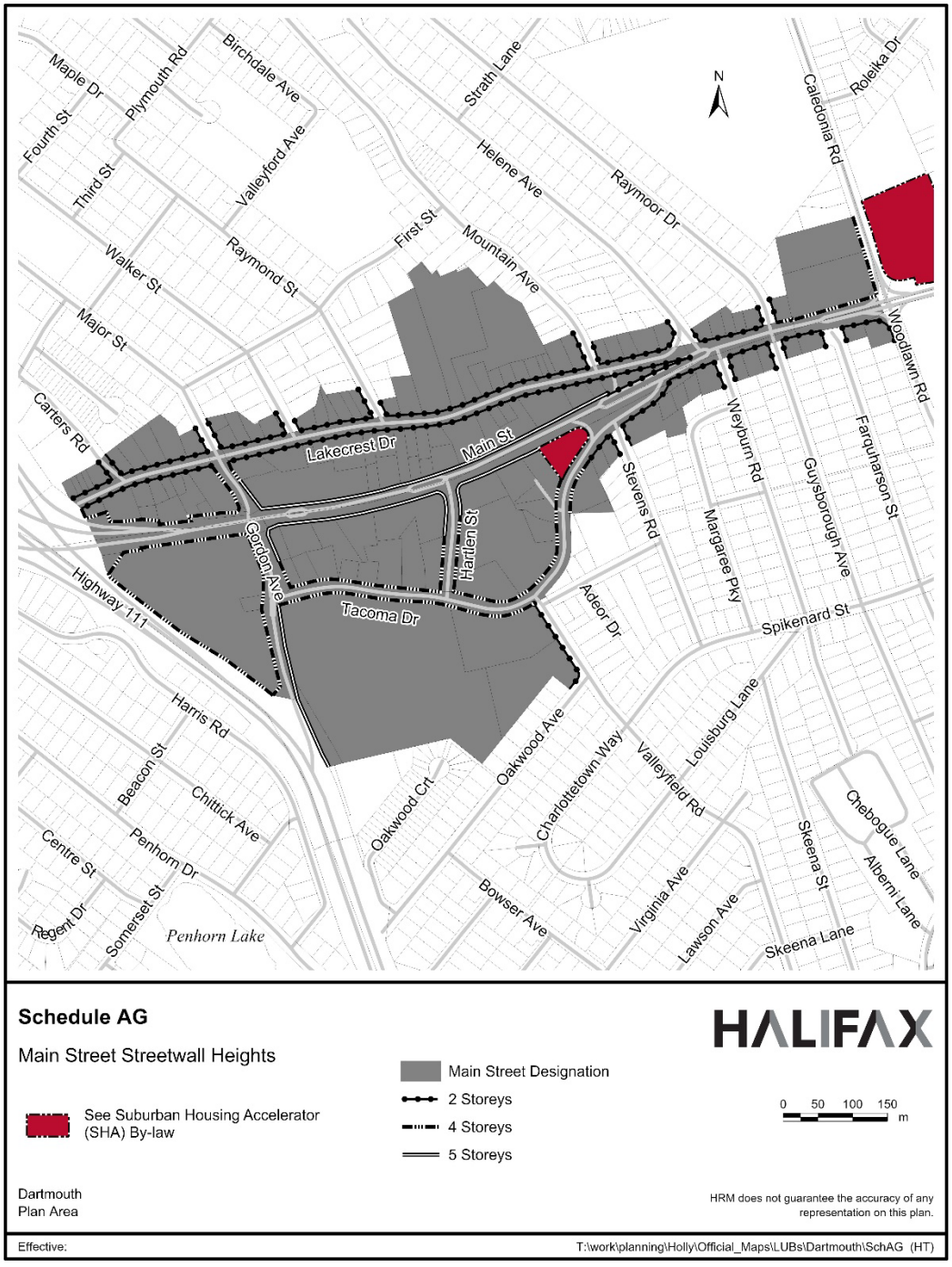
SCHEDULE C-1: BEAVER BANK, HAMMONDS PLAINS, UPPER SACKVILLE LAND USE BYLAW

Schedule C-1A – "SCHEDULE L: LANDS SUBJECT TO PROVISION 7B.3 (PID 00468694)"

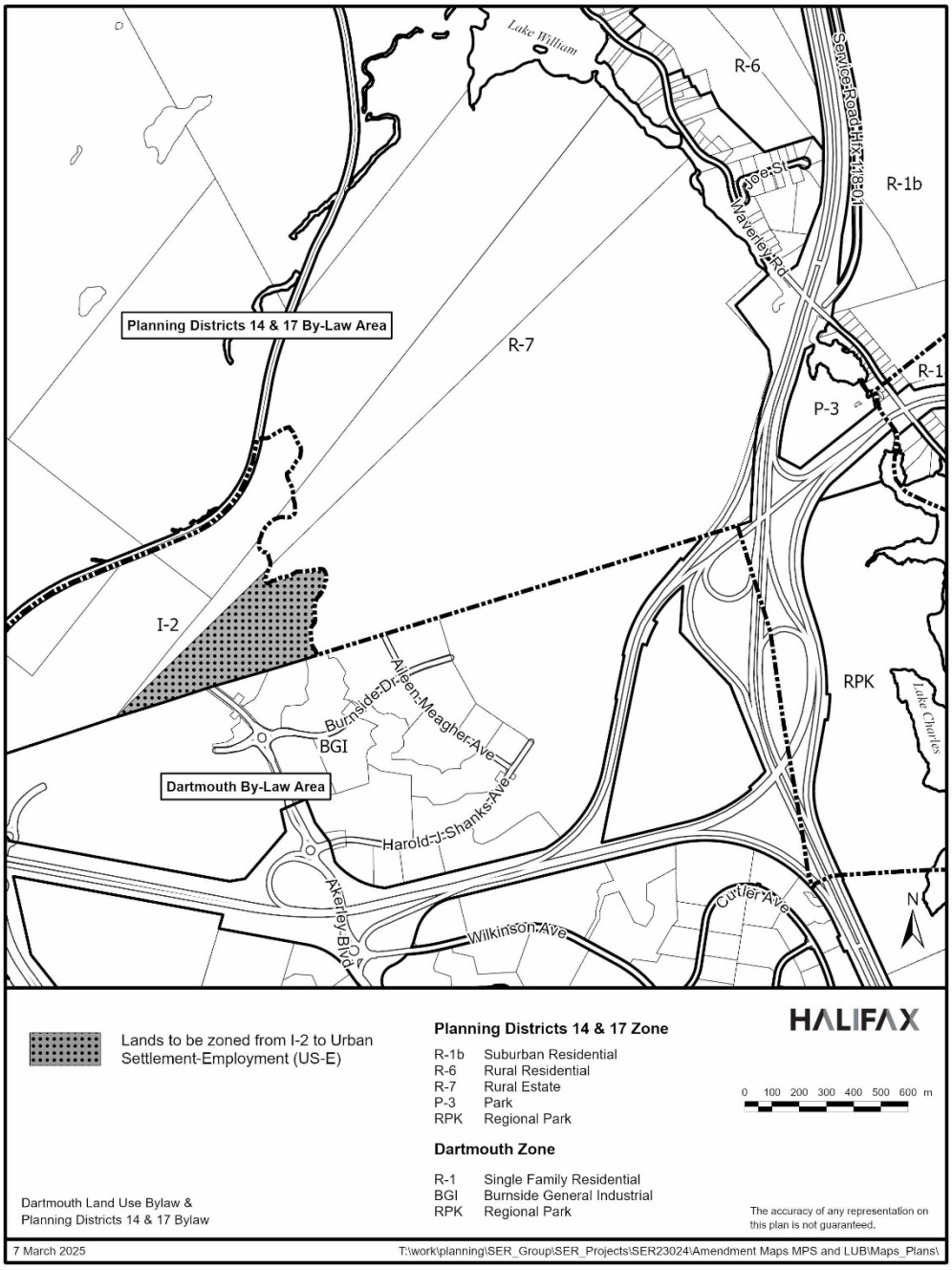


SCHEDULE C-4: DARTMOUTH USE BYLAW

Schedule C-4A – "SCHEDULE AG: Main Street Streetwall Height"

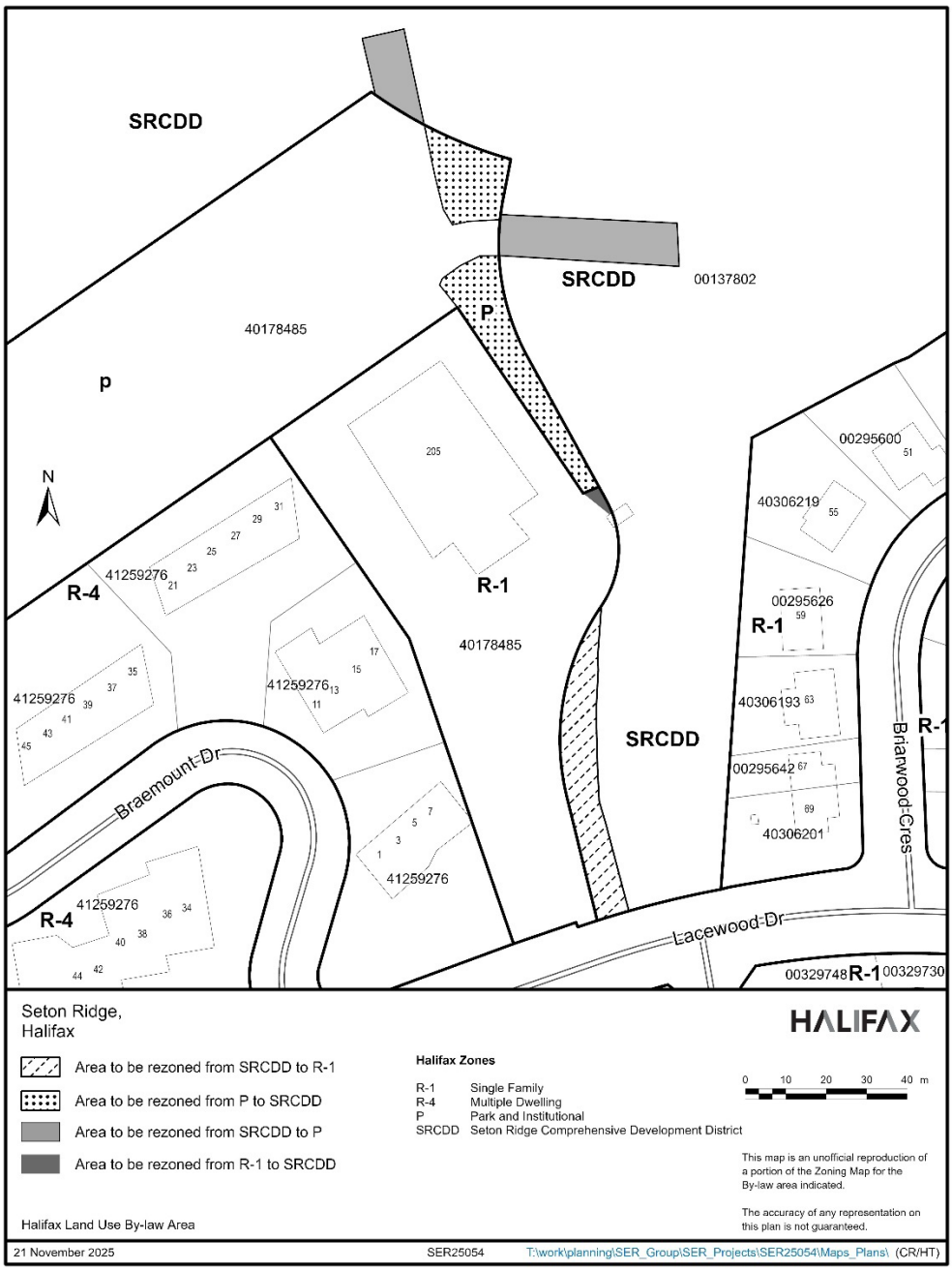


Schedule C-4B – "Zoning Map" – Lands to be rezoned to Urban Settlement-Employment (US-E) Zone

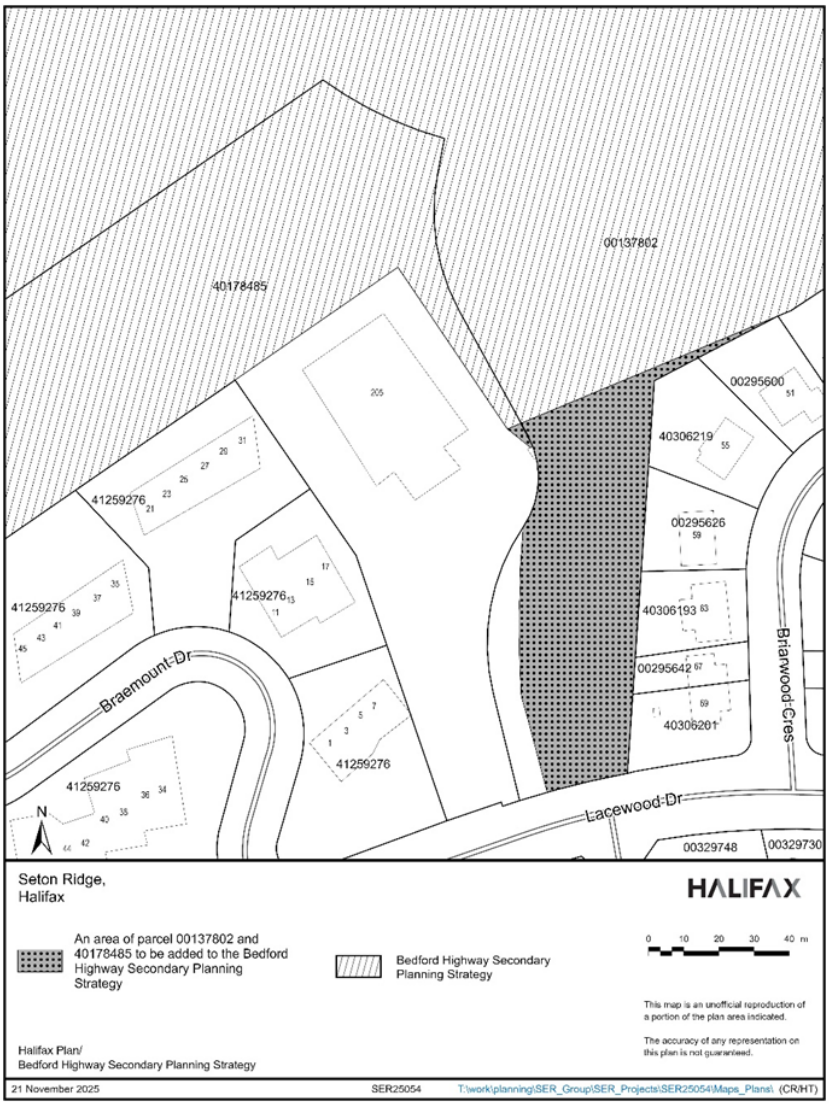


SCHEDULE C-8: HALIFAX MAINLAND LAND USE BYLAW

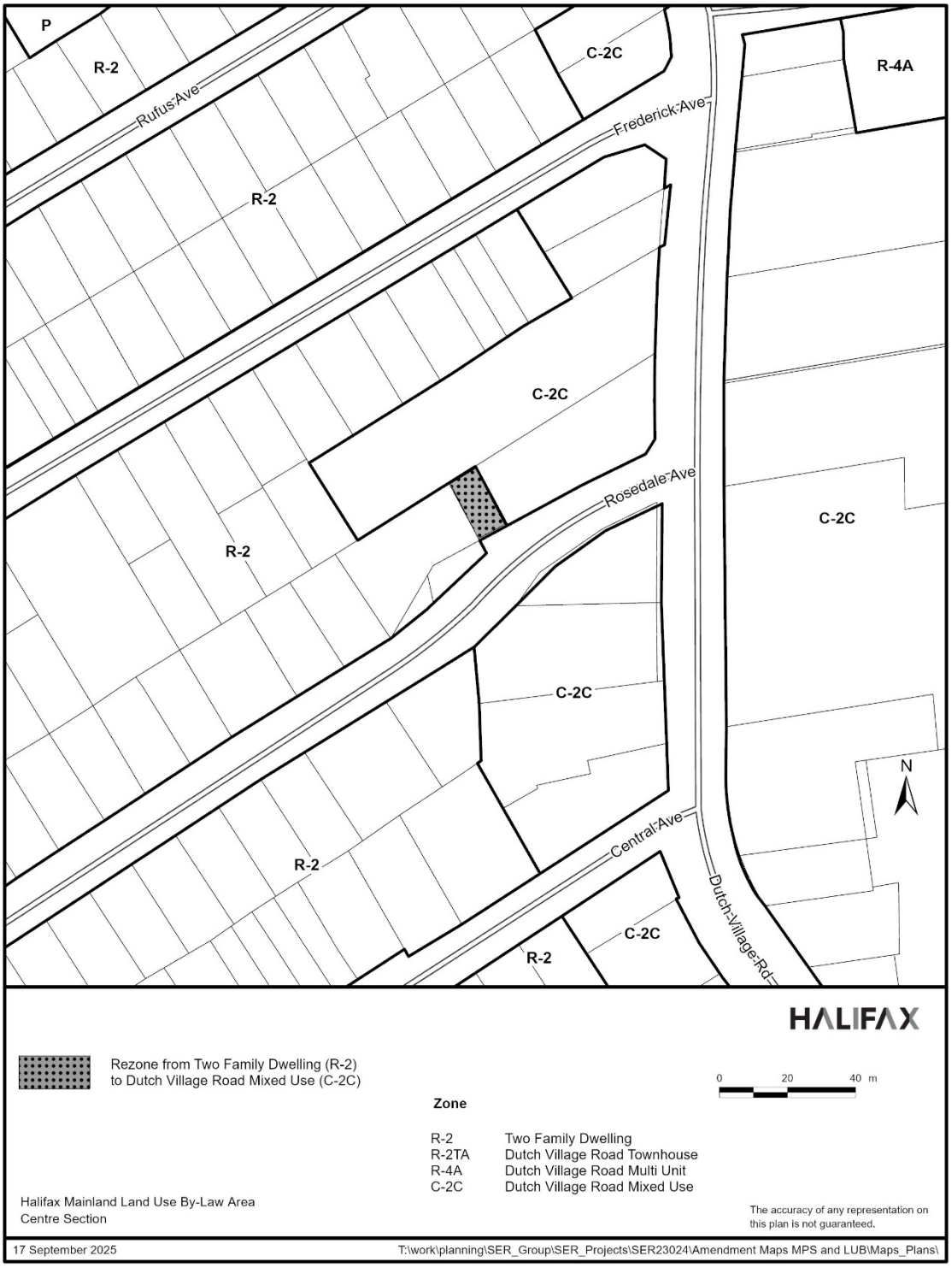
Schedule C-8A – "Map ZM-1 (North Section)" to rezone portions of PID 00137802 and rezone portions of PID 40178485



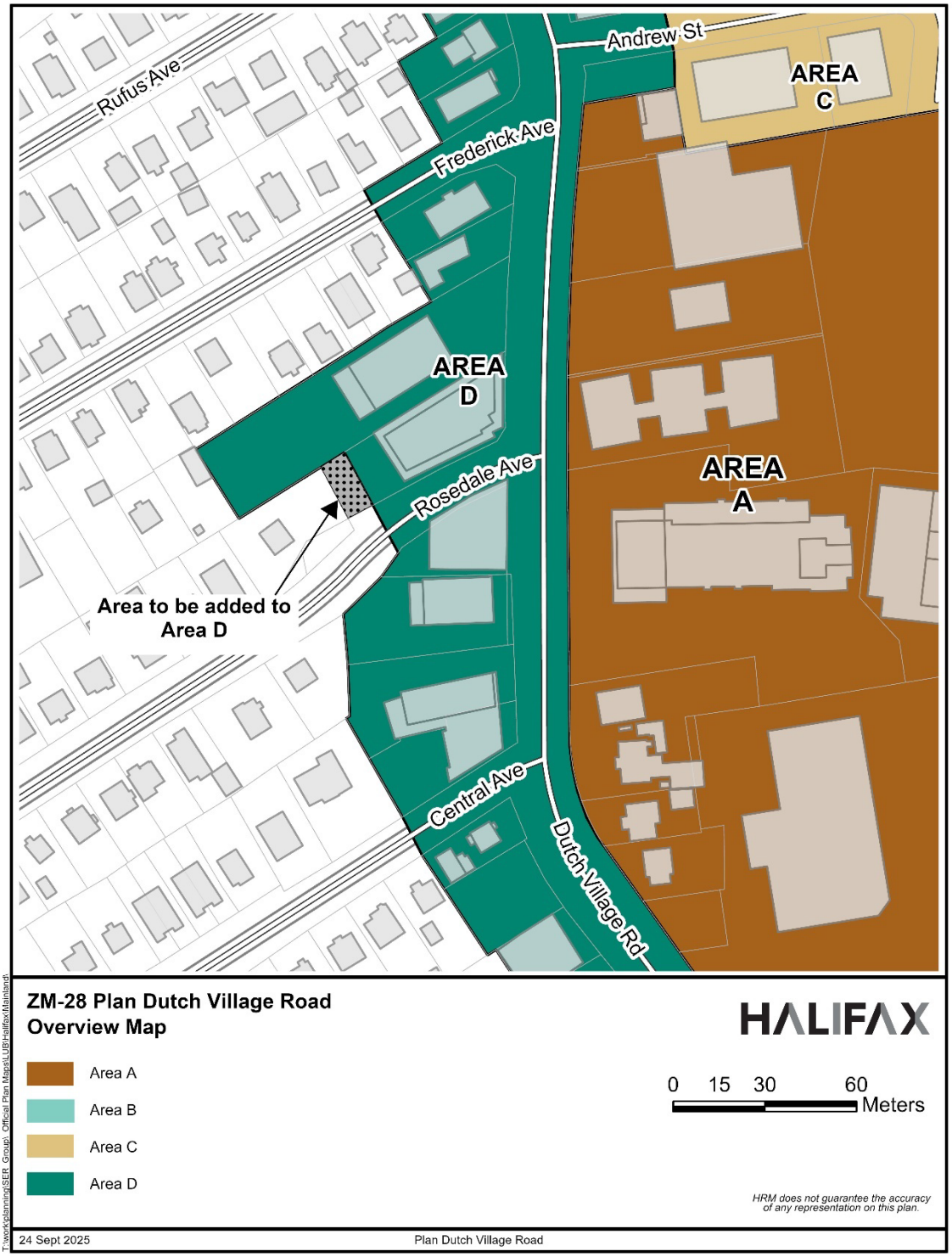
Schedule C-8B – “Map ZM-2 – Schedules and Secondary Planning Areas” to include portions of PID 00137802 and PID 40178485 within the Bedford Highway Secondary Planning Strategy”



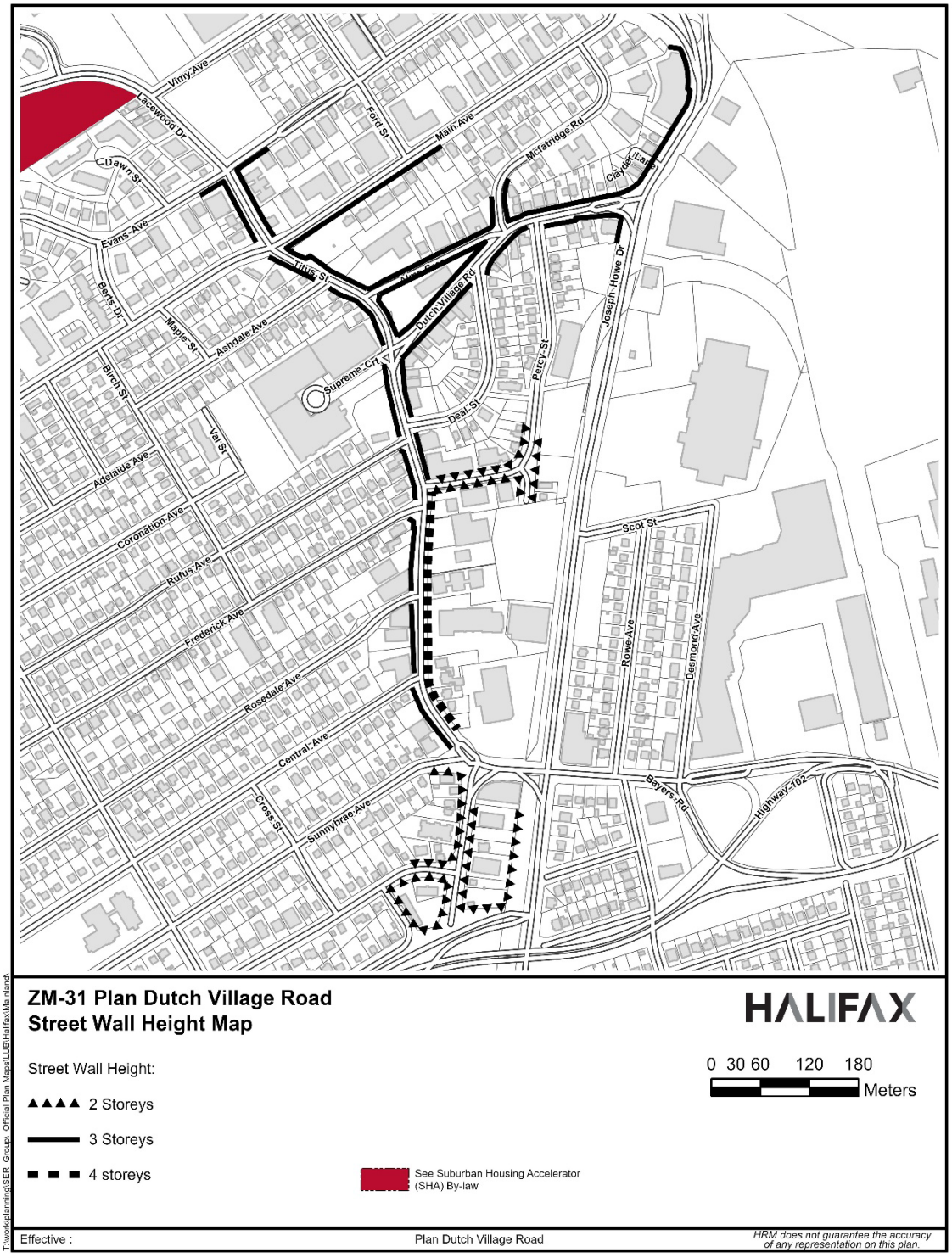
Schedule C-8C – “ZM-1 (Centre Section)” to rezone to C-2C zone



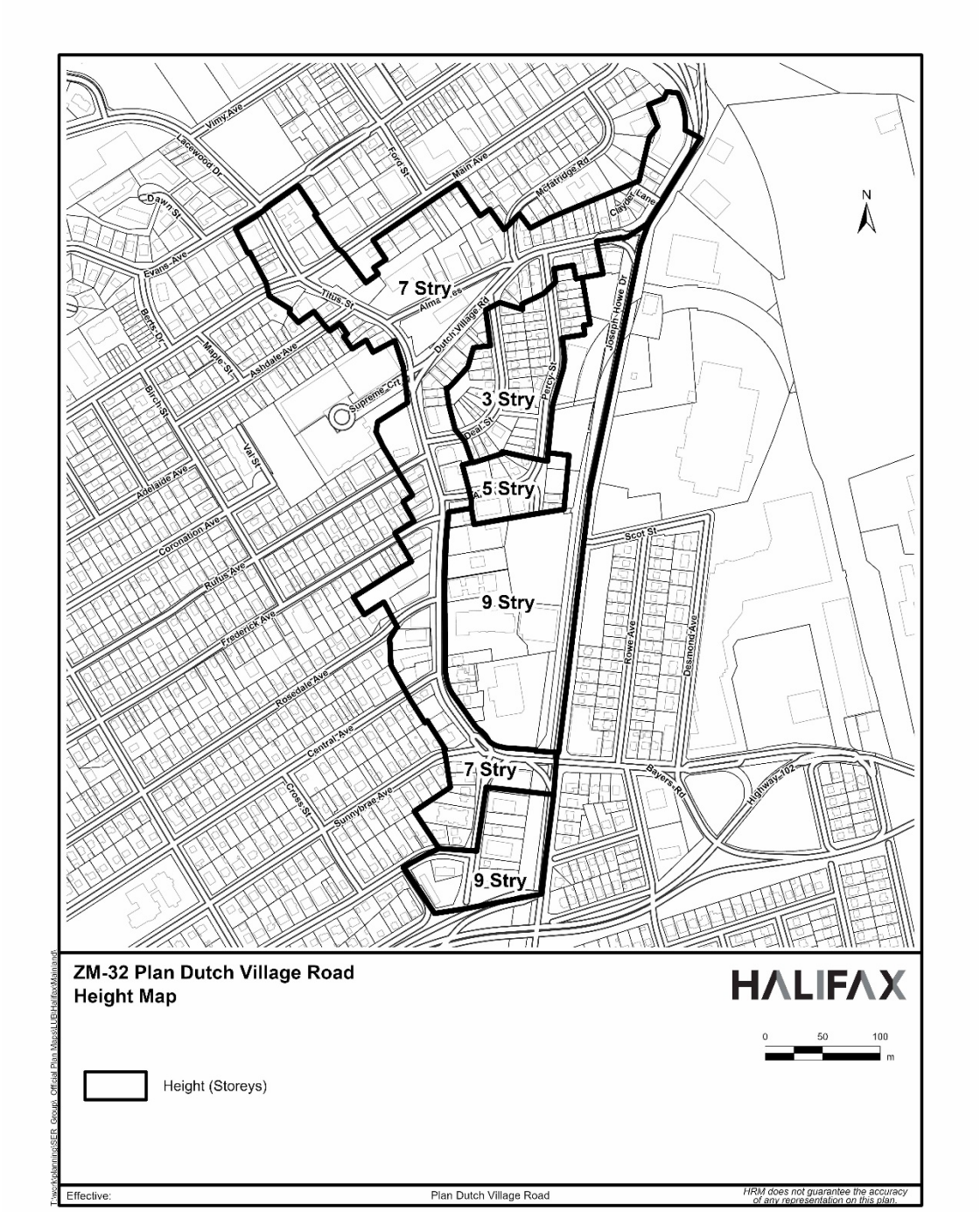
Schedule C-8D – "ZM-28: Plan Dutch Village Road Overview Map"



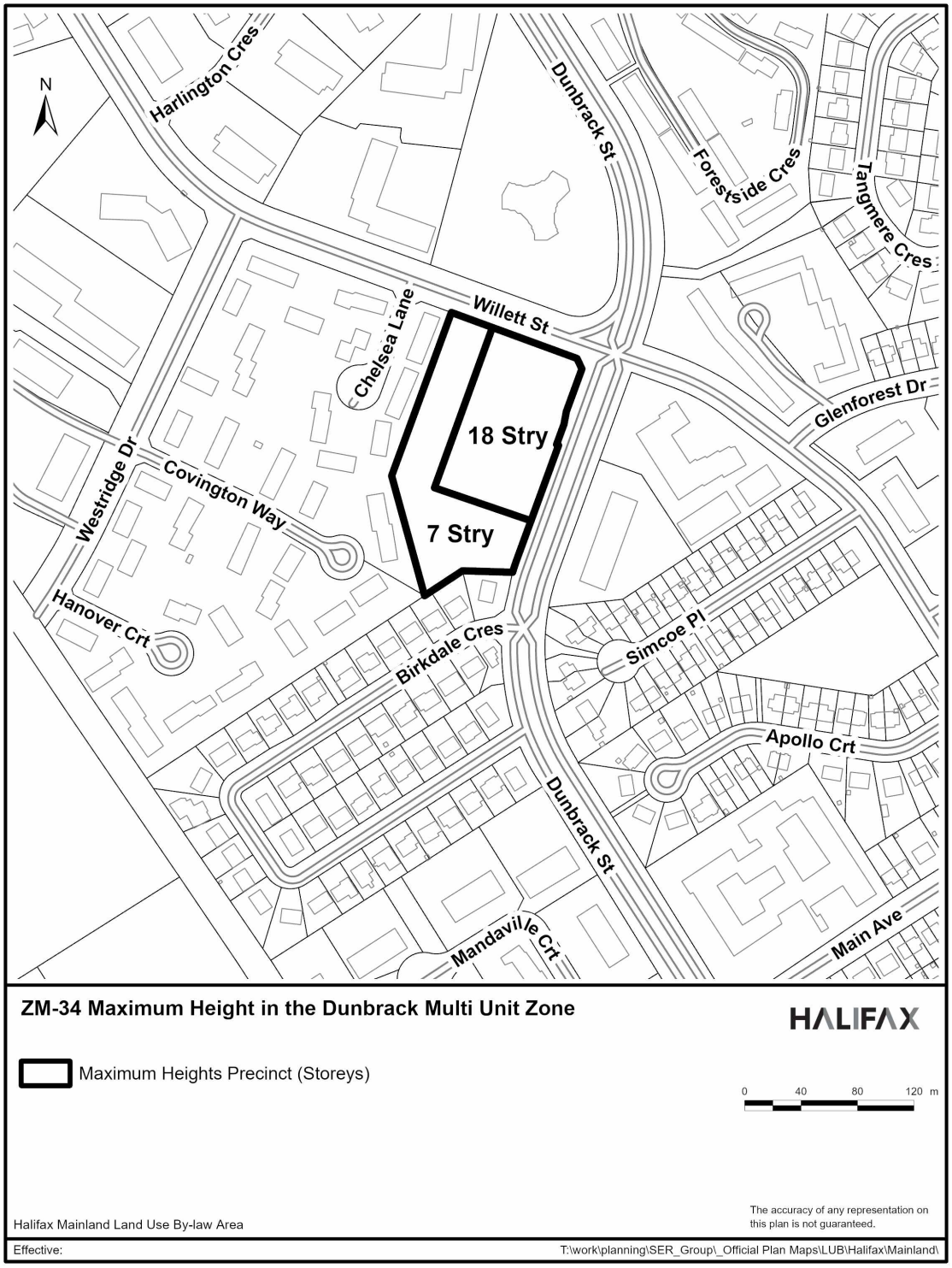
Schedule C-8E – "ZM-31: Plan Dutch Village Road Street Wall Height Map"



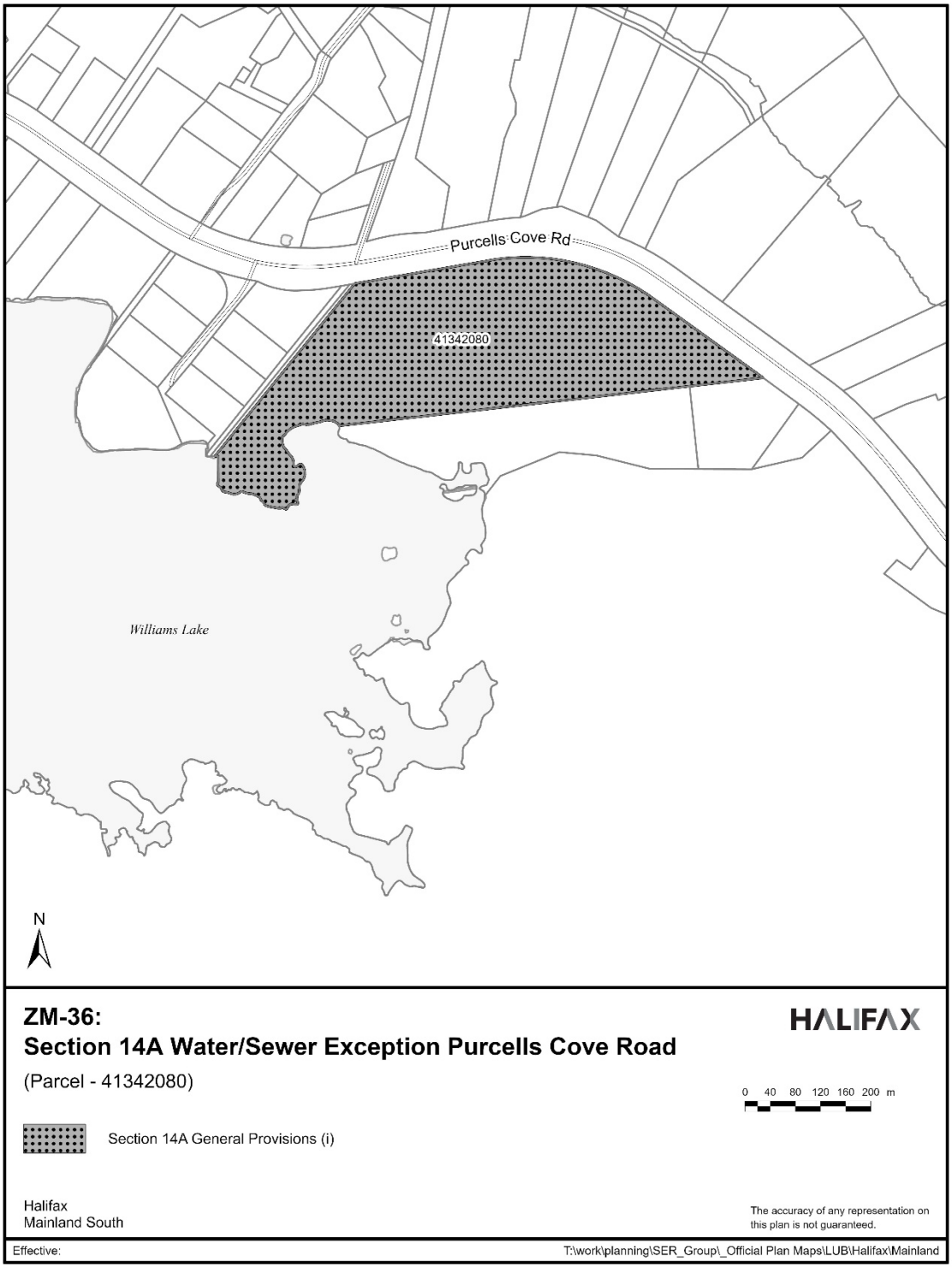
Schedule C-8F – "ZM-32: Plan Dutch Village Road Height Map"



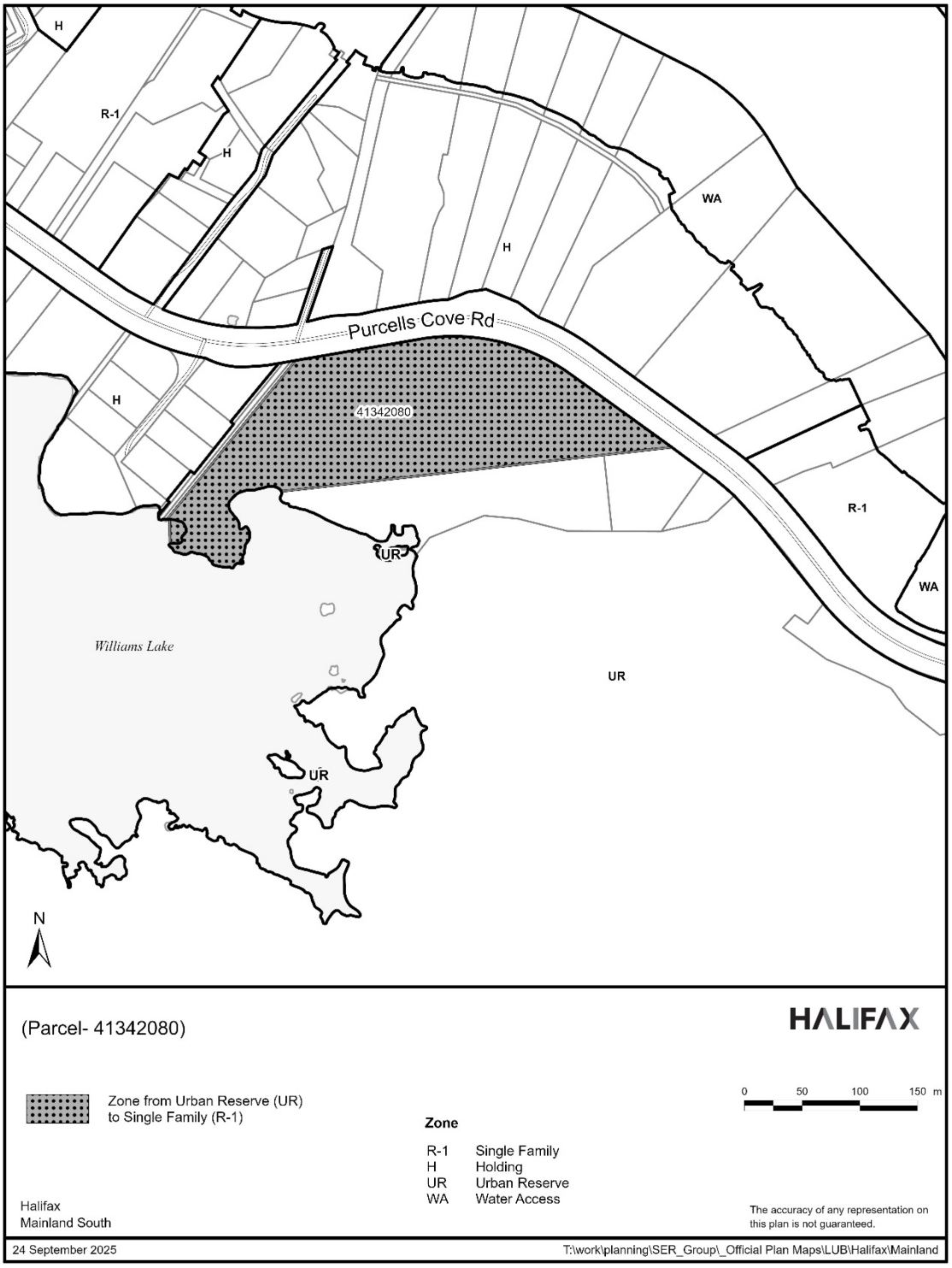
Schedule C-8G – "ZM-34: Maximum Height in Dunbrack Multi Unit Zone"



Schedule C-8H – "ZM-36: Purcell's Cove Road"

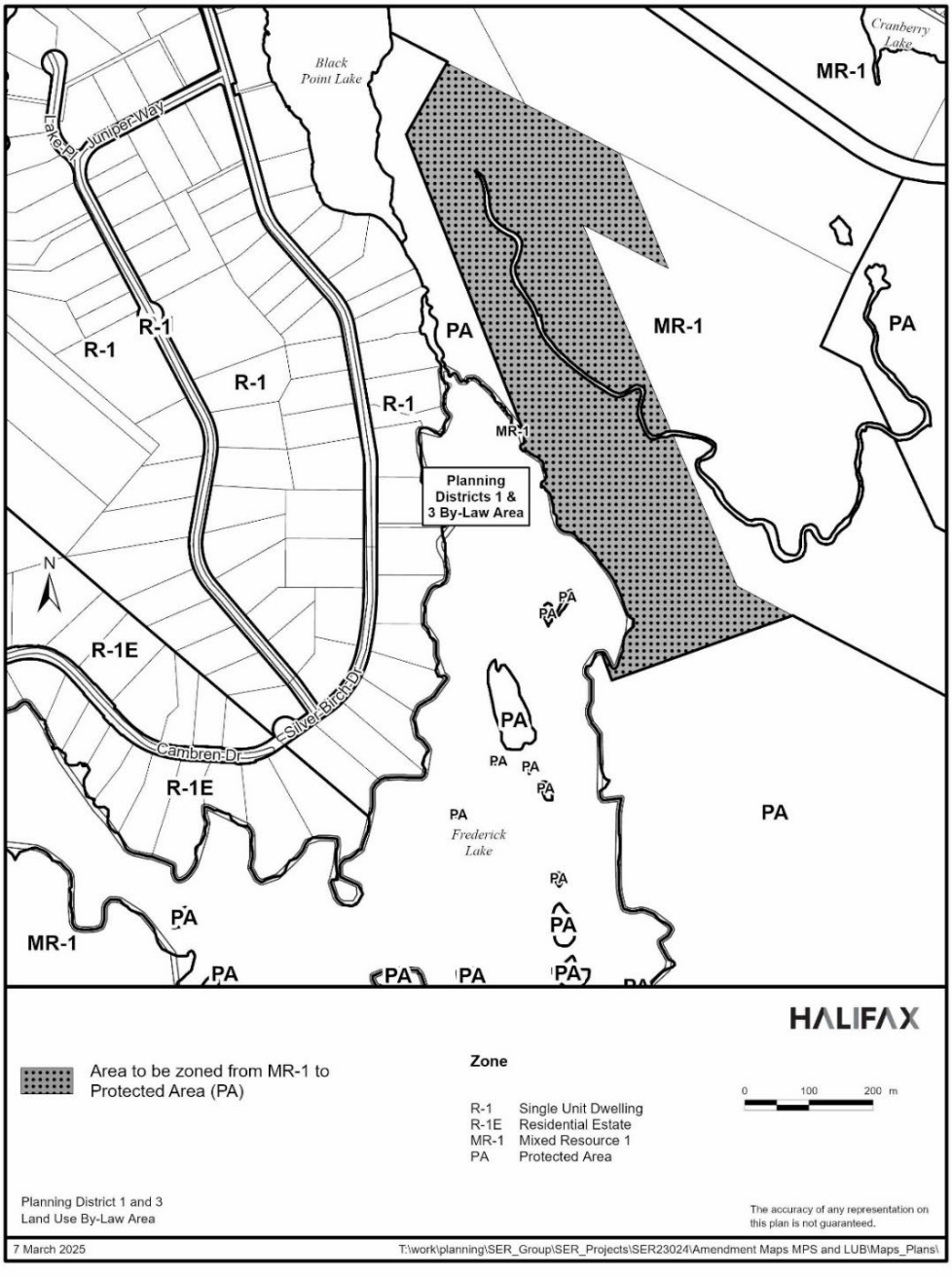


Schedule C-8I – "ZM-1 Zoning (South Section)"



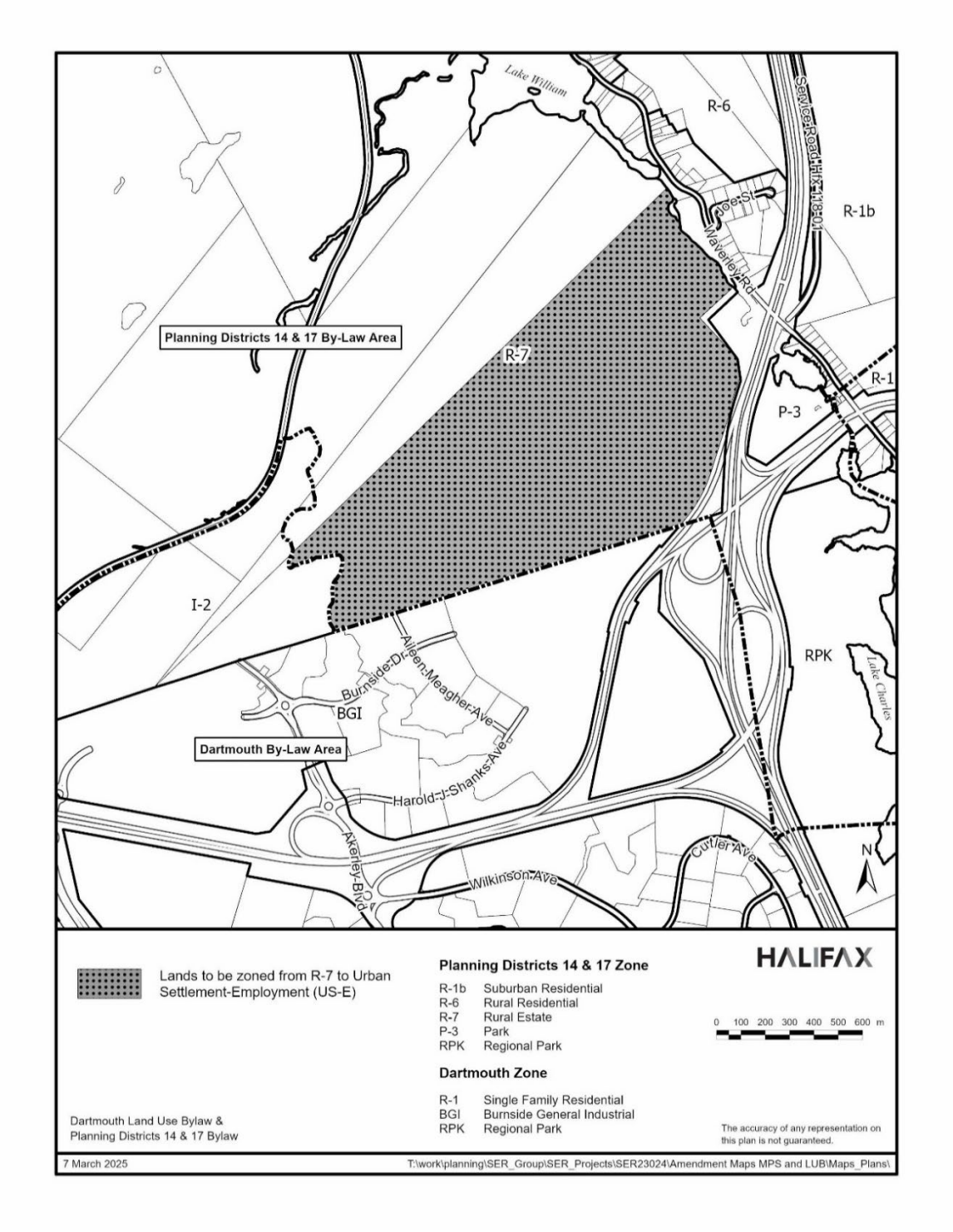
SCHEDULE C-14: PLANNING DISTRICTS 1 & 3 (ST. MARGARET'S BAY AREA) LAND USE BY-LAW

Schedule C-14A – "Schedule A – Zoning" to rezone the lands to rezone the lands to Protected Area (PA)



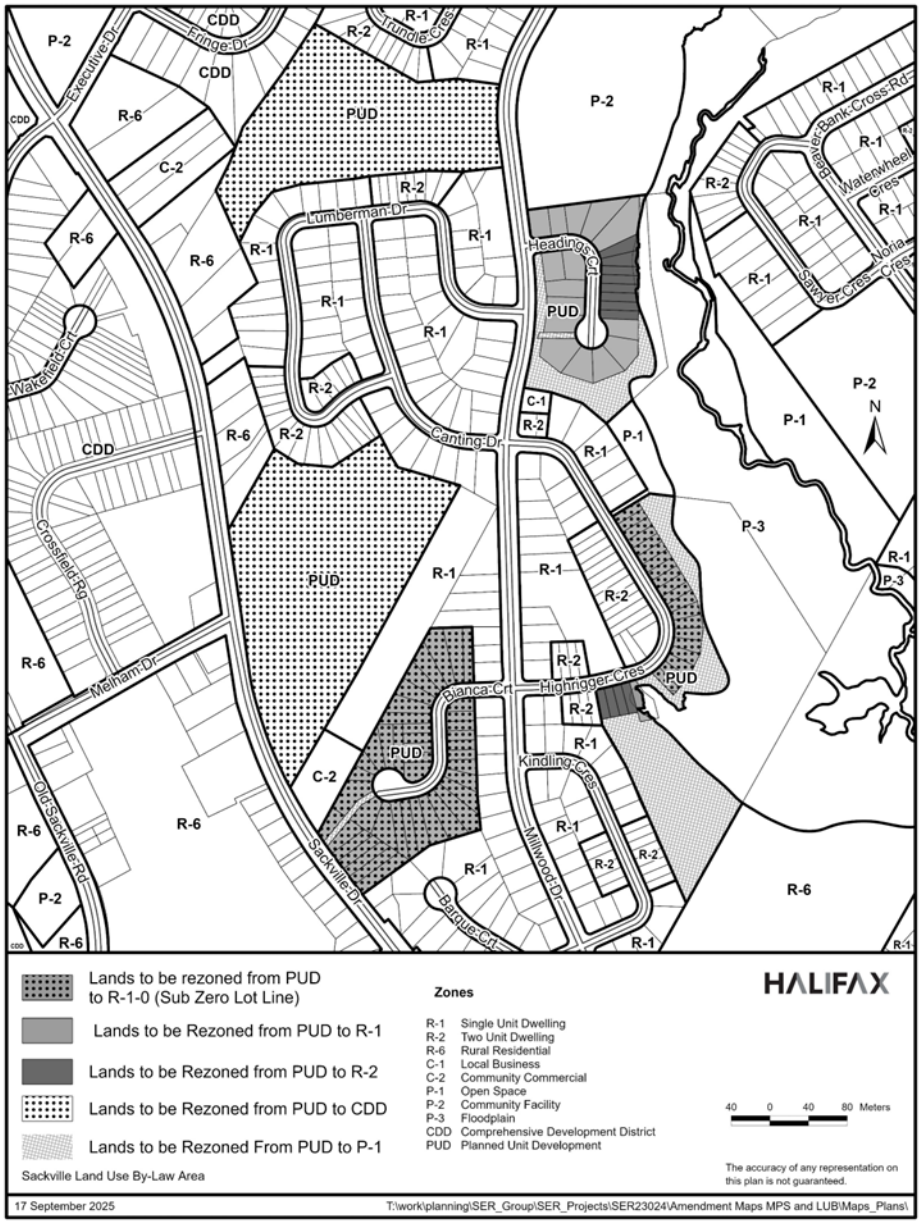
SCHEDULE C-15: PLANNING DISTRICTS 14 & 17 (SHUBENACADIE LAKES) LAND USE BY-LAW

Schedule C-15A – "Schedule B – Zoning" to rezone the lands to Urban Settlement-Employment (US-E)

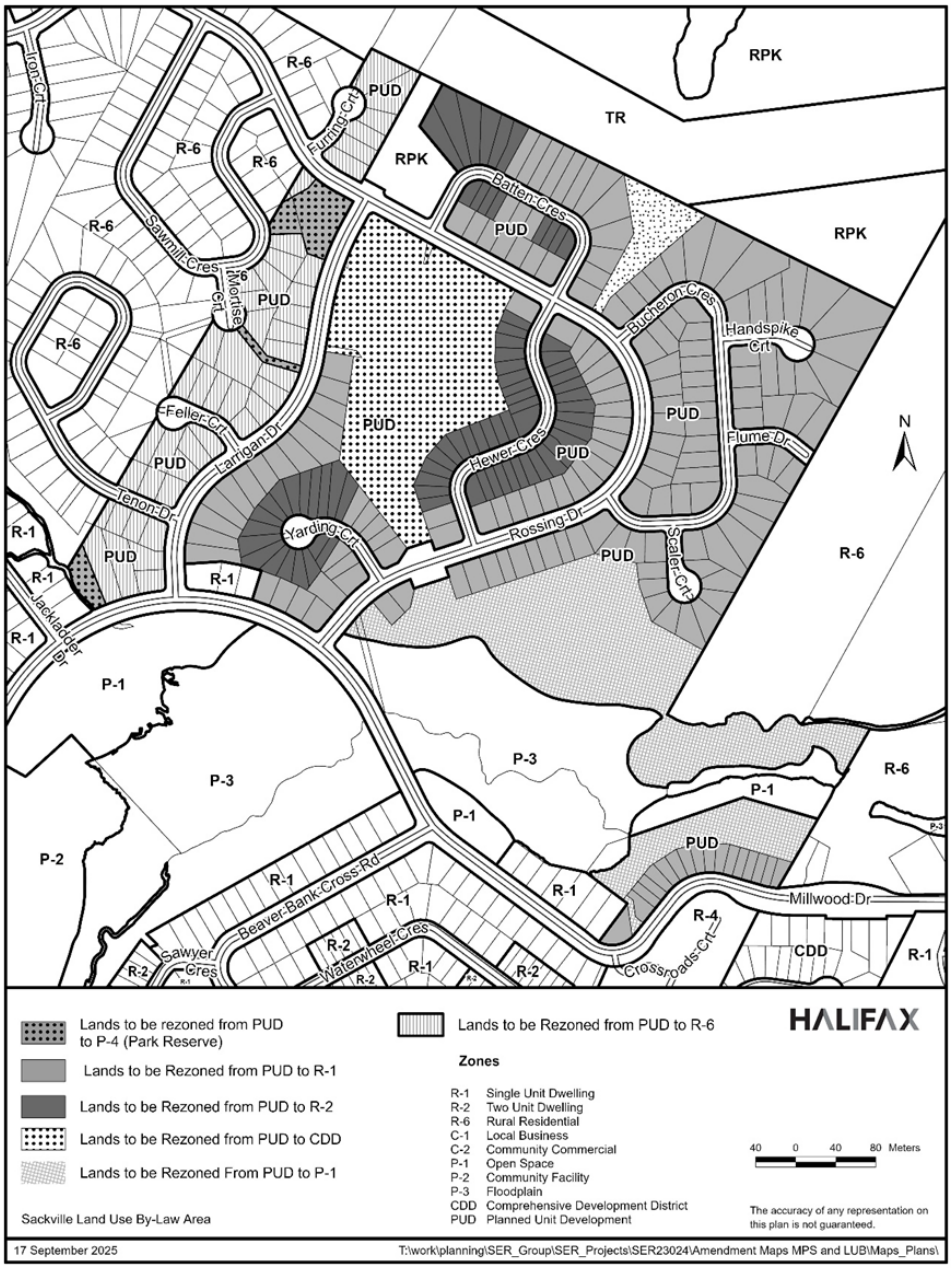


SCHEDULE C-18: SACKVILLE LAND USE BY-LAW

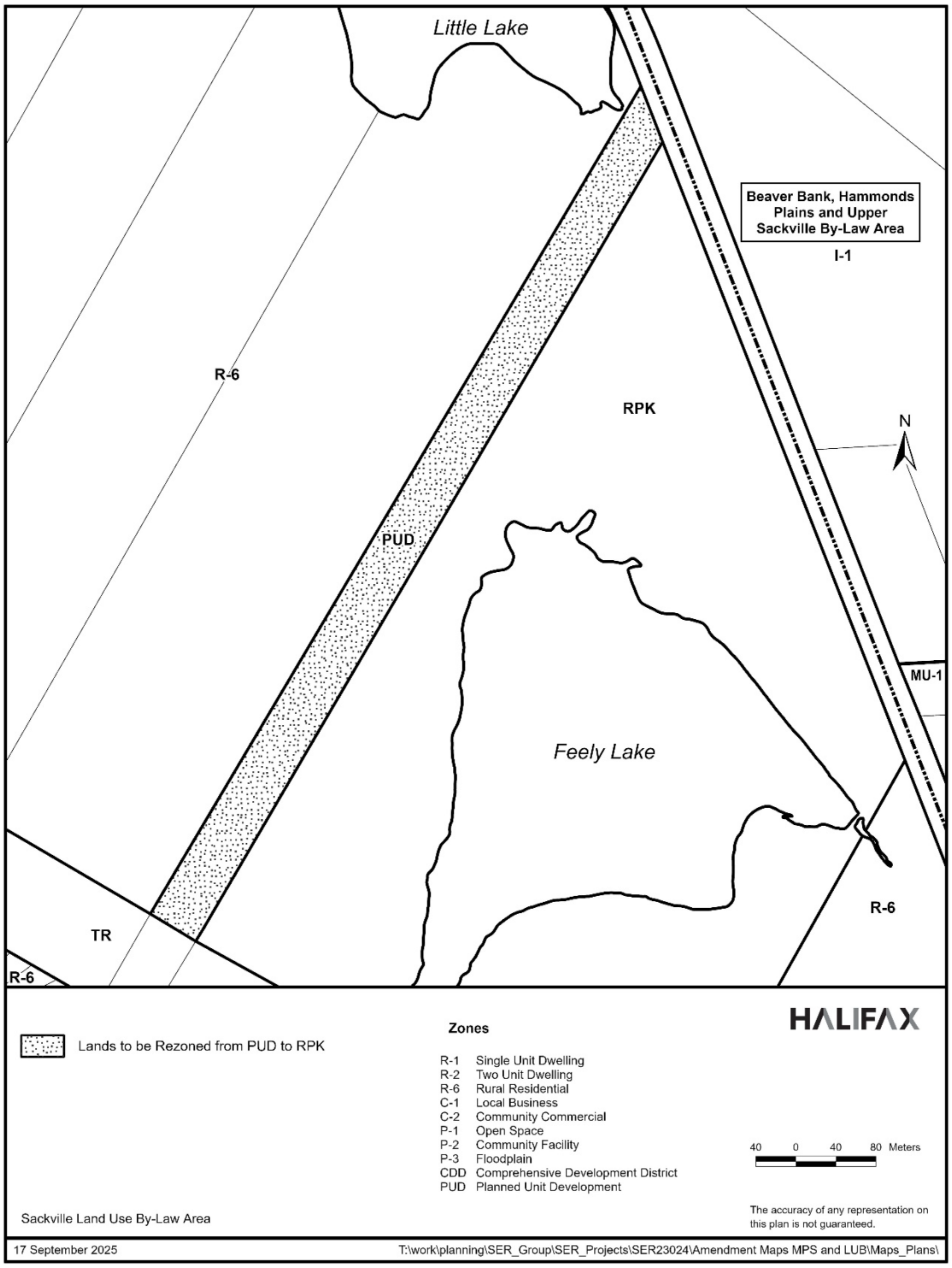
Schedule C-18A – "Schedule A – Zoning" to rezone the lands to Open Space (P-1), Single Unit Dwelling (R-1), Single Unit Dwelling Zero Lot Line (R-1-0), R-2 (Two Unit Dwelling), and Comprehensive Development District (CDD).



Schedule C-18B – "Schedule A – Zoning" to rezone the lands to Open Space (P-1), Park Reserve (P-4), Regional Park (RPK), Single Unit Dwelling (R-1), Single Unit Dwelling Zero Lot Line (R-1-0), R-2 (Two Unit Dwelling), Rural Residential (R-6) and Comprehensive Development District (CDD).

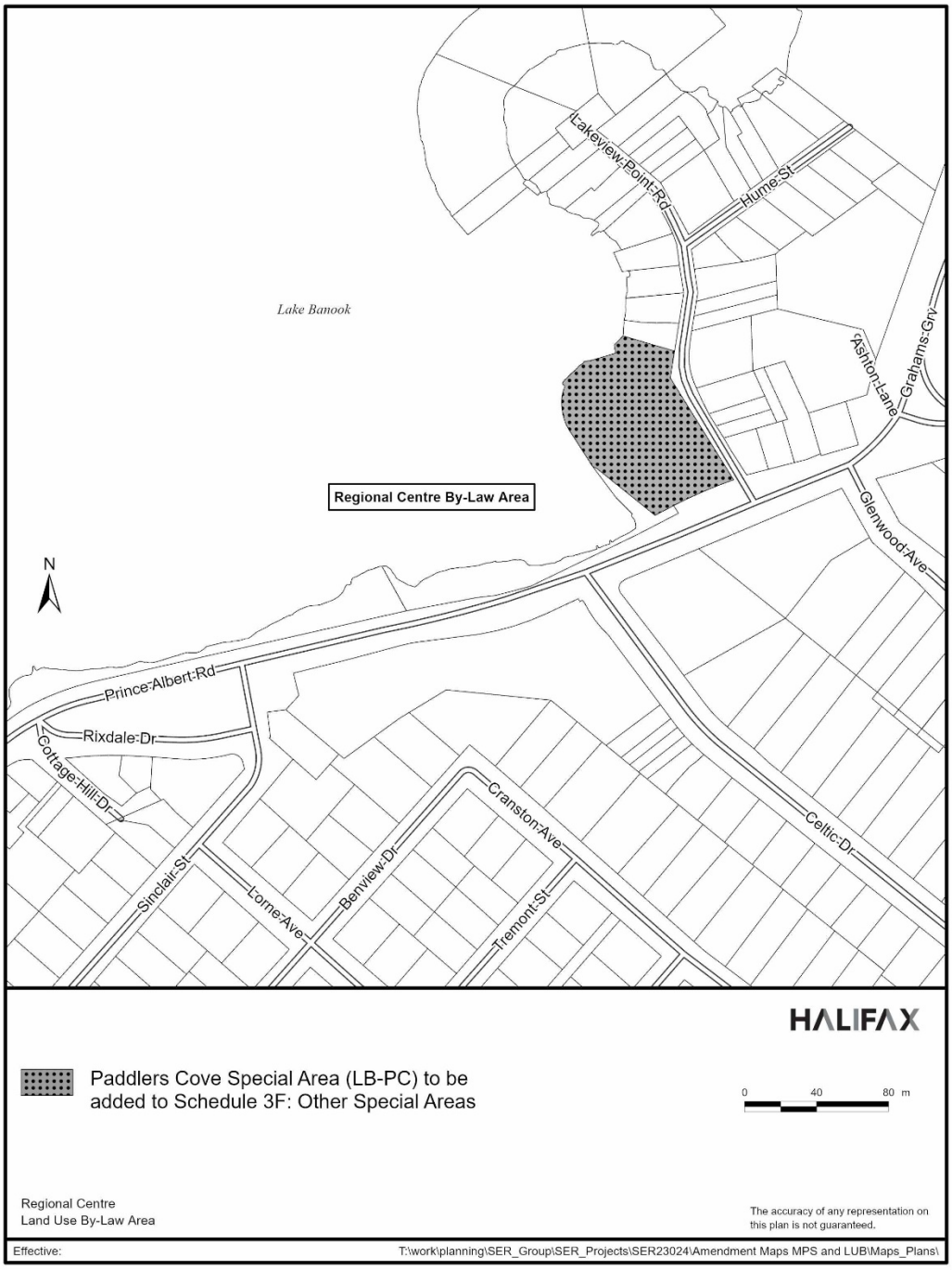


Schedule C-18C – “Schedule A – Zoning” to rezone the lands to Regional Park (RPK)



SCHEDULE C-20: SCHEDULES FOR THE REGIONAL CENTRE LAND USE BYLAW

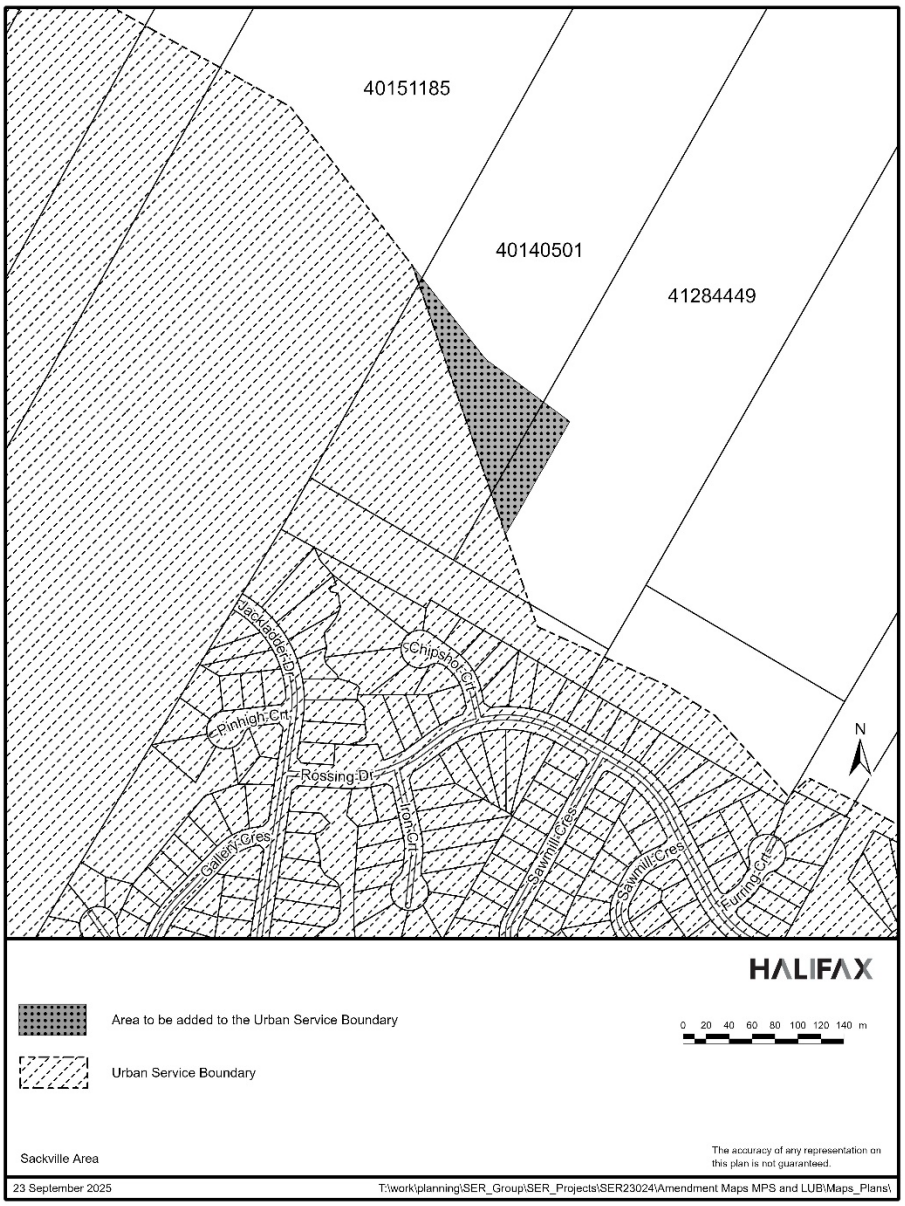
Schedule C-20A: “Schedule 3F: Other Special Areas”



SCHEDULE D

SCHEDULES TO AMEND THE REGIONAL SUBDIVISION BYLAW

Schedule D–1: "Schedule B – Service Requirements Map" to include portions of PIDs 40140501, 41284449, and 40151185 within the Urban Service Area



Schedule D-2: “Schedule B – Service Requirements Map” to include PID 00642462 within the Urban Service Area

