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Item No. 14.1.1
Regional Centre Community Council
January 26, 2026

TO: Chair and Members of Regional Centre Community Council

FROM: Erin MacIntyre, Acting Executive Director of Planning and Development

DATE: December 31, 2025

SUBJECT: **PLANAPP 2025-01427: Land Use By-Law Amendment for the Rezoning of 13 Pinewood Drive, Dartmouth**

ORIGIN

Application by 360 CAD Design Services

EXECUTIVE SUMMARY

This report recommends that Regional Centre Community Council approve a rezoning application to amend the Regional Centre Land Use By-law by rezoning 13 Pinewood Drive in Dartmouth (PID 00091975) from the Established Residential 3 (ER-3) zone to the Cluster Housing 1 (CH-1) zone. This proposed rezoning will enable the development of four three-storey buildings with six dwelling units in each residential building on the subject site. Staff recommend that Regional Centre Community Council approve the proposed rezoning in accordance with Policy E-4 of the Regional Centre Secondary Municipal Planning Strategy.

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RECOMMENDATION

It is recommended that Regional Centre Community Council:

1. Give First Reading to consider the proposed amendment to Schedule 2 of the Regional Centre Land Use By-law, as set out in Attachment A, to rezone 13 Pinewood Drive from the Established Residential 3 (ER-3) zone to the Cluster Housing 1 (CH-1) zone and schedule a public hearing; and

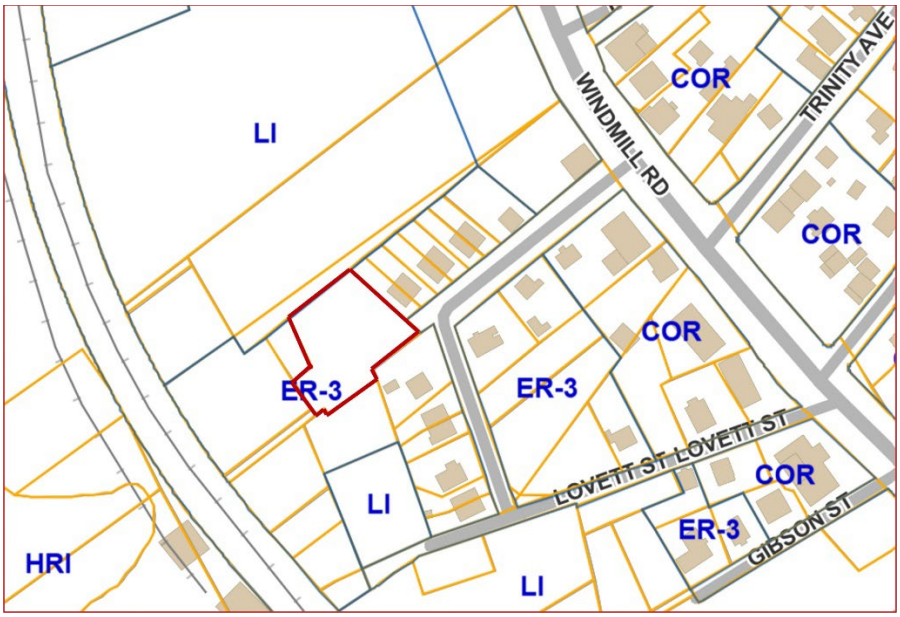
2. Adopt the amendment to Schedule 2 of the Regional Centre Land Use By-law, as set out in Attachment A.

BACKGROUND

Design 360, on behalf of the property owner, has applied to rezone 13 Pinewood Drive in Dartmouth from the ER-3 (Established Residential 3) zone to the CH-1 (Cluster Housing 1) zone. The rezoning is being requested due to the site constraints and the presence of utility easements which makes subdivision and the construction of a new public street not feasible. The CH-1 zone allows a maximum of 24 units, consisting of dwellings containing up to six units per building, subject to the regulations of the Regional Centre Land Use By-law (LUB). This rezoning can be considered in accordance with Policy E-4 of the Regional Centre Secondary Municipal Planning Strategy.

Subject Site	13 Pinewood Drive, Dartmouth (PID 00091975)
Location	Dartmouth
Regional Plan Designation	HARB (Harbour)
Community Plan Designation (Map 1)	ER (Established Residential) under the Regional Center Secondary Municipal Planning Strategy
Zoning (Map 2)	ER-3 (Established Residential 3) under the Regional Center Land Use By-law
Size of Site	~ 1675.7 square metres (18,037.08 square feet)
Street Frontage	~8 metres (26.25 feet)
Current Land Use(s)	Vacant
Surrounding Use(s)	Residential Uses (semi-detached and single unit dwellings) and Industrial Uses

Location Map



Source: HRM Mapping

Enabling Policy and LUB Context

The subject property is within the Established Residential Designation of the Regional Centre Secondary Municipal Planning Strategy (SMPS). Policy E-1 enables five residential zones, including three Established Residential Zones (ER-1, ER-2 and ER-3) and two Cluster Housing Zones (CH-1 and CH-2). Through Policy E-4, Community Council may consider amendments to the LUB zoning map, enabling consideration of lands located within the Established Residential Designation to be rezoned to the CH-1 and CH-2 zones. This policy framework is guided by careful residential intensification while maintaining neighbourhood

character and livability. Further detail on the policy considerations relevant to this rezoning request are set out in Attachment B.

The ER-3 zone permits a range of residential uses, from single-unit dwellings to multi-unit buildings of up to eight units, depending on lot size. It also allows shared housing, short-term rentals, and home occupations. In this zone, residential density is based on lot area where smaller lots (under 375 square metres, approximately 4,036 square feet) may have up to four units, while lots 600 square metres or larger (approximately 6,458 square feet or more) can have up to eight units.

The CH-1 Zone permits opportunities to cluster a variety of low-rise multi-unit residential buildings on a single property. It also allows home occupation use, home office use and small shared housing use. In this zone up to six dwelling units are permitted in one cluster hosing block to a maximum of 24 dwelling units per lot. Attachment C sets out the preliminary details regarding the proposed development. It's important to note that if the rezoning is approved, the proposed development and site layout could change at the permitting stage, subject to review and confirmation of compliance with the LUB requirements.

DISCUSSION

Staff have reviewed the proposal relative to all relevant policies and advise that it is reasonably consistent with the intent of the SMPS. Attachment A contains the proposed rezoning that would allow the site to be rezoned to the Cluster Housing 1 (CH-1) zone.

LUB Amendment Review
Attachment B provides an evaluation of the proposed rezoning in relation to the relevant SMPS policies. Of the matters reviewed to satisfy the SMPS criteria, the following have been identified for more detailed discussion:

Site Criteria and Land Use Compatibility

Policy ER-4(a) permits Community Council to consider a land use by-law amendment (rezoning request) for properties within the Established Residential Designation to the CH-1 Zone, provided that the low-density dwellings are accessed via a shared private driveway and the proposal does not negatively affect neighbourhood connectivity. The subject property is located at the end of a municipal street. Based on this, the proposed development is not expected to disrupt neighbourhood connectivity or interfere with the exiting public street network. Pedestrian access will remain available, and connectivity will be maintained through internal pedestrian walkways and vehicle access provided by a shared private driveway.

Policy ER-4(b) requires any cluster housing form demonstrate a more efficient use of an irregular shaped lot that would otherwise be difficult to develop under the ER-3 zone. The subject property is a large, irregularly shaped lot located on Pinewood Drive, with utility easements and limited road frontage meaning that subdivision of this lot into multiple smaller lots is not possible. Rezoning to CH-1 allows for a more efficient use of the site by clustering multiple buildings and dwellings increasing the potential unit count from eight to 24 within four buildings.

Policy IM-5(a) permits land to be rezoned to another zone enabled by the same designation. Both the existing ER-3 zone and the proposed CH-1 zone are enabled by the Established Residential Designation.

The CH-1 zone of the Regional Centre Land Use By-law (RCLUB) addresses potential land use challenges and ensures the subject lands are suitable for development under the Cluster Housing 1 (CH-1) zone. Attachment D of this report contains the built form and sitting requirements of the CH-1 zone as required by the Regional Centre Land Use Bylaw. It is important to note that Council's consideration of this rezoning application does not include approval of site or building layout; these details will be addressed at the permitting stage. The concept plan, provided in Attachment C, is illustrative only and demonstrates how clustering principles and pedestrian connectivity can be achieved within the site's constraints. The RCLUB

limits the number of dwelling units per block to six, establishes building setback requirements, and encourages a pedestrian-oriented design. Buildings are required to be located near the street edge and reinforce the development's urban character. Bicycle parking will also be provided in accordance with the LUB requirements. Overall, the CH-1 zone addresses potential land use challenges and ensures the subject lands are suitable for development.

Policy IM-7(d) requires Council to consider potential conflicts with regard to use, built form, and impacts on adjacent properties, as well as traffic generation and site access and egress. The abutting properties to the east, south and west are zoned ER-3 and contain existing low-density residential uses and the abutting property to the north is a vacant property zoned Light Industrial. Staff review has concluded that there are no material conflicts in regards to use and form relative to surrounding properties. Additionally, no issues were identified by the applicant's traffic impact statement; vehicle access and egress on site and general site circulation will be reviewed at the time of permitting.

Other Policy Considerations

Policy IM-7(a) refers to the proposal being consistent with the Vision, Core Concepts, Urban Design Goals, and all applicable objectives and policies set out in the Regional Plan and the SMPS. The core concepts and urban design goals are maintained by increasing the residential density within the urban core while maintaining compatibility with surrounding development patterns. The proposal also aligns with applicable objectives and policies that encourage efficient land use and sustainable growth in established residential areas.

Policy IM-7(b) requires Council to consider that the request is not premature or inappropriate by reason of several considerations, including the financial capacity of the Municipality to absorb any costs related to the development, the proximity of the proposed development to schools, parks, and community facilities, and the adequacy of infrastructure surrounding the development. The proposed development will be serviced by municipal water and sewer and any additional service or infrastructure costs required for construction will be the responsibility of the developer. Additionally, the site is near schools, parks, and community facilities, with transit access along Windmill Road.

Priorities Plans
In accordance with Policy G-14A of the Halifax Regional Plan, staff considered the objectives, policies and actions of the priorities plans, inclusive of the Integrated Mobility Plan, the Halifax Green Network Plan, HalifACT, and Halifax's Inclusive Economic Strategy 2022-2027 in making its recommendation to Council.

Conclusion
Staff have reviewed the proposal in terms of all relevant policy criteria and advise that the proposal is reasonably consistent with the intent of the Regional Center SMPS. The recommendation to approve this rezoning is based on consistency with the Regional Plan and the Regional Centre Secondary Municipal Planning Strategy objectives which promote increasing housing supply within the urban core, efficient use of serviced land, and reduced sprawl. The proposal supports pedestrian connectivity, and makes effective use of an irregularly-shaped lot without requiring construction of new public streets, minimizing infrastructure and traffic impacts. Therefore, staff recommend that the Regional Centre Community Council approve the proposed rezoning.

FINANCIAL IMPLICATIONS

The HRM cost associated with processing this planning application can be accommodated with the approved 2025-2026 operating budget for Planning and Development.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application may be considered under existing SMPS policies. Community Council has the discretion to make decisions that are consistent with the SMPS, and such decisions may be appealed to the N.S. Regulatory and Appeals Board. Information concerning risks and other implications of adopting the proposed LUB amendments are contained within the Discussion section of this report.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy and the Public Participation Administrative Order (2023-002-ADM). The level of community engagement was consultation, achieved through providing information and seeking comments through the Engage Halifax website which included a narrated presentation, signage posted on the subject site, and letters mailed to property owners within the notification area.

A total of 37 letters were mailed to property owners within the notification area (Map 2). The HRM website received a total of 51 unique pageviews over the course of the application, with an average time on page of 5.7 minutes. Staff received two phone calls and 16 emails from the public on this application. The public comments received include the following summarized topics:

Public Comment	Staff Response
Opposition to rezoning; scale seen as incompatible with neighborhood character.	The proposed CH-1 zoning is intended for low-density cluster housing and will be regulated by built form requirements at the permitting stage to ensure compatibility with the CH-1 zone. Main buildings within the ER-3 and CH-1 Zones are subject to similar built form requirements with both zones adhering to the maximum building height specified in Schedule 15 of 11 meters (36 feet) and requiring a minimum front setback as shown on Schedule 18 of two meters (6.5 feet), a rear setbacks of 6 metres, and side setbacks of at least 1.25 metres, except where ER-3 permits 0.0 metres along common walls for townhouse and semi-detached dwellings. Lot coverage differs slightly between the zones: ER-3 allows 40 percent for single-unit dwellings and up to 50–60 percent for other uses depending on lot size, whereas CH-1 establishes a maximum lot coverage of 50 percent.
Traffic and parking concerns on narrow street, plus emergency access risks.	HRM Traffic Services has reviewed and accepted the findings of the traffic impact statement, which confirmed no significant impacts to the transportation network are expected. Access details will be finalized during permitting. There is no requirement for on-site vehicular parking in the CH-1 zone, but bicycle parking will be provided, and the site's proximity to transit supports reduced reliance on private vehicles and vehicle parking.
Environmental issues raised: wildlife displacement, stormwater runoff, and sewer capacity.	Environmental considerations, including stormwater management, will be addressed through detailed engineering plans at permitting, and no wetlands or watercourses have been identified on the site. Wildlife impacts are expected to be minimal given the urban context.

Concerns were raised in regards to increased crime and noise.	The proposed residential use is consistent with surrounding neighbourhood patterns and does not introduce incompatible land uses.
E-mails and calls unanimously oppose the rezoning despite acknowledging housing needs.	This proposal aligns with Regional Plan objectives to increase housing supply within the urban core, reduce sprawl, and make efficient use of existing infrastructure.

Policy CHR-3 of the Regional Centre Secondary Municipal Planning Strategy (RCMPS) states the Municipality may consider working with all levels of government, Indigenous communities, and cultural organizations to recognize, honour, and commemorate significant cultural landscapes on lands not managed by the Municipality, including Tufts Cove. In alignment with Policy CHR-3, Halifax Regional Municipality's Office of Diversity and Inclusion recommended that notification of the application be provided to the **Assembly of Nova Scotia Mi'kmaq Chiefs** and **Millbrook First Nation**. The Municipality sent notice, but to date has not received any comments.

A public hearing must be held by Regional Centre Community Council before they can consider approval of the proposed development agreement. Should Regional Centre Community Council decide to proceed with a public hearing on this application, in addition to the advertisement on the HRM webpage, property owners within the notification area shown on Map 2 will be notified of the hearing by regular mail.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

LEGISLATIVE AUTHORITY

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

ALTERNATIVES

1. Regional Centre Community Council may choose to approve the proposed amendment to the Regional Centre LUB. Any modifications may require further negotiation with the applicant and may require a supplementary report or another public hearing. A decision of Council to approve the proposed LUB Amendment is appealable to the N.S. Regulatory and Appeals Board as per Section 262 of the *HRM Charter*.

2. Regional Centre Community Council may choose to refuse the proposed amendment to the Regional Centre LUB, and in doing so, must provide reasons why either or both do not reasonably carry out the intent of the SMPS. A decision of Council to refuse the proposed LUB amendment or development agreement is appealable to the N.S. Regulatory and Appeals Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

Map 1: Generalized Future Land Use
Map 2: Zoning and Notification Area

Attachment A: Proposed Amendments to the Regional Centre Land Use By-law
Attachment B: Review of Relevant SMPS Policies
Attachment C: Proposed Site Plan

Attachment D: Cluster Housing Zone Land Use Bylaw Requirements

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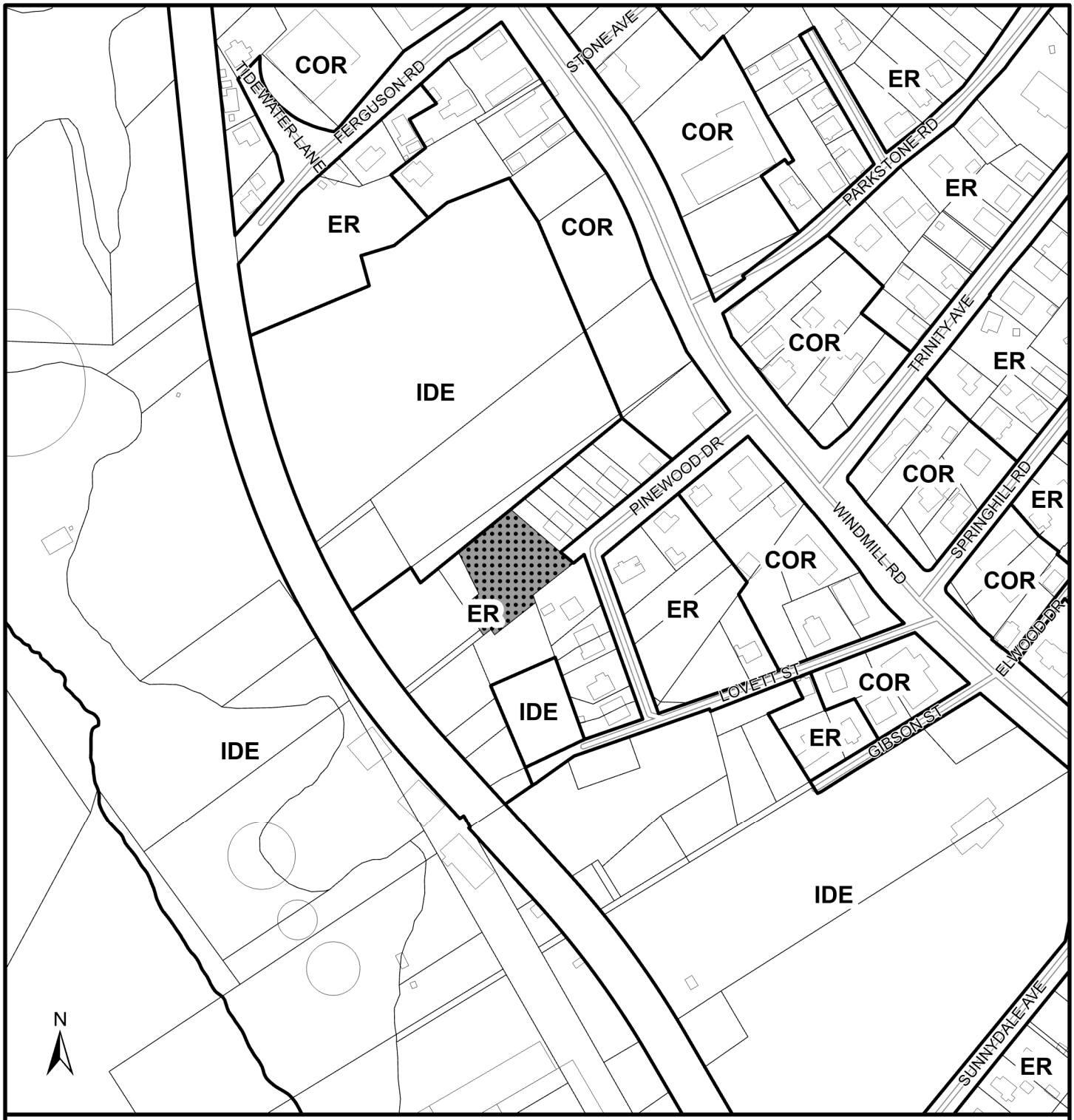
Report Prepared by: Craig Wournell, Planner II – 902-221-0113



Map 1 - Generalized Future Land Use

13 Pinewood Drive
Dartmouth

HALIFAX

Subject Property

Designation

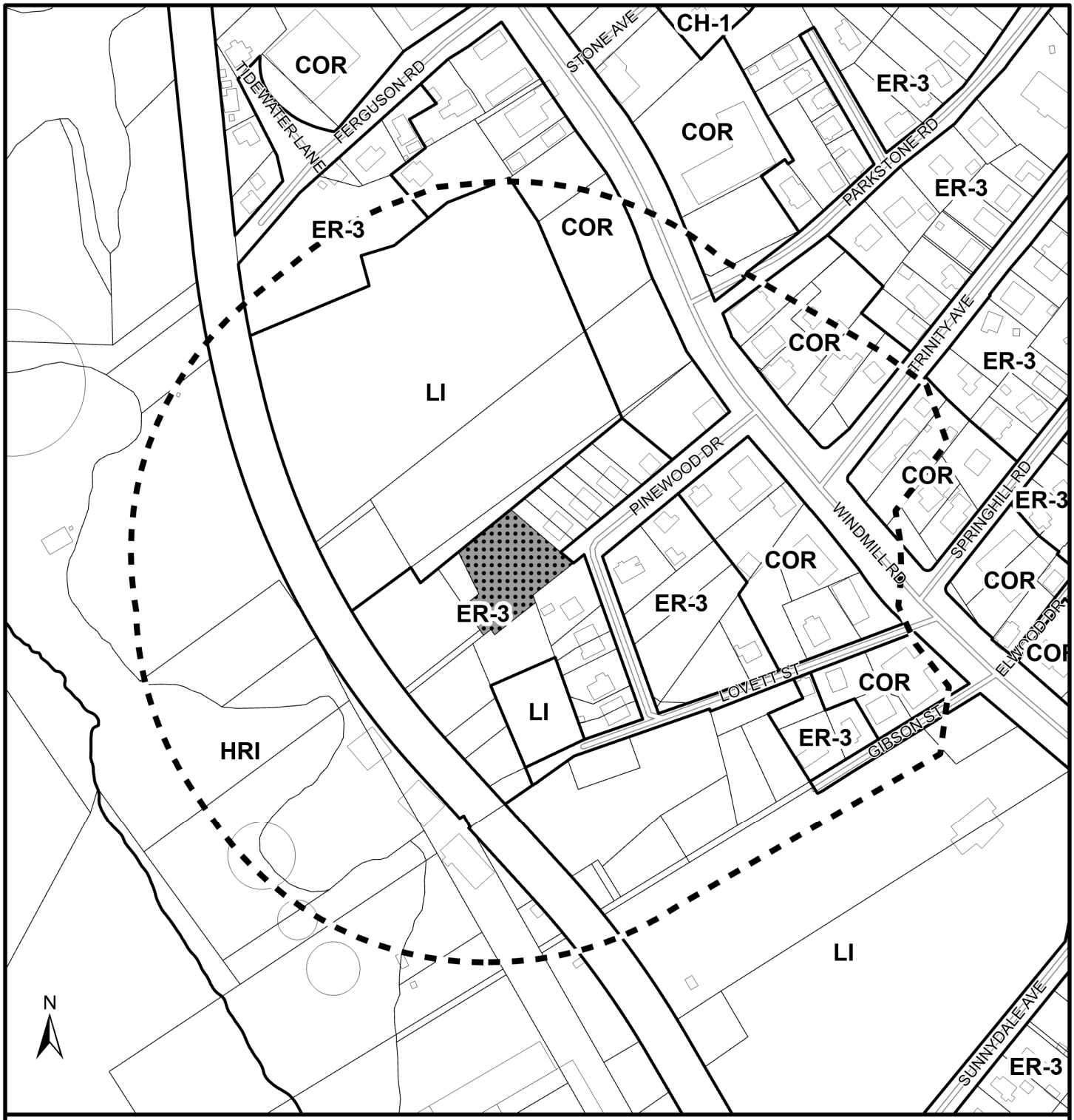
COR	Corridor
ER	Established Residential
IDE	Industrial Employment

0 40 80 M

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

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

Regional Centre
Plan Area



Map 2 - Zoning and Notification Area

13 Pinewood Drive
Dartmouth

HALIFAX

Subject Property

Area of Notification

Zone

COR	Corridor
ER-3	Established Residential 3
HRI	Harbour-Related Industrial
LI	Light Industrial

0 40 80 M

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

Regional Centre
Land Use By-Law

ATTACHMENT A

Proposed Amendment to the Regional Centre Land Use By-law

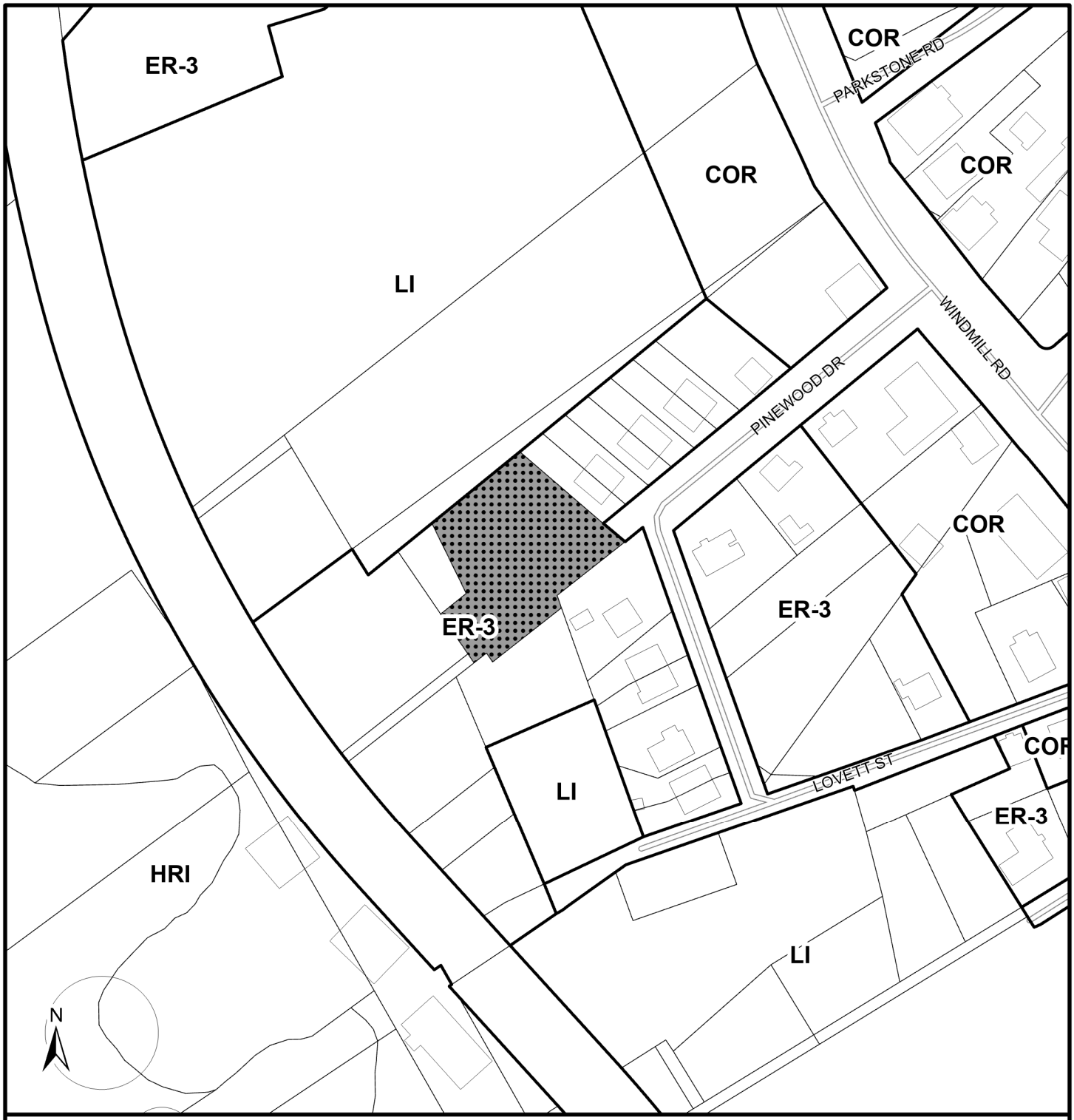
BE IT ENACTED by the Regional Centre Community Council of the Halifax Regional Municipality that the Land Use By-law for the Regional Centre is hereby further amended as follows:

1. Amend Schedule 2, Zone Boundaries, by rezoning the property identified as 13 Pinewood Drive, Dartmouth (PID 00091975), from the ER-3 (Established Residential 3) zone to CH-1 (Cluster Housing 1) zone, as shown on the attached Schedule A.

I, Iain MacLean, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Regional Centre Community Council held on [DATE], 2026.

_____

Iain MacLean
Municipal Clerk



Schedule A

13 Pinewood Drive
Dartmouth

Area proposed to be rezoned from ER-3- (Established Residential 3) to CH-1 (Cluster Housing 1)

Zone

COR	Corridor
ER-3	Established Residential 3
HRI	Harbour-Related Industrial
LI	Light Industrial

HALIFAX

0 40 M

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

Regional Centre
Land Use By-Law

Attachment B – Review of Relevant MPS Policies

Regional Centre Secondary Municipal Planning Strategy	
ESTABLISHED RESIDENTIAL DESIGNATION	
Policy	**Staff Comments**
Policy E-1: *The Land Use By-law shall establish five (5) zones within the Established Residential Designation as follows: (RC-Jul 12/22;E-Aug 22/22)*	
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 units per building.	The subject property is a large, existing lot located at the end of a municipal right-of-way. Due to site constraints and the presence of utility easements, further subdivision and the construction of new public streets are not feasible. However, if the proposed rezoning is approved, the site would provide an opportunity to accommodate additional housing beyond what is currently permitted under the ER-3 zone. Pedestrian connectivity will be maintained and enhanced through new walkways linking the proposed buildings to the municipal right-of-way, as illustrated in Attachment C. The CH-1 zone also permits a maximum of 24 dwelling units per lot, organized into buildings containing up to four units each. While Policy E-1(e) references four units per building, the existing Regional Centre Land Use By-law allows up to six units per cluster housing building or "block." HRM's Land Development and Subdivision team has confirmed that the proposed unit count of six per building complies with the Land Use By-law under the CH-1 Zone. It is important to note that this rezoning application does not approve the site or building layout; these details will be reviewed at the permitting stage. The concept plan provided is illustrative only and demonstrates how pedestrian connectivity and

	clustering principles can be achieved within the site's constraints.
Policy E-4 - *Council may consider proposals to amend the Land Use By-law zoning map for lands located within the Established Residential Designation to the CH-2 or CH-1 Zones, provided that:*	
a) the development of low-density dwellings accessed by a shared private driveway, as opposed to a new public street, does not negatively impact neighbourhood connectivity;	The subject property is located at the end of a municipal street and is serviced by a portion of land within the municipal right-of-way. Given this context, the proposed development is not expected to negatively impact neighbourhood connectivity or interfere with the municipality's right-of-way. Pedestrian access will remain intact, and connectivity will be supported through internal walkways. Halifax Regional Municipalities' Development Engineering and Traffic Services have reviewed the submitted Traffic Impact Statement and confirmed that the proposed development is not anticipated to create any significant impacts on the transportation network. Additionally, CN Rail is situated to the southwest of the property, and most adjacent lands are currently owned by Nova Scotia Power Incorporated. Based on these conditions, it is not expected that the subject parcel will be required for future road connectivity.
b) the cluster housing form is demonstrated to make more efficient use of irregular shaped infill properties that may otherwise be difficult to develop under the ER-2 or ER-3 Zone; and	The subject property is an irregularly shaped lot located within an area that is predominantly zoned ER-3 (Established Residential 3). While it appears feasible to develop the property under the ER-3 zone for an eight-unit dwelling, the lot's limited frontage and existing utility easements present constraints that reduce development efficiency when considering the CH-1 zone. Rezoning the property from ER-3 to CH-1 (Cluster Housing 1) would allow for a more efficient use of the site by enabling a clustered housing form that could accommodate up to 24 dwelling units on a single lot without requiring

	new public streets. This approach leverages existing municipal services and provides greater density within the urban service boundary and makes more efficient use of an irregularly shaped infill property that may otherwise be difficult to develop under the ER-3 Zone.
c) the proposal meets the general Land Use By-law amendment criteria set out in Policy IM-7 in Part 9 of this Plan.	See IM-7 below.
CULTURE AND HERITAGE RESOURCES	
Policy CHR-3 - *The Municipality may consider working with the Government of Canada, the Province of Nova Scotia, Mi'Kmaq First Nations, Urban Indigenous, African Nova Scotian, and Acadian communities, as well as other diverse cultures and communities, and community organizations to recognize and commemorate the cultural landscapes located on lands that are not managed by the Municipality, including Point Pleasant Park, Tufts Cove, and the Halifax Citadel.*	Nova Scotia's Department of Communities, Culture, Tourism & Heritage recommended that an archaeological resource impact assessment (ARIA) be conducted prior to any ground disturbance (prior to construction).
IMPLEMENTATION	
Policy IM-5 - *Subject to Policy IM-7, Council may consider amendments to the zoning boundary schedule of the Regional Centre Land Use By-law that carry out the intent of this Plan and:*	
a) rezone the land to another zone enabled within the same designation as the land is located, provided that the lands are located within the Parks and Community Facility, Established Residential, Industrial Employment or Institutional Employment Designations	Both the existing ER-3 zone and the proposed CH-1 zone are located within the Established Residential Designation as identified in the Regional Centre Secondary Municipal Planning Strategy. This ensures that the proposed rezoning is consistent with the intent of the Plan and maintains alignment with the designation's objectives for residential development.

Policy IM-7 - *In considering proposals to amend the Land Use By-law, amend the zoning boundaries, or enter into development agreements, Council shall consider that:*	
a) the proposal is consistent with the Vision, Core Concepts, Urban Design Goals, and all applicable objectives and policies set out in the Regional Plan and this Plan;	The proposed rezoning application is consistent with the overall vision and guiding principles of the Regional Centre Secondary Municipal Planning Strategy and the Regional Plan. It supports the core concepts and urban design goals by facilitating increased residential density within the urban core while maintaining compatibility with surrounding development patterns. The proposal also aligns with applicable objectives and policies that encourage efficient land use and sustainable growth in established residential areas.
b) the proposal is appropriate and not premature by reason of:	
i) the financial capacity of the Municipality to absorb any costs relating to the development,	Costs to the Municipality are not expected and any costs associated with supporting the development, like upgrading infrastructure, will be the responsibility of the applicant.
ii) the adequacy of municipal wastewater facilities, stormwater systems or water distribution systems,	The subject property will be serviced by municipal water and sewer and was reviewed by Halifax Water, and they had no concerns. Detailed servicing plans will be reviewed at the permitting stage as requested by Halifax Water.
iii) the proximity of the proposed development to schools, parks, and community facilities, and the capability of these services to absorb any additional demands,	The subject property is within proximity to the Zatzman sportsplex, Dartmouth Commons, Dartmouth High School, and similarly proximate and connected to the above facilities and to other established residential neighbourhoods in this area. The Halifax Regional School Board (HRCE) was made aware of this application and elected not to review.
iv) the adequacy of transportation infrastructure for pedestrians, cyclists, public transit and	Pinewood Drive does not contain sidewalks for pedestrian use but does connect directly in Windmill

vehicles for travel to and within the development, and	Road where sidewalks are provided on both sides and bus routes are available to residents. Halifax Regional Municipalities' Development Engineering and Traffic Services have reviewed the traffic impact statement, and do not anticipate any significant impacts to the transportation network as a result of this proposed development.
v) the impact on registered heritage buildings, heritage streetscapes, and heritage conservation districts;	Registered heritage properties, heritage conservation districts, or heritage streetscapes have not been identified on the subject property or within the surrounding site.
c) the subject lands are suitable for development in terms of the steepness of grades, soil and geological conditions, locations of watercourses, wetlands, and susceptibility to flooding;	Detailed site layout is not approved as part of a rezoning application. As such, a grading and stormwater management plan will be required and reviewed at the permitting stage. Watercourses or wetlands have not been identified on the subject site.
d) that development regulations in the proposed rezoning or development agreement will adequately mitigate potential conflict between the proposed development and nearby land uses, by reason of:	
i) type of use(s),	Pending approval of the rezoning request, the subject property will be regulated by the permitted uses of the CH-1 zone.
ii) built form of the proposed building(s),	At the permitting stage, the built form of any proposed building will be reviewed against the regulations of the CH-1 zone and land use by-law.
iii) impacts on adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities, and railway operations,	The abutting properties to the east, south and west are also zoned ER-3 and contain existing low-density residential uses. The abutting property to the north is a vacant zoned LI (Light Industrial) property. The applicant has indicated that the intention is to develop residential uses in accordance with the CH-1 zone. It is not anticipated that the proposed

	residential use will have an impact on the existing residential uses, parks or community facilities within proximity. CN Rail and Tuff's Cove are located to the south-west of the subject property and there are mixed use developments located along Windmill Road.
iv) traffic generation, safe access to and egress from the site, and parking,	Halifax Regional Municipalities' Development Engineering and Traffic Services have reviewed the traffic impact statement, and do not anticipate any significant impacts to the transportation network as a result of this proposed development. Access to and from the site as well as bicycle parking requirements will be reviewed at the permitting stage. There are no vehicle parking requirements associated with any residential development in the CH-1 zone.
Halifax Regional Municipal Planning Strategy (Regional Plan)	
9.6 PRIORITIES PLANS	
Since the adoption of this Plan in 2014, Regional Council has approved several priority plans *including the Integrated Mobility Plan, Halifax Green Network Plan, HalifACT, and Halifax's Inclusive Economic Strategy 2022-2027. The second review of this Plan began in 2020 and is expected to be readopted by Regional Council in 2023. The review will revise the policies of this Plan to ensure they are consistent with the priorities plans as approved. In the interim, this Plan supports the priorities plans which are actively used by staff to guide ongoing work.*	
G-14A - *In considering development agreements or amendments to development agreements, or any proposed amendments to the Regional Plan, secondary planning strategies, or land use by-laws, in addition to the policies of this Plan, HRM shall consider the objectives, policies and actions*	Objective 3.2.1 of the Integrated Mobility Plan indicates *Enhance transit service by increasing the priority of transit and improving the integration of transit service with land use and settlement patterns.* This proposal would enable additional infill development on an existing lot within an existing transit service area. This location will offer future

of the priorities plans approved by Regional Council since 2014, including: *(a) The Integrated Mobility Plan;* *(b) Halifax Green Network Plan;* *(c) HalifACT;* *(d) Halifax's Inclusive Economic Strategy 2022-2027; and* *(e) any other priority plan approved by Regional Council while this policy is in Effect*	residents access to transit routes along Windmill Road. The objectives, policies, and actions in the remaining Priorities Plans outlined in G-14A do not appear to impact or be affected by this proposal.
HalifACT	
Action 23 **-** Integrating climate change implications into land use planning policies and process by reducing sprawl and efficiently using transportation systems	The proposed rezoning supports **Action 23** by integrating climate change considerations into land use planning through the efficient use of existing serviced land and the reduction of sprawl. The subject property is a large, irregularly shaped lot located within the urban service boundary, where new public streets are not practical. By enabling cluster housing under the CH-1 Zone, the proposal increases residential density without expanding the urban footprint, making better use of existing infrastructure and municipal services. Pedestrian connectivity will be maintained and enhanced through internal walkways linking to the municipal right-of-way, reducing reliance on private vehicles and supporting active transportation. The site's proximity to transit routes, schools, parks, and community facilities further aligns with sustainable growth objectives by promoting compact development patterns and minimizing transportation-related emissions. Overall, this rezoning represents an efficient, climate-conscious approach to accommodating housing demand within the Regional Centre.
Halifax's Inclusive Economic Strategy 2022-2027	

Strategic Objective 1.6 - Increasing housing stock to accommodate the growing population in Halifax	The proposed rezoning directly supports the objective of increasing housing stock to meet the needs of Halifax's growing population. By converting an irregularly shaped, underutilized lot within the urban core from ER-3 to CH-1, the application enables a more efficient use of serviced land and increases potential unit count from 8 to 24 without requiring new public streets or expanding the urban footprint. This approach promotes compact development, housing diversity, and sustainable growth in proximity to existing transit, schools, parks, and community facilities, ensuring that additional housing is delivered where infrastructure and services already exist.

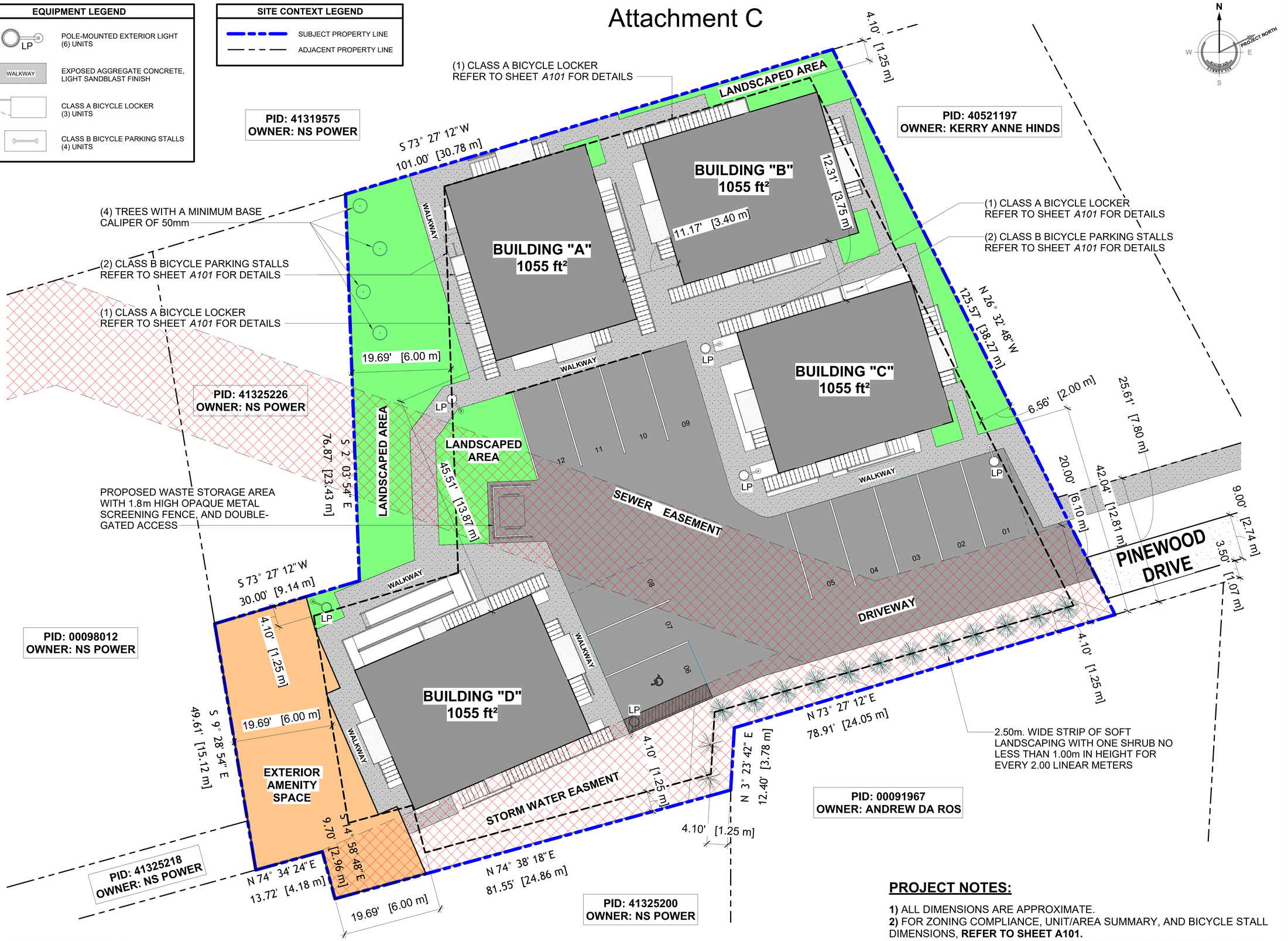
Attachment C

EQUIPMENT LEGEND

- LP — POLE-MOUNTED EXTERIOR LIGHT (6) UNITS
- WALKWAY — EXPOSED AGGREGATE CONCRETE, LIGHT SANDBLAST FINISH
- CLASS A BICYCLE LOCKER (3) UNITS
- CLASS B BICYCLE PARKING STALLS (4) UNITS

SITE CONTEXT LEGEND

- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE



1 / A102 PROPOSED SITE PLAN
1 : 100

PROJECT NOTES:

1) ALL DIMENSIONS ARE APPROXIMATE.
2) FOR ZONING COMPLIANCE, UNIT/AREA SUMMARY, AND BICYCLE STALL DIMENSIONS, **REFER TO SHEET A101.**
3) FOR LANDSCAPE AND EXTERIOR LIGHTING LEGEND, TREE LOCATIONS, AND AMENITY SPACE DELINEATION, **REFER TO SHEET A103.**

360 CAD SERVICES INC.
Bringing Your Ideas to LIFE!

GENERAL NOTES:

NOT FOR CONSTRUCTION

ALL DIMENSIONS TO BE VERIFIED ON SITE AND CONFIRMED BY CONTRACTOR.

DO NOT SCALE THIS DRAWING.

REV	DESCRIPTION	DATE
1	ISSUED FOR REVIEW	2024.04.30
2	ISSUED FOR REVIEW	2025.06.11

ISSUED FOR REVIEW

DRAWING TITLE:
PROPOSED SITE PLAN

PROJECT:
13 PINEWOOD DEVELOPMENT
13 PINEWOOD DR,
DARTMOUTH, NS, B3A 4H8

DRAWN BY:	LR
CHECKED BY:	DC
DATE:	2025.06.13
CLIENT:	**DWG:**
WOMBAT INVESTMENTS	**A102**
SCALE:	
AS SHOWN	