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Item No. 10.1.1
Halifax and West Community Council
March 24, 2026
April 21, 2026

TO: Chair and Members of Halifax and West Community Council

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

DATE: February 23, 2026

SUBJECT: **PLANAPP 2023-00408: Development Agreements for multi-lot, mixed used development (known as Regency Links) on lands off Washmill Lake Drive, Halifax**

ORIGIN

Application by WM Fares Architects, on behalf of the property owner Septra Incorporated.

EXECUTIVE SUMMARY

This report recommends Stage 1 and Stage 2 development agreements to allow a multi-lot, mixed-use development on lands off Washmill Lake Drive, near the Mainland Common in the Clayton Park area of Halifax. The proposed development includes up to 3,830 residential units distributed across 18 buildings, ranging in height from 16 to 28 storeys. Ground-floor and podium levels in some buildings also include commercial uses. Staff recommend that Halifax and West Community Council approve the proposed development agreements in accordance with Policy 3.23 of the Halifax Municipal Planning Strategy.

RECOMMENDATION

It is recommended that Halifax and West Community Council:

1. Give notice of motion to consider the proposed Stage 1 and Stage 2 development agreements, as set out in Attachments A and B, to allow a multi-lot, mixed-use development on lands located off Washmill Lake Drive, Halifax, and schedule a public hearing;

2. Approve the proposed development agreements, which shall be substantially of the same form as set out in Attachments A and B; and

3. Require the agreements be signed by the property owner within 240 days, or any extension thereof granted by Council on request of the property owner, from the date of final approval by Council and any other bodies as necessary, including applicable appeal periods, whichever is later; otherwise, this approval will be void and obligations arising hereunder shall be at an end.

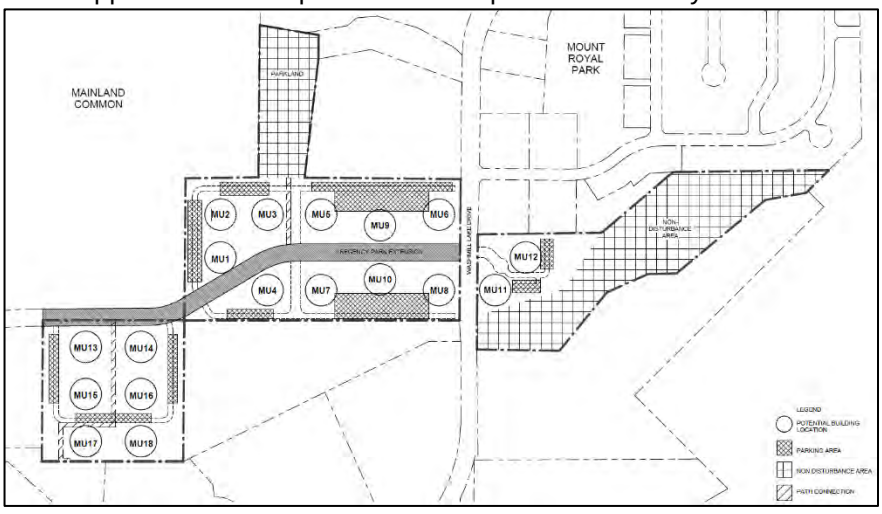
BACKGROUND

WM Fares Architects is applying for a multi-lot, mixed-use development on lands located off Washmill Lake Drive near the Mainland Common area in Clayton Park (Map 1). The site consists of three large parcels, along Regency Park Drive and Washmill Lake Drive abutting the Halifax Mainland Common.

Subject Site	Lands off Regency Park Drive and Washmill Lake Drive
Location	PIDs 00330845, 40550774, and 41477720
Regional Plan Designation	Urban Settlement (US)
Community Plan Designation (Map 1)	Residential Environments (RES) under the Halifax Municipal Planning Strategy
Zoning (Map 2)	R-3 (General Residential and Low-Rise Apartment) Zone of the Halifax Mainland Land Use By-law
Size of Site	~18.9 hectares (~46.7 acres)
Street Frontage	~372 metres (~1221 feet)
Current Land Use(s)	Commercial Recreation and Vacant
Surrounding Use(s)	Residential uses primarily in the form of multiple unit dwellings, Commercial uses, Institutional and Community Recreation uses, and Municipal Parkland (Mainland Commons).

Proposal Details
The applicant proposes to develop approximately 46.7 acres of land into a multi-lot, mixed-use community. Key elements of the proposal include:

- Eighteen (18) buildings ranging in height from 16 to 28 storeys;
- Approximately 3,830 residential units, including a mix of multi-unit and grade-oriented dwellings;
- Approximately 14,461 square metres of commercial space, primarily located along the Regency Park Drive extension;
- Approximately 3.95 acres (15,985 square metres) of parkland, including trails, to be incorporated into the existing Mainland Commons;
- A network of on and off-street active transportation trails and pathways, connecting the development to existing trail systems within the Mainland Commons and Greenpark Close Park;
- Approximately 2.96 acres (12,000 square metres) of landscaped outdoor space and amenity areas, enhancing recreational opportunities and contributing to the overall aesthetics of the development;
- Approximately 9.8 acres (39,659 square metres) of non-disturbance area to protect a significant wetland and riparian zone; and
- The extension of Regency Park Drive to Washmill Lake Drive, incorporating dedicated bike lanes and transit service to support active transportation and improve connectivity.



Existing Development Agreement
On November 14, 2018, Halifax and West Community Council approved a development agreement to permit a mixed-use development comprising residential and commercial uses on the subject site. This development agreement represented the first step in a multi-stage approval process for a proposed development consisting of 1,216 residential units, including 15 multiple-unit buildings and 60 townhouse units.

This initial agreement, referred to as the existing Stage I development agreement, establishes the overall development framework, including residential density, permitted uses, built form requirements, and parkland dedication. Before any development can proceed, additional approvals through Stage II development agreements are required. These subsequent agreements address more detailed design and site-specific elements necessary to implement the overall development vision.

Discharge Existing Development Agreement
Due to the significant changes proposed for the site, and the corresponding need for substantive amendments to the existing development agreement, the existing Stage I development agreement is proposed to be discharged and replaced with the proposed development agreements that are the subject of this report. A separate request to discharge the existing Stage I development agreement will be submitted to the Chief Administrative Officer, pending the decision of the Community Council on this new development agreement.

To provide the developer adequate time to sign the new development agreements and discharge the existing agreement, staff recommend extending the standard signing period following Council approval and the completion of the appeal period. Although agreements are typically required to be signed within 120 days, staff recommend extending this timeframe to 240 days. This extension would not affect the development rights granted through the agreement, and the agreements may be executed sooner if circumstances allow.

Enabling Policy and LUB Context
The subject site is designated “Residential Environments” under the Halifax Municipal Planning Strategy (MPS), which allows for a variety of residential zones and uses, provided the applicable policy criteria are met. In addition, the Halifax MPS, through the Halifax Mainland Land Use By-law (LUB), identified certain lands to be comprehensively developed through the development agreement process. These lands were zoned as Schedule ‘K’.

The intent of the Schedule ‘K’ zoning was to guide the development of these lands as a Comprehensive Development District using a two-stage approval process. The first is a Stage I development agreement which addresses high-level planning matters such as land use, residential density, parking requirements, parkland dedication, and road network design. Subsequent Stage II developments agreements would govern more detailed aspects, including the types and locations of residential units, architectural design, and parking layout.

Schedule ‘K’ zoning was established over 45 years ago, during a period when large undeveloped areas in Clayton Park and Bedford were being planned through the development agreement process. Most of these lands have since been developed, with the subject site representing the last remaining undeveloped parcel within the original Schedule ‘K’ area.

Housing Accelerator Fund – Urgent Changes to Planning Documents
As part of the Housing Accelerator Fund – Urgent Changes to Planning Documents for Housing (HAF) amendments to the Halifax MPS included the repeal of Schedule ‘K’ and replacement with the appropriate zone from the Halifax Mainland LUB in order to better reflect the existing development patterns of the lands. These new zones enable property owners to access expanded development rights provided through the HAF amendments, including the ability to develop up to four residential units per lot.

The subject site represented the last remaining undeveloped parcel within the former Schedule 'K' zone. Policy 3.23 of the Halifax MPS permits applications that were submitted prior to Council's April 9, 2024 notice of intent to consider the HAF amendments to be evaluated under the planning policies that were in effect on the date of the notice. Policy 3.23 also requires that such applications proceed to a public hearing within 36 months of April 9, 2024. As this application meets the criteria established under Policy 3.23, it may be evaluated in accordance with the former Halifax MPS policies.

DISCUSSION

Staff has reviewed the proposal relative to all relevant policies and advise that it is reasonably consistent with the intent of the MPS. Attachment C provides an evaluation of the proposed development agreement in relation to the relevant MPS policies.

Proposed Development Agreements
Attachment A (Stage I development agreement) and Attachment B (Stage II development agreement) contain the proposed development agreements for the subject site and the conditions under which the development may occur. The proposed development agreements address the following matters:

Stage 1 Development Agreement

- Eighteen (18) buildings ranging in height from 16 to 28 storeys;
- Approximately 3,830 residential units, comprising a mix of multi-unit and grade-oriented dwellings;
- Approximately 14,461 square metres of commercial space, primarily located along the Regency Park Drive extension;
- The extension of Regency Park Drive to Washmill Lake Drive, incorporating dedicated bike lanes and transit service to support active transportation and improve connectivity.
- A network of on and off-street active transportation trails and pathways, connecting the development to existing trail systems within the Mainland Commons and Greenpark Close Park (Geizer Hill Trail);
- Approximately 3.95 acres (15, 985 square metres) of parkland, including trails, to be incorporated into the existing Mainland Commons;
- Approximately 2.96 acres (12,000 square metres) of landscaped outdoor space and amenity areas, enhancing recreational opportunities and contributing to the overall aesthetics of the development;
- Enabling the development of mixed-use high-rise development, which are required to meet the regulations similar to that of the Regional Centre Land Use By-law, including wind impact analysis; and
- Non-substantive amendments permitted to the Stage I development agreement including:
    - Changes to the building siting and landscaping requirements due to unforeseen topographical challenges at detailed design;
    - Changes to the bike parking requirements to reflect the standards of the underlying land use by-law regarding the rate of Class A and B parking provisions; and
    - Extension to the dates of commencement and completion of development.

Stage II Development Agreement

- Outlines the submission requirements for permit applications, including the need to provide scaled drawings and all documents necessary to evaluate the proposal against the regulations in the Stage I development agreement.
- Non-substantive amendments permitted to the Stage II development agreement including:
    - Extension to the dates of commencement and completion of development.

The attached development agreements will permit a multi-lot, mixed-use development, subject to the controls identified above. Of the matters addressed by the proposed development agreement to satisfy the MPS criteria as shown in Attachment C, the following have been identified for detailed discussion.

Two-Stage Approval Process
The intent of Schedule 'K' zoning was to guide development through a two-stage approval process, historically implemented via development agreements. Stage I development agreements addressed high-level planning matters such as land use, density, parking, parkland dedication, and road design, while Stage II agreements detailed unit types, architectural design, and parking layouts, typically for each building or phase.

As this site is the last parcel to be developed under this framework—and with the upcoming Suburban Plan set to replace it—a revised two-stage approach has been developed. The new Stage I agreement will function like a Land Use By-law, establishing built form and development standards to satisfy policy requirements. The Stage II agreement will serve an administrative role, outlining submission requirements for permit applications. This approach will streamline approvals, reduce processing times, and maintain alignment with the original intent of Schedule 'K' zoning.

Regency Park Drive Extension
The development of Regency Park Drive has occurred incrementally over time. Beginning in 1998, the street was first extended from Lacewood Drive as part of the Clayton Park Phase 4 subdivision. During this period, portions of HRM-owned land were converted to public street status to enable the continued extension of the street and support adjacent development. The most recent section was constructed in 2001, which is where the street currently terminates.

The extension of Regency Park Drive is an important piece of infrastructure that will complete a key link in the transportation system, improving access and connectivity for pedestrians and other modes of transportation. The completion of the Regency Park Drive extension requires the conversion of a small portion of the Halifax Mainland Commons to public street status to accommodate the planned alignment. To facilitate this, the Developer shall be responsible for undertaking and completing the required municipal processes necessary to enable the conversion, including but not limited to, processes related to the disposal or acquisition of municipal property or the execution of a license conversion agreement. As this conversion involves the permanent closure of a portion of HRM parkland, these matters will advance to Regional Council separately for the required authority.

Connectivity and Traffic Impact
Policy 3.3.2 refers to the importance of a multi-modal transportation network when considering a development within Schedule K lands. The proposed development will complete the connection of Regency Park Drive to Washmill Lake Drive. This connection will address a critical gap in the mobility network and will support multiple modes of transportation by enhancing the overall connectivity in the broader area. The resulting street network will be designed to accommodate automobiles, transit, cyclists, and pedestrians. Features such as sidewalks, AAA bike lanes, and transit-friendly street designs will promote walkability and alternative transportation options, aligning with municipal mobility objectives and sustainability goals.

A Traffic Impact Study was completed in support of this application to assess how the proposed development would affect the existing mobility network and to identify any necessary improvements. The study concluded that, with upgrades at key intersections, the current infrastructure can accommodate the development—particularly with the planned connection between Regency Park Drive and Washmill Lake Drive. HRM Traffic Management and HRM Engineering have reviewed the analysis and accepted its findings.

Compatibility
Policies 2.4 and 2.6 refer to the importance of compatibility with nearby development when considering a development within Schedule K lands. The site is in a primarily residential area with a mix of multi-unit, institutional, and limited commercial uses. The nearby development form is generally defined by large floor plates, large lot areas, and auto-oriented design. The proposed development agreements enable a development that is compatible with the surrounding area, as it is primarily a residential project in a multiple unit building form. While the proposal introduces greater height than nearby development, compatibility is maintained through podium design, tower setbacks, and step-backs that reduce visual impact and preserve

a human-scale streetscape. This approach allows for additional height and density while respecting the established development pattern.

Pedestrian-Oriented Streetscape
Policy 3.1.2, 3.3.2, and 9.4 of the Halifax MPS, in addition to Section 3.2 and Policy G-14A of the Regional Plan, refer to the importance of pedestrian movement and pedestrian oriented facades. The proposed built form regulations aim to create an active streetwall and a pedestrian-friendly environment along Regency Park Drive and the internal driveways. All buildings must front the street or an internal driveway and contain ground-oriented units (commercial or residential) to promote street activity. Commercial areas along Regency Park Drive extension will include spill-out spaces to support retail use. Parking and service entrances are required to be located at the side or rear of buildings, away from the street, with underground parking access kept internal to the lot. The agreement takes the approach of the Regional Centre Land Use By-law by requiring form-based codes that will provide predictable physical form. As part of the permitting process, compliance with municipal wind comfort and safety standards will be required to support a high-quality public realm.

Parkland, Landscaped Open Space, and Non-Disturbance Areas
Policies 3.3.2 and 3.3.3 reinforce the importance of the protecting natural features and providing open space when considering a development within Schedule K lands. The proposed development agreements require approximately 3.95 acres (15,985 square metres) of parkland, including trails, to be added to the existing Mainland Commons, creating expanded park space and connecting the development to the current trail network. Approximately 2.96 acres (12,000 square metres) of landscaped open space and outdoor amenity areas are also proposed throughout the site. These spaces will enhance the overall livability of the development by providing residents with recreational opportunities and improving community aesthetics. To protect key environmental features, approximately 9.8 acres (39,659 square metres) of non-disturbance area is designated to conserve a significant wetland and riparian zone adjacent to the Mount Royal subdivision, which will preserve the site's largest wetland.

Minimum Planning Requirements
In August of 2024, the Minister of Municipal Affairs and Housing announced several changes to the Provincial Minimum Planning Requirements Regulations (MPRs) to support efforts to increase housing supply in HRM. On December 11, 2025, Halifax Regional Council approved amendments to the Halifax Regional Municipal Planning Strategy, which included adopting the Minimum Planning Requirements (MPRs). These amendments came into effect on February 2, 2026. The chart below identifies the three MPRs relevant to this development and outlines how the Stage 1 and Stage 2 development agreements comply with them.

Minimum Planning Requirement	Compliance
No requirement related to unit mix may apply to any residential building development that begins construction before April 1, 2028.	Neither the Stage 1 nor the Stage 2 Development Agreement includes a requirement for unit mix.
Requirements related to ground floor commercial for residential building development that begin construction before April 1, 2028, must not exceed more than 20%.	Section 3.6.2 requires a minimum of 20% of the ground floor of a building facing Regency Park Drive Extension to be comprised of commercial uses.
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.	Neither the Stage 1 nor the Stage 2 Development Agreement includes a requirement for maximum or minimum on-site parking.

Water and Wastewater Servicing

High level servicing studies have been completed in support of the proposed development, including a downstream wastewater analysis and a review of the Geizer Hill Water Booster Station. The downstream

wastewater analysis calculated capacity within the existing wastewater system. At the subdivision and permitting stage, the downstream wastewater analysis may need to be re-scope and revised. The water review identified that upgrades to the Geizer Hill Water Booster Station will be required to support the additional flows. Upgrades will be reviewed in detail and phased with Halifax Water during the subdivision and permitting stage. It should also be noted that Council approval of this application does not reserve servicing capacity, and the availability of services will need to be confirmed in consultation with Halifax Water at the subdivision and permitting stages. All costs associated with upgrades are the responsibility of the developer.

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 MPS. The proposal meets the intent and objectives of the Schedule K policies and will result in a primarily residential development with local commercial uses, transportation options, and protection of natural features. Therefore, staff recommend that the Halifax and West Community Council approve the proposed development agreements.

FINANCIAL IMPLICATIONS

The applicant will be responsible for all costs, expenses, liabilities and obligations imposed under or incurred in order to satisfy the terms of this proposed development agreement. The administration of the proposed development agreement can be carried out within 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 MPS policies. Community Council has the discretion to make decisions that are consistent with the MPS, and such decisions may be appealed to the N.S. Regulatory and Appeals Board. Information concerning risks and other implications of adopting the proposed development agreements 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 HRM website, signage posted on the subject site, letters mailed to property owners within the notification area, an online survey, and an online information video. Attachment D contains a summary of the public engagement.

A total of 2,640 letters were mailed to property owners and tenants within the notification area (Map 2). The HRM website received a total of 2,866 unique pageviews from July 2023 until May 2025. In addition, staff received 105 survey responses, approximately 12 email and phone responses from the public. The public comments received include the following topics:

- Traffic Safety
- Construction and Impact on Infrastructure

- Loss of Green Space
- Need for Housing/Support for the Development

A public hearing must be held by Halifax and West Community Council before they can consider approval of the proposed development agreement. Should 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 additional concerns were identified beyond those raised in this report.

LEGISLATIVE AUTHORITY

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

ALTERNATIVES

1. Halifax and West Community Council may choose to approve the proposed development agreements subject to modifications. Such modifications may require further negotiation with the applicant and may require a supplementary report or another public hearing. A decision of Council to approve these development agreements is appealable to the N.S. Regulatory and Appeals Board as per Section 262 of the *HRM Charter*.

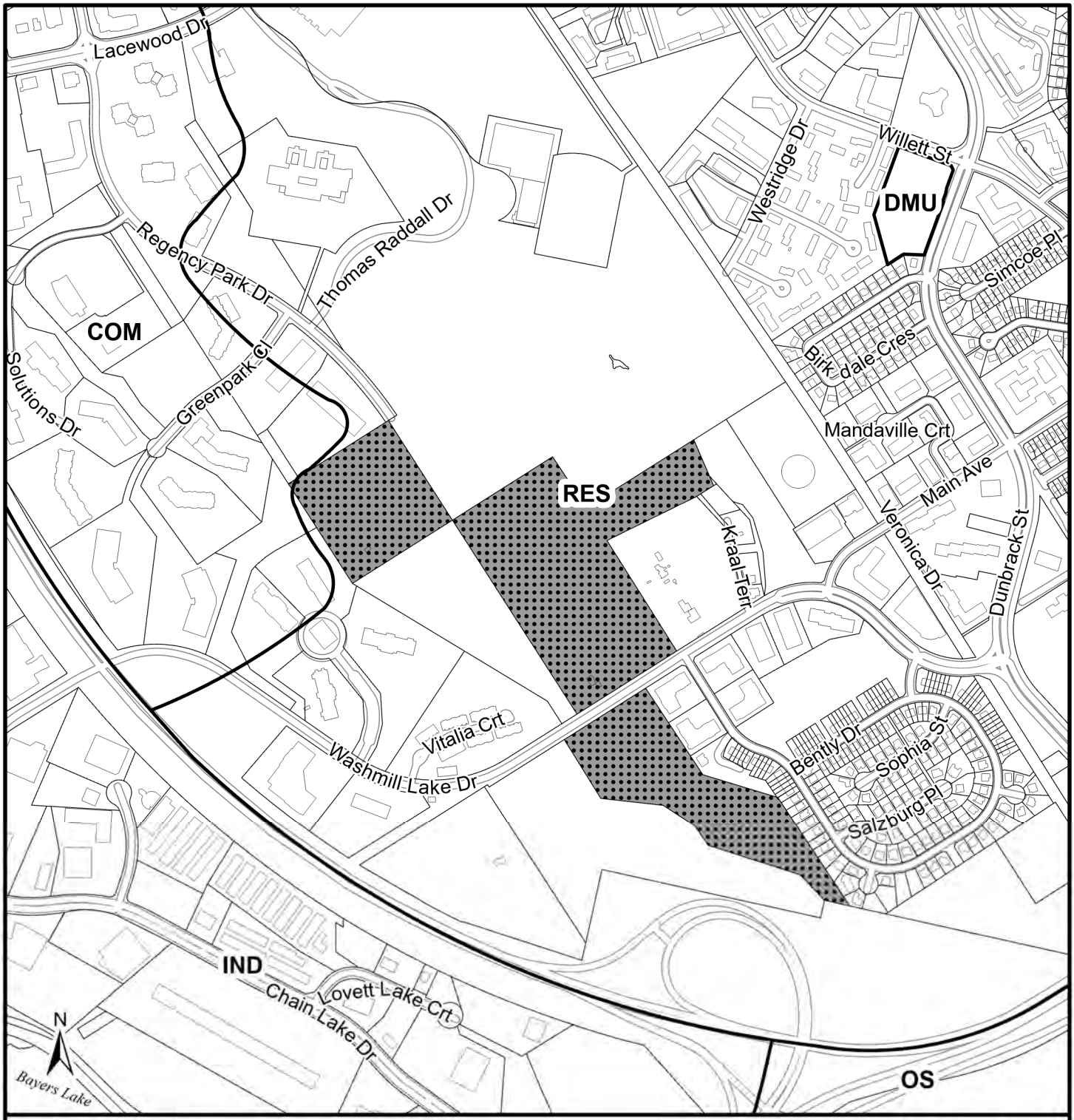
2. Halifax and West Community Council may choose to refuse the proposed development agreements, and in doing so, must provide reasons why the proposed agreements do not reasonably carry out the intent of the MPS. A decision of Council to refuse the proposed development agreements is appealable to the 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 Stage I Development Agreement
Attachment B: Proposed Stage II Development Agreement
Attachment C: Review of Relevant Policies from the Halifax MPS and Halifax Mainland LUB
Attachment D: Public Engagement Summary

Report Prepared by: Dean MacDougall, Acting Principal Planner – 902.240.7085



Map 1 - Generalized Future Land Use

Mainland Common Development
Washmill Lake Drive, Halifax

HALIFAX

Subject Property

Designations

COM	Commercial
DMU	Dunbrack Multi-Unit
IND	Industrial
OS	Major Community Open Spaces
RES	Residential Environments

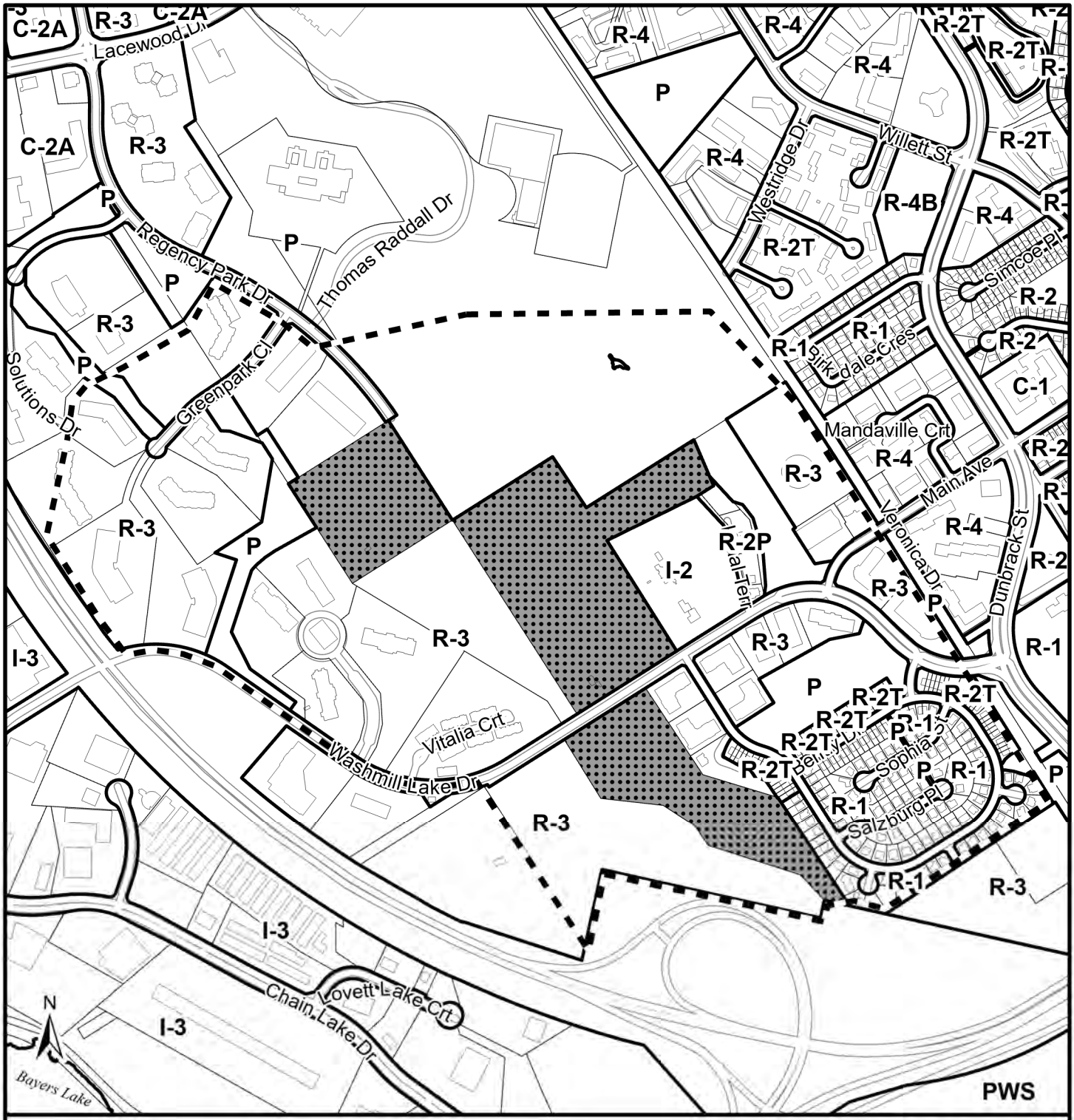
0 100 200 300 m

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.

Halifax Plan Area

29 July 2025 PLANAPP-2023-00408 T:\work\planning\SER_Group\SER_CasesVariances\PLANAPP-2023-00408\Maps_Plans\ (JH)



Map 2 - Zoning and Notification Area

Mainland Common Development
Washmill Lake Drive, Halifax

Subject Property

Area of Notification

Halifax Mainland
Land Use By-Law Area

Zones

C-1	Local Business
C-2A	Minor Commercial
I-2	Radio Transmitter
I-3	General Industrial
P	Park and Industrial
PWS	Public Water Supply
R-1	Single Family
R-2	Two Family
R-2P	General Residential
R-2T	Townhouse
R-3	Low-Rise Apartment
R-4	Multiple Dwelling
R-4B	Dunbrack Multi-Unit

HALIFAX

0 100 200 300 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.

Attachment A: Proposed Stage I Development Agreement

THIS STAGE I DEVELOPMENT AGREEMENT made this ____ day of _____ , 20__,

BETWEEN:

[Insert Name of Corporation/Business LTD.] body corporate, in the Province of Nova Scotia
(hereinafter called the "Developer")
-

OF THE FIRST PART

- and -

HALIFAX REGIONAL MUNICIPALITY a municipal body corporate, in the Province of Nova Scotia
(hereinafter called the "Municipality")

OF THE SECOND PART

WHEREAS the Developer is the registered owner of certain lands located in Clayton Park, along Regency Park Drive and Washmill Lake Drive, Halifax, comprising of parcels identified as PID 00330845, 40550774, and 41477720 and which said lands are more particularly described in Schedule A hereto (hereinafter called the "Lands");

AND WHEREAS Halifax Regional Water Commission is the registered owner of certain lands located along Washmill Lake Drive, Halifax comprising a parcel identified as PID 41177403;

AND WHEREAS the Halifax and West Community Council approved an application to enter into a Stage I Development Agreement to allow for a mixed-used development consisting of residential and commercial uses on the Lands (Case 19532) pursuant to the provisions of the Halifax Regional Municipality Charter and pursuant to Implementation Policy 3.3 of the Halifax Municipal Planning Strategy and Section 68 of the Halifax Mainland Land Use By-law, which said Development Agreement was registered at the Land Registration Office on April 23, 2019 as Document Number 114346951 (hereinafter called the “Original Stage 1 Agreement”);

AND WHEREAS the Chief Administrative Officer of the Municipality approved a request made by the Halifax Regional Water Commission to discharge the Original Stage 1 Agreement from PID 41177403 on December 14, 2022, referenced under municipal case 24438;

AND WHEREAS on December 21, 2022, the Development Officer of the Municipality approved an application to amend the Original Agreement to allow for a three-year time extension to the date of commencement and date of completion on the Lands, which said Development Agreement was registered at the Halifax County Land Registration Office on March 30, 2023 as Document Number 122244743 (hereinafter called the “First Amending Stage 1 Agreement”), referenced as Case 24438 and which does apply to the Lands;

AND WHEREAS the Original Stage 1 Agreement and the First Amending Stage 1 Agreement together comprise the Existing Development Agreement (hereinafter called “the Existing Agreement”);

AND WHEREAS the Chief Administrative Officer of the Municipality approved a discharge of the Existing Agreement which was registered at the Land Registry Office in Halifax (hereinafter called the “Discharging Agreement”);

AND WHEREAS the Developer has requested that the Municipality enter into new Stage 1 and Stage 2 Development Agreements to allow for a mixed-use development consisting of residential and commercial uses on the Lands pursuant to the provisions of the *Halifax Regional Municipality Charter* and pursuant to Policy 3.23 of the Halifax Municipal Planning Strategy;

AND WHEREAS the Halifax and West Community Council approved this request at a meeting held on [**Insert - Date**], referenced as PLANAPP 2023-00408;

AND WHEREAS by approving this Development Agreement Council has not represented, warranted, or committed the Municipality to provide, or guaranteed the provision of, Halifax Water Services to the Lands;

THEREFORE, in consideration of the benefits accrued to each party from the covenants herein contained, the Parties agree as follows:

PART 1: GENERAL REQUIREMENTS AND ADMINISTRATION

1.1 Applicability of Agreement

1.1.1 The Developer agrees that the Lands shall be developed and used only in accordance with and subject to the terms and conditions of this Agreement.

1.2 Applicability of Land Use By-law and Subdivision By-law

1.2.1 Except as otherwise provided for herein, the development, use and subdivision of the Lands shall comply with the requirements of the Land Use By-law for Halifax Mainland and the Regional Subdivision By-law, as may be amended from time to time.

1.2.2 Variances applications enabled under Section 250 of the Halifax Regional Municipality Charter shall be permitted.

1.3 Applicability of Other By-laws, Statutes and Regulations

1.3.1 Further to Section 1.2, nothing in this Agreement shall exempt or be taken to exempt the Developer, lot owner or any other person from complying with the requirements of any by-law of the Municipality applicable to the Lands (other than the Land Use By-law for Halifax Mainland to the extent varied by this Agreement), or any statute or regulation of the Provincial/Federal Government and the Developer or Lot Owner agree(s) to observe and comply with all such laws, by-laws and regulations, as may be amended from time to time, in connection with the development and use of the Lands.

1.3.2 The Developer shall be responsible for securing all applicable approvals associated with the onsite and off site servicing systems required to accommodate the development, including but not limited to sanitary sewer system, water supply system, stormwater sewer and drainage system, and utilities. Such approvals shall be obtained in accordance with all applicable by laws, standards, policies, and regulations of the Municipality and other approval agencies. The Developer acknowledges and agrees that the Municipality makes no guarantees, representations, warranties, or commitments regarding the Halifax Water Services, the availability of or the suitability of the Halifax Water Services for the Lands, or the cost of providing the Halifax Water Services to the Lands. All costs associated with the supply and installation of all servicing systems and utilities shall be the responsibility of the Developer, except as provided for by an Implementation Plan approved by the Nova Scotia Utility and Review Board or for projects covered through the Geizer Hill Capital Cost Contribution Program. All design drawings and information shall be certified by a

Professional Engineer or appropriate professional as required by this Agreement or other approval agencies.

1.4 Conflict

1.4.1 Where the provisions of this Agreement conflict with those of any by-law of the Municipality applicable to the Lands (other than the Land Use By-law for Halifax Mainland and the Regional Subdivision By-law to the extent varied by this Agreement) or any provincial or federal statute or regulation, the higher or more stringent requirements shall prevail.

1.4.2 Where the written text of this Agreement conflicts with information provided in the Schedules attached to this Agreement, the written text of this Agreement shall prevail.

1.5 Costs, Expenses, Liabilities and Obligations

1.5.1 The Developer shall be responsible for all costs, expenses, liabilities and obligations imposed under or incurred in order to satisfy the terms of this Agreement and all Federal, Provincial and Municipal laws, by-laws, regulations and codes applicable to the Lands.

1.6 Provisions Severable

1.6.1 The provisions of this Agreement are severable from one another and the invalidity or unenforceability of one provision shall not affect the validity or enforceability of any other provision.

1.7 Lands

1.7.1 The Developer hereby represents and warrants to the Municipality that the Developer is the owner of the Lands and that all owners of the Lands have entered into this Agreement.

PART 2: DEFINITIONS

2.1 Words Not Defined under this Agreement

2.1.1 All words unless otherwise specifically defined herein shall be as defined in Land Use By-law for Halifax Mainland and the Regional Subdivision By-law, if not defined in these documents their customary meaning shall apply.

2.2 Definitions Specific to this Agreement

2.2.1 The following words used in this Agreement shall be defined as follows:

Claims means any and all losses, injuries, damages, indirect damages, economic loss, property damage, liabilities, deficiencies, claims, costs, demands, suits, judgments, actions (including death and negligence), interest, awards, penalties, fines, costs, or of whatever kind of expenses (including professional fees and legal fees), whether in contract, tort, equity or otherwise.

Halifax Water Services means wastewater facilities, stormwater systems, and water systems:

(i) owned or operated by the Halifax Regional Water Commission, or any successor, for those properties located within the areas identified on the Service Requirement Map of the Regional Subdivision By-law as the Urban Service Area, the Water Service Area, or Serviced (Water Only), and

(ii) that are provided in accordance with the current versions of the Halifax Water's Schedule of Rates and Regulations for Water, Wastewater and Stormwater Services (Halifax Water Regulations) and Design Specifications & Supplementary Standard Specifications; and

Indemnified Parties means the Municipality, its service commissions, its Mayor, Councillors, and the officials, officers, employees, agents, and the successors of them.

2.2.2 Further definitions specific to this Agreement can be found in Schedule C.

PART 3: SUBDIVISION, USE OF LANDS, AND DEVELOPMENT PROVISIONS

3.1 Schedules

3.1.1 The Developer shall develop the Lands in a manner, which in the opinion of the Development Officer generally conforms to the following Schedules attached to this Agreement and filled in the Halifax Regional Municipality as PLANAPP 2023-00408:

Schedule A	Legal Description of the Lands
Schedule B	Master Site Plan
Schedule C	Definitions
Schedule D	Zoning
Schedule E	Illustrative Plan
Schedule F	Height Precincts
Schedule G	Signage Requirements
Schedule H	Pedestrian Wind Impact Assessment Protocol and Performance Standards
Schedule I	Design Guidelines
Schedule J	List of Permitted Uses by Zone
Schedule K	Main Building Rooftop Features

All the Schedules form part of this Agreement.

3.2 Requirements Prior to Approval

3.2.1 Prior to the commencement of any site work on PID 00330845 and PID 40550774, including blasting, earth movement or tree removal other than that required for preliminary survey purposes and off-site works, the Developer shall:

(a) Execute an agreement to enable the construction of a portion of the Regency Park Drive extension on lands owned by the Municipality;
(b) Have received Final Subdivision Approval, as outlined in Subsection 4.4.1 of this Development Agreement;
(c) Provide copies of all Watercourse and Wetland Alteration permit(s) from the Nova Scotia Department of Environment to the Development Officer; and
(d) Have an issued Grade Alteration Permit in accordance with By-law G-200 Respecting Grade Alteration and Stormwater Management Associated with Land Development, as amended from time to time, as per Subsection 5.2.

3.2.2 Prior to the commencement of any site work on PID 41477720, including blasting, earth movement or tree removal other than that required for preliminary survey purposes and off-site works, the Developer shall:

(a) Have received Final Subdivision Approval as outlined in subsection 4.4.1 of this Development Agreement;
(b) Provide copies of all Watercourse and Wetland Alteration permit(s) from the Nova Scotia Department of Environment to the Development Officer; and

(c) Have an issued Grade Alteration Permit in accordance with By-law G-200 Respecting Grade Alteration and Stormwater Management Associated with Land Development, as amended from time to time, as per Subsection 5.2.

3.2.3 Prior to the issuance of a Development Permit, the Developer shall provide the following to the Development Officer, unless otherwise permitted by the Development Officer:

(a) Those items required under Section 3.2 of the Stage II development agreement requirements;
(b) The Developer's Dwelling Unit Tracking Chart indicating the number of dwelling units being requested and the number of units already approved; and
(c) The Developer's Landscaped Outdoor Space Tracking Chart indicating the total area of landscaped open space being provided and the total number of landscaped open space already approved.

3.2.4 No Development Permit shall be issued until a Water Permit is issued by the Halifax Regional Water Commission, confirming that there is adequate capacity within all the existing Halifax Water Services to meet the anticipated demand for the development on the Lands that is the subject of the Development Permit application.

3.2.5 A Development Permit issued under this Development Agreement shall expire 24 months from the date it is issued.

3.3 Subdivision

3.3.1 The Lands shall be permitted to be subdivided as per the requirements of this Development Agreement and the Regional Subdivision By-law, as may be amended from time to time. Subdivision applications shall be submitted to the Development Officer and the Development Officer shall grant subdivision approvals subject to and in accordance with this Development Agreement and the Regional Subdivision By-law, as modified by the following terms and conditions:

(a) Subdivision of PID 41477720 may be considered through a separate subdivision application, independent of the subdivision application for PID 00330845 and PID 40550774.
(b) Notwithstanding Section 31 (3) and Section 34 of the Regional Subdivision By-law, flag lots shall be permitted for buildings MU 2, MU 15, MU 16, MU 17, and MU 18, as generally shown on Schedule E. For greater clarity on the buildings siting, please see Subsection 3.10.2. Proposed subdivision lines shown on Schedule E are for illustrative purposes only and are permitted to change.
(c) The required Shared Private Driveway shall be shown on the final subdivision plan and reviewed and approved by the HRM Development Engineer and HRM Fire Services. Every lot, except lots for buildings MU 6, MU 8, MU 9, MU 10, MU 11, and MU 12, shall either directly abut the boundary line of the Shared Private Driveway or include the boundary line of the Shared Private Driveway within it.

3.3.2 The minimum lot area for all lots shall be 400 square metres.

3.3.3 The minimum lot frontage for all lots shall be 15 metres.

3.4 Parkland Dedication

3.4.1 The Developer shall provide parkland dedication in the form of land and equivalent value pursuant to the requirements of the Regional Subdivision By-law and as outlined in this section.

3.4.2 Parkland contribution via land dedication shall substantially conform with the locations, and areas illustrated on Schedule B with the final adjustments to configuration and grades to be agreed upon by Development Officer and the Developer prior to subdivision approval being granted. The Development Officer may permit variations to lot configuration provided appropriate access is maintained, the total area of useable land is not reduced, and the proposed parkland meets the

requirements of the Regional Subdivision By-law.

3.4.3 All parkland shall:

(a) Meet the definition of “usable land” as found in the Regional Subdivision By-law; and
(b) Be free of encumbrances pursuant to the requirements of the Regional Subdivision By-law.

3.4.4 At a minimum the parkland parcel shall be subject to the following requirements:

Location	North of Regency Park Drive Extension
Park Area	16,000 square metres (1.6 hectares)
Width of Public Trail	2.0 metres (6.56 feet)
Design	The parkland parcel shall include the design and construction of a 2-metre-wide public trail, connecting to the Mainland Common Trails. Such trail shall not exceed a preferred slope of 5%, although a slope to a maximum of 8% may be acceptable if agreed to by the Parkland Planner.

3.4.5 Further to Subsection 3.4.4 above, the following provisions shall apply:

(a) Trails shall be of sufficient length to provide the connections to existing trails to the satisfaction of the Development Officer and Parkland Planner.
(b) All trails shall be located outside of the 1 in 10-year floodplain and allow for a 5-metre buffer where possible to adjacent properties.
(c) Where a trail crosses a watercourse or wetland, the crossing shall be designed and constructed subject to the following:

(i) The crossing shall be designed by a qualified professional;
(ii) The design shall be submitted to the Development Engineer for review;
(iii) Subsequent to the construction of any crossing and prior to the acceptance by the Municipality of the parkland and infrastructure, the Developer shall provide a letter by a qualified professional indicating that the crossing conforms with the approved design;
(iv) All crossings shall be designed and constructed in accordance with Nova Scotia Environment requirements;
(v) Crossings shall meet the future maintenance and operational requirements of the Municipality; and
(vi) All work shall meet the requirements of HRM Parkland Planning.

3.4.6 Any outstanding parkland dedication may be in the form of additional land, parkland improvements, cash-in-lieu or a combination thereof as permitted under the Regional Subdivision By-Law.

3.5 General Description of Land Use

3.5.1 The use(s) of the Lands permitted by this Agreement are the following:

(a) A maximum of 3,830 dwelling units; and
(b) Land uses as per the applicable zones as designated on Schedules D and permitted in Schedule J.

3.5.2 The use of land is regulated as set out in Schedule J, in accordance with the following:

(a) The first column of Schedule J list each use;
(b) The remaining columns of Schedule J correspond to each zone;

(c) Header cells shaded black with white text within Schedule J (e.g., "RESIDENTIAL", "COMMERCIAL") are for organizational purposes only;
(d) Each use listed in Schedule J is defined in Schedule C;
(e) A black dot (●) within Schedule J indicates that the use in that row is permitted in the zone of that column, and subject to all other applicable provisions of this Agreement;
(f) A white circle containing a number in black text (e.g., ①) within Schedule J indicates that the use in that row is permitted in the zone of that column, subject to additional conditions in a corresponding footnote below Schedule J, and subject to all other applicable provisions of this Agreement;
(g) The absence of a black dot (●), or a white circle containing a number in black text (e.g., ①), indicates that the use in that row is prohibited in the zone of that column; and
(h) Where a use is defined in Schedule C, the definition may be deemed to include any similar use, except where expressly excluded.

3.5.4 Backyard or Secondary Suites are not permitted.

3.6 Ground Floor Uses for Buildings Containing a Multi-Unit Dwelling

3.6.1 No garage door or an associated ramp to access internal motor vehicle parking spaces, internal off-street loading spaces, or a solid waste management area, shall be permitted along Regency Park Drive.

3.6.2 For a multi-unit dwelling use within Zone 1, as shown on Schedule D, a minimum of 20% of the total length of all ground floors of the building facing the Regency Park Drive extension streetline shall be occupied by any use outlined in Schedule J, other than residential uses. For greater clarity, pedestrian entrances and lobbies for residential use are permitted.

3.6.3 For a multi-unit dwelling use within Zone 2 or Zone 4, as shown on Schedule D, the total length of all ground floors of the buildings facing the streetline shall be occupied by any of the following:

(a) commercial uses, as per Schedule J;
(b) urban agriculture uses, as per Schedule J;
(c) institutional uses, as per Schedule J;
(d) transportation facility use;
(e) grade-related dwelling units;
(f) work-live units;
(g) amenity spaces;
(h) residential lobbies;
(i) an emergency exit;
(j) an entrance to a room dedicated to a solid waste management area; and
(k) only one entrance to internal parking or a portal.

3.7 Residential Use Requirements

3.7.1 A home occupation use shall not be permitted within a multi-unit dwelling, except for within a grade related dwelling unit.

3.7.2 The following uses are permitted as a home occupation use:

(a) broadcast and production studio use;
(b) catering use;
(c) makerspace use;
(d) grooming and haircutting salon;
(e) medical clinic use;
(f) office use;
(g) pet daycare use, limited to a maximum of 5 animals;

(h) pet grooming;
(i) studio use;
(j) tailoring and shoe repair;
(k) tattooing; or
(l) tutoring.

3.7.3 The retailing of products that are accessory to a permitted home occupation use, listed in Subsection 3.7.2, is permitted.

3.7.4 The principal operator of a home occupation use shall reside in the unit where the use is located.

3.7.5 The number of permitted employees for a home occupation use, that are not a resident of the lot, is limited to one.

3.7.6 Any home occupation use shall be wholly contained within a dwelling unit or an accessory structure.

3.7.7 A home occupation use shall not be apparent from the outside of the dwelling unit or the accessory structure, except for permitted signage.

3.7.8 The maximum floor area for a home occupation use is 35% of the dwelling unit's floor area, to a maximum of 50.0 square metres.

3.7.9 Signage requirements for a home occupation use are per Schedule C and G.

3.7.10 Home office uses are permitted in all dwelling units.

3.7.11 The principal operator of a home office use, and any employees, shall reside in the unit where the use is located.

3.7.12 Any home office use shall be wholly contained within a dwelling unit or an accessory structure and shall not be apparent from the outside of the dwelling unit or accessory structure.

3.7.13 No signage is permitted for a home office use.

3.8 Work-Live Units

3.8.1 Only one of the following commercial or institutional uses are permitted in a work-live unit:

(a) broadcast and production studio use;
(b) catering use;
(c) makerspace use;
(d) medical clinic use;
(e) office use;
(f) personal service use;
(g) pet daycare use; or
(h) studio use.

3.8.2 The retailing of products that are accessory to a permitted commercial use or institutional use in a work-live unit, listed in Subsection 3.8.1, are permitted.

3.8.3 No more than 50% of the total floor area of a work-live unit, to a maximum of 140.0 square metres, may be used for one of the uses listed in Subsection 3.8.1.

3.8.4 The uses listed in Subsection 3.8.1 shall be located on the ground floor.

3.8.5 The principal operator of a commercial use or an institutional use within a work- live unit shall reside in the unit and may have no more than three non-resident employees.

3.8.6 Signage for a work-live unit shall meet the requirements of Schedule C and G.

3.9 Urban Agriculture Use Requirements

3.9.1 The processing of urban agricultural products is permitted as an accessory use to any urban agriculture use listed in Schedule J.

3.9.2 The sale of urban agricultural products grown or produced on-site, including processed urban agricultural products, is permitted as an accessory use to an urban farm use.

3.9.3 The keeping of horses, swine, roosters, egg-laying hens, and ruminants is prohibited.

3.9.4 A greenhouse, including a rooftop greenhouse, may be used to contain all or part of an urban farm use.

3.9.5 Signage requirements for an urban agriculture use are contained in Schedule C and G.

3.9.6 Excluding beehives, an accessory structure associated with an urban agriculture use shall meet the accessory structure-built form and siting requirements of Section 3.25.

3.9.7 In every zone, the keeping of bees as an accessory use is permitted, to a maximum of:

(a) two beehives on lots of less than 2,000 square metres in area; or
(b) four beehives on lots equal to or greater than 2,000 square metres in area.

3.9.8 Beehives shall be required to be located no less than 3.0 metres from any lot line, unless they are located on a rooftop.

3.10 General Building Form and Siting Requirements

3.10.1 All development on the land shall meet all the applicable design requirements contained within Schedule I.

3.10.2 A total of 18 buildings are permitted. Building locations shall be as generally shown on the schedules of this Agreement. For greater clarity, potential building locations shown on the schedules of this Agreement are conceptual in nature.

3.10.3 Only one main building is permitted on a lot. For greater clarity, a main building must not be located on more than one lot except for an underground parking structure on an abutting lot that is:

(a) under common ownership; and
(b) not protruding more than 0.6 metres above the average finished grade.

3.10.4 For a building that results in a building height greater than 20.0 metres in height:

(a) the Developer shall provide the Development Officer with a pedestrian wind impact assessment report that meets the protocol and performance standards contained in Schedule H, and is prepared by a professional engineer, and
(b) if the pedestrian wind impact assessment report recommends on-site wind mitigation measures, then the measures that are recommended must be implemented in the design and construction of the building.

3.10.5 The following external cladding materials are prohibited:

(a) plywood,

(b) unfinished concrete, and
(c) darkly tinted or mirrored glass, except for spandrel glass panels and balconies.

3.10.6 Any pedestrian entrance to any main building facing a streetline shall be required to be set back a minimum of 1.5 metres from the streetline.

3.10.7 Any motor vehicle entrance to any main building facing a streetline shall be required to be set back a minimum of 4.5 metres from the streetline.

3.10.8 All of the following structures may encroach into a required stepback or separation distance:

(a) a patio that is less than 0.6 metres in height, access ramps, walkways, lifting devices, uncovered steps, and staircases;
(b) a sill, eave, gutter, downspout, cornice, chimney, fireplace, stove bump out, railing system, canopy, awning, or another similar feature, if an encroachment is no more than 0.6 metres;
(c) a solar collector, if an encroachment is no more than 1.0 metre; and
(d) a window bay that is no wider than 4.0 metres and is located no closer than 2.5 metres to any other window bay on an exterior wall of the main building, if an encroachment is no more than 1.0 metre.
(e) a balcony or unenclosed porch may encroach into a required stepback, or separation distance, if an encroachment is no more than
  (i) 1.5 metres at the ground floor, except for the balcony without an access to street without going through a main dwelling, and
  (ii) 2.0 metres at the second storey or above.

3.10.9 Schedule K regulates the height, coverage, and setback of building features located on the rooftops of any main building, even if the feature does not exceed the maximum height for the main building.

3.10.10 If Schedule K conflicts with a maximum required building height in Schedule F or a minimum setback requirement, Schedule K prevails.

3.10.11 Features listed in Schedule K shall not count towards the overall building height, the determination of building height or typology, and the height determination for a pedestrian wind impact assessment report under Subsection 3.10.4.

3.10.12 All features identified with a black dot (●) in Column 2 of Schedule K shall not, in total, occupy more than 30% of the main building rooftop area on which they are located.

3.10.13 Features with a minimum roof edge setback that are specified in Column 3 of Schedule K shall be located no closer than indicated.

3.11 Streetwall Height Determination

3.11.1 Any main building with a streetwall width of 24 metres or less shall have its streetwall height determined at the centre point of the streetwall width.

3.11.2 Any main building with a streetwall width exceeding 24 metres shall have its streetwall divided into 24 metres portions, except for one portion which may be less than 24 metres, and separate streetwall heights shall be determined by measuring the height at the centre point of each portion.

3.12 Maximum Building Height

3.12.1 Any main building shall not exceed the maximum required building height specified on Schedule F.

3.13 Front or Flanking Setbacks

3.13.1 Any portion of a main building, either above or below grade, shall have a minimum required front or flanking setback from a street of 2 metres.

3.13.2 Any main building located in Zone 1, as shown on Schedule D, shall have a maximum front or flanking setback from Regency Park Drive Extension of 7 metres.

3.14 Other Setback Requirements

3.14.1 No building shall be located closer than 3 metres from a lot line. Underground parking structures are not required to have a minimum setback, providing they do not protrude more than 0.6 metre above the average finished grade in any yard, with the exception of the front yard.

3.15 Maximum and Minimum Streetwall Heights

3.15.1 Any main building's maximum required streetwall height shall be 4 storeys.

3.15.2 Any main building's minimum required streetwall height shall be 2 storeys; or

3.15.3 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 1 storey.

3.15.4 The minimum streetwall height required may be reduced to 1 storey along a streetline if the slope exceeds 4% across the building width or building depth.

3.16 Streetwall Stepbacks

3.16.1 Any main building shall have a minimum required streetwall stepback of:

(a) 2.0 metres for mid-rise buildings;
(b) 3.0 metres for tall mid-rise buildings; and
(c) 4.5 metres for high-rise buildings.

3.16.2 No streetwall stepback is required for a maximum of 20% of the length of any main building facing each streetline provided that:

(a) each section not having a streetwall stepback does not exceed 14.0 metres in length along the streetline; and
(b) there is a minimum required separation distance of 14.0 metres along the streetline between sections not having a streetwall stepback.

3.16.3 No portion of any main building above the streetwall shall project beyond the streetwall.

3.16.4 Notwithstanding Subsection 3.16.1, if the aggregate width of all balconies per storey, above the height of the streetwall, exceeds 50% of the horizontal width of a building face, then the minimum required streetwall stepback shall be:

(a) 3 metres for mid-rise buildings;
(b) 4 metres for tall mid-rise buildings; and
(c) 5 metres for high-rise buildings.

3.17 Recessed Portions and Cantilevers within Streetwalls

3.17.1 The total combined width of all cantilevered and recessed portions within any streetwall that have a depth of 2.0 metres or greater shall not exceed 30% of the width of the streetwall.

3.17.2 Cantilevered and recessed portions described above shall include portals but exclude balconies and recessed pedestrian entrances.

3.18 Ground Floor Requirements

3.18.1 A ground floor shall be established along any streetline.

3.18.2 A ground floor shall have a minimum required depth of 3.0 metres, as measured from any exterior wall of any main building that is facing a streetline.

3.18.3 Each ground floor required shall, for no less than 70% of each streetwall:

(a) commence no lower than 0.6 metre below the streetline grade; and
(b) commence no higher than 0.6 metre above the streetline grade.

3.18.4 The ground floor of a grade-related dwelling unit use shall:

(a) commence no lower than 1.5 metres below the streetline grade; and
(b) commence no higher than 1.5 metres above the streetline grade.

3.18.5 Excluding a grade-related dwelling unit use, or a residential lobby on a floor containing grade-related dwelling unit use, the minimum required ground floor height shall be 3.5 metres.

3.19 Grade-Oriented Premises

3.19.1 Subject to Section 3.6, grade-oriented premises shall contain an independent pedestrian entrance for each premise facing a streetline, except for a shared housing with special care use.

3.19.2 Grade-oriented premises shall not exceed a maximum width of 24.0 metres for each premise facing a streetline.

3.19.3 Grade-oriented premises shall have a minimum required depth of 3.0 metres, as measured from any exterior wall of any main building that is facing a streetline.

3.19.4 A grade-oriented premises may be allowed to exceed a width of 24.0 metres so long as the following criteria is met:

(a) a minimum of two pedestrian entrances, no less than 12.0 metres apart, shall be provided; and
(b) a minimum of three methods provided under the Pedestrian Entrances Along Streetwalls design requirement of Schedule I are provided for each pedestrian entrance.

3.20 Grade-Related Dwelling Units

3.20.1 Every grade-related dwelling unit shall have a required minimum of one exterior pedestrian entrance.

3.21 Minimum Separation Distances

3.21.1 Where more than one portion of any main building protrudes above grade, a minimum required separation distance of 4.0 metres shall be provided between the above grade portions.

3.21.2 Above the streetwall height, any portions of the same main building shall be separated by a minimum required distance of:

(a) 6.0 metres between a mid-rise typology and another mid-rise typology;
(b) 6.0 metres between a mid-rise typology and a tall mid-rise typology;
(c) 12.5 metres between a mid-rise typology and a high-rise typology;
(d) 12.5 metres between a tall mid-rise typology and another tall mid-rise typology;

(e) 12.5 metres between a tall mid-rise typology and a high-rise typology; or
(f) 25.0 metres between a high-rise typology and another high-rise typology.

3.21.3 Tower portions of two or more main buildings on separate lots shall be separated by a minimum required distance of 25.0 metres.

3.22 Maximum Building Dimensions

3.22.1 Excluding any structure below 0.6 metre above the average finished grade, any main building shall not exceed:

(a) one dimension of 28 metres; and
(b) another dimension of 85 metres.

3.22.2 The tower portion of any high-rise building located within Zone 1 shall not exceed the following maximum building dimension requirements of:

(a) one dimension of 35 metres; and
(b) another dimension of 70 metres.
(c) an average floor area of 1,750 square metres per storey as calculated for the tower portion of the building.

3.22.3 The tower portion of any high-rise building located within Zones 2, 3, and 4 shall not exceed the following maximum building dimension requirements of:

(a) one dimension of 35 metres; and
(b) another dimension of 35 metres.
(c) an average floor area of 900 square metres per storey as calculated for the tower portion of the building.

3.23 Accessory Structure

3.23.1 Accessory structures shall meet the following requirements:

(a) minimum front or flanking setback requirements, as outlined in Section 3.13.
(b) shall be required to be located a minimum of 1.25 metres from any lot line.
(c) shall not exceed 7.7 metres in height
(d) shall not have a floor area greater than 93.0 square metres.

3.23.2 Quonset huts and shipping containers are prohibited, except for a temporary construction building.

3.24 Amenity Space Requirements

3.24.1 Any building containing a multi-unit dwelling use 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 35% of the amenity spaces be provided indoor.

3.24.2 Except for outdoor amenity space associated with an individual dwelling unit within a multi-unit dwelling use, such as balconies, all amenity space 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.

3.24.3 Outdoor amenity space shall meet all the applicable design requirements contained within Schedule I.

3.25 Landscaping

3.25.1 The development shall provide 12,000 square metres of landscaped outdoor space. All development of landscaped outdoor space shall meet all the applicable design requirements contained within Schedule I. Where possible, mature trees that meet the planting standards in Schedule I should be preserved.

3.25.2 Any portion of any yard that is not used for driveways, parking, off-street loading spaces, walkways, wheelchair ramps, stairs, or accessory structures shall be landscaped.

3.25.3 Fences are prohibited within the required front or flanking setbacks of a lot.

3.25.4 The portion of the front yard directly in front of a building within Zone 1, as shown on Schedule D, shall contain hard landscaping by using a minimum of one of the following materials:

(a) concrete;
(b) decorative concrete;
(c) bricks; or
(d) pavers.

3.25.5 In addition to the materials that are required in Subsection 3.25.4, the following additional hard landscaping materials may also be permitted in the portion of the front yard directly in front of the building within Zone 1, as shown on Schedule D:

(a) planters;
(b) trees in planters; or
(c) trees in soil cells.

3.25.6 Excluding Subsection 3.25.4, no less than 50% of the front yard shall be soft landscaping.

3.25.7 Excluding any hard landscaping required in Subsection 3.25.4, no less than 80% of the remaining required landscaping on a lot shall be soft landscaping.

3.25.8 Excluding balconies, at-grade outdoor amenity space may be counted towards the requirement in Subsections 3.25.1, 3.25.6, and 3.25.7.

3.25.9 All plant material shall conform to the Canadian Nursery Trades Association Metric Guide Specifications and Standards and sodded areas to the Canadian Nursery Sod Growers Specifications. The Landscape Plan shall be prepared by a Landscape Architect (a full member, in good standing with Canadian Society of Landscape Architects).

3.25.10 All disturbed areas shall be reinstated to original condition or better with landscaping.

3.26 Site Lighting

3.26.1 Lighting shall be directed to driveways, parking areas, loading area, building entrances and walkways and shall be arranged so as to divert the light away from streets, adjacent lots and buildings.

3.26.2 Security lighting for multiple-unit buildings shall be directed to all walkways and parking areas. Freestanding security lighting shall not exceed a height of 5.4m (18 feet). All exterior lighting shall be directed downwards with luminaries shielded to prevent unnecessary glare.

3.26.3 The Developer shall prepare an exterior lighting plan for each building and submit it to the

Development Officer for review to determine compliance with this Agreement. The lighting plan shall contain, but shall not be limited to, the following:

(a) Plans indicating the location on the premises, and the type of illuminating devices, fixtures, lamps, supports, other devices;
(b) The lighting plan shall include certification from a qualified person that the lighting plan meets the requirements of this Agreement; and
(c) Prior to building occupancy, the Developer shall provide to the Development Officer a written confirmation from a qualified person that the installation of lighting meets the requirements of this Agreement.

3.27 Screening and Solid Waste

3.27.1 Multiple-unit buildings, consisting of residential and commercial uses, with propane tanks and electrical transformers shall locate the tanks and transformers in such a way to ensure minimal visual impact from any street and adjacent residential properties. These facilities shall be secured in accordance with the applicable approval agencies and screened by means of opaque fencing or masonry walls with suitable landscaping.

3.27.2 Mechanical equipment shall be permitted on the roof of multiple-unit buildings, consisting of residential and commercial uses provided the equipment is screened or incorporated into the architectural treatments and roof structure. Rooftop mechanical equipment shall not be visible from any street.

3.27.3 Any ground or wall mounted mechanical equipment shall be screened from view from any street or residential properties with a combination of fencing, landscaping or building elements.

3.27.4 All solid waste facilities shall be in accordance with By-law S-600 (Solid Waste Resource Collection and Disposal By-Law) as amended from time to time.

3.27.5 The buildings shall include designated space for five stream commercial waste containers (1. Garbage, 2. Blue Bag Recyclables, 3. Paper, 4. Corrugated Cardboard, and 5. Organics) to accommodate source separation programs in accordance with By-law S-600. This designated space for five (5) waste containers shall be shown on the building plans and approved by the Development Officer and Building Inspector in consultation with HRM Solid Waste Resources.

3.27.6 All refuse and recycling containers and waste compactors shall be confined to the loading areas or internal to each building. Refuse and recycling containers located outside the building shall be fully screened from adjacent properties and from streets by means of opaque fencing or masonry walls no less than 1.8 metres in height with suitable landscaping.

3.28 Motor Vehicle, Bicycle Parking, and Pathways

3.28.1 Parking lots are prohibited, except for accessory parking lots.

3.28.2 A change of use in an existing structure shall not require any additional motor vehicle or bicycle parking beyond what is already provided.

3.28.3 All accessory parking lots shall be required to be:

(a) surfaced with a hard material such as asphalt, concrete, or permeable pavers; and
(b) delineated by concrete curbs, with all motor vehicle parking spaces and driving aisles clearly delineated.

3.28.4 For any accessory parking lot, parking structure, or parking internal to a building:

(a) any motor vehicle parking space shall be a minimum of 2.4 metres in width and 5.5 metres in length; and
(b) in the case of parking parallel to an internal driveway, any motor vehicle parking space shall be a minimum of 6.1 metres in length
(c) driving aisles between rows of motor vehicle parking spaces in an accessory parking lot, in a parking structure, or for parking internal to a building shall be required to be 6.0 metres in width for two-way traffic, and 3.0 metres in width for one-way traffic.

3.28.5 Accessory parking lots shall only be located as generally shown on Schedule B.

3.28.6 A minimum of one pedestrian walk through an accessory parking lot shall be required, and shall provide a direct route between parking areas, building entrances, and the nearest streetline.

3.28.7 Pedestrian walks within accessory parking lots shall be required to be no less than 1.8 metres wide.

3.28.8 Pedestrian walks within accessory parking lots shall be delineated by an accessible raised surface, that is no less than 0.15 metre in height, and consisting of:

(a) poured concrete;
(b) brick pavers;
(c) stone pavers; or
(d) concrete pavers

3.28.9 Where a pedestrian walk crosses a driving aisle in an accessory parking lot, the surface of the pedestrian walk shall be delineated with a change of colour or material from the driving aisle.

3.28.10 Accessory parking lot shall meet the following soft landscaping requirements along any portion of a lot line that abuts the Mainland Commons that runs adjacent to the accessory parking lot:

(a) a 4 metre wide strip of soft landscaping; and
(b) either:
    (i) one shrub no less than 1.0 metre in height for every 2.0 linear metres, or
    (ii) one tree that is not a shrub with a minimum base caliper of 50 millimeters for every 4.5 linear metres.

3.28.11 Accessory parking lots shall contain soft landscaping, as per the following requirements:

(a) for every 10 parking spaces in a row, a raised landscaped area shall be provided at each end of the row;
(b) each raised landscaped area shall be delineated with curbs and shall contain a minimum of one tree that are not shrubs, with a minimum base caliper of 50 millimeters; and
(c) each raised landscaped area's ground area shall include soft landscaping.

3.28.12 Bike parking shall be provided as per the Land Use By-law, with the exception that on-site bicycle parking for multiple unit dwelling uses shall be provided at a 65% rate for Class A and 35% for Class B.

3.28.13 As generally shown on Schedule B, the Developer shall provide a path connection to access the Parkland Parcel and Geizer Hill Trail on Greenpark Close Park (PID 41343500). The Development Officer, in consultation with the Development Engineer and Parkland Planner, may permit changes to any of the Schedules to allow for the relocation of the path connection to Geizer Hill Trail.

3.28.14 Path connections outlined in Subsection 3.28.13, and shown on Schedule B, shall be constructed as follows, unless varied by the Development Engineer and Development Officer:

(a) a minimum of 1.5 metres wide;

(b) grade separated from surrounding parking areas;
(c) constructed of concrete;
(d) pedestrian tactile strips;
(e) accessible; and
(f) where sidewalks meet driveway aisle a painted pedestrian crossing shall be provided.

3.28.15 Maintenance of the path connections outlined in Subsection 3.28.13 shall be the responsibility of the Developer. The Developer shall maintain and keep in good repair all portions of the path including snow and ice control. The Developer must ensure the path connections remain clear and provide unobstructed access to HRM parkland.

3.29 Signage

3.29.1 All signage requirements are contained in Schedule C and G.

3.30 Maintenance

3.30.1 The Developer shall maintain and keep in good repair all portions of the development on the Lands, including but not limited to, the exterior of the building, fencing, walkways, recreational amenities, parking areas and driveways, and the maintenance of all landscaping including the replacement of damaged or dead plant stock, trimming and litter control, garbage removal and snow and ice control, salting of walkways and driveways.

3.31 Temporary Construction Building

3.31.1 A building(s) shall be permitted on the Lands for the purpose of housing equipment, materials and office related matters relating to the construction and sale of the development in accordance with this Agreement. The construction building(s) shall be removed from the Lands prior to the issuance of the last Occupancy Permit on the subject lands.

3.32 Shared Private Driveways

3.32.1 All Shared Private Driveways shall be as generally shown on Schedule E and shall be approved by the Development Engineer and HRM Fire Services prior to the issuance of any development permit;

3.32.2 All Shared Private Driveways shall be hard surfaced with asphalt, concrete, pavers or an acceptable equivalent and driveways shall be delineated by concrete curbs.

PART 4: STREETS AND MUNICIPAL SERVICES

4.1 General Provisions

4.1.1 All design and construction of Municipal service systems shall satisfy the most current edition of the Municipal Design Guidelines and Halifax Water Design and Construction Specifications unless otherwise provided for in this Agreement and shall receive written approval from the Development Engineer prior to undertaking the work.

4.2 Off-Site Disturbance

4.2.1 Any disturbance to existing off-site infrastructure resulting from the development, including but not limited to, streets, sidewalks, curbs and gutters, street trees, landscaped areas and utilities, shall be the responsibility of the Developer, and shall be reinstated, removed, replaced or relocated by the Developer as directed by the Development Officer, in consultation with the Development Engineer.

4.3 Undergrounding Services

4.3.1 All underground services shall be as per the Regional Subdivision By-law.

4.4 Site Preparation in a Subdivision

4.4.1 The Developer shall not commence any site work, including but not limited to clearing, excavation or blasting activities required for the installation of primary or secondary services in association with a subdivision prior to receiving final approval of the subdivision design, unless otherwise permitted by the Development Officer, in consultation with the Development Engineer.

4.5 Streets

4.5.1 The street network shall be developed as generally shown on Schedules B. All street construction shall satisfy Municipal Design Guidelines, unless otherwise provided for in this Agreement, and shall receive written approval from the Development Engineer prior to undertaking the work. All costs associated with the construction of the street network shall be borne by the Developer.

4.5.2 The Development Officer, in consultation with the Development Engineer, may give consideration to minor changes to the street network, provided the modifications serve to maintain or enhance the intent of this Agreement. This includes additional driveway accesses to Washmill Lake Drive.

4.5.3 For greater clarity, Regency Park Drive Extension shall be designed and constructed to accommodate transit services, shall include AAA bike lanes, and transit shelters. In addition, bus stops/transit shelters on Washmill Lake Drive near the intersection with Regency Park Drive will be required. Location of the transit shelters shall be determined at detailed design and approved by the Development Engineer. The shelters shall consist of a bus bay on either side of the street and a shelter pad behind the sidewalk on either side with a power connection.

4.5.4 For greater clarity, in the event that road widening is required in connection with the Development, the Developer shall be solely responsible for, and shall bear all costs associated with, any acquisition of property or interests in land necessary to accommodate such road widening.

4.5.5 Subject to 4.5.1, traffic signals at the intersection of Regency Park Drive and Washmill Lake Drive shall be designed by the Developer at the detailed subdivision stage in accordance with the Municipal Design Guidelines.

4.5.6 The Developer agrees to install a sidewalk at the intersection of Regency Park Drive and the Shared Private Driveway. The Developer shall, upon reaching 60% buildout of the Development, verify that the intersection of Regency Park Drive and the Shared Private Driveway does not require signalization. If signalization is required, the Developer shall provide and install the necessary infrastructure at the Developer's sole cost and responsibility.

4.5.7 The Developer shall, upon reaching 60% buildout of the Development, verify the traffic analysis regarding any required modifications to Dunbrack Street to accommodate turning movements to Washmill Lake Drive.

4.5.8 The Developer shall construct a pedestrian circulation and walkway system as required by the Subdivision By-law and the Municipal Design Guidelines. The system shall include, where required, easements in favour of the Municipality and/or Halifax Water or any other Utility. For further clarity, where a street is constructed, a corresponding sidewalk shall be required as per the Municipal Design Guidelines. For greater clarity, crosswalks shall be provided at the new Regency Park Drive and Shared Private Driveway intersection.

4.6 Private Infrastructure

4.6.1 All private services and infrastructure located on the Lands, including but not limited to the shared private driveways, path connections outlined in Subsection 3.28.13, laterals for water and sewer, and any private stormwater pipes or collection systems, shall be owned, operated and maintained by the Developer. Furthermore, the Municipality shall not assume ownership of any of the private infrastructure or service systems constructed on the Lands.

PART 5: ENVIRONMENTAL PROTECTION MEASURES

5.1 Private Storm Water Facilities

5.1.1 All private storm water facilities shall be maintained in good order to maintain full storage capacity by the owner of the lot on which they are situated.

5.2 Stormwater Management Plans and Erosion and Sedimentation Control Plan

5.2.1 Prior to the commencement of any site work on the Lands, including earth movement or tree removal other than that required for preliminary survey purposes, or associated off-site works, the Developer shall:

(a) Have been issued a Grade Alteration Permit in accordance with By-law G-200 Respecting Grade Alteration and Stormwater Management Associated with Land Development, as amended from time to time.

5.3 Non-Disturbance Area

5.3.1 Non-disturbance area shall be provided on PID 41477720 as shown on Schedule "B".

5.3.2 The non-disturbance area identified on Schedule "B" shall be delineated on all plans, including, but not limited to, those required under Section 5.2.

5.3.3 All grading plans shall indicate areas where existing vegetation is to be maintained, areas to be protected from disturbance during the installation of services, construction of streets, construction of buildings, landscaping and any future activity on an individual lot unless otherwise specified in this Agreement. The non-disturbance areas shall be clearly delineated on the Site Plan and Grading Plan for each lot and in the field prior to and during construction.

5.3.4 Non-disturbance areas shall be identified by the Developer with a snow fence, or other appropriate continuous physical barrier or delineation, and signage in the field prior to any site preparation (i.e. tree cutting and excavation activity). The snow fence, or other appropriate continuous physical barrier or delineation, and signage shall be maintained by the Developer for the duration of the construction.

5.3.5 If trees are removed or tree habitat damaged beyond repair in the non-disturbance areas, the Developer or the landowner shall replace the trees. For every 10m2 of vegetated area removed or damaged, the Developer shall plant one new tree at least 60mm caliper (at breast height of 1.4m), as directed by the Development Officer in consultation with the appropriate HRM Business Units.

5.4 Archaeological Monitoring and Protection

5.4.1 The Lands fall within the High Potential Zone for Archaeological Sites identified by the Province of Nova Scotia. The Developer shall contact the Coordinator of Special Places of the Nova Scotia Department of Communities, Culture and Heritage prior to any disturbance of the Lands and the Developer shall comply with the requirements set forth by the Province of Nova Scotia in this regard.

5.5 Sulphide Bearing Materials

5.5.1 The Developer agrees to comply with the legislation and regulations of the Province of Nova Scotia with regards to the handling, removal, and disposal of sulphide bearing materials, which may be found on the Lands.

PART 6: AMENDMENTS

6.1 Substantive Amendments

6.1.1 Amendments to any matters not identified under Section 6.2 of this Agreement shall be deemed substantive and may only be amended in accordance with the approval requirements of the *Halifax Regional Municipality Charter*.

6.2 Non-Substantive Amendments

6.2.1 The following items are considered by both parties to be not substantive and may be amended in a matter consistent with the Halifax Regional Municipality Charter:

(a) Changes to the requirements of Section 3.10.6 to 3.10.8 to correct any unforeseen site-specific challenges due to topography, provided they do not materially affect the intent of these sections;
(b) Changes to the requirements of Section 3.25.2 to 3.25.10 to correct any unforeseen site-specific challenges, provided they do not materially affect the intent of these sections;
(c) Changes to Section 3.28.12 to reflect the standards of the underlying Land Use By-law;
(d) The granting of an extension to the date of Commencement of Development as identified in Section 7.3.1 of this Agreement; and
(e) The length of time for the Completion of Development as identified in Section 7.4.3 of this Agreement.

PART 7: REGISTRATION, EFFECT OF CONVEYANCES AND DISCHARGE

7.1 Registration

7.1.1 A copy of this Agreement and every amendment or discharge of this Agreement shall be recorded at the Registry of Deeds or Land Registry Office at Halifax, Nova Scotia and the Developer shall incur all costs in recording such documents.

7.2 Subsequent Owners

7.2.1 This Agreement shall be binding upon the parties hereto, their heirs, successors, assigns, mortgagees, lessees and all subsequent owners, and shall run with the Lands which are the subject of this Agreement until this Agreement is discharged by the Chief Administrative Officer for the Municipality.

7.2.2 Upon the transfer of title to any lot(s), the subsequent owner(s) thereof shall observe and perform the terms and conditions of this Agreement to the extent applicable to the lot(s).

7.3 Commencement of Development

7.3.1 In the event that the Developer has not commenced within five (5) years from the date of registration of this Agreement at the Registry of Deeds or Land Registry Office, as indicated herein, the Agreement shall have no further force or effect and henceforth the development of the Lands shall conform with the provisions of the Land Use By-law.

7.3.2 For the purposes of this section, commencement of development shall mean acceptance of primary services (including all public streets), associated with this development.

7.3.3 For the purpose of this section, the Municipality may consider granting an extension of the commencement of development time period through a resolution under Section 6.2 of this Agreement.

7.4 Completion of Development

7.4.1 Upon the completion of the whole development, the Municipality may review this Agreement, in whole or in part, and may:

(a) retain the Agreement in its present form;
(b) negotiate a new Agreement;
(c) discharge this Agreement; or
(d) discharge this Agreement and apply appropriate zoning pursuant to the applicable Municipal Planning Strategy and Land Use By law, as may be amended from time to time.

7.4.2 For the purpose of this section, completion of development shall mean the issuance of an Occupancy Permit.

7.4.3 In the event that development on the Lands has not been completed within fifteen (15) years from the date of registration of this Agreement at the Registry of Deeds or Land Registry Office, as indicated herein, the Lands shall conform with the provisions of the Land Use By-law.

7.5 Discharge of Agreement

7.5.1 If the Developer fails to complete the development after twenty (20) years from the date of execution of this Agreement, the Municipality may review this Agreement, in whole or in part, and may:

(a) retain the Agreement in its present form;
(b) negotiate a new Agreement; or
(c) discharge this Agreement.

PART 8: ENFORCEMENT AND RIGHTS AND REMEDIES ON DEFAULT

8.1 Enforcement

8.1.1 The Developer agrees that any officer appointed by the Municipality to enforce this Agreement shall be granted access onto the Lands during all reasonable hours without obtaining consent of the Developer. The Developer further agrees that, upon receiving written notification from an officer of the Municipality to inspect the interior of any building located on the Lands, the Developer agrees to allow for such an inspection during any reasonable hour within twenty-four hours of receiving such a request.

8.2 Failure to Comply

8.2.1 If the Developer fails to observe or perform any condition of this Agreement after the Municipality has given the Developer fourteen (14) days written notice of the failure or default, then in each such case:

(a) The Municipality shall be entitled to apply to any court of competent jurisdiction for injunctive relief including an order prohibiting the Developer from continuing such default and the Developer hereby submits to the jurisdiction of such Court and waives any defence based upon the allegation that damages would be an adequate remedy;

(b) The Municipality may enter onto the Lands and perform any of the covenants contained in this Agreement or take such remedial action as is considered necessary to correct a breach of the Agreement, whereupon all reasonable expenses whether arising out of the entry onto the Lands or from the performance of the covenants or remedial action, shall be a first lien on the Lands and be shown on any tax certificate issued under the *Assessment Act*;

(c) The Municipality may by resolution discharge this Agreement whereupon this Agreement shall have no further force or effect and henceforth the development of the Lands shall conform with the provisions of the Land Use By-law; or

(d) In addition to the above remedies, the Municipality reserves the right to pursue any other remedy under the *Halifax Regional Municipality Charter* or Common Law in order to ensure compliance with this Agreement.

8.3 Releases, Indemnity, and Limitation of Liability

8.3.1 The Developer acknowledges and agrees that the execution of this Agreement by the Municipality shall not constitute a guarantee, representation, warranty, or a commitment, by the Municipality:

(a) respecting any aspect of the adequacy, availability, or capacity of any Halifax Water Services to serve any portion of the Lands all of which remain the sole responsibility and risk of the Developer; and

(b) to provide any Halifax Water Services to any portion of the Lands.

8.3.2 The Developer hereby:

(a) forever releases, discharges, and indemnifies the Indemnified Parties from any Claims that are incurred, or awarded against, the Indemnified Party in any finding, judgment, or order, whether arising directly or indirectly;

(b) agrees it will not make any claim against, or claim contribution or indemnity from the Indemnified Parties whatsoever, whether statutory, equitable, contractual, tort or otherwise; and

(c) agrees it will indemnify, defend, and hold harmless each of the Indemnified Parties from and against all Claims arising out of any third-party proceeding or action that is in any way is related to, or arises or results from:

(i) the provision, availability, adequacy, or capacity of the Halifax Water Services to serve any part of the development on the Lands; or

(ii) the construction, maintenance, servicing or location of the Lands; or

(iii) the suitability of the Lands for human habitation.

and this release, discharge and indemnity shall apply notwithstanding any negligence, breach of duty, statutory non-compliance or other fault on the part of any Indemnified Party.

IN WITNESS WHEREOF the said parties to these presents have hereunto set their hands and affixed their seals the day and year first above written.

SIGNED, SEALED AND DELIVERED in the presence of:

_____

Witness

(INSERT REGISTERED OWNER NAME)

Per:_____

Print Name: _____

Print Position: _____

Date Signed: _____

SIGNED, SEALED AND DELIVERED in the presence of:

_____

Witness

(INSERT REGISTERED OWNER NAME)

Per:_____

Print Name: _____

Print Position: _____

Date Signed: _____

==========

SEALED, DELIVERED AND ATTESTED to by the proper signing officers of Halifax Regional Municipality, duly authorized in that behalf, in the presence of:

_____

Witness

==========

HALIFAX REGIONAL MUNICIPALITY

Per:_____
MAYOR

Date signed: _____

_____

Witness

Per:_____
MUNICIPAL CLERK

Date signed: _____

PROVINCE OF NOVA SCOTIA
COUNTY OF HALIFAX

On this _____ day of _____, A.D. 20____, before me, the subscriber personally came and appeared _____ a subscribing witness to the foregoing indenture who having been by me duly sworn, made oath and said that _____, _____ of the parties thereto, signed, sealed and delivered the same in his/her presence.

_____
A Commissioner of the Supreme Court
of Nova Scotia

PROVINCE OF NOVA SCOTIA
COUNTY OF HALIFAX

On this _____ day of _____, A.D. 20___, before me, the subscriber personally came and appeared _____ the subscribing witness to the foregoing indenture who being by me sworn, made oath, and said that Andy Fillmore, Mayor and Iain MacLean, Clerk of the Halifax Regional Municipality, signed the same and affixed the seal of the said Municipality thereto in his/her presence.

_____
A Commissioner of the Supreme Court
of Nova Scotia

MAINLAND
COMMON

PARKLAND

MOUNT
ROYAL
PARK

WASHMILL LAKE DRIVE

REGENCY PARK EXTENSION

NON-
DISTURBANCE
AREA

MU1
MU2
MU3
MU4
MU5
MU6
MU7
MU8
MU9
MU10
MU11
MU12
MU13
MU14
MU15
MU16
MU17
MU18

LEGEND

- POTENTIAL BUILDING LOCATION
- PARKING AREA
- PARKLAND
- PATH CONNECTION
- NON-DISTURBANCE AREA

REGENCY LINKS

PID 00330845, 40550774, AND 41477720

Master Site Plan

Project No:	2022-12
Scale:	1 : 3000
Date:	2025-11-06 8:50:00 AM

WM FARES ARCHITECTS

SCH B

Schedule C: Definitions

(1) **Accessory Parking Lot** means a parking lot, not contained within a structure, that supports the main use of a lot. For clarity, a dealership use is not considered an accessory parking lot.

(2) **Accessory Structure** means a structure that is:

(a) subordinate, incidental, and devoted to a main use or structure; and
(b) not attached to any main building.

(3) **Accessory Use** means a use that is subordinate, incidental, and devoted to a main use on a lot.

(4) **Adult Cabaret** means premises where a person feels, handles, touches, paints, dances, is in the presence of, or is entertained by another person's nude body, or observes, views, or photographs any such activity. This definition excludes plays, dramas, ballets, and classes in any theatre, concert hall, fine arts academy, school use, institution of higher education, or other similar establishment, where nudity is used as a form of expression of opinion or in the communication of ideas or information.

(5) **Adult Entertainment Use** means premises providing services or entertainment intended to appeal to sexual appetites, such as adult cabarets, adult theatres, and massage parlours, but excludes the standalone retailing of adult material.

(6) **Adult Theatre** means premises where the main activity is the showing of motion pictures depicting explicit sexual activity, graphic nudity, or graphic violence, which are either unrated or have been classified as A (Adult) by the provincial film rating agency or its designate.

(7) **Affordable Community or Cultural Indoor Space** means premises used for community and cultural purposes by a not- for-profit organization or registered Canadian charitable organization, such as offices, meeting rooms, recreational facilities, educational facilities, art and cultural spaces, performance, rehearsal and exhibition spaces, galleries, daycare uses, and other social services.

(8) **Amenity Space** means non-commercial indoor or outdoor space dedicated for private or shared use by a building's occupants, such as balconies, grade-related dwelling unit patios, courtyards, planters and plots for gardening, rooftop barbeque areas, indoor and outdoor kitchens, swimming pools, saunas, fitness rooms, racquet or other sport courts, playgrounds, games and television rooms, exercise or art studios, music rooms, greenhouses, and meeting rooms.

(9) **Applicant** means any person, including an owner, applying for a development permit, variance, site plan approval, or development agreement.

(10) **Arcade** means a structure characterized by a central covered passageway with the roof supported by a series of arches on piers or columns, providing refuge for pedestrians from the weather.

(11) **Architect** means a full member in good standing with the Nova Scotia Association of Architects.

(12) **Architectural Frieze** means a decorative band, that is located immediately below the cornice, or a sculptured raised horizontal band of bricks above a storefront or a door.

(13) **Archway** means a standalone or attached curved structure forming a passageway or entrance.

(14) **Arena** means a building that is used for recreational purposes that may or may not contain a sheet of ice and is used primarily for indoor skating, figure skating, speed skating, hockey, ringette, lacrosse, arena soccer, or basketball. For additional clarity, an arena is not a minor spectator venue use or a major spectator venue use.

(15) **Assembly** means, for the purpose of a light manufacturing use, the fitting or joining together of parts of an item by means such as fasteners, nuts, bolts, screws, glue, welding, or other similar techniques.

(16) **Attached** means a building that depends for structural support, upon a division wall or walls shared in common with an adjoining building or buildings.

(17) **Automated Vehicle Parking System** means a mechanical parking system that transports motor vehicles to and from parking spaces, either automatically or semi-automatically.

(18) **Auto Repair Use** means premises used for the repair, servicing, or inspection of motor vehicles, engines, or motors.

(19) **Average Finished Grade** means the elevation of the finished ground abutting a structure, averaged around the perimeter of the structure.

(20) **Awning** means a textile covering, and any supporting structure, that projects from the wall of a building.

(21) **Awning Sign** means a sign incorporated into an awning (Diagram 6).

(22) **Backyard Suite Use** means a dwelling unit that is:

(a) located within an accessory structure;
(b) located on its own footing or foundation; and
(c) not attached to a main building.

(23) **Bedroom** means a habitable room used, designed, or intended for use for sleeping.

(24) **Belvedere** means a small roofed structure on the rooftop of a building with open sides or windows.

(25) **Billboard** means a sign that does not relate to or advertise a use on the lot on which it is located, excluding a neighbourhood sign.

(26) **Broadcast and Production Studio Use** means radio, television, film, or music production or broadcasting facilities.

(27) **Building** means every continuous enclosed area with exterior walls on a lot that:

(a) is built, erected, and framed of a combination of materials;
(b) is either portable or fixed;
(c) has a roof;
(d) forms a structure for the shelter of persons, animals, or property; and
(e) is located, in whole or in part, above or below grade.

(28) **Building Depth** means the distance between the wall of a building that is closest to the front line and the wall of the same building that is farthest away from the front line.

(29) **Building Supply Establishment** means premises primarily engaged in the retailing of various basic building and household products, such as building materials, tools, hardware, plumbing and electrical supplies, paint, housewares, household appliances, and garden supplies.

(30) **Building Width** means the distance between the outermost edges of two building walls that face:

(a) two side lines;
(b) a side line and a flanking line; or
(c) two flanking lines, excluding any flanking line that is opposite to the front line on a through lot.

(31) **C&D Materials Disposal Site Use** means land where C&D materials, or residue from C&D processing facilities, are disposed of by land application

or burying, excluding the use of inert C&D materials, where approved by Nova Scotia Environment or its designate, for site rehabilitation within gravel pits or quarry operations licensed by the Province of Nova Scotia.

(32) **C&D Materials Processing Facility Use** means premises used to sort, alter, grind, or otherwise process C&D materials for reuse or recycling into new products, excluding:

(a) the retail of used building materials;
(b) the processing of inert C&D materials on the site of generation, where the processed material does not leave
(c) the site except for inert C&D materials described in Subsection 9(3) of HRM C&D License By-law (L- 200);
(d) the de-construction of a building on site;
(e) a municipal processing facility for used asphalt or concrete;
(f) facilities associated with the reclamation of a gravel pit or quarry operation licensed by the Province of Nova Scotia; and
(g) forestry manufacturing processes.

(33) **C&D Materials Transfer Station Use** means land or premises at which C&D materials are received and sorted for subsequent transport to a C&D materials disposal site or a C&D materials processing facility.

(34) **Canadian Geodetic Vertical Datum 2013 (CGVD2013)** means the vertical datum for Canada, officially released by Natural Resources Canada (NRCan) in November 2013, or any later edition that may be released or adopted, which is a gravimetric datum defined by the equipotential surface $W0 = 62,636,856.0\ m^2s^{-2}$, representing by convention the coastal mean sea level for North America.

(35) **Cannabis Lounge Use** means premises where the primary purpose of the facility is the consumption of cannabis, cannabis products, or any of its derivatives such as oils or edible products. A cannabis lounge may include cannabis retail sales.

(36) **Cannabis Production Facility Use** means premises licensed by the Government of Canada for the production of cannabis or cannabis products,

(a) including:
  (i) where cannabis or any of its derivatives, such as resin or oils, is grown, cultivated, harvested, manufactured, processed, packaged, or labelled, and
  (ii) associated activities permitted by the federal license, such as research and development, storage, and destruction; and

(b) excluding:
  (i) industrial hemp, and

(ii) premises used for personal production permitted by federal legislation.

(37) **Cannabis Retail Sales Use** means premises used for the retail sale of cannabis, cannabis products, or any of its derivatives, such as oils or edible products, to the public.

(38) **Canopy** means a rigid roofed structure that is connected to and projects outward from a building. A canopy may also include a supporting structure that extends to the ground.

(39) **Cantilever** means an enclosed portion of an upper floor extending beyond the ground floor façade, including window bays, but excluding balconies and any portion of the building above a recessed pedestrian entrance.

(40) **Car Wash Use** means premises where motor vehicles are washed within a permanent structure.

(41) **Casino Use** means premises primarily used for the purpose of playing or operating blackjack, roulette, baccarat, mini- baccarat, keno, video poker, video blackjack, video keno or similar game of chance or a slot machine and is conducted and managed by the Nova Scotia Gaming Corporation as an agent of His Majesty in right of the Province.

(42) **Catering Use** means the business of preparing food at one location to be then distributed and consumed at a different location. Catering does not include a restaurant use.

(43) **Cemetery Use** means land used for the burial of the dead and accessory purposes, such as columbaria and mausoleums, but excludes a crematorium use.

(44) **Certificate of Occupancy** means an occupancy permit as issued pursuant to B-201, the *Building by-law*, and the *Building Code Act* (Nova Scotia).

(45) **Change of Use** means a change in the use of any land, building, structure, or any combination thereof.

(46) **Character-Defining Elements** means the materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to heritage value and that must be sustained in order to preserve heritage value.

(47) **Charter** means the *Halifax Regional Municipality Charter*, S.N.S., 2008, c. 39, as amended.

(48) **Chemical Storage Facility** means an accessory structure used for the storage of chemicals.

(49) **Clock Tower** means a structure which vertically extends from a building and contains a large clock at the top.

(50) **Club Recreation Use** means land or premises operated for recreational purposes, by membership, such as golf courses, country clubs, curling clubs, tennis clubs, lawn bowling clubs, boating clubs, marinas, and equine facilities.

(51) **Commemorative Sign** means a sign, tablet, or plaque commemorating or memorializing a person, community, event, structure, or site.

(52) **Commercial Recreation Use** means a recreational facility operated for commercial purposes, such as go-kart tracks, paintball facilities, shooting ranges, racetracks, bingo halls, and miniature golf courses, but excludes club recreation uses and community recreation uses.

(53) **Commercial Use** means any use listed under the "COMMERCIAL" heading in Table 1 of this Agreement.

(54) **Commercial Vehicle** means any vehicle which is licensed as a commercial carrier as determined by the Registrar of Motor Vehicles or any vehicle designed, maintained, or used primarily for the transportation of property or persons associated with a business, such as a truck, a bus, a delivery van or wagon, a tractor, a truck tractor, a trailer, heavy equipment, and construction equipment, but excludes a private passenger motor vehicle.

(55) **Community Recreation Use** means a publicly owned or operated recreation facility, such as a park, recreation centre, pool, skating rink, arena, gymnasium, picnic area, community oven, dog park, playground, splash pad, skateboard park, boating facility and ramps, sports court, field, and trail, but excludes a convention centre use, cultural use, minor spectator venue use, and major spectator venue use.

(56) **Conservation Use** means a use carried out for the purposes of conserving soils, water, flora, or fauna, including a wildlife sanctuary.

(57) **Construction and Demolition (C&D) Materials** means materials that are normally used in the construction of structures, roadways, walls, or hard landscaping or soft landscaping, such as soil, asphalt, brick, concrete, ceramics, porcelain, window glass, mortar, drywall, plaster, cellulose, fiberglass fibres, lumber, wood, asphalt shingles, and metals.

(58) **Convention Centre Use** means indoor premises that are primarily used for hosting conventions, exhibitions, or other events.

(59) **Corner Lot** means a lot with a contiguous frontage on two or more streets. (Diagram 1).

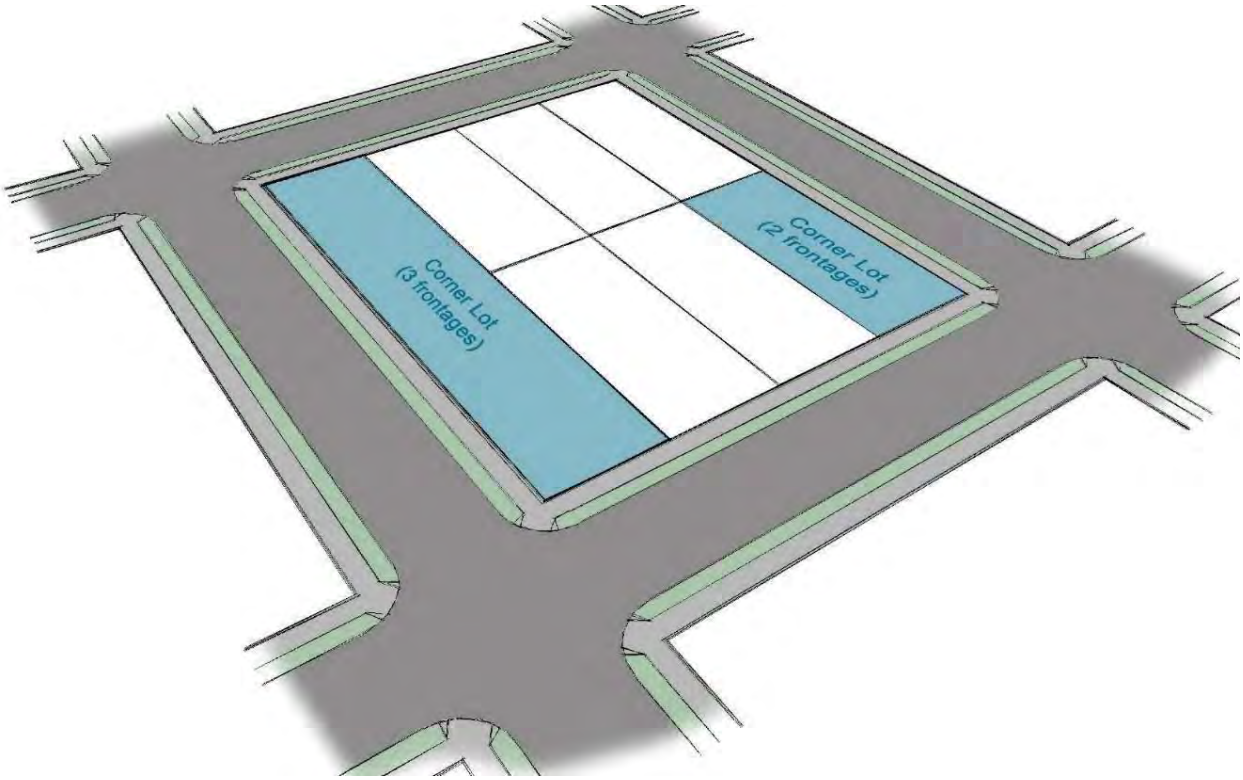


Diagram 1: Corner lot

(60) **Council** means the Council of the Municipality.

(61) **Crematorium Use** means premises containing apparatus certified, intended, or used for the cremation of human or animal remains.

(62) **Cribbing** means a framework underneath a wharf for the purpose of providing structural support that permits the flow of water through the structure.

(63) **Cultural Use** means premises with permanent seating of between zero and 500 seats that are used for the production, collection, or presentation of art, films, musical or artistic performances, lectures, materials, or exhibits, including libraries, archives, museums, art galleries, and cultural centres, but excludes a minor spectator venue use, a major spectator venue use, a convention centre use, and a recreation use.

(64) **Data Storage Centre Use** means premises which contains a large group of networked computer severs that are used by organizations for the remote storage, processing, or distribution of large amounts of data.

(65) **Daycare Use** means premises in which supervision is provided for individuals during the day. This definition excludes a school use, a hospital

use, a small shared housing use, a large shared housing use, and a community recreation use.

(66) **Dealership Use** means land or premises used primarily for the outdoor display and sale of products and may include as an accessory use the servicing and repair of the products sold or displayed, such as motor vehicles, recreational vehicles, marine craft, trailers, snowmobiles, snow blowers, all-terrain vehicles, heavy equipment, swimming pools, headstones, decorative fountains, and prefabricated cottages and homes, but excludes a garden centre use.

(67) **Development** means the erection, construction, alteration, placement, location, replacement, or relocation of, or addition to, a structure and a change or alteration in the use made of land or structures.

(68) **Development Officer** means a person or persons appointed by Council to administer a land use by-law or subdivision by-law.

(69) **Drinking Establishment Use** means premises whose primary purpose is serving liquor to the public, and which is licensed under the *Liquor Control Act*, S.N.S., 1989, c. 260, as amended.

(70) **Drive-Through** means a designated on-site queueing area for motor vehicles and which provides or dispenses products or services using an attendant, window, or automated machine to customers in motor vehicles, but excludes a car wash use.

(71) **Dwelling Unit** means living quarters that:

a. are accessible from a private entrance, either outside the building or in a common area within the building;
b. are occupied or, if unoccupied, are reasonably fit for occupancy;
c. contain kitchen facilities within the unit; and
d. have toilet facilities that are not shared with the occupants of other dwelling units.

(72) **Educational Farm Use** means a farm that is used as an educational facility for preserving and interpreting the agricultural past, and which may include the keeping of livestock, but which excludes the slaughtering of animals.

(73) **Emergency Services Use** means premises housing personnel and equipment related to protective or first responder services, such as fire stations, police stations, search and rescue stations, emergency medical stations, and ambulance stations.

(74) **Encapsulated Mass Timber Construction** means as defined in Sentence

1.4.1.2.(1) of the *National Building Code of Canada*, which may be amended by the *Nova Scotia Building Code Regulations*.

(75) **Enhanced Bicycle Parking** means bicycle parking that accommodates and secures bicycle trailers and cargo bikes.

(76) **Erect** means excavating ground for a foundation or footing, laying a foundation or footing, constructing, reconstructing, removing, or changing the location or orientation of a building or any part thereof.

(77) **Façade** means a building wall facing a street, a park, or an outdoor amenity space.

(78) **Farmers' Market Use** means a market where individual sellers or a cooperative of producers offer items for sale to the public, such as fresh produce, seasonal fruits, fresh flowers, arts and craft items, dairy products, grain products, meat, poultry, fish, and food and beverages.

(79) **Fascia Sign** means a sign that is affixed directly to or painted on an exterior wall of a building (Diagram 6).

(80) **Fill Material** means sand, gravel, rock, clay, soil, or other natural materials.

(81) **Financial Institution Use** means premises providing financial or banking services to customers, including banks, trust companies, savings banks, credit unions, and lending establishments.

(82) **Fitness Centre Use** means indoor premises that are primarily used for the purposes of human fitness, where people use equipment or space for physical exercise, such as health clubs, dance studios, and yoga studios.

(83) **Flag Lot** means a lot with a configuration that resembles a fully outstretched flag at the top of a flag pole and where the "pole" portion of the lot contains the required lot frontage for subdivision purposes.

(84) **Flanking Line** means a streetline that is not the front line.

(85) **Flanking Yard** means a yard between the nearest exterior wall of the main building and a flanking line but excludes any area that is a front yard.

(86) **Flat Roof** means a roof with a maximum pitch of 1/12 (rise to run).

(87) **Floor Area** means the horizontal area of all floors of a building or a parking structure, measured from the interior faces of any exterior wall or fire wall and includes interior staircases, but excludes the following:

a. unenclosed space outside any exterior walls or located on a rooftop, such as balconies and patios;
b. elevator shafts or staircases;
c. rooftop greenhouses;
d. any space open to a floor below; and
e. pedways.

(88) **Footprint** means the area a building occupies on the ground in between the outermost edges of the exterior walls, including any land that has a cantilever portion that projects above the ground, but excludes eaves that project no more than 0.6 metre, unenclosed balconies, stairs, and patios.

(89) **Front Line** means:

a. the streetline facing the building;
b. for a building where there are two or more streetlines
    (i) if the streetlines are not of equal length, the shortest streetline is the front line, and the longer streetline or streetlines are the flanking lines;
    (ii) if the streetlines are of equal length, any streetline may be deemed to be the front line, and the remaining streetlines shall be deemed flanking lines;

(90) **Front Yard** means the yard extending across the full length of the streetline, between the streetline and the nearest exterior wall of any main building.

(91) **Frontage** means the lot line measured along a public street.

(92) **Garden Centre Use** means land or premises where retail or wholesale gardening products are sold, which may include a nursery and greenhouses.

(93) **Gazebo** means a freestanding, roofed accessory structure, which is not enclosed, and which does not contain toilet facilities, a kitchen, or sleeping facilities.

(94) **Grade-Oriented Premises** means premises on a ground floor of a building that are accessible by pedestrians from an independent entrance that fronts and faces a streetline. For further clarity, a grade-oriented premises includes a grade- related dwelling unit use and a lobby.

(95) **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.

(96) **Greenhouse** means a structure constructed with at least 80% of transparent materials for each wall and a roof, and designed for the

protection and cultivation of plants, such as vegetables, fruits, herbs, sprouts, ornamental plants, and flowers.

(97) **Grocery Store Use** means a retail establishment with a minimum of 200 square metres of floor area that primarily sells food, including the accessory sale of food being prepared on- site, and that may also sell other convenience and household goods, but excludes a farmers' market use.

(98) **Ground Floor** means, for each streetwall, the first floor level of a main building that is predominantly above grade and faces a streetline.

(99) **Ground Floor Height** means the distance between the floor of a ground floor and the floor directly above.

(100) **Ground Sign** means a sign affixed to the ground and supported by one or more posts, or other similar means (Diagram 6).

(101) **Gymnasium** means a building or room designed for indoor sports, exercise, or physical education.

(102) **Hard Landscaping** means an outdoor surface covered by solid or impermeable material, such as outdoor furniture, water fountains, planters, decorative concrete, stonework, bricks, gravel, tiles, pavers, boardwalks, wood decking, trees in soil cells, and trees in planters, but excludes parking areas and driving aisles.

(103) **Heavy Industrial Use** means a use of land that involves:

a. the manufacture or processing of products from raw materials, including animal processing beyond making cuts from pre-processed carcasses;
b. the production or use of flammable, explosive, or hazardous products and materials; or
c. the bulk storage of flammable, explosive, or hazardous products and materials.

(104) **Hedge** means a boundary or barrier formed by closely growing shrubs.

(105) **Height** means the vertical distance between a structure's average finished grade and the structure's highest point.

(106) **Height Precinct** means the portion of a lot to which a single height limit applies, as shown on Schedule F of this Agreement.

(107) **Hen** means an adult female chicken.

(108) **High-Rise Building** means a main building that exceeds 10 storeys;

(109) **High-Rise Typology** means a portion of a main building, above the height of a streetwall, that exceeds 10 storeys to the top of the roof.

(110) **Home Occupation Use** means the use of a portion of a dwelling unit or an accessory structure for gainful employment, but excludes a short-term bedroom rental use, a daycare use, a work-live unit use, and a home office use.

(111) **Home Office Use** means an office-related activity operated within a dwelling unit that does not regularly require direct in- person contact with clients on the premises but excludes a home occupation use.

(112) **Hospital Use** means an institution providing human inpatient health services, including accessory facilities such as laboratories, treatment of patients on an outpatient basis, training facilities, and staff offices, but excludes a small shared housing use and a large shared housing use.

(113) **Hotel Use** means premises that are regulated as a roofed accommodation in accordance with the *Tourist Accommodations Registration Act*, S.N.S., 2019, c.9, as amended.

(114) **Industrial Training Facility Use** means a commercial facility that provides outdoor educational instruction and safety certification relating to industrial apparatus and activities.

(115) **Institutional Use** means any use listed under the "INSTITUTIONAL" heading in Tables 1 of this Agreement.

(116) **Interior Lot** means a lot with frontage on one street only (Diagram 2).

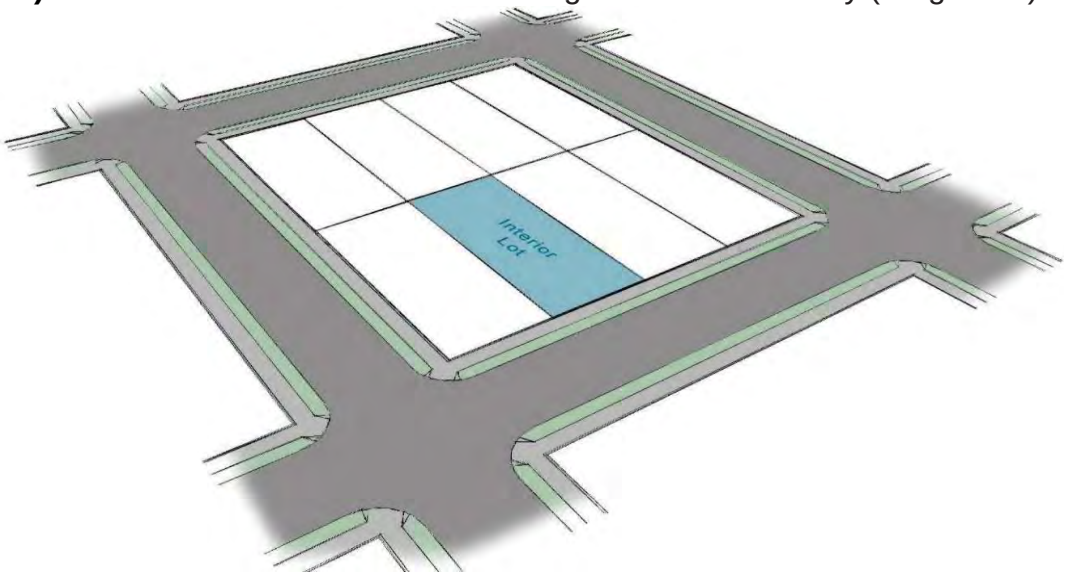


Diagram 2: Interior lot

(117) **Kennel Use** means premises used for:

a. the keeping of more than two dogs for the purposes of commercial breeding or sale;
b. excluding for veterinary purposes, the overnight boarding of dogs;
c. the commercial training of dogs; or
d. the shelter of stray or abandoned animals.

(118) **Kiosk** means a small structure with an opening on one or more sides that is used to contain a retail use, a restaurant use, a drinking establishment use, or premises for tourist information.

(119) **Kitchen** means premises used for food preparation, and shall include:

a. a refrigerator;
b. any appliance used to heat food for consumption that is a stove or oven, excluding a microwave oven; and
c. a sink.

(120) **Landscape Architect** means a full member in good standing with the Atlantic Provinces Association of Landscape Architects.

(121) **Large Shared Housing Use** means a shared housing use that contains a minimum of 11 bedrooms.

(122) **Library Use** means a building which may contain literary, musical, artistic, or reference materials for the purposes of study, reference, or recreation, and does not include the retailing of such materials.

(123) **Licensed Professional Planner** means a full member in good standing with the Licensed Professional Planners' Association of Nova Scotia.

(124) **Light Manufacturing Use** means the processing, fabrication, assembly, treatment, or packaging of products from previously prepared materials, finished products or parts, but does not include the processing of animals.

(125) **Living Wall** means a vertical support system, that:

a. is affixed to an external wall of a building;
b. includes a growth medium, such as soil, substitute substrate, and hydroculture felt;
c. has an integrated irrigation and drainage system; and
d. supports vegetative growth.

(126) **Local Commercial Use** means commercial premises that:

a. offers goods or products for sale or rent, including food prepared on or off site, but excludes a restaurant use and a grocery store use; or
b. offers personal service uses.

(127) **Local Drinking Establishment Use** means a drinking establishment use with a customer service area not exceeding a floor area of 65 square metres. For further clarity, a customer service area does not include washroom areas, or areas that are only accessible by staff, such as a kitchen and a storage area.

(128) **Lot** means a parcel of land that is:

a. described in a deed filed in the Office of the Registrar of Deeds for Halifax County on or before the 15th day of April 1987;
b. described in a plan and deed pursuant to the *Land Titles Clarification Act*;
c. approved on a plan of subdivision endorsed and filed in the Provincial Land Registration Office; or
d. created pursuant to Section 278(2) of the *Charter*.

(129) **Lot Coverage** means the percentage of a lot that is covered by roofed structures that are a minimum of 0.6 metre in height, including any area over which a roofed structure projects, but excludes projecting roof eaves that are 0.6 metre or less.

(130) **Lot Depth** means the distance from the frontage lot line to the rear lot line, or between the frontage lot line and the flanking lot line on a through lot (Diagram 3).

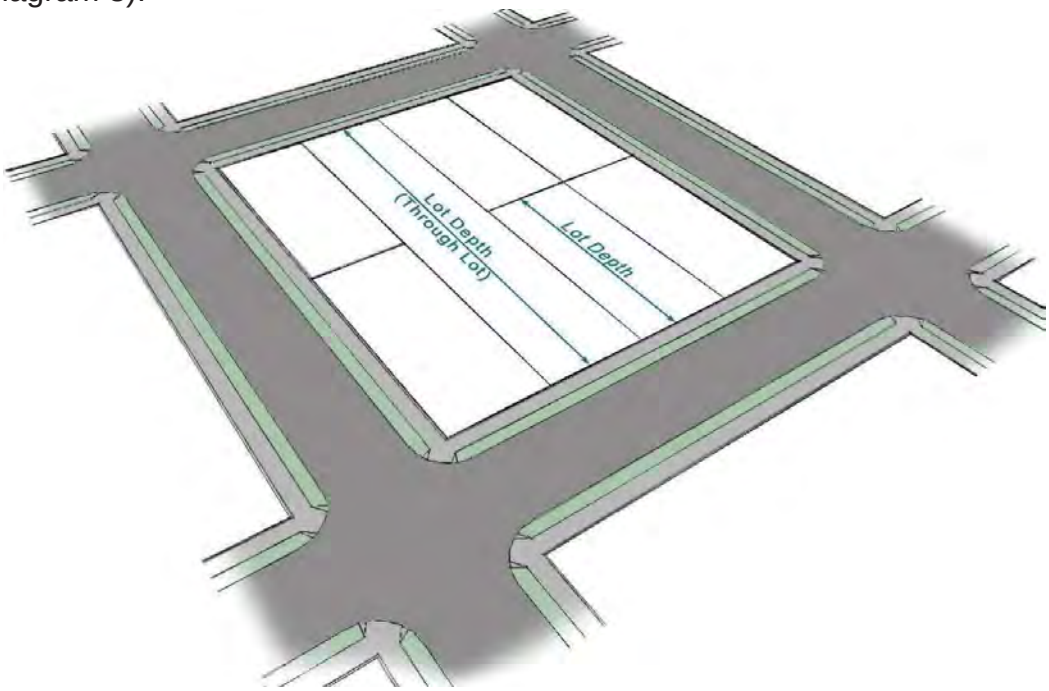


Diagram 3: Lot depth

(131) **Lot Line** means the surveyed boundary of a parcel of land.

(132) **Lot Width** means the distance between the side lot lines, side and flanking lot lines, or parallel flanking lot lines, measured at a right angle to the lot depth (Diagram 4).

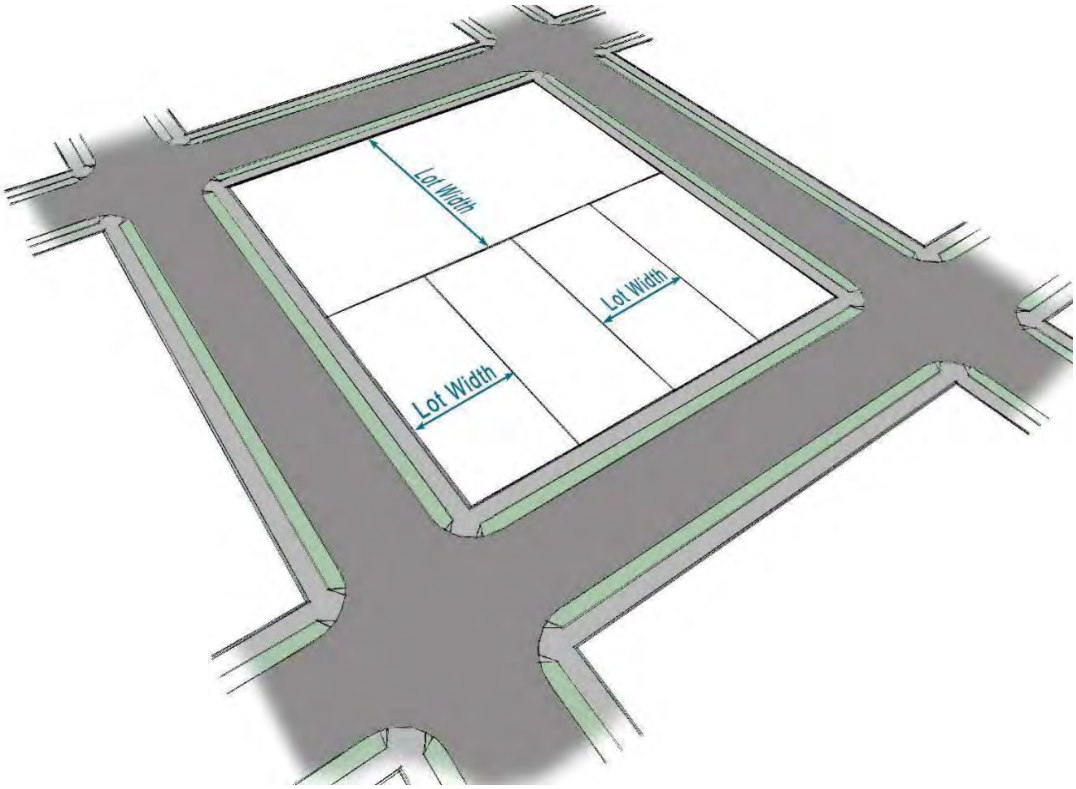


Diagram 4: Lot width

(131) **Low-Rise Building** means a main building that has a height of 4 storeys.

(132) **Main Building** means a building that contains a primary use on a lot.

(133) **Major Spectator Venue Use** means premises, with 3,000 or more permanent seats, where people gather for sports and other major events.

(134) **Makerspace Use** means indoor premises used for the artisanal production of goods in limited quantities. A makerspace use also includes premises where individuals may borrow tools or equipment for the purposes of designing, repairing, prototyping, and constructing objects and products.

(135) **Massage Parlour** includes premises where a massage, body rub, or similar activity is performed, offered, advertised, or solicited. This definition excludes premises where medical or therapeutic treatment is routinely

offered or performed by a registered physician, licensed naturopath, chiropractor, osteopath, massage therapist, physiotherapist, or nurse.

(136) **Mechanical Penthouse** means an enclosed rooftop space used for mechanical or shared amenity space purposes.

(137) **Medical Clinic Use** means premises used for the medical examination and treatment of patients on an outpatient basis, for purposes such as family medicine, primary health care, walk-in clinic, dentistry, optometry, podiatry, nutritional counselling, psychiatry, psychological counselling, crisis intervention, physiotherapy, chiropractic, osteopathy, harm reduction, massage therapy, and other similar uses.

(138) **Menu-Box Sign** means a sign or sign box that displays or contains a restaurant menu.

(139) **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.

(140) **Micro-Brewery Use** means a craft brewery primarily engaged in the production and packaging of less than 15,000 hectolitres per year of specialty or craft beer, ale, or other malt beverages. The facility may include accessory uses, such as retail sale, wholesale, tours and events, and hospitality rooms where beverages produced at the facility can be sampled.

(141) **Micro-Distillery Use** means a craft distillery primarily engaged in the production and packaging of less than 75,000 litres per year of liquor and spirits, other than beer. The facility may include accessory uses, such as retail sale, wholesale, tours and events, and hospitality rooms where beverages produced at the facility can be sampled.

(142) **Mid-Block Pedestrian Connection** means an unenclosed continuous, unobstructed, direct route between two streets or two public spaces, including walkways, accessways, stairways, or pedestrian bridges, and excluding portals or walkways from a street to a building entrance.

(143) **Mid-Rise Building** means a main building that is more than 4 storeys but no more than 7 storeys.

(144) **Mid-Rise Typology** means a portion of a main building, above the height of a streetwall, that is no more than 7 storeys in height above the average finished grade to the top of the roof; and not connected above the height of streetwall to any other portion of the building that would exceed 7 storeys in height from average finished grade.

(145) **Minor Building Features** means portions of a building that are either flush

with the exterior wall of a building or protrude beyond the exterior wall of a building, such as vents, downspouts, gutters, doorknobs, architectural detailing, sills, cornices, eaves, stovepipes, chimneys, shutters, and mailboxes.

(146) **Minor Spectator Venue Use** means indoor premises where people gather, with a capacity of more than 500 permanent seats and fewer than 3,000 permanent seats, such as cinemas, theatres, concert halls, auditoriums, social and cultural gathering places, and venues for sporting events, but excludes convention centre uses, cultural uses, major spectator venue uses, club recreations uses, commercial recreation uses, and community recreation uses.

(147) **Model Suite Use** means premises used to display a sample dwelling unit that is available for sale or rental in a residential development, approved by the Municipality, and may incorporate sales or rental offices.

(148) **Monument Use** means a structure that commemorates an event, individual, or group.

(149) **Motor Vehicle Sharing Space** means a parking space for motor vehicles that is marked and registered for use by a motor vehicle sharing service. The renting organization may be a commercial business, a company, a public agency, a cooperative, or an ad hoc grouping.

(150) **Multi-Unit Dwelling Use** means a building containing at least 5 dwelling units.

(151) **Municipality** means the Halifax Regional Municipality.

(152) **Nacelle** means the frame and housing at the top of the wind turbine that encloses the gearbox and generator.

(153) **Neighbourhood Sign** means a sign identifying a neighbourhood or district that is erected by the Municipality, which may be erected on the behalf of a neighbourhood group or community organization.

(154) **Not-for-Profit Organization** means:

a. a society incorporated pursuant to the *Societies Act*, R.S.N.S.1989 c.435, as amended;
b. a non-profit association incorporated pursuant to the *Co- operative Associations Act*, R.S.N.S.1989 c. 98, as amended;
c. a non-profit association to which the *Co-operative Associations Act* applies;
d. a not-for-profit corporation incorporated pursuant to the *Canada Not-for-profit Corporations Act*, S.C. 2009, c. 23; or

e. a non-profit organization incorporated as a non-profit organization pursuant to its own Act of the Nova Scotia Legislature.

(155) **Nude** means the showing of human genitals, pubic areas, or buttocks with less than a full opaque covering.

(156) **Obnoxious Use** means any use that creates a nuisance or is offensive through the creation of noise, vibration, glare, electrical interference, fire, or explosion hazard, or the emission of gas, fumes, dust, smoke, oil, runoff, or objectionable odours.

(157) **Office Use** means premises in which a person transacts the affairs of a business, profession, service, industry, or government, excluding a home office use.

(158) **Off-Street Loading Space** means a dedicated area, located on a lot, that is designed for loading and unloading goods from motor vehicles.

(159) **Owner** means the owner of lot, which includes:

a. a part owner, joint owner, tenant in common, or joint tenant of the whole or any part of land or a building;
b. in the case of the absence or incapacity of the person having title to the land or building, a trustee, an executor, a guardian, an agent, a mortgagee in possession, or a person having the care or control of the land or building;
c. a person who occupies shores, beaches, or shoals; or
d. in the absence of proof to the contrary, the person assessed for the lot.

(160) **Parking Lot** means a surface parking area, not contained within a structure or on top of a structure, for five or more motor vehicles.

(161) **Parking Structure** means a structure that contains motor vehicle parking spaces on one or more levels, including on an open rooftop, but excluding any garage associated with a low- density dwelling use.

(162) **Park Use** means land that is owned or operated by a government entity and primarily used for outdoor recreational purposes, either active or passive, but excludes commercial recreation uses. A park use may include land and buildings for uses that are accessory to the park use or uses associated with government or not-for-profit organizations.

(163) **Passive recreation space** means an area dedicated to unstructured activities, including but not limited to, fields/play lawns for general unstructured play and leisure, seating and garden areas, social gathering spaces, and urban plazas.

(164) **Patio** means an uncovered flat surfaced area that is up to 0.6 metre in height above the finished grade.

(165) **Pawn Shop Use** means premises where a person may give, pledge, or deposit goods as security in return for a payment or loan, but excludes financial institution uses.

(166) **Pedestrian Walk** means an at-grade pathway system that:

a. is intended for the movement of pedestrians;
b. does not meet the definition of a street under this By-law; and
c. does not meet the definition of a walkway under the *Regional Subdivision By-law*.

(167) **Pedway** means an elevated enclosed walkway that connects two or more buildings and is used exclusively for pedestrian traffic.

(168) **Permanent Seating** means seats or benches that are affixed in place to the ground or a floor of a structure.

(169) **Permeable Vegetated Grid System** means a grid system made up of hard materials, such as plastic, concrete, or other similar materials, together with gaps to allow vegetation to grow throughout the grid pattern.

(170) **Personal Service Use** means services for the needs of individuals or pets, such as grooming and haircutting, tailoring and shoe repair, tattooing, tutoring, depots for collecting dry cleaning and laundry, laundromats, warming and cooling centres, food banks, soup kitchens, drop-in centres, funeral homes, and the retail sale of products accessory to any service provided. For further clarity, a personal service use does not include veterinary facility uses, kennel uses, pet daycare uses, and crematorium uses.

(171) **Pet Daycare Use** means premises where the daytime boarding and care of pets occurs but excludes overnight boarding and a kennel use.

(172) **Playground** means a landscaped area that contains play equipment, such as swings, slides, sandboxes, and jungle gyms.

(173) **Portal** means an at-grade opening in a streetwall that provides a passage through the building to an unenclosed portion of the lot. A portal may be used for vehicular or pedestrian access but is not a recessed pedestrian entrance.

(174) **Portico** means an open space lined with columns, and covered by a roof, serving as a porch or transition space before the entrance to a building.

(175) **Premises** means a structure or portions of a structure occupied by a use.

(176) **Processing of Urban Agricultural Products** means activities associated with the chopping, packaging, pickling, or preserving of urban agricultural products.

(177) **Professional Artist** means an artist who:

a. has proven, specialized training in an artistic field;
b. is recognized as a professional by their peers who are working in the same artistic tradition; and
c. has a history of public presentation or publication.

(178) **Professional Engineer** means an individual licensed by, and in good standing with, the Association of Professional Engineers of Nova Scotia.

(179) **Programmed Recreation Space** means an area with infrastructure dedicated to organized physical activities, including but not limited to, playgrounds, splash pads, gym equipment, or sports courts.

(180) **Projecting Sign** means a sign that (Diagram 6):

a. projects horizontally from a supporting wall; or
b. is attached to the underside of a building; or
c. is attached to a canopy.

(181) **Public Art** means a permanent work of art planned and executed by a professional artist in any medium, material, media, or combination thereof, but excludes any corporate insignia.

(182) **Public Building Use** means any municipal, provincial, or federal government- owned building and includes any building owned by a corporation, board, commission, or other authority of the municipality, provincial government, or federal government.

(183) **Quick Charging Station Use** means infrastructure used for the rapid charging of electrical vehicles.

(184) **Quonset Hut** means a corrugated metal building with a wall that is not vertical, where the roof meets the foundation

(185) **Rear Line** means the boundary line opposite to the front line, and which is not a flanking line.

(186) **Rear Yard** means the yard extending across the full length of the rear line, between the rear line and the nearest wall of any main building, excluding any area that is a flanking yard.

(187) **Recessed Pedestrian Entrance** means a doorway that is recessed from the ground floor portion of the streetwall but excludes a portal.

(188) **Recreational Vehicle** means a vehicular-type unit primarily designed as temporary living quarters for recreational, camping, or travel use, that either has its own motive power or is mounted on or drawn by another vehicle.

(189) **Recycling Depot Use** means a collection site for materials in a municipal or provincial recycling program that is licensed by the Province but excludes a scrapyard or salvage use.

(190) **Registered Canadian Charitable Organization** means a charitable organization registered pursuant to the *Income Tax Act* (Canada) and the regulations made pursuant to that Act.

(191) **Registered Heritage Building** means a building on a registered heritage property that:

a. has been registered pursuant to the *Heritage Property Act*; and
b. contributes to the character-defining elements on the registered heritage property.

(192) **Registered Heritage Property** means an area of land that is a registered heritage property pursuant to the *Heritage Property Act*.

(193) **Religious Institution Use** means a place of worship, a place of religious gathering, or a columbarium, including accessory uses that are on-site, such as a rectory, a convent, a private school, a meeting hall, offices for administration of the institution, a daycare use, and a shelter use.

(194) **Research and Development Facility Use** means premises used for scientific or technical research, analysis, experimentation, or prototyping, which may include laboratories, workshops, or an accessory chemical storage facility, but does not involve the manufacturing or processing of products for the purpose of retailing or wholesaling.

(195) **Residential Penthouse** means an enclosed rooftop space used for human habitation.

(196) **Residential Use** means any use listed under the "RESIDENTIAL" heading in Table 1 of this Agreement.

(197) **Restaurant Use** means premises, excluding a catering use, whose primary purpose is to prepare, serve, and sell food and non-alcoholic beverages for consumption on or off the premises. A restaurant use may be licensed to serve alcoholic beverages, but this shall be incidental to the preparation, serving, and selling of food.

(198) **Retail Use** means premises used for the selling or renting of merchandise, including second-hand goods, directly to consumers. Retail uses may also include the servicing and repair of items like those being sold.

(199) **Retaining Wall** means a vertical, or near vertical structure, that holds back sand, gravel, rock, clay, soil, or other fill material, and prevents movement of material down slope or erosion on a site.

(200) **Roof** means the portion of a structure forming the upper covering of that structure.

(201) **Roof Slab** means a thick plate of concrete supported by beams or columns that provides a flat surface at the top of the structure.

(202) **Salvage Use** means the collection, storage, and sale of waste materials. The collecting, dismantling, storage, salvaging, or sale of parts associated with motor vehicles, not in running condition, are considered salvage uses. For clarity, an impounding yard is not considered a salvage use.

(203) **School Use** means a public or private institution of learning for grades pre-primary to twelve.

(204) **Self-Storage Facility Use** means premises in one building or a group of buildings that contain individually rented storage units.

(205) **Semi-Detached Dwelling Use** means two dwelling units, where each is located on an individual lot, but joined along a single lot line.

(206) **Service Station Use** means premises used primarily for:

a. the retailing of motor vehicle fuels, lubricants, motor vehicle accessories; or
b. the electric charging of motor vehicles; and may also include an accessory car wash use.

(207) **Service Use** means a business whose primary function is call- out or dispatch work, such as exterminators, plumbers, carpet cleaners, locksmiths, electricians, tow trucks, landscapers, and taxis.

(208) **Setback** means a required distance to a specified line or boundary from an exterior wall of a building or a use at, above, or below grade.

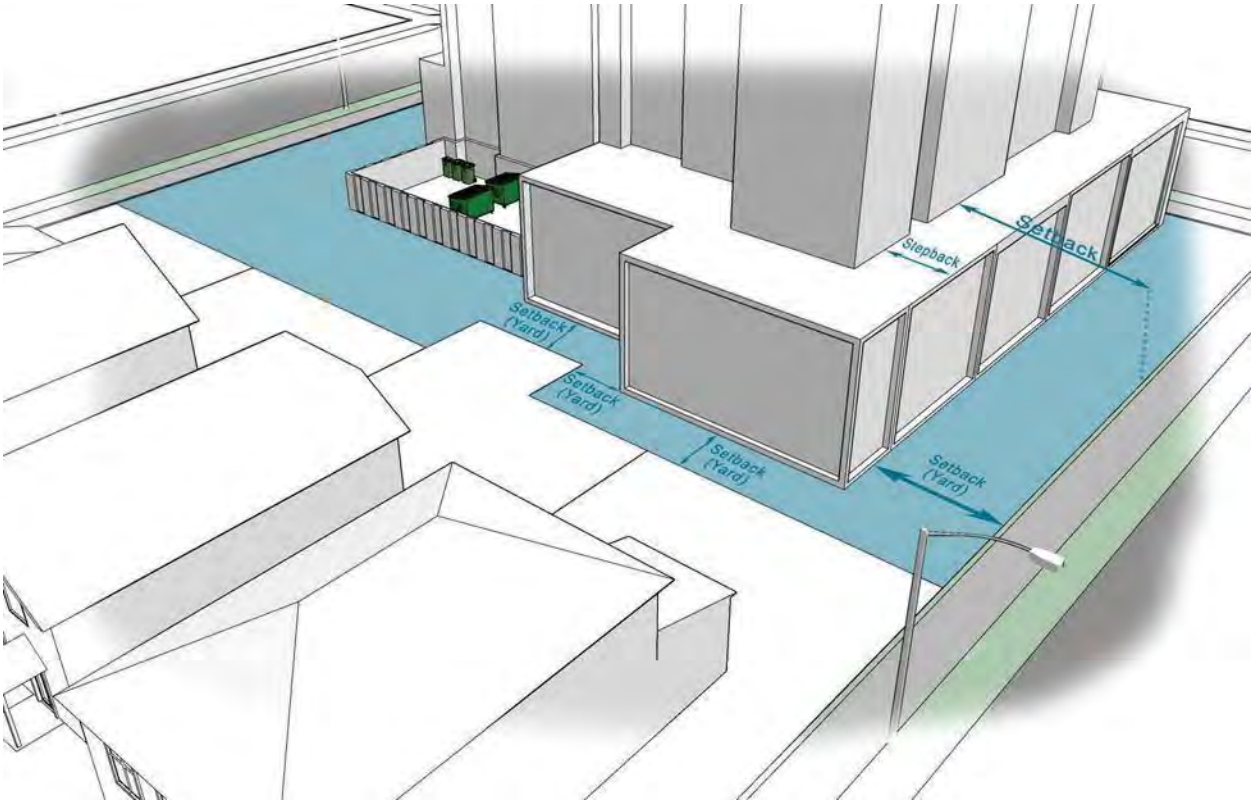


Diagram 5: Setback and stepback

(209) Shared Housing Use means a use that

a. contains at least 4 bedrooms; and
b. satisfies one or more of the following conditions:
   i. that are rented for remuneration as separate rooms for residential accommodation; or
   ii. that are operated by a non-profit organization or a registered Canadian charitable organization that provides support services to the occupants of the shared housing use and includes Shared Housing with Special Care but does not include short-term rental, hotel, motel, or tourist accommodation as defined in the *Tourist Accommodation Regulations Act.*

(211) Shared Housing with Special Care means a type of Shared Housing Use that is designed to provide a level of care to residents with cognitive, physical or behavioural limitations, and for greater certainty, shared housing with special care may include individual dwelling units for occupants and must meet the definition of Shared Housing Use.

(212) Shared Private Driveway means a shared driveway which provides access to/from each of the buildings and to/from the Municipal public

streets, as shown on Schedule E. The boundary line of a shared private driveway shall include any sidewalk area.

(213) **Shelter Use** means premises providing an individual with overnight sleeping accommodations, free of charge.

(214) **Shipping Container** means a container originally designed for the use of storing and transporting cargo via ship, rail, air, or truck.

(215) **Short-term Bedroom Rental** means a short-term rental where individual bedrooms within a dwelling unit are rented to separate parties or groups with or without meals.

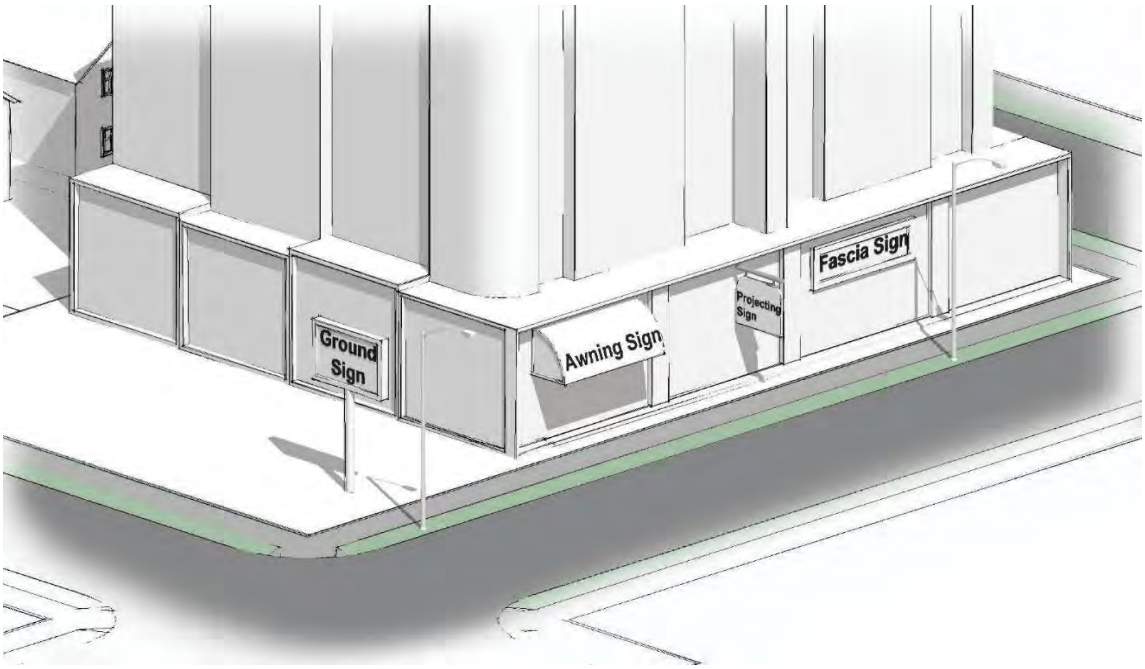
(216) **Short-term Rental** means a dwelling unit, or part thereof, that is used mainly for the reception of the traveling or vacationing public and is provided as temporary accommodation for compensation for a period of 28 days or less.

(217) **Shrub** means a woody plant that has several main stems arising at or near the ground.

(218) **Side Line** means a line that is not a front, flanking, or rear line.

(219) **Side Yard** means a yard between the front yard and the rear yard, and between the side line and the nearest exterior wall of any main building.

(220) **Sign** means any structure designed or intended to convey information using words, images, symbols, pictures, logos, or any combination thereof, for the purpose of providing direction, information, identification,



advertisement, business promotion, or the promotion of a product, activity, service, or idea. For further clarity, decorations or festival signage are not considered a sign.

Diagram 6: Awning sign, fascia sign, ground sign, and projecting sign

(221) **Sign Area** means the area or portion of a sign, including internal holes or vacant spaces, upon which the advertising message is displayed, including those portions used for outlines or borders. Where letters, logos, or images are mounted or hung without backing, the area shall be determined based on the smallest geometric shape which contains the entire advertising message.

(222) **Sign Height** means the vertical distance of a sign between the lowest point of grade directly below the sign and the highest point of the sign.

(223) **Small Shared Housing Use** means a shared housing use that contains no less than 4 and no more than 10 bedrooms.

(224) **Soft Landscaping** means covered by water-permeable material or vegetation, such as trees, hedges, shrubs, flowers, grass, mulch, fruit and vegetable plants, sod, planter boxes, or another vegetative groundcover. A water feature, excluding a swimming pool, hot tub, or a water fountain, and a permeable vegetated grid system are considered soft landscaping. For greater clarity, soft landscaping includes retaining existing vegetation.

(225) **Solar Collector** means a system designed to collect solar radiation and convert it to useable forms of energy, such as photovoltaic and solar thermal systems. This definition excludes windows, unless the windows are treated with a photovoltaic film.

(226) **Solid Waste Management Area** means an area of a building or a lot used for the storage of waste materials and separation into waste streams.

(227) **Stepback** means a horizontal recess that breaks the vertical plane of an exterior wall on a main building (Diagram 5).

(228) **Storage Yard Use** means the storage of equipment, merchandise, inventory, products, or materials outside a building that are not available for immediate sale, but excludes dealership uses and salvage uses.

(229) **Storey** means a portion of building between a floor and another floor including a mezzanine. Any portion of a building partly below the streetline grade will not be deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade.

(230) **Street** means a street, highway, road, lane, sidewalk, thoroughfare, bridge or square, and the curbs, gutters, culverts, and retaining walls in

connection therewith, that are publicly owned.

(231) **Streetline** means the boundary line of a street or shared private driveway. The boundary line of a shared private driveway shall include any sidewalk area. If the boundary line of a streetline abuts a lot line, then that lot line shall be deemed a streetline. For greater clarity, all streetlines are illustrated on Schedule E of this agreement and the frontage of a flag lot shall be excluded from this definition.

(232) **Streetline Grade** means the elevation of a streetline, or in the presence of a transportation reserve the elevation of the boundary of the transportation reserve that is closest to the development, located at a midpoint of a streetwall. For streetwalls that are greater than 10.0 metres in width, separate streetline grades are determined for the midpoint of each streetwall segment that is 10.0 metres wide, or a part thereof (Diagram 7).

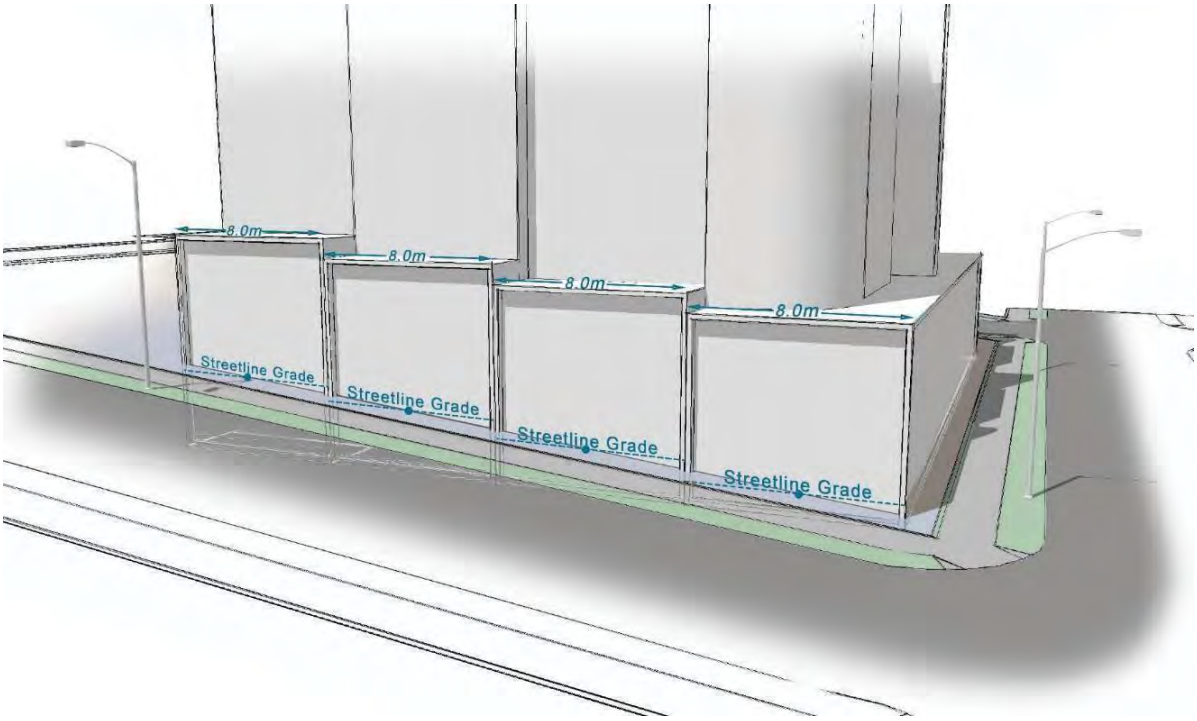


Diagram 7: Streetline grade

(237) **Streetwall** means the wall of a building, or the portion of a wall of a building, that:

a. faces a streetline as illustrated on Schedule E, and;
b. is located below the height of a specified stepback; or
c. where no specified stepback is required, the streetwall is the wall facing the streetline.

(238) Streetwall Height means the vertical distance between:

a. the streetline grade and the top of the streetwall, extending across the width of the streetwall (Diagram 8);
b. where a municipal or provincial transportation or utility easement abuts the streetline and extends the full length of the streetline, the grade at the edge of the easement that is located farthest from the streetline and the top of the streetwall, extending across the width of the streetwall; or
c. where a transportation reserve is present, the grade at the edge of the transportation reserve that is located farthest from the streetline and the top of the streetwall, extending across the width of the streetwall.

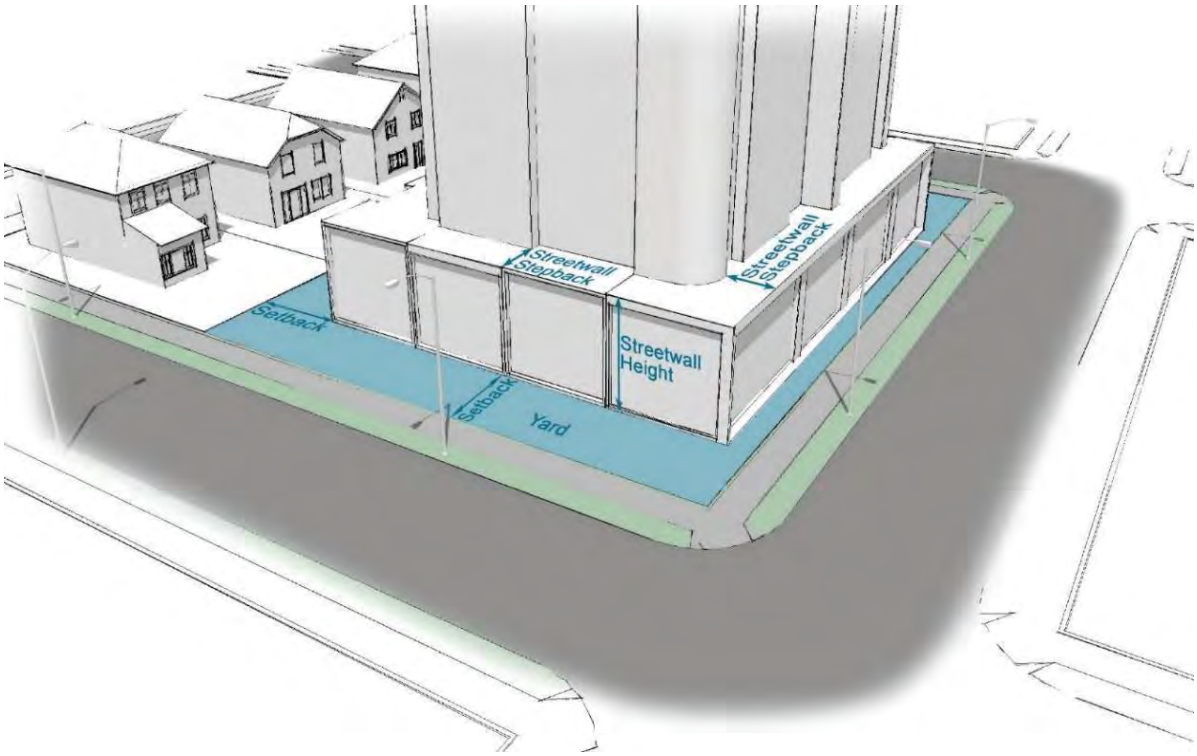


Diagram 8: Streetwall height and streetwall stepback

(239) Streetwall Stepback means the required setback of a building above a streetwall, measured from the face of the streetwall (Diagram 8).

(240) Structure means everything that is erected, built, or constructed of parts joined together, and includes a building.

(241) Studio Use means the commercial use of space for artistic or artisanal purposes, with or without instruction, but excludes any school use, college or university use, religious institution use, cultural use, personal service use,

or home occupation use.

(242) **Surveyor** means a land surveyor who is a registered member in good standing of the Association of Nova Scotia Land Surveyors.

(243) **Tall Mid-Rise Building** means a main building that is more than 7 storeys but no more than 10 storeys.

(244) **Tall Mid-Rise Typology** means a portion of a main building, above the height of a streetwall, that has an overall height from average finished grade to top of the roof that is greater than 7 storeys, but not higher than 10 storeys, and is not connected above the height of the streetwall to any other portion of the building that would exceed a height of 10 storeys from average finished grade.

(245) **Temporary Construction Use** means a use, which in the opinion of the Development Officer, is of limited duration and accessory to a development in progress, such as:

a. work camps;
b. construction camps;
c. rock crushers;
d. sales or rental offices;
e. on-site construction management offices;
f. tool or maintenance sheds; and
g. shipping containers that serve as one of the foregoing.

(246) **Temporary Use** means a use:

a. that is:
   i. associated with a holiday or special event, or
   ii. accessory to a permitted main use;
b. and is:
   i. 90 cumulative days or less in duration within any one calendar year; and
c. excludes a temporary construction use.

(247) **Through Lot** means a lot with frontage on two or more streets, where frontages are not contiguous (Diagram 9).

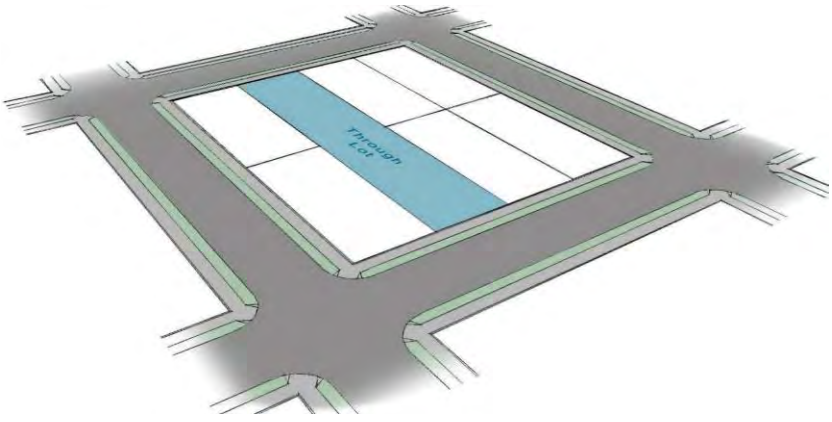


Diagram 9: Through lot

(248) **Tower Portion** means the portion of a high-rise building that is located above the height of the streetwall.

(249) **Townhouse Block** means a specified number of attached townhouse dwelling units permitted to form a group of townhouses, constructed in a row.

(250) **Townhouse Dwelling Use** means a building that is divided horizontally or vertically into three or more dwelling units, where each unit has an independent pedestrian entrance.

(251) **Transportation Facility Use** means public or private transit facilities, bus stations, ferry terminals, and train stations, excluding storage yards and maintenance facilities. For greater clarity, this does not include bus stops or shelters.

(252) **Turret** means a small projecting tower at the corner of a building, or above the roof of a larger tower, which is either circular or octagonal in plan view.

(253) **University or College Use** means a post-secondary institution that awards individuals with academic degrees, diplomas, or certificates in various disciplines, such as universities, community colleges, trade schools, career colleges, language schools, and culinary schools, along with accessory uses such as athletic facilities, student and faculty housing, dining halls, research and development facility uses, and chemical storage facilities.

(254) **Urban Agriculture Use** means any use listed under the "URBAN AGRICULTURE" heading in Table 1, of this Agreement.

(255) **Urban Farm Use** means:

a. the keeping of bees as an accessory use; or
b. the harvesting of plants, such as vegetables, fruits, herbs, sprouts, ornamental plants, and flowers;

undertaken by an owner, a community organization, or a commercial operator, including a community garden.

(256) **Use** means:

a. the purpose for which a structure or land is used or occupied, or intended or designed to be used or occupied; or
b. the conduct of an activity, or the performance of a function or operation, on a lot or in a structure.

(257) **Used Building Material Retail Outlet** means a building or part of a building

where construction and demolition (C&D) materials are sorted and available for sale, with incidental and minimal alteration of the materials.

(258) **Utility Use** means structures, equipment, or materials used by a corporation, municipality, or other entity authorized to install and maintain energy, gas, water, or communication systems for public use.

(259) **Variable Message Sign** means any advertising display that is capable of displaying digital content, projected content, or automatically changing content.

(260) **Variance** means a variance under Sections 250 to 252 of the *Charter*.

(261) **Variation** means the modification of a requirement of this development agreement as contained in Schedule I, of this Agreement.

(262) **Veterinary Facility Use** means indoor premises designed or used for the care, observation, and treatment of ill or injured animals.

(263) **Warehousing Use** means a building or part of a building used for the storage or the wholesale and distribution of manufactured products, supplies, or equipment, but excludes a wholesale food production use.

(264) **Watercourse** means a lake, river, stream, ocean, or other natural body of water.

(265) **Wholesale Food Production Use** means premises used for baking, preparing, processing, distributing, and wholesaling food products, but where over-the- counter or other retailing of food products is limited to an accessory retail outlet, and which excludes a catering use, a restaurant use, and the slaughtering of animals.

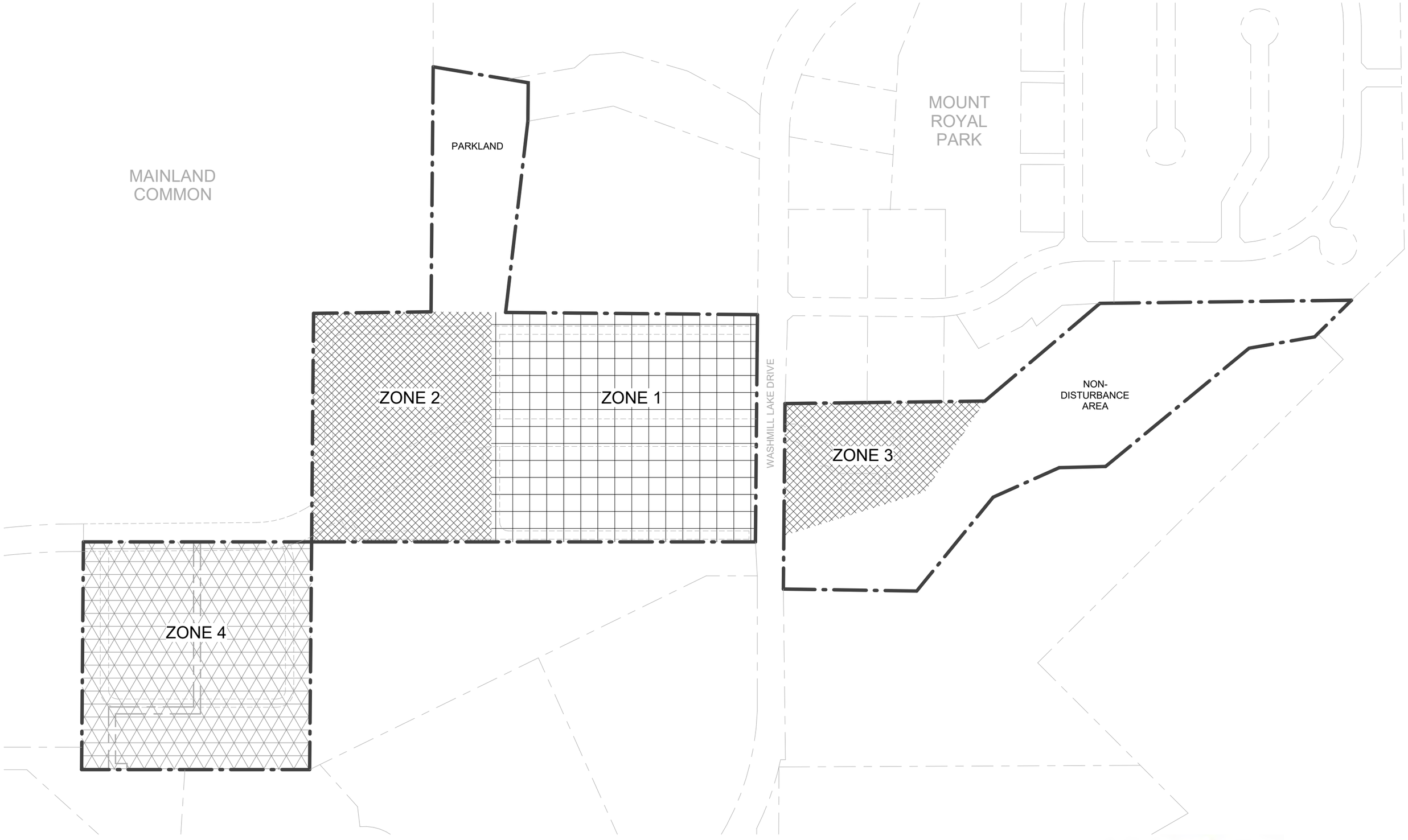
(266) **Wholesale Use** means premises where merchandise is sold or distributed to retailers, industrial, commercial, or institutional users, or other wholesalers.

(267) **Wood-Frame Construction** means as defined in Sentence 9.23.1.1.(1) of the *National Building Code of Canada*, which may be amended by the *Nova Scotia Building Code Regulations*.

(273) **Work-Live Unit Use** means premises that contains both a dwelling unit and a permitted commercial use or institutional use but excludes a home occupation use and a home office use.

(274) **Yard** means an open area at ground level that is uncovered by any main building, except those structural and building features permitted in Subsection 3.10.8 of the Development Agreement.

(275) Zone means any area identified on Schedule D of this Agreement.



REGENCY LINKS PID 00330845, 40550774, AND 41477720	**Zoning**	Project No: 2022-12 Scale: 1 : 3000 Date: 2025-03-07 9:38:43 AM	WM FARES ARCHITECTS	SCH D

MAINLAND
COMMON

PARKLAND

MOUNT
ROYAL
PARK

MU1
MU2
MU3
MU4
MU5
MU6
MU7
MU8
MU9
MU10
MU11
MU12
MU13
MU14
MU15
MU16
MU17
MU18

NON-
DISTURBANCE
AREA

LEGEND

PROPOSED SUBDIVISION LINES

POTENTIAL BUILDING LOCATION

SHARED PRIVATE DRIVEWAY

PARKLAND

NON-DISTURBANCE AREA

REGENCY LINKS

PID 00330845, 40550774, AND 41477720

Illustrative Plan

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Scale:	1 : 3000
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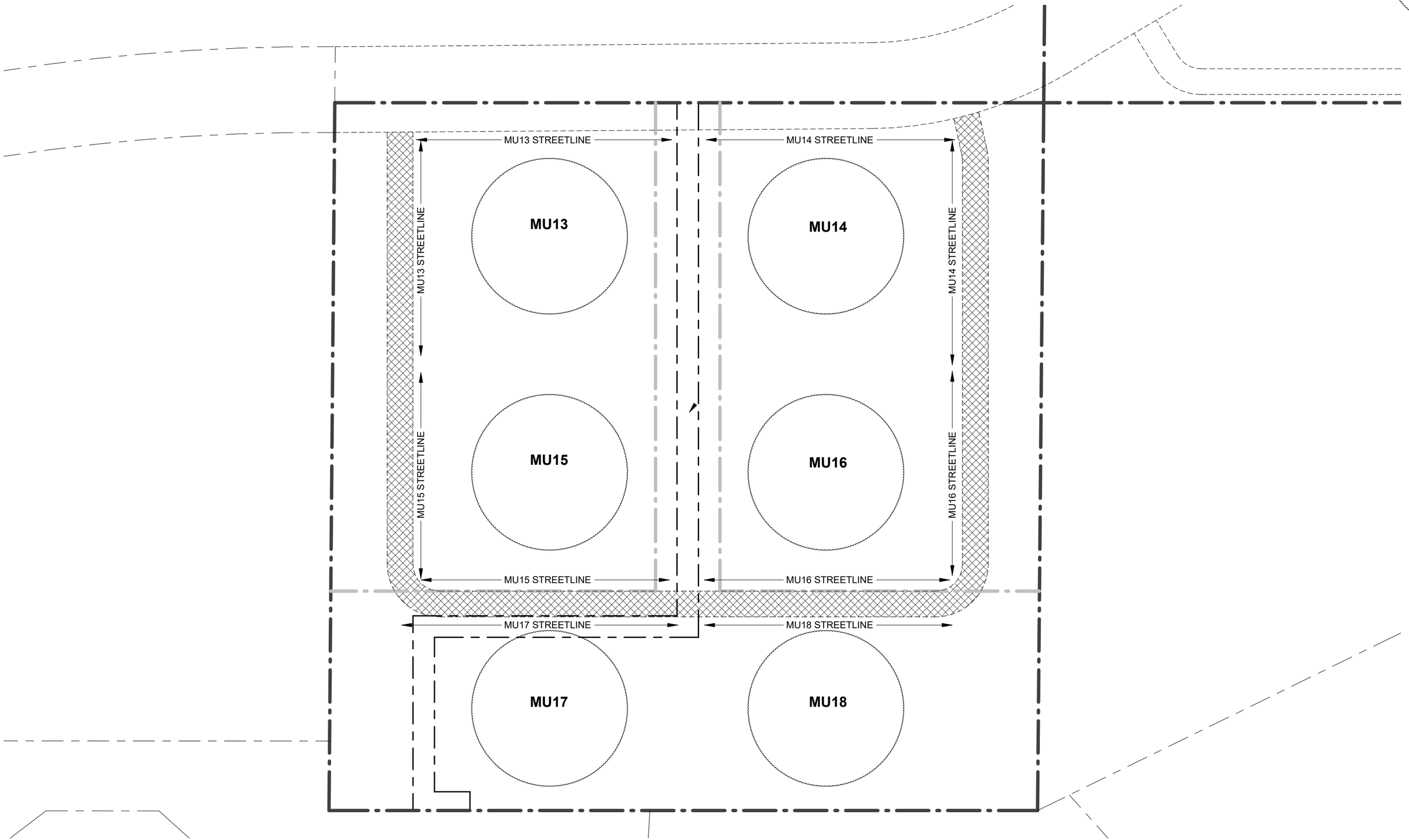
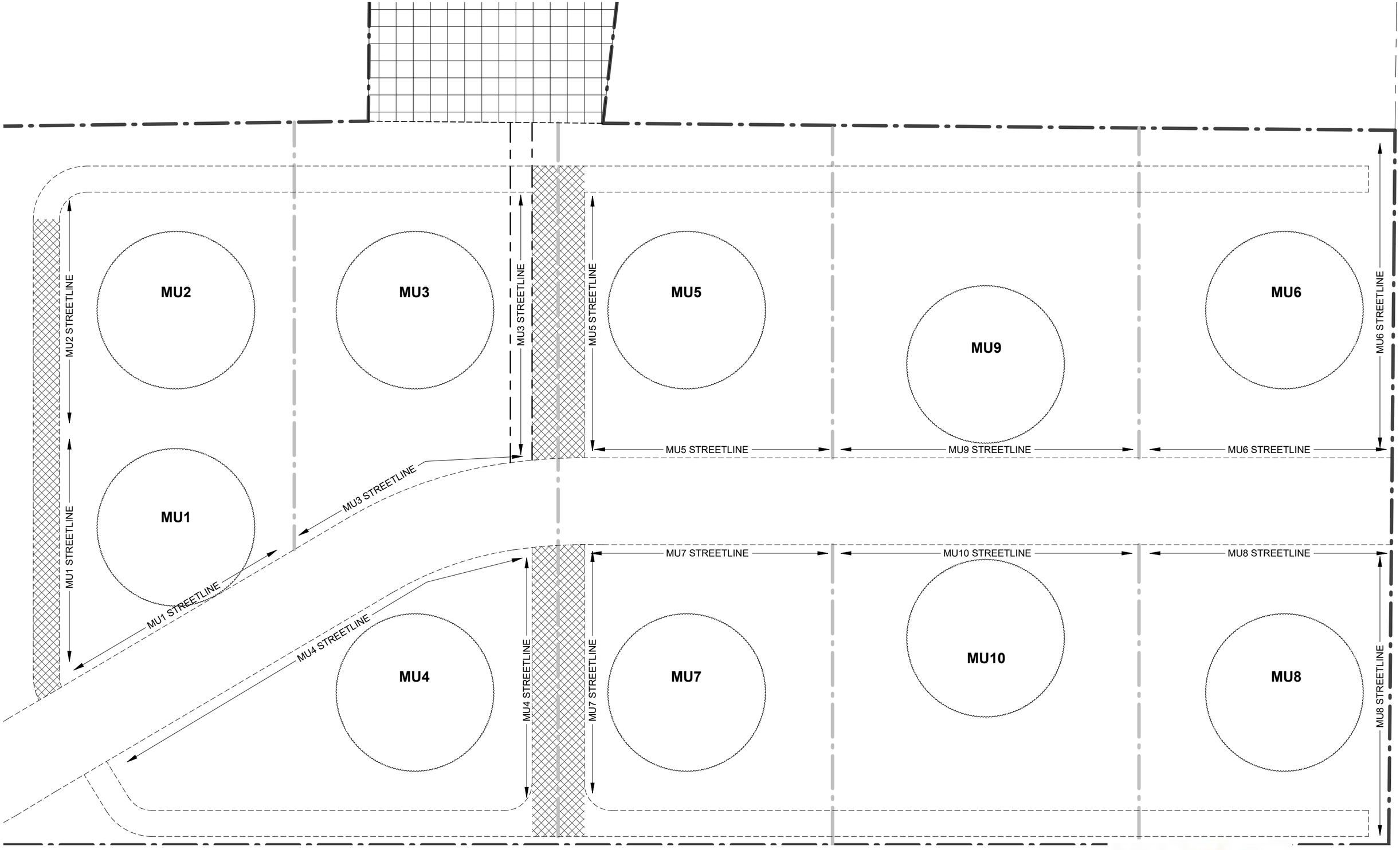
WM FARES ARCHITECTS

SCH E



REGENCY LINKS PID 00330845, 40550774, AND 41477720	Illustrative Plan	Project No: 2022-12 Scale: 1" = 80'-0" Date: 2025-06-17 10:49:45 AM	WM FARES ARCHITECTS SCH E



REGENCY LINKS

PID 00330845, 40550774, AND 41477720

Illustrative Plan

Project No: 2022-12
Scale: 1" = 80'-0"
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WM FARES ARCHITECTS

SCH E

REGENCY LINKS

PID 00330845, 40550774, AND 41477720

Illustrative Plan

Project No: 2022-12
Scale: 1" = 80'-0"
Date: 2025-11-06 8:50:01 AM

WM FARES ARCHITECTS

SCH E

MAINLAND COMMON

MOUNT ROYAL PARK

0 STOREYS

28 STOREYS

22 STOREYS

19 STOREYS

16 STOREYS

19 STOREYS

28 STOREYS

0 STOREYS

16 STOREYS

20 STOREYS

24 STOREYS

PARKING

REGENCY PARK EXTENSION

WASHMILL LAKE DRIVE

REGENCY LINKS PID 00330845, 40550774, AND 41477720	**Height Precincts**	Project No: 2022-12 Scale: 1 : 3000 Date: 2025-03-07 9:38:44 AM	WM FARES ARCHITECTS	**SCH F**

Schedule G: Signage Requirements

Temporary Sign By-law

This By-law does not apply to any sign regulated by HRM By-law S-801, A By-law Respecting Licensing of Temporary Signs.

Sign Permit Exemptions

The following signs are exempt from the requirement of a development permit:

- signs giving the name of a building or its civic address;
- signs regulating activities that are not related to traffic, such as “No Trespassing” or “Beware of Dog” signs, if the sign does not exceed 0.2 square metre in area;
- signs that pertain to the sale, rental, or lease of real property on a lot where the signs are displayed, if they:
    - are non-illuminated,
    - do not exceed 2.0 square metres in area,
    - are removed within 14 days following the sale, rental, or lease, and
    - are limited in number to a maximum of one sign for every streetline;
- signs regulating traffic on a lot, including directional signage, if the sign does not exceed 0.5 square metre in area;
- signs erected by any government;
- notification signs required under municipal by-laws;
- signs interior to a structure;
- commemorative signs;
- signs identifying motor vehicle sharing spaces;
- signs that are incidental to a construction in progress, if the signs:
    - are non-illuminated,
    - are located on the same lot as the construction in progress,
    - do not exceed 5.0 square metres in area, and
    - are removed within 14 days following the conclusion of construction;
- one internally illuminated menu-box sign per restaurant use, if the sign:
    - is located within 2.0 metres of the pedestrian entrance for the restaurant use,
    - does not exceed 0.4 square metre in area, as measured from the outside of the box, and does not project more than 0.1 metre from the wall on which it is affixed;
- the replacement of a sign face where there is no alteration of the structure holding the sign;
- neighbourhood signs; and
- window and door signs.

Prohibited Signs

The following types of signs are prohibited in all zones:

- signs that create a hazard to public safety;
- in the opinion of the traffic authority, signs that:
    - are a source of danger to traffic on the street, or that obstruct or interfere with the vision of road users because of their location, appearance, or illumination,
    - obscure or interfere with any traffic control sign or device, or
    - resemble the traffic control signs of any public authority, in shape, colour, message, symbol, or location;
- signs that obscure or interfere with any warning or instructional sign;
- signs that obstruct or interfere with any ventilation device, emergency exit, required exit, window, door opening, or any wall opening intended as a means of ingress or egress;
- signs that obstruct access to any emergency related equipment or infrastructure, such as fire hydrants and firefighting hose connections;
- signs located on fences or retaining walls;
- excluding signs on a registered heritage property, signs that advertise a product or service that is no longer available on the premises, or a business that is no longer in operation;
- signs located on the roof of any structure;
- signs that project above a roof edge or a streetwall stepback, or extend beyond the edges of any wall to which they are affixed;
- signs affixed to or painted on natural objects such as trees or boulders;
- excluding neon gas tubing and variable message signs, signs that use fluorescent colours;
- internally-illuminated fascia signs, except for:
    - neon gas tubing,
    - open or exposed neon gas tubing channel letters and characters,
    - front-lit, individually raised profile letters and characters with LED illumination,
    - front-lit, standard channel letters and characters with LED illumination, or
    - reverse channel (halo-lit) letters and characters with either neon gas tubing or LED illumination;
- internally-illuminated awning signs;
- signs that incorporate a strobe light or flashing light; and
- signs that interfere with any utility, conduit, or line used for water, sewage, gas, electricity, or communication.

Variable Message Signs

Variable message signs shall only be permitted if, in the opinion of the Engineer, the variable message sign does not pose a risk to public safety.

Fascia Signs

The combined area of all fascia signs on a building wall shall not exceed 10% of the area of the wall that the signs are affixed.

Ground Signs

A ground sign shall not exceed a height of 4.6 metres.

Projecting Signs
Projecting signs shall be required to:

- be separated from other projecting signs on the same lot by no less than 2.5 metres;
- be set back no less than 1.25 metres from any side or rear lot line;
- not be located within 3.5 metres of the ground directly below;
- not exceed 2.0 square metres in area, per sign face.
- no more than one projecting sign is permitted per streetline for each premises.

Fascia Signs for Home Occupation Uses, Short-term Bedroom Rental Uses, and Work-Live Unit Uses
One non-illuminated fascia sign, not exceeding 3.0 square metres in area, is permitted for:

- a home occupation use;
- a short-term bedroom rental use; or
- the commercial use or institutional use component of a work-live unit use.

Billboards
Billboards are not permitted.

Schedule H: Pedestrian Wind Impact Assessment Protocol and Performance Standards

Background

This protocol provides guidance for the preparation and review of pedestrian wind impact assessments, including detailed assessment methodologies, local wind climate data, wind comfort, and safety performance standards, as well as wind mitigation measures. It is intended to ensure enhanced consistency and accountability in the development approval process.

Buildings taller than their immediate surroundings are exposed to stronger winds at higher elevations. These winds can be redirected down by building walls and can subsequently accelerate around exposed building corners and along the gaps between buildings, resulting in high wind activity in pedestrian areas (Diagram A1-1).

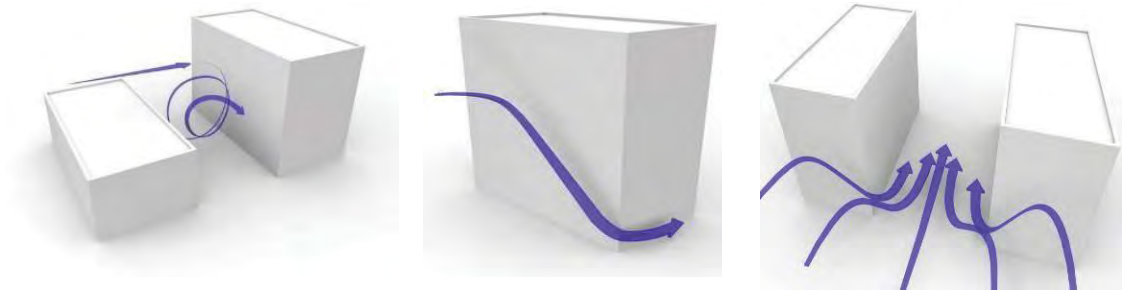


Diagram A1-1: Typical wind flow patterns around buildings

Increased wind speeds may affect pedestrian comfort and safety on and around a proposed development and, therefore, a project's success. The potential wind impact can be assessed through an experience-based review, computer simulations, and wind tunnel testing. If a negative wind impact is predicted, mitigation strategies shall be developed, as required by this development agreement.

Quantitative and Qualitative Assessments

When an application is made for a new building or an addition to an existing building higher than 20.0 metres, a pedestrian wind impact assessment shall be conducted. Table A1-1 shall be used as a guide in the determination of an appropriate assessment approach for the proposed development.

A qualitative assessment of wind conditions, including a letter of opinion and a desktop analysis, is largely based on wind consultants' knowledge of wind flows around buildings, local wind climate, and experience with wind tunnel tests on similar building projects in the Halifax Regional Municipality. A desktop analysis may involve using numerical tools to predict wind conditions around simplified building forms. It may also use Computational Fluid Dynamics (CFD) software to visualize the flow patterns for select (or all) wind directions (Diagram A1-2a). While the CFD technique is increasingly popular for evaluating design options and visualizing flow patterns around building massings, it is still considered a qualitative tool that is not sufficiently advanced to replace wind tunnel testing. Even the most sophisticated CFD software has difficulty predicting turbulence and gust speeds that directly relate to wind safety. Currently, only

wind tunnel testing can provide quantitative predictions of wind speeds and exceedance frequencies.

Wind Tunnel Testing

Wind tunnel testing shall be conducted in a boundary-layer wind tunnel where wind and turbulence profiles are adequately simulated for 36 wind directions. Wind tunnel models are typically built at a 1:300 or 1:400 scale, with the study building at the centre and surrounded by existing buildings (including buildings under construction) and topography (e.g., the Halifax Citadel and Halifax Harbour) for a minimum radius of 350 metres (Diagram A1-2b). Both mean and gust wind speeds shall be measured at a height of 1.5 metres above the grade at the location where the measurement is to be undertaken, for both the existing and proposed site configurations. Comparisons of wind conditions with and without the proposed development in place provide a true assessment of the wind impact. Testing of an additional (future) site configuration may be warranted if there are approved or proposed major developments in the surrounding area that may change the local wind conditions. If uncomfortable or unsafe wind conditions are identified in key pedestrian areas, mitigation configuration(s) shall also be included in wind tunnel testing to demonstrate the effectiveness of any proposed wind control solutions.

Measurement locations shall cover key pedestrian areas on the development site and around the adjacent street blocks, typically including building entrances, sidewalks/walkways, bus stops, outdoor restaurant uses, parks, playgrounds, roof terraces, and so on. The wind tunnel results shall report wind speeds and exceedance frequencies at all test locations and shall be presented in both tabular and graphic forms for all test configurations.

Table A1-1: Assessment Approach According to the Proposed Building Height

Proposed building height	**Assessment approach**
20 to 40 metres, with the same or taller surroundings	An experience-based letter of opinion sufficient to: (a) identify any building design issues; and (b) provide conceptual solutions for wind control, where needed.
20 to 40 metres, with lower surroundings	(a) For a qualitative assessment and to provide wind mitigation strategies, an experience-based desktop analysis using numerical tools, including CFD (if appropriate); and (b) A quantitative assessment in a wind tunnel may be required in some cases involving multiple buildings, located at a waterfront or hilltop location, or including special pedestrian uses.

> 40 metres	A quantitative wind tunnel assessment using physical scale- modelling in a boundary-layer wind tunnel, to predict and assess potential wind conditions and, if needed, develop and confirm the effectiveness of wind mitigation measures

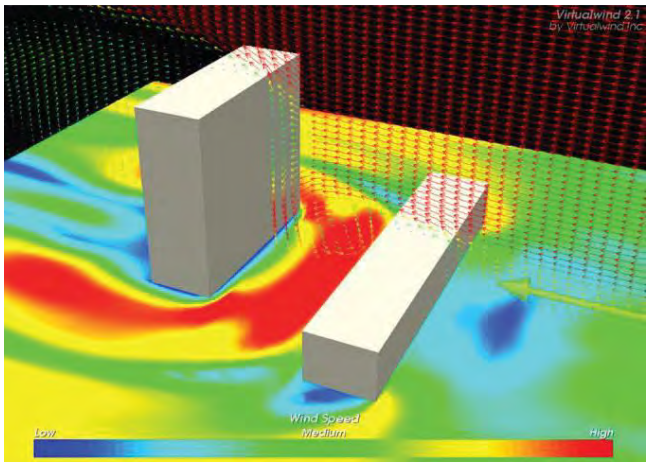


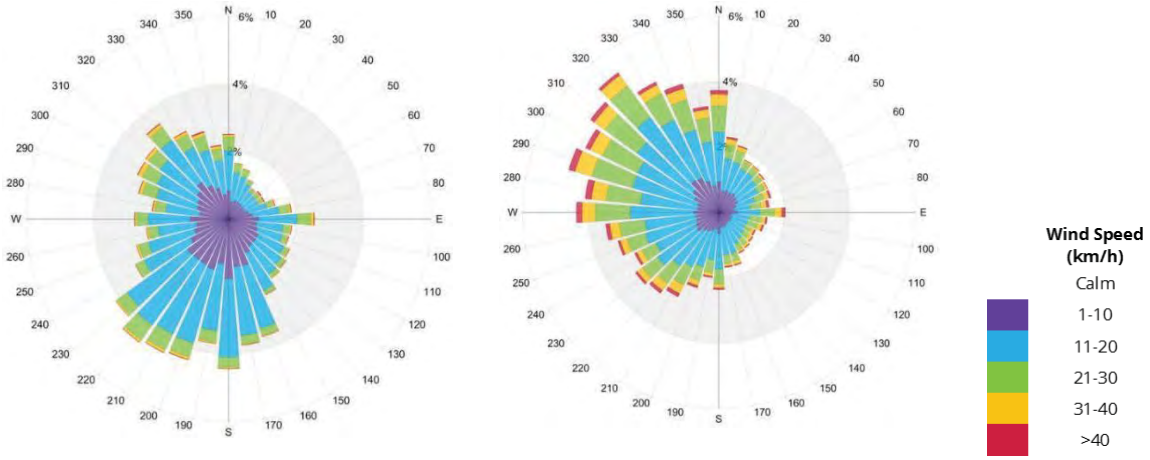
Diagram A1-2a: An example of computer simulation (CFD) of wind flows around buildings

Diagram A1-2b: Photo of modelled buildings in a boundary-layer wind tunnel

The assessment of pedestrian-level wind conditions should be conducted as early as possible, when building massing can still easily be altered for wind control, if necessary.

Local Wind Climate Data

Long-term data from Shearwater Airport (Diagram A1-3) shall be used as a reference for the wind assessment of projects in the Halifax Regional Municipality. The data shall be grouped into two seasons: summer (May to October) and winter (November to April), to account for the distinct differences in pedestrian outdoor activity during these two periods.



Summer (May to October) Winter (November to April)

Diagram A1-3: Seasonal distribution of winds approaching Shearwater Airport (1988–2017)

To obtain full-scale wind speeds and exceedance frequencies, wind data measured at the airport over the latest 30 years (or longer) shall be converted to a reference height above the study site and combined with the wind speeds predicted by wind tunnel testing or desktop analysis.

Wind Comfort and Safety Performance Standards

Predicted wind speeds and frequencies shall be compared to the following wind comfort and safety performance standards (Table A1-2). Wind comfort may be affected by both mean and gust speeds, and their combined effect shall be quantified as a Gust Equivalent Mean (GEM), while only gust speeds need to be considered for the wind safety performance standard.

Table A1-2: Wind Comfort and Safety Performance Standards

Comfort category	GEM speed	Description
Sitting	< 10 km/h	Calm or light breezes suitable for outdoor restaurant uses, seating areas, and other amenities
Standing	< 14 km/h	Gentle breezes suitable for main building entrances and bus stops where pedestrians may linger
Strolling	< 17 km/h	Moderate winds appropriate for window shopping and strolling along a downtown street, or park
Walking	< 20 km/h	Relatively high speeds that can be tolerated if one's objective is to walk, run, or cycle without lingering
Uncomfortable	≥ 20 km/h	Strong winds unacceptable for all pedestrian activities; wind mitigation is typically required

Notes:

(1) GEM speed = mean speed or (gust speed ÷ 1.85), whichever is higher.

(2) GEM speeds above are based on a seasonal exceedance of 20% of the time between 6:00and 23:00. Hours between 23:00 and 6:00 are excluded from the wind comfort analysis because night time usage of outdoor spaces is anticipated to be limited during these hours.

Safety standard	Gust speed Description performance	
Exceeded	> 90 km/h	Excessive gust speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is required.
Notes: **(3)** Based on an annual exceedance of 9 hours or 0.1% of the time for 24 hours a day.		

Some exceptions may be permitted in the application of these wind performance standards. For instance, higher-than-desired wind speeds at outdoor seating areas and building entrances may be acceptable in winter months, due to reduced pedestrian usage, and for areas to which access can readily be controlled during adverse weather conditions.

No wind mitigation is required for existing uncomfortable or unsafe conditions that are not made worse by the proposed development.

Mitigation Strategies

Wind mitigation may be required for areas where wind conditions are uncomfortable or unsuitable for an intended pedestrian use. Where a proposed development worsens an existing wind condition, wind mitigation shall be required where the wind condition is predicted to be unsafe. The most effective wind control measures involve adjustments to the building early in the design process (e.g., massing, shape, and orientation changes) that respond to the local wind climate. These can be assisted by tower setbacks, large podiums, tower shapes, corner articulations, colonnades/arcades, and so on, as illustrated by photos in Diagram A1-4.

Diagram A1-4: Examples of large-scale wind control features

Smaller-scale measures such as canopies, trellises, wind screens, and street-level public art can also be used for local wind control. Soft landscaping elements, especially coniferous and marcescent species, are commonly used to reduce wind conditions to appropriate levels throughout the year; deciduous soft landscaping is most effective during the summer months. The use of soft landscaping for wind control requires consideration of species, size, and viability in the predicted local microclimate (i.e., sustainability in a windy environment). Diagram A1-5 shows several examples of smaller-scale design and soft landscaping features used for wind control.

Diagram A1-5: Examples of smaller-scale building elements and soft landscaping features for wind control.

Peer Review of Pedestrian Wind Impact Assessment

The Municipality reserves the right to verify that the pedestrian wind impact assessment complies with this Appendix through a peer review conducted by an external organization.

Schedule I: Design Guidelines

Development Subject to Design Requirements

With the exception of the developments listed below, any development shall meet all the applicable design requirements contained within this Schedule.

Development Exempted from Design Requirements

The following developments are exempted from all design requirements contained within this Schedule:

- any development exempted from requiring a development permit;
- enlargement, alterations and replacements in existing window and door openings;
- new window and door openings on any portion of a building;
- a building addition with a floor area of 500 square metres or less, which does not alter a streetwall;
- a building addition that alters a streetwall, where the addition does not exceed 10.0 metres along the width of the streetwall;
- changes to external cladding materials for any wall that is not a streetwall;
- changes to external cladding materials for no more than 40% of any streetwall;
- interior renovations;
- the installation and replacement of minor building features;
- a change of use or tenancy in a building that does not change the external appearance of the building, beyond what is already exempted within this Schedule;
- temporary construction uses;
- accessory structures;
- steps, stairs, ramps, and other building entrances or entrance features;
- signs; and
- transportation facility uses.

Design Requirement: Outdoor Amenity Space

This Section applies where outdoor amenity space is provided either at-grade or on a rooftop and equal to or greater than 30.0 square metres in size.

Outdoor amenity space shall:

- include all of the following elements:
    - unobstructed access,
    - permanent seating, and
    - general lighting, as per the requirements of this Schedule; and
- offer weather protection to its users, by providing a minimum of one of the following methods (Diagram 1):
    - within the outdoor amenity space, a new deciduous tree that is not a shrub or the retention of an existing deciduous tree that is not a shrub with a minimum base caliper of 100 millimetres,
    - within the outdoor amenity space, structures such as gazebos, pergolas, or covered site furnishings,

- canopies or awnings on facades that abut the outdoor amenity space,
- a recessed entrance or facade that abuts the outdoor amenity space, or
- a cantilever over an entrance of a main building that abuts the outdoor amenity space.

- Except where swimming pools, sports courts, or playgrounds are provided, outdoor amenity space shall provide a minimum of one of the following materials for groundcover:
  - vegetation;
  - brick pavers;
  - stone pavers;
  - concrete pavers; or
  - wood, excluding composites.

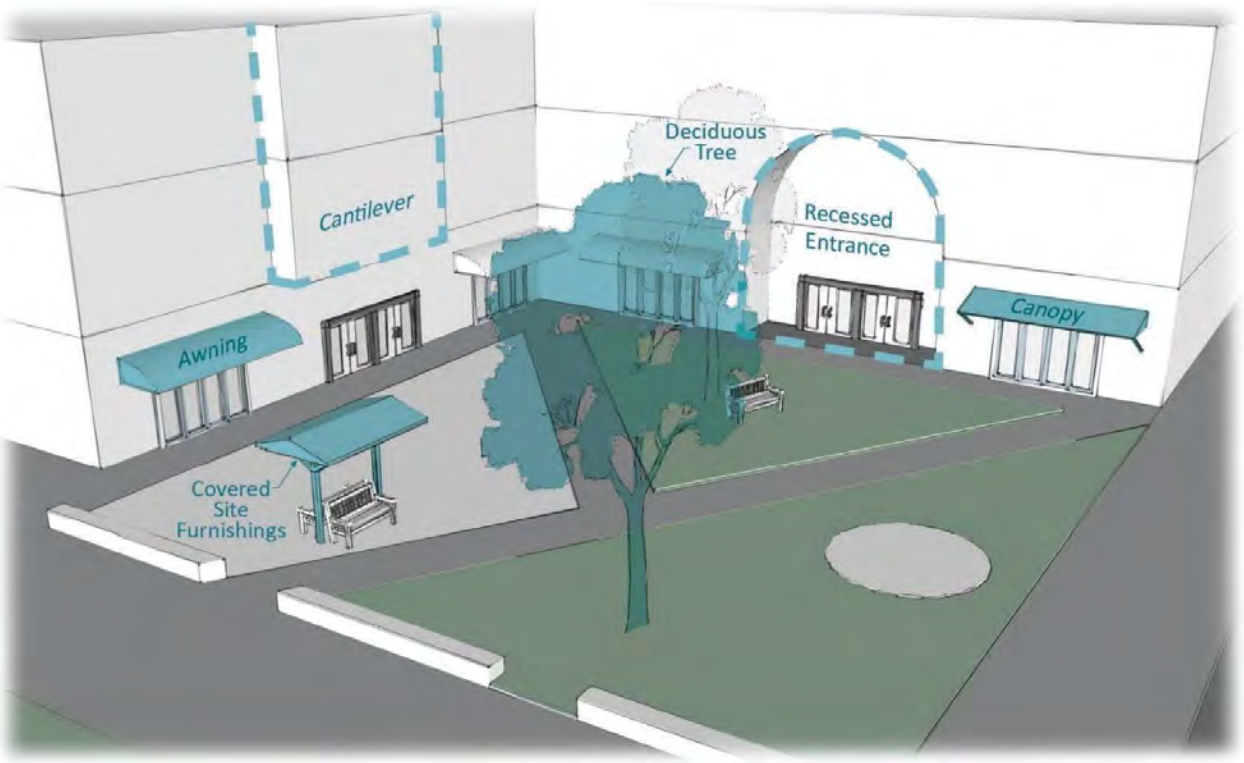


Diagram 1: Weather protection for outdoor amenity space

Design Requirement: Privacy for Grade-Related Dwelling Units

Where grade-related dwelling units are provided, the space located between each grade-related dwelling unit and the streetline shall include one of the following methods for privacy:

(a) the planting of a deciduous tree, that is not a shrub, with a minimum base caliper of 50 millimetres;
(b) the planting of a minimum of two shrubs, each no less than 1.0 metre in height;
(c) the installation of a planter ranging in height from 0.25 to 1.0 metre; or
(d) the installation of a masonry wall ranging in height from 0.25 to 1.0 metre.

Design Requirement: Articulation for Streetwalls that are 64.0 Metres or Less in Width

- This Section applies to an streetwall that is 64.0 metres or less in width.
- Streetwalls that have a width no greater than 64.0 metres, shall be divided into distinct sections between 0.3 metre and 24 metres in width, extending from the ground to the top of the streetwall.
- Each distinct section required above shall be differentiated from abutting distinct sections by using a minimum of two of the following methods (Diagram 3):
    - o different colours;
    - o different materials;
    - o different textures;
    - o living walls;
    - o projections; or
    - o recesses.
- Projections or recesses used shall be no less than 0.15 metre deep.

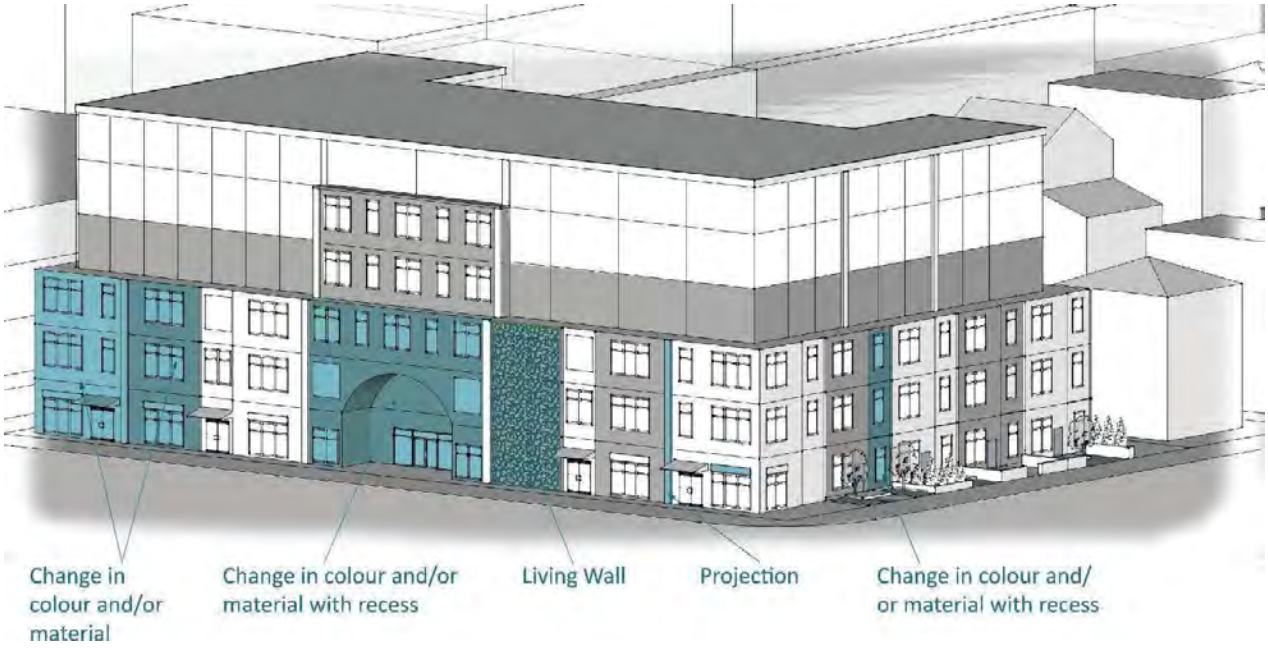


Diagram 3: Methods for articulation for streetwalls

Design Requirement: Articulation for Streetwalls that are Greater than 64.0 Metres in Width

- This Section applies streetwalls that are greater than 64.0 metres in width .
- Streetwalls that have a width greater than 64.0 metres, shall be divided into distinct sections between 0.3 metre and 24 metres in width, extending from the ground to the top of the streetwall.
- Each distinct section required above shall be differentiated from abutting distinct sections by (Diagram 3):
    - o providing projections or recesses that are no less than 0.6 metre deep; and
    - o using a minimum of two of the following methods:
    - o different colours,

    - different materials,
    - different textures, or
    - living walls.
- Streetwalls under this Section shall incorporate a minimum of one recess in the wall, that extends vertically from the ground to the top of the wall, which has a minimum required dimension of 5.0 metres in width and 3.0 metres in depth.

Design Requirement: Corner Treatment

Any main building with contiguous streetwalls shall be detailed in a manner that provides visual prominence to that corner of the building by:

- providing a consistent architectural treatment to both streetwalls; and
- using a minimum of two of the following methods:
    - a change in the building massing at the corner that has a dimension either vertically or horizontally of no less than 1.0 metre,
    - the use of a distinctive architectural treatment at the corner, such as a spire, a turret, a belvedere, a portico, an arcade, or an archway,
    - the provision of a corner pedestrian entrance,
    - public art,
    - an eroded building corner (Diagram 4), or
    - a change in both material and colour.

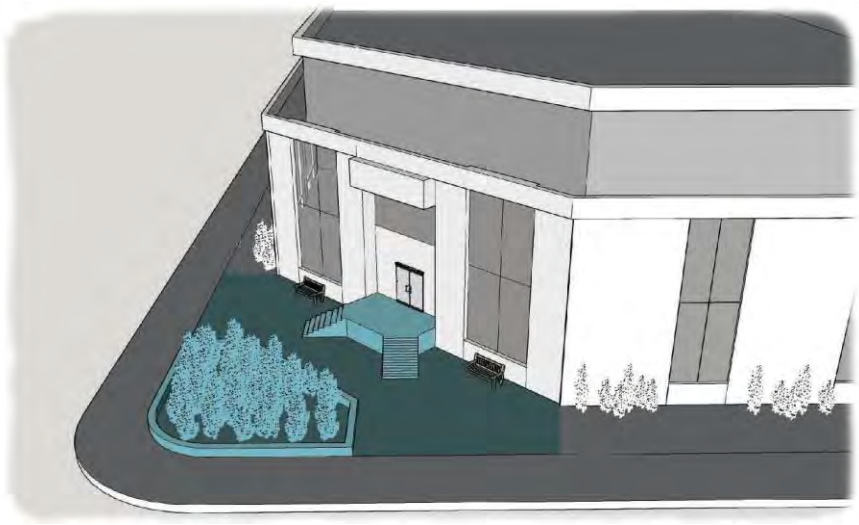


Diagram 4: Eroded building corner

Design Requirement: Side Wall Articulation

Where a main building has a side setback, the wall facing the side lot line shall continue the streetwall articulation for a depth of no less than double the side setback distance (Diagram 5).

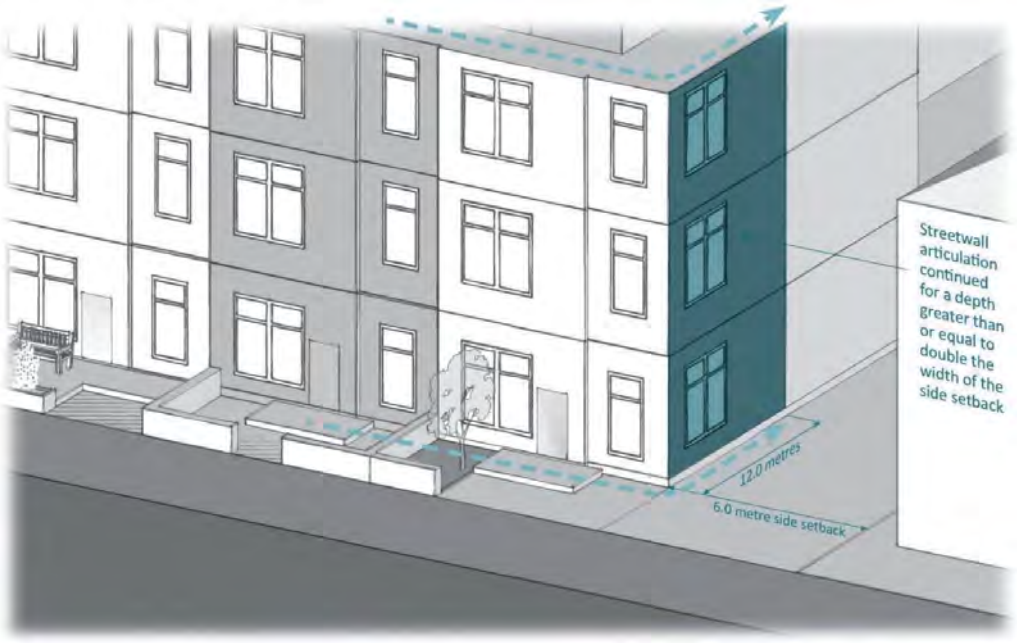


Diagram 5: Methods for side wall articulation

Design Requirement: Pedestrian Entrances Along Streetwalls

- Pedestrian entrances in the streetwall shall be distinguished from the streetwall by using a minimum of two of the following methods:
    - different colours;
    - different materials;
    - projections;
    - recesses;
    - a change in height; or
    - a change in the roofline.
- Projections or recesses shall be a minimum depth of 0.15 metre.
- Canopies or awnings shall not be used to meet these requirements.

Design Requirement: Number of Pedestrian Entrances for Grade- Oriented Premises Along Streetwalls

A minimum of one pedestrian entrance is required per grade-oriented premises within the streetwall.

Design Requirement: Ground Floor Transparency

Within a streetwall, the building's ground floor façade shall consist of clear glass glazing as follows:

- Within Zone 1, a minimum requirement of 60%; or
- along all other streetlines:
    - for commercial uses, a minimum requirement of 50%, or
    - for all other uses, a minimum requirement of 25%.

Design Requirement: Weather Protection for Entrances
Except for entrances of grade- related dwelling units, where entrances for multi-unit dwelling uses, any commercial uses listed under the “COMMERCIAL” heading, or any institutional uses listed under the “INSTITUTIONAL” heading in Table 1 are provided in the streetwall, weather protection for pedestrians shall be required above the entrances and shall consist of a minimum of one of the following methods (Diagram 6):

- canopies;
- awnings;
- recessed entrances; or
- cantilevers.

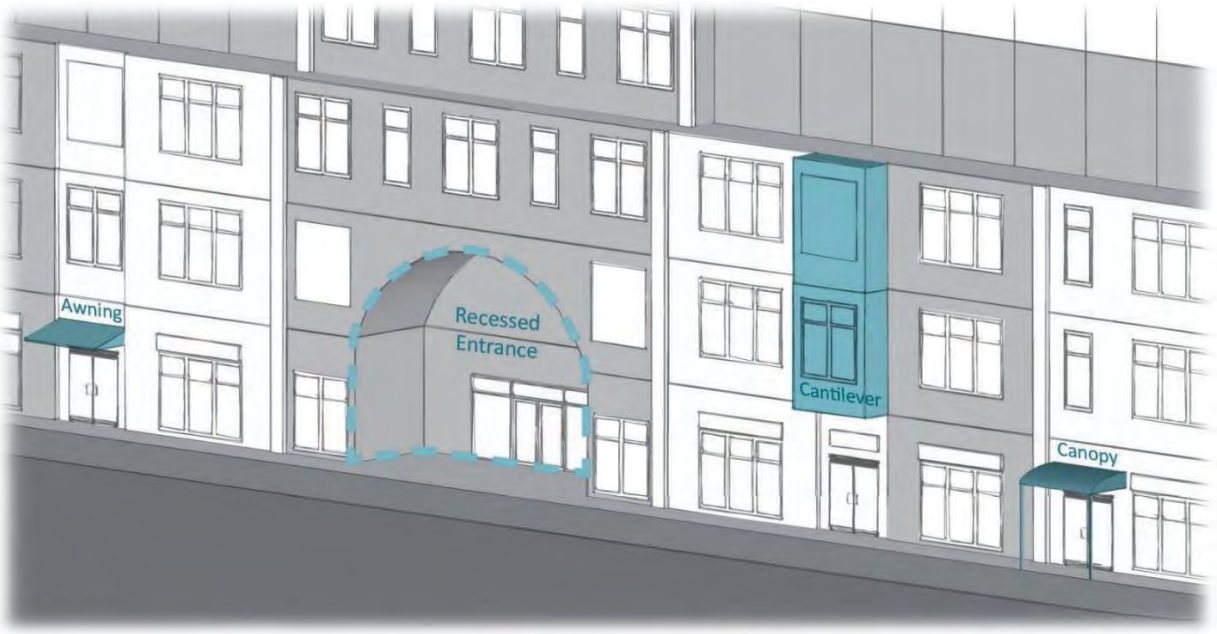


Diagram 6: Methods of weather protection for entrances

Design Requirement: Exposed Foundations and Underground Parking Structures
Exterior foundation walls and underground parking structures protruding more than 0.6 metre above grade shall be required to be clad in the same material as those used on the wall that connects to the exterior foundation wall or underground parking structure.

Design Requirement: Main Building Rooftop Features
Rooftop mechanical features shall be required to be visually integrated into the overall design of the building top and screened.

Design Requirement: Townhouse Façade Articulation

- Where a townhouse block contains 4 or more townhouse dwelling units, that portion of the façade that faces a street shall be differentiated from the abutting unit by using a minimum of one of the following methods:
    - different colours;

    - different materials;
    - different textures;
    - projections; or
    - recesses.
- Projections or recesses shall be required to:
    - be no less than 0.3 metre in depth; and
    - extend from the ground to the top of the façade facing the streetline.

Design Requirement: Parking Internal to a Building or Within a Parking Structure
Where parking is internal to a building, including a parking structure, motor vehicle parking areas shall be required to be screened from view from any streetline.

Design Requirement: General Lighting
The following features shall be required to be illuminated:

- common building entrances;
- pedestrian walks;
- outdoor amenity spaces; and
- accessory parking lots.

Design Requirement: Prohibited Awning or Canopy Materials
Vinyl or high-gloss fabrics shall be prohibited materials in awnings or canopies.

Landscaped Outdoor Space Requirements

The following Sections apply where landscaped outdoor space is provided, as per Section 3.25 When designing landscaped outdoor space, one or more of the follow elements shall be provided:

- Assorted trees, shrubs, and plantings, of which the minimum acceptable sizes for plant material shall be as follows:
    - Deciduous trees at grade – 60 mm calliper;
    - Deciduous trees on slab – 45 mm calliper;
    - Coniferous trees – 1.5 m in height; and
    - Shrubs – 0.6 m in height or spread.
- Softscaping (grass, soil, mulch);
- Programmed recreation space;
- Passive recreation space;

Soft Landscaping Species

- Where soft landscaping is required, a minimum number of unique plant species shall be provided, as follows:
    - if a minimum of 10 trees or shrubs, but less than 20 trees or shrubs, are provided, a minimum of three different tree or shrub species are required; or
    - if 20 or more trees or shrubs are provided, a minimum of four different tree or shrub species are required.
- Invasive or highly toxic plant species, as listed in the table below, are prohibited as soft landscaping material.

Soft Landscaping on Flat Roofs

- Soft landscaping shall be required on any main building with a flat roof on no less than 40% of the combined portions of the roof that are flat.

- Portions of a flat roof covered by the following equipment or infrastructure shall not be counted towards the required amount of soft landscaping
    - mechanical equipment;
    - solar collection equipment;
    - stormwater infrastructure;
    - rooftop greenhouses; or
    - helipads on a hospital rooftop.

- The soft landscaping on flat roofs shall only apply to the areas of the roof that meet the following minimum requirements:
    - 10.0 contiguous square metres; and
    - one linear dimension exceeding 2.0 metres.

- Soft landscaping on rooftops does not need to be accessible to a building's occupants, unless it is being provided to meet the amenity space requirements.

Landscaping Treatment for the Roof Slabs of Underground Parking Structures
In any zone, the roof slab of an underground parking structure, which protrudes above grade, shall be treated with soft landscaping or hard landscaping on any above grade portion that is exposed.

Invasive or highly toxic plant species		
Number	**Common Name**	**Latin Nomenclature (Genus, Species)**
1	Belladonna	*Atropa belladonna*
2	Coltsfoot	*Tussilago farfara*
3	Common Burdock	*Arctium minus*
4	Giant Hogweed	*Heracleum mantegazzianum*
5	Goutweed	*Aegopodium podagraria*
6	Himalayan Balsam (aka Policeman's Helmet)	*Impatiens glandulifera*
7	Japanese Knotweed	*Polygonum cuspidatum*
8	Multiflora Rose (aka Rambler Rose)	*Rosa multiflora*
9	Purple Loosestrife	*Lythrum salicaria*
10	Scotch Broom	*Cytisus scoparius*
11	Wild Parsnip	*Pastinaca sativa*
12	Yellow Floating Heart	*Nymphoides peltatum*
13	Japanese Barberry	*Barberis thunbergii*
14	Garlic Mustard	*Alliaria petiolata*
15	Glossy Buckthorn	*Frangula alnus*
16	Oriental Bittersweet	*Celastrus orbiculatus*
17	Common Horsetail	*Equisetum arvense*
18	Marsh Horsetail	*Equisetum palustre*

Schedule J: List of Permitted Uses by Zone

Residential	Zone 1	Zone 2	Zone 3	Zone 4
Townhouse dwelling use	●	●	●	●
Multi-unit dwelling use	●	●	●	●
Small shared housing use	●	●	●	●
Large shared housing use	●	●	●	●
Home occupation use	●	●	●	●
Home office use	●	●	●	●
Work-live unit use	●	●	●	●
Grade-related dwelling unit use	●	●	●	●
Model suite use	●	●	●	●
Commercial				
Broadcast and production studio use	(1)	(1)		
Cannabis lounge use	(1)(3)	(1)(3)		
Cannabis retail sales use	(1)(3)	(1)(3)		
Catering use	(1)	(1)		
Commercial recreation use	(1)	(1)		
Financial institution use	(1)	(1)		
Fitness centre use	(1)	(1)		
Grocery store use	(1)	(1)		
Hotel use	(1)	(1)		
Local commercial use	(1)	(1)		(2)
Local drinking establishment use	(1)	(1)		
Makerspace use	(1)	(1)		(2)
Micro-brewery use	(1)	(1)		
Micro-distillery use	(1)	(1)		
Office use	(1)	(1)		
Personal service use	(1)	(1)		(2)
Pet daycare use	(1)	(1)		
Restaurant use	(1)	(1)		
Retail use	(1)	(1)		(2)
Short-term rental use	(1)	(1)		
Studio use	(1)	(1)		
Veterinary facility use	(1)	(1)		
Urban agriculture				
Farmers' market use	(1)	(1)		
Urban farm use				
Institutional				
Cultural use	(1)	(1)		
Daycare use	(1)	(1)		(2)
Emergency services use	(1)	(1)		
Library use	(1)	(1)		
Medical clinic use	(1)	(1)		
Public building use	(1)	(1)		
Religious institution use	(1)	(1)		
School use	(1)	(1)		
Shelter use	(1)	(1)		
University or college use	(1)	(1)		
Other				
Accessory structure or use	●	●		

Temporary construction use	●	●		
Temporary use	●	●		
Transportation facility use	●	●		
Underground parking, access, and servicing for a use in the abutting zone.	●	●		
Utility use	●	●		
Prohibited in all zones				
Adult entertainment use				
C&D transfer, processing, and disposal use				
Cannabis Production Facilities				
Drive-Through				
Heavy Industrial use				
Obnoxious use				
Salvage use				

① Use is permitted within the first, second, and third floors of buildings.
② Use is permitted within the ground floor only.
③ A cannabis retail sales use or a cannabis lounge use are only permitted if such facilities are operated by the Nova Scotia Liquor Corporation (NSLC).

Schedule K: Main Building Rooftop Features

Feature	Column 1: Maximum height aboveroof	Column 2: 30% coverage restriction	Column 3: Minimum setback fromroof edge facing front or flanking lot lines	Column 4: Minimum setback fromroof edge facing side or rear lot lines
Antenna	Unlimited		3.0 metres	3.0 metres
Chimney	Unlimited			
Clear glass guard and railing system	2.0 metres			
Clock tower or bell tower	Unlimited	●		
Communication tower required to support uses and activities in the building	Unlimited		3.0 metres	3.0 metres
Cooling tower	Unlimited	●	3.0 metres	1 metres
Elevator enclosure	**6.0 metres**	●	3.0 metres, except for an elevator enclosure used as articulation for a streetwall or exterior wall	
Flag pole	Unlimited			
Heating, ventilation, and air conditioning equipment and enclosure	5.5 metres	●	3.0 metres	1 metre
Helipad on a hospital rooftop	4.5 metres			
High-plume laboratory exhaust fan	Unlimited	●	3.0 metres	1 metre
Hard landscaping or soft landscaping	4.5 metres			
Lightning rod	Unlimited			
Mechanical penthouse	5.5 metres		3.0 metres	
Parapet	2.0 metres			
Rooftop cupola	4.5 metres	●		
Rooftop greenhouse	6.0 metres		3.0 metres	
Skylight	1.5 metres			
Solar collector	4.5 metres			
Spire, steeple, minaret, and similar features	Unlimited	●		
Staircase or staircase enclosure	4.5 metres	●	3.0 metres, except for an elevator enclosure used as articulation for a streetwall or exterior wall	
Windscreen	4.5 metres			
Window cleaning platform	Unlimited	●		

Attachment B: Stage II Development Agreement

THIS AGREEMENT made this day of **[Insert Month]**, 20__,

BETWEEN:

[**Insert Name of Corporation/Business LTD.]** a body corporate, in the Province of Nova Scotia
(hereinafter called the "Developer")

OF THE FIRST PART

- and -

HALIFAX REGIONAL MUNICIPALITY, a municipal body corporate, in the Province of Nova Scotia
(hereinafter called the "Municipality")

OF THE SECOND PART

WHEREAS the Developer is the registered owner of certain lands located in Clayton Park, along Regency Park Drive and Washmill Lake Drive, Halifax, comprising of parcels identified as PID 00330845, 40550774, and 41477720 and which said lands are more particularly described in Schedule A hereto (hereinafter called the "Lands");

AND WHEREAS Halifax Regional Water Commission is the registered owner of certain lands located along Washmill Lake Drive, Halifax comprising a parcel identified as PID 41177403;

AND WHEREAS the Halifax and West Community Council approved an application to enter into a Stage I Development Agreement to allow for a mixed-used development consisting of residential and commercial uses on the Lands (Case 19532) pursuant to the provisions of the Halifax Regional Municipality Charter and pursuant to Implementation Policy 3.3 of the Halifax Municipal Planning Strategy and Section 68 of the Halifax Mainland Land Use By-law, which said Development Agreement was registered at the Land Registration Office on April 23, 2019 as Document Number 114346951 (hereinafter called the “Original Stage 1 Agreement”);

AND WHEREAS the Chief Administrative Officer of the Municipality approved a request made by the Halifax Regional Water Commission to discharge the Original Stage 1 Agreement from PID 41177403 on December 14, 2022, referenced under municipal case 24438;

AND WHEREAS on December 21, 2022, the Development Officer of the Municipality approved an application to amend the Original Agreement to allow for a three-year time extension to the date of commencement and date of completion on the Lands, which said Development Agreement was registered at the Halifax County Land Registration Office on March 30, 2023 as Document Number 122244743 (hereinafter called the “First Amending Stage 1 Agreement”), referenced as Case 24438 and which does apply to the Lands;

AND WHEREAS the Original Stage 1 Agreement and the First Amending Stage 1 Agreement together comprise the Existing Development Agreement (hereinafter called “the Existing Agreement”);

AND WHEREAS the Chief Administrative Officer of the Municipality approved a discharge of the Existing Agreement which was registered at the Land Registry Office in Halifax (hereinafter called the “Discharging Agreement”);

AND WHEREAS the Developer has requested that the Municipality enter into a new Stage 1 and Stage 2 Development Agreement to allow for a mixed-use development consisting of residential

and commercial uses on the Lands pursuant to the provisions of the *Halifax Regional Municipality Charter* and pursuant to Policy 3.23 of the Halifax Municipal Planning Strategy;

AND WHEREAS the Halifax and West Community Council approved this request at a meeting held on [**Insert - Date**], referenced as PLANAPP 2023-00408;

AND WHEREAS by approving this Development Agreement Council has not represented, warranted, or committed the Municipality to provide, or guaranteed the provision of, Halifax Water Services to the Lands;

THEREFORE, in consideration of the benefits accrued to each party from the covenants herein contained, the Parties agree as follows:

PART 1: GENERAL REQUIREMENTS AND ADMINISTRATION

1.1 Applicability of Agreement

1.1.1 The Developer agrees that the Lands shall be developed and used only in accordance with and subject to the terms and conditions of this Agreement.

1.2 Applicability of Land Use By-law and Subdivision By-law

1.2.1 Except as otherwise provided for herein and in the Stage 1 development agreement, the development, use and subdivision of the Lands shall comply with the requirements of the Land Use By-law for Halifax Mainland and the Regional Subdivision By-law, as may be amended from time to time.

1.3 Applicability of Other By-laws, Statutes and Regulations

1.3.1 Further to Section 1.2, nothing in this Agreement shall exempt or be taken to exempt the Developer, lot owner or any other person from complying with the requirements of any by-law of the Municipality applicable to the Lands (other than the Land Use By-law for Halifax Mainland to the extent varied by this Agreement), or any statute or regulation of the Provincial/Federal Government and the Developer or Lot Owner agree(s) to observe and comply with all such laws, by-laws and regulations, as may be amended from time to time, in connection with the development and use of the Lands.

1.3.2 The Developer shall be responsible for securing all applicable approvals associated with the on site and off site servicing systems required to accommodate the development, including but not limited to sanitary sewer system, water supply system, stormwater sewer and drainage system, and utilities. Such approvals shall be obtained in accordance with all applicable by laws, standards, policies, and regulations of the Municipality and other approval agencies. The Developer acknowledges and agrees that the Municipality makes no guarantees, representations, warranties, or commitments regarding the Halifax Water Services, the availability of or the suitability of the Halifax Water Services for the Lands, or the cost of providing the Halifax Water Services to the Lands. All costs associated with the supply and installation of all servicing systems and utilities shall be the responsibility of the Developer, except as provided for by an Implementation Plan approved by the Nova Scotia Utility and Review Board or for projects covered through the Geizer Hill Capital Cost Contribution Program. All design drawings and information shall be certified by a Professional Engineer or appropriate professional as required by this Agreement or other approval agencies.

1.4 Conflict

1.4.1 Where the provisions of this Agreement conflict with those of any by-law of the Municipality applicable to the Lands (other than the Land Use By-law for Halifax Mainland to the extent varied by this Agreement) or any provincial or federal statute or regulation, the higher or more stringent requirements shall prevail.

1.4.2 Where the written text of this Agreement conflicts with information provided in the Schedules attached to this Agreement, the written text of this Agreement shall prevail.

1.5 Costs, Expenses, Liabilities and Obligations

1.5.1 The Developer shall be responsible for all costs, expenses, liabilities and obligations imposed under or incurred in order to satisfy the terms of this Agreement and all Federal, Provincial and Municipal laws, by-laws, regulations and codes applicable to the Lands.

1.6 Provisions Severable

1.6.1 The provisions of this Agreement are severable from one another and the invalidity or unenforceability of one provision shall not affect the validity or enforceability of any other provision.

1.7 Lands

1.7.1 The Developer hereby represents and warrants to the Municipality that the Developer is the owner of the Lands and that all owners of the Lands have entered into this Agreement.

PART 2: DEFINITIONS

2.1 Words Not Defined under this Agreement

2.1.1 All words unless otherwise specifically defined herein shall be as defined in Land Use By-law for Halifax Mainland and the Regional Subdivision By-law, if not defined in these documents their customary meaning shall apply.

2.2 Definitions Specific to this Agreement

2.2.1 The following words used in this Agreement shall be defined as follows:

Claims means any and all losses, injuries, damages, indirect damages, economic loss, property damage, liabilities, deficiencies, claims, costs, demands, suits, judgments, actions (including death and negligence), interest, awards, penalties, fines, costs, or of whatever kind of expenses (including professional fees and legal fees), whether in contract, tort, equity or otherwise.

Halifax Water Services means wastewater facilities, stormwater systems, and water systems:

(i) owned or operated by the Halifax Regional Water Commission, or any successor, for those properties located within the areas identified on the Service Requirement Map of the Regional Subdivision By-law as the Urban Service Area, the Water Service Area, or Serviced (Water Only), and

(ii) that are provided in accordance with the current versions of the Halifax Water's Schedule of Rates and Regulations for Water, Wastewater and Stormwater Services (Halifax Water Regulations) and Design Specifications & Supplementary Standard Specifications; and

Indemnified Parties means the Municipality, its service commissions, its Mayor, Councillors, and the officials, officers, employees, agents, and the successors of them.

2.2.2 Definitions specific to this Agreement can be found in Schedule C of the of the Stage 1 Development Agreement.

PART 3: USE OF LANDS, SUBDIVISION AND DEVELOPMENT PROVISIONS

3.1 Schedules

3.1.1 The Developer shall develop the Lands in a manner, which, in the opinion of the Development Officer, conforms with the following Schedules attached to this Agreement and filed in the Halifax Regional Municipality as PLANAPP 2023-00408:

Schedule A Legal Description of the Lands

3.2 Requirements Prior to Approval

3.2.1 Any Development Permit application submitted under the Stage 1 Development Agreement shall include the following:

(a) all plans and documents required to evaluate the application, as outlined below, drawn to scale,
(b) documents and plans, drawn to scale, that include the following, where applicable:
    i. floor plans with dimensions shown and the intended use of all rooms labelled;
    ii. elevation drawings with:
        a. height measurements and dimensions shown for all sides of proposed structures,
        b. external cladding material type and detail labelled, and
        c. any architectural details, where required;
(c) roof plans;
(d) a site plan showing:
    i. the location of all streetlines, including the boundary of a shared private driveway which shall include any sidewalk area.
    ii. lot dimensions and lot lines,
    iii. the location of all existing and proposed structures and uses,
    iv. setbacks,
    v. the location and dimensions of bus stops and shelters
    vi. the location and dimensions of all parking lots, parking spaces, driveways, driving aisles, off-street loading spaces, and parking lot entrances and exits,
    vii. the location and dimensions of all pedestrian walks and walkways,
    viii. the location of hard landscaping or soft landscaping,
    ix. the location of solid waste management areas,
    x. the location of both above and underground structures, and
    xi. the location of any non-disturbance area.
(e) where a watercourse, or a wetland that is contiguous to a watercourse, exists and is located on the lot where a development is being proposed or within 60.0 metres of the lot where a development is being proposed, a site plan which shows the following:
    i. the location of any watercourse,
    ii. the location of any wetland that is contiguous to a watercourse,
    iii. the required watercourse buffer,
    iv. existing vegetation limits, and
    v. land contours with lot grading information, certified by a surveyor or professional engineer;
(f) the location of all wetlands within or adjacent to the lot where a development is being proposed;
(g) the location of bicycle parking areas;
(h) the location of building utilities;
(i) the location of all exterior lighting and plan, as per the requirements of the Stage 1 Development Agreement;
(j) excluding height-exempted building rooftop features identified under Section 3.11 of the Stage 1 Development Agreement, for a building or an addition to a building that results in a building greater than 20.0 metres in height:
    i. a pedestrian wind impact assessment report that meets the protocol and performance standards contained in Schedule H of the Stage 1 Development Agreement, and is prepared by a professional engineer, and
    ii. if the pedestrian wind impact assessment report recommends on-site wind mitigation measures, then the measures that are recommended must be implemented in the design and construction of the building;
(k) A landscape plan stamped and signed by a landscape architect, certifying that the plan meets the minimum requirements of the Stage 1 Development Agreement. The landscape plan shall depict the design of all hard landscaping or soft landscaping required for the development, and

where applicable shall indicate:

i. the current and proposed site topography, including the location of any significant gradients;
ii. the footprints of all existing and proposed buildings, including underground parking structures;
iii. the planting areas and details for all new vegetation and groundcover, including location, quantity, size, and both the common and botanical names that identify the species and variety;
iv. the location and identification of existing vegetation that will be used to meet the requirements of the Stage 1 Development Agreement;
v. the soft landscaping on any flat roof, as per the requirements of the Stage 1 Development Agreement;
vi. the soft landscaping on the roof slab of any underground parking structure, as per the requirements of the Stage 1 Development Agreement;
vii. the protection measures, such as hoardings, for any existing soft landscaping that is to be maintained;
viii. the construction details for all hard-landscaped areas, including design specifications, dimensions, paving materials, and locations;
ix. the manufacturers' specifications, such as model and colour, for all seating, light standards and fixtures, waste receptacles, bicycle parking racks, roofed bicycle cages, enclosed bicycle lockers, tree grates or guards, bollards, planter seating walls, wood arbours, outdoor furniture, solid waste management area enclosures, railings, and fencing; and
x. any other information that the Development Officer requires to determine if the development complies with this Agreement and the Stage 1 Development Agreement.
xi. All soft landscaping specified on a landscape plan shall comply with the latest edition of the Canadian Landscape Standard.

(l) any other information that the Development Officer requires to determine if the development complies with this Agreement and the Stage 1 Development Agreement.

3.2.2 No Development Permit shall be issued until a Water Permit is issued by the Halifax Regional Water Commission, confirming that there is adequate capacity within all the existing Halifax Water Services to meet the anticipated demand for the development on the Lands that is the subject of the Development Permit application.

3.2.3 A Development Permit issued under this Development Agreement shall expire 24 months from the date it is issued.

PART 4: AMENDMENTS

4.1 Non-Substantive Amendments

4.1.1 The following items are considered by both parties to be not substantive and may be amended in a matter consistent with the *Halifax Regional Municipality Charter*:

(a) The granting of an extension to the date of commencement of construction as identified in Section 5.3 of this Agreement; and
(b) The granting of an extension to the length of time for the completion of the development as identified in Section 5.4 of this Agreement.

4.2 Substantive Amendments

4.2.1 Amendments to any matters not identified under Section 4.1 shall be deemed substantive and may only be amended in accordance with the approval requirements of the *Halifax Regional Municipality Charter*.

PART 5: REGISTRATION, EFFECT OF CONVEYANCES AND DISCHARGE

5.1 Registration

5.1.1 A copy of this Agreement and every amendment or discharge of this Agreement shall be recorded at the Registry of Deeds or Land Registry Office at Halifax, Nova Scotia and the Developer shall incur all costs in recording such documents.

5.2 Subsequent Owners

5.2.1 This Agreement shall be binding upon the parties hereto, their heirs, successors, assigns, mortgagees, lessees and all subsequent owners, and shall run with the Lands which are the subject of this Agreement until this Agreement is discharged by the Chief Administrative Officer for the Municipality.

5.2.2 Upon the transfer of title to any lot(s), the subsequent owner(s) thereof shall observe and perform the terms and conditions of this Agreement to the extent applicable to the lot(s).

5.3 Commencement of Development

5.3.1 In the event that development on the Lands has not commenced within five (5) years from the date of registration of this Agreement at the Registry of Deeds or Land Registry Office, as indicated herein, the Lands shall conform with the provisions of the Land Use By-law.

5.3.2 For the purpose of this section, commencement of development shall mean Final Design Approval of Regency Park Drive extension.

5.3.3 For the purpose of this section, the Municipality may consider granting an extension of the commencement of development time period through a resolution under Section 4.1, if the Municipality receives a written request from the Developer.

5.4 Completion of Development

5.4.1 Upon the completion of the whole development, the Municipality may review this Agreement, in whole or in part, and may:

(a) retain the Agreement in its present form;
(b) negotiate a new Agreement;
(c) discharge this Agreement; or
(d) discharge this Agreement and apply appropriate zoning pursuant to the applicable Municipal Planning Strategy and Land Use By law, as may be amended from time to time.

5.4.2 For the purpose of this section, completion of development shall mean the issuance of an Occupancy Permit.

5.4.3 In the event that development on the Lands has not been completed within fifteen (15) years from the date of registration of this Agreement at the Registry of Deeds or Land Registry Office, as indicated herein, the Lands shall conform with the provisions of the Land Use By-law.

5.5 Discharge of Agreement

5.5.1 If the Developer fails to complete the development after twenty (20) years from the date of execution of this Agreement, the Municipality may review this Agreement, in whole or in part, and may:

(a) retain the Agreement in its present form;
(b) negotiate a new Agreement; or
(c) discharge this Agreement.

PART 6: ENFORCEMENT AND RIGHTS AND REMEDIES ON DEFAULT

6.1 Enforcement

6.1.1 The Developer agrees that any officer appointed by the Municipality to enforce this Agreement shall be granted access onto the Lands during all reasonable hours without obtaining consent of the Developer. The Developer further agrees that, upon receiving written notification from an officer of the Municipality to inspect the interior of any building located on the Lands, the Developer agrees to allow for such an inspection during any reasonable hour within twenty-four hours of receiving such a request.

6.2 Failure to Comply

6.2.2 If the Developer fails to observe or perform any condition of this Agreement after the Municipality has given the Developer thirty (30) days written notice of the failure or default, then in each such case:

(a) The Municipality shall be entitled to apply to any court of competent jurisdiction for injunctive relief including an order prohibiting the Developer from continuing such default and the Developer hereby submits to the jurisdiction of such Court and waives any defence based upon the allegation that damages would be an adequate remedy;
(b) The Municipality may enter onto the Lands and perform any of the covenants contained in this Agreement or take such remedial action as is considered necessary to correct a breach of the Agreement, whereupon all reasonable expenses whether arising out of the entry onto the Lands or from the performance of the covenants or remedial action, shall be a first lien on the Lands and be shown on any tax certificate issued under the *Assessment Act*;
(c) The Municipality may by resolution discharge this Agreement whereupon this Agreement shall have no further force or effect and henceforth the development of the Lands shall conform with the provisions of the Land Use By-law; or
(d) In addition to the above remedies, the Municipality reserves the right to pursue any other remedy under the *Halifax Regional Municipality Charter* or Common Law in order to ensure compliance with this Agreement.

6.3 Releases, Indemnity, and Limitation of Liability

6.3.1 The Developer acknowledges and agrees that the execution of this Agreement by the Municipality shall not constitute a guarantee, representation, warranty, or a commitment, by the Municipality:

(a) respecting any aspect of the adequacy, availability, or capacity of any Halifax Water Services to serve any portion of the Lands all of which remain the sole responsibility and risk of the Developer; and
(b) to provide any Halifax Water Services to any portion of the Lands.

6.3.2 The Developer hereby:

(a) forever releases, discharges, and indemnifies the Indemnified Parties from any Claims that are

incurred, or awarded against, the Indemnified Party in any finding, judgment, or order, whether arising directly or indirectly;

(b) agrees it will not make any claim against, or claim contribution or indemnity from the Indemnified Parties whatsoever, whether statutory, equitable, contractual, tort or otherwise; and

(c) agrees it will indemnify, defend, and hold harmless each of the Indemnified Parties from and against all Claims arising out of any third-party proceeding or action that is in any way is related to, or arises or results from:

    (i) the provision, availability, adequacy, or capacity of the Halifax Water Services to serve any part of the development on the Lands; or
    (ii) the construction, maintenance, servicing or location of the Lands; or
    (iii) the suitability of the Lands for human habitation.

and this release, discharge and indemnity shall apply notwithstanding any negligence, breach of duty, statutory non-compliance or other fault on the part of any Indemnified Party.

IN WITNESS WHEREAS the said parties to these presents have hereunto set their hands and affixed their seals the day and year first above written.

SIGNED, SEALED AND DELIVERED in the presence of:

(Insert Registered Owner Name)

_____
Witness

Per:_____

Print Name: _____

Position: _____

Date Signed: _____

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HALIFAX REGIONAL MUNICIPALITY

SIGNED, DELIVERED AND ATTESTED to by the proper signing officers of Halifax Regional Municipality, duly authorized in that behalf, in the presence of:

_____
Witness

Per:_____
MAYOR

Date signed: _____

_____
Witness

Per:_____
MUNICIPAL CLERK

Date signed: _____

PROVINCE OF NOVA SCOTIA
COUNTY OF HALIFAX

On this _____ day of _____, A.D. 20____, before me, the subscriber personally came and appeared _____ a subscribing witness to the foregoing indenture who having been by me duly sworn, made oath and said that _____, _____ of the parties thereto, signed, sealed and delivered the same in his/her presence.

_____
A Commissioner of the Supreme Court
of Nova Scotia

PROVINCE OF NOVA SCOTIA
COUNTY OF HALIFAX

On this _____ day of _____, A.D. 20___, before me, the subscriber personally came and appeared _____ the subscribing witness to the foregoing indenture who being by me sworn, made oath, and said that Andy Fillmore, Mayor and Iain MacLean, Clerk of the Halifax Regional Municipality, signed the same and affixed the seal of the said Municipality thereto in his/her presence.

_____
A Commissioner of the Supreme Court
of Nova Scotia

ATTACHMENT C
Review of Relevant Policies from the Halifax MPS and Halifax Mainland LUB

Halifax Municipal Planning Strategy (MPS)	
SECTION II – CITY WIDE OBJECTIVES AND POLICIES	
Part 1: Economic Development	
Applicable Policies	**Staff Comments**
1.2.2 In considering new development regulations and changes to existing regulations, and development applications, the City shall give consideration of any additional tax revenues or municipal costs that may be generated therefrom.	The development of the Schedule 'K' lands will primarily affect the tax base by increasing the overall site value and associated tax revenue. The Schedule 'K' Zone was designed to support future mixed-use development, incorporating a variety of housing types. Municipal costs will align with standard service delivery expenses for residential neighbourhoods, and therefore, this policy does not raise any concerns. The agreement outlines that costs associated with the maintenance of private infrastructure is the sole responsibility of the developer.
Part 2: Residential Environments Objective: The provision and maintenance of diverse and high quality housing in adequate amounts, in safe residential environments, at prices which residents can afford.	
Applicable Policies	**Staff Comments**
2.1 Residential development to accommodate future growth in the City should occur both on the Peninsula and on the Mainland and should be related to the adequacy of existing or presently budgeted services.	The site is currently un-serviced. However, as part of this application, a Traffic Impact Study and an analysis of sewer and sanitary services were conducted. Both reports were reviewed by Development Engineering and Halifax Water and found to be acceptable. To accommodate the increased density, upgrades to the Geizer Hill Booster Station will be necessary. The Developer, in coordination with Halifax Water, will be responsible for implementing these upgrades. Additionally, the Developer will be responsible for all new street construction and necessary improvements to existing infrastructure.
2.1.2 On the Mainland, residential development should be encouraged to create sound neighbourhoods through the application of a planned unit development process and this shall be accomplished by Implementation Policy 3.3. It is the intention of the City to prepare and adopt a planned-unit development zone subsequent to the adoption of this Plan.	The purpose of the Schedule 'K' policies is to facilitate the comprehensive development of vacant properties in Mainland North. This approach allows for provisions that ensure new developments complement existing ones while establishing a framework for well-planned, mixed-use growth. For further details, please refer to the analysis of Implementation Policy 3.3 below.

2.2	The integrity of existing residential neighbourhoods shall be maintained by requiring that any new development which would differ in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	The existing neighbourhood is primarily a residential community, bordered by the Clayton Park Subdivisions (Phases 4 and 5) to the west and the Mount Royal subdivision to the south. While the surrounding area consists mostly of multi-unit residential buildings, there are some institutional and commercial uses nearby. Overall, the community maintains a mixed character, with a strong emphasis on residential development in the form of multiple unit dwellings. The development agreements permit a mixed-use development that is primarily residential in a multiple unit building form. As such, the proposal does not differ in use from the present neighbourhood development pattern as multiple unit dwellings largely surround the subject site. The proposal represents a change in intensity of use from the established suburban neighbourhood pattern, which is characterized by large floor plates and auto-oriented design. The proposed development introduces a more urban typology with greater height and density, better aligning with contemporary planning goals for compact growth, housing supply, and transit-supportive communities. This shift responds directly to the evolving needs of the municipality, including demand for diverse housing options, improved walkability, and efficient use of serviced lands. The result is a development that complements the area's transition toward a more urban form. Implementation Policy 3.1 & 3.2 have been repealed.
2.3	The City shall investigate alternative means for encouraging well-planned, integrated development.	Not applicable.
2.3.1	The City should restrict ribbon development which does not conform to the policies of this document and should seek ways to remove any such development which may become obsolete.	The proposal is for an infill development and is not considered a form of ribbon development.
2.3.2	Ribbon development along principal streets should be prohibited in order to minimize access points required by local traffic.	The proposal includes creating a connection between Regency Park Drive and Washmill Lake Drive, which is qualified as a major collector Street. Vehicular access to Regency Park Drive is regulated by the development agreements.
2.4	Because the differences between residential areas contribute to the richness of Halifax as a city, and because different neighbourhoods exhibit different characteristics through such things as	The vacant property is situated on the edge a primarily residential community, bordered by the Clayton Park Subdivisions (Phases 4 and 5) to the west and the Mount Royal subdivision to the south. While the surrounding area consists mostly of

	their location, scale, and housing age and type, and in order to promote neighbourhood stability and to ensure different types of residential areas and a variety of choices for its citizens, the City encourages the retention of the existing residential character of predominantly stable neighbourhoods, and will seek to ensure that any change it can control will be compatible with these neighbourhoods.	multi-unit residential buildings, there are some institutional and commercial uses nearby. Overall, the community maintains a mixed character, with a strong emphasis on residential development in the form of multiple unit dwellings. The development agreements permit a mixed-use development that is primarily residential in a multiple unit building form. The proposal is compatible with the existing neighbourhood as it builds on established residential uses while introducing a more urban typology. The proposal introduces an increase in height compared to the existing neighbourhood, but compatibility is maintained through careful attention to scale and building design. Taller elements are placed in a tower form with setbacks from the podium, which reduces their visual impact and preserves a human-scale interface at the street. The podium provides continuity with adjacent lower-scale buildings, while the step-backs and transitions ensure that massing tapers appropriately toward the edges of the site. This approach allows for additional height and density while respecting the established neighbourhood pattern and maintaining a comfortable, pedestrian-oriented streetscape The design maintains a residential character while improving walkability, transit access, and housing diversity. While the built form differs from the original suburban model, the proposal balances new intensity with appropriate transitions, ensuring continuity with the neighbourhood's character while supporting its gradual shift toward a more compact, urban community. By respecting the existing characteristics of the area—including development form and housing type—this proposal ensures that any change remains compatible with the surrounding community.
2.4.1	Stability will be maintained by preserving the scale of the neighbourhood, routing future principal streets around rather than through them, and allowing commercial expansion within definite confines which will not conflict with the character or stability of the neighbourhood, and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	The proposal envisions a mixed-use development with residential uses, commercial uses, and parkland. The scale of the existing neighbourhood remains unchanged, as the development is located on vacant land at its edge along a new street. The agreement also sets clear limits on commercial activity by restricting the type, location, and floor area of permitted uses. Implementation Policy 3.1 and 3.2 are repealed.

2.4.2	In residential neighbourhoods alternative specialized housing such as ~~special care homes~~ **shared housing**; commercial uses such as daycare centres and home occupations; municipal recreation facilities such as parks; and community facilities such as churches shall be permitted. Regulations may be established in the land use by-law to control the intensity of such uses to ensure compatibility to surrounding residential neighbourhoods.	The proposed development agreements permit commercial uses, shared housing, community facility uses, home based business uses, and include the provision of parkland dedication. Further, to ensure the development remains primarily residential and to ensure theses uses are compatible with the surrounding area, the agreement establishes limits on the permitted location for commercial and community facility uses.
2.4.2.1	Pursuant to 2.4.2 the land use by-law may regulate the number, size, height, illumination and location of signs.	The proposed development agreements include specific provisions for signage that align with the municipality's current signage standards. These provisions are also tailored to the built forms proposed for this development, ensuring consistency with modern requirements.
2.4.3	Further to City-Wide residential and heritage policies which recognize the diversity of residential neighbourhoods and encourage the retention of existing structures which reflect the City's heritage, the City recognizes that areas designated and zoned residential-commercial provide opportunities for conversions to residential tourist accommodations uses. To encourage the reuse of buildings in these areas for these purposes, the land use by-law shall establish provisions which permit these uses in existing buildings subject to special controls	Not applicable.
2.6	The development of vacant land, or of land no longer used for industrial or institutional purposes within existing residential neighbourhoods shall be at a scale and for uses compatible with these neighbourhoods, in accordance with this Plan and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	The vacant property is situated on the edge a primarily residential community, bordered by the Clayton Park Subdivisions (Phases 4 and 5) to the west and the Mount Royal subdivision to the south. While the surrounding area consists mostly of multi-unit residential buildings, there are some institutional and commercial uses nearby. Overall, the community maintains a mixed character, with a strong emphasis on residential development in the form of multiple unit dwellings. The proposed development agreements permit a mixed-use development that is primarily residential in a multiple unit building form. The proposal introduces an increase in height compared to the existing neighbourhood, but compatibility is maintained through careful attention to scale and building design. Taller elements are placed in a tower form with setbacks from the podium, which reduces their visual impact and preserves a human-scale interface at the street. The podium

		provides continuity with adjacent lower-scale buildings, while the step-backs and transitions ensure that massing tapers appropriately toward the edges of the site. This approach allows for additional height and density while respecting the established neighbourhood pattern and maintaining a comfortable, pedestrian-oriented streetscape. By respecting the existing characteristics of the area—including uses and development form—this proposal ensures that any change brought about remains compatible with the surrounding community. IM Policy 3.1 & 3.2 – Repealed
2.8	The City shall foster the provision of housing for people with different income levels in all neighbourhoods, in ways which are compatible with these neighbourhoods. In so doing, the City will pay particular attention to those groups which have special needs (for example, those groups which require subsidized housing, senior citizens, and the handicapped).	To increase housing availability in an area with very low vacancy rates and to accommodate a range of income levels, the proposed development allows for various residential uses. These include, but are not limited to, townhouse style dwellings, multiple-unit dwellings, small and large shared housing, and grade-related dwellings. Additionally, the agreement mandates a mix of bedroom unit types within multiple-unit dwellings to support diverse housing needs.
2.9	The City shall actively seek to influence the policies and programs of other levels of government in order to implement the City's housing policies and priorities and shall also actively seek taxation preference as one method of encouraging rehabilitation of existing housing stock.	Not applicable.
2.10	For low and medium density residential uses, controls for landscaping, parking and driveways shall ensure that the front yard is primarily landscaped. The space devoted to a driveway and parking space shall be regulated to ensure that vehicles do not encroach on sidewalks.	While no low or medium-density residential uses are proposed, the agreement sets minimum landscaping requirements for front yards across all uses, as outlined in Section 3.25. Additionally, all off-street parking must be located within the building or internal to the lot on the side or rear, ensuring it is kept away from the street.
2.11	For all residential uses the parking and storage of vehicles such as trailers, boats and mobile campers, shall be restricted to locations on the lot which create minimal visual impact from the street.	To ensure minimal visual impact from the street, all off-street parking must be located within the building or internal to the lot on the side and rear, ensuring it is kept away from the street.
Part 3: Commercial Facilities Objective: The provision of commercial facilities appropriately located in relation to the City, or to the region as a whole, and to communities and neighbourhoods within the City.		
Applicable Policies		**Staff Comments**

3.1.1	The City shall review all applications to amend the zoning by-laws or the zoning map in such areas for conformity with the policies of this Plan with particular regard in residential areas to Section II, Policy 2.4.	While this application does not propose amendments to the zoning by-laws or the zoning map, it aligns with the Halifax Municipal Planning Strategy. Please refer to Section II, Policy 2.4 above.
3.1.2	Minor commercial centres should service several neighbourhoods. They should locate along principal streets with adequate provision for pedestrian, transit, service and private automobile access. Parking provision should be allowed on surface lots servicing single businesses, as long as conditions preclude nuisance impact on adjacent residential areas. Access to any parking area from the principal street should be controlled. The City should define the geographic limits of minor commercial centres, and shall encourage contiguity of commercial or associated uses within those limits. Minor commercial centres should offer a wider range of services than neighbourhood shopping facilities including local office, restaurants, cinemas, health centres and multi-service centres. Notwithstanding any other policy in the Municipal Planning Strategy or Secondary Planning Strategies, billboards advertising off-site goods and services shall be prohibited in Minor Commercial areas. This policy shall serve as a guideline in rezoning decisions in accordance with Implementation Policies 3.1 and 3.2 as appropriate.	The proposed development agreements permit commercial uses on the first three stories of the multi-unit dwellings located in Zone 1, along Regency Park Drive near its intersection with Washmill Lake Drive. Additionally, select commercial uses are allowed on the ground floor only within buildings located in Zone 4, which also fronts Regency Park Drive. Both the types of commercial uses and their floor area limits align closely with the guidelines for Minor Commercial Centres. • The development is strategically located along a future principal street, ensuring convenient access for pedestrians, transit, and automobiles, and is designed to serve multiple neighbourhoods. • Parking provisions have been thoughtfully planned to minimize any potential impact on adjacent residential areas and the public realm. Surface parking lots will be sited and designed to avoid nuisances, with controlled access to ensure safe and efficient traffic flow from the principal street. • The proposed commercial uses will offer a diverse range of services, including local offices, restaurants, and health centres, thereby enhancing the amenities available to the surrounding communities. • Finally, the development agreement expressly prohibits the installation of billboards. This proposal aligns with the Implementation Policies 3.1 and 3.2 have been repealed.
Part 9: Transportation Objective: The provision of a transportation network with special emphasis on public transportation and pedestrian safety and convenience which minimizes detrimental impacts on residential and business neighbourhoods, and which maximizes accessibility from home to work and to business and community facilities.		
Applicable Policies		**Staff Comments**
9.4	The transportation system within residential neighbourhoods should favour pedestrian movement and discourage vehicular through traffic in both new and existing neighbourhoods. A pedestrian system that utilizes neighbourhood streets and paths to link the residents with	The extension of Regency Park Drive is an important infrastructure piece that will complete a key link in the neighbourhood's pedestrian network, improving access and connectivity for pedestrians and multi-modes of transportation. This connection will enable residents to safely and conveniently access nearby commercial areas,

	the commercial and school functions serving the area will be encouraged.	schools, and other community amenities via the street, transit, bike lanes, and pathways, in line with the intended prioritization of pedestrian movement within residential neighbourhoods. The completion of the Regency Park Drive extension requires the conversion of a small portion of the Halifax Mainland Commons to public street status to accommodate the planned alignment. To facilitate this, the Developer shall be responsible for undertaking and completing any municipal processes necessary to enable the conversion, including but not limited to, processes related to the disposal or acquisition of municipal property or the execution of a license conversion agreement.
HALIFAX MPS - IMPLEMENTATION POLICIES		
Applicable Policies		**Staff Comments**
3.1.1	The City shall review all applications to amend the zoning by-laws or the zoning map in such areas for conformity with the policies of this Plan with particular regard in residential areas to Section II, Policy 2.4.	While this application does not propose amendments to the zoning by-laws or the zoning map, it aligns with the Halifax Municipal Planning Strategy. Please refer to Section II, Policy 2.4 above.
3.3	For the residentially designated undeveloped areas of Mainland North, the City shall, pursuant to Section 38(2)(p) of the Planning Act, establish such development regulations as are necessary to implement the policies of this Plan.	The site is designated as 'Residential Environments' under the Halifax Municipal Planning Strategy (MPS). It is currently vacant and situated in the Mainland North area, adjacent to the Mainland Commons. The development agreement establishes regulations that align with and implement the policies of the MPS, as outlined in this staff report.
3.3.1	Further to Policy 3.3 above, these areas shall be identified on the zoning map and within such areas no development permit shall be issued unless the proposed development has been approved by a resolution of Council, and further, except under an agreement with Council pursuant to Section 34(1) of the Planning Act.	Prior to the rezoning under the Housing Accelerator Fund (HAF) amendments, the site was identified as Schedule 'K' in the Zoning Map. At the time of the HAF amendments, Policy 3.23 was introduced, allowing applications that were already in progress at the time of the HAF amendments to proceed under the previous regulations. Schedule "K" zoning signifies that a Stage I and Stage II development agreements are required to develop the site and they require Community Council's approval before any development permits can be issued.

3.3.2	Further to Policy 3.3.1 above, the purpose for which land within these areas is to be developed shall be primarily residential, and an emphasis shall be placed on a mix of housing types, shall include provision for local commercial uses that are intended to serve the residents of the immediate area, and shall include provision for automobile, transit and pedestrian circulation and an emphasis on conservation of natural environment features including lakes and waterways, mature trees and natural topographic features. In addition to the above, City Council may consider provision for minor commercial uses in accordance with Policy 3.1.2 in Section II, provided that such uses are consistent with the policies of this Plan, are compatible in design form and function with comprehensively planned development and with development adjacent to a comprehensively planned development, and that such uses are located in such manner as to be in accord with Policy 2.4.1 of Section II, as the principles of said policy may apply to areas of vacant land.	The proposed development agreement prioritizes residential land use with a mix of housing types, including multi-unit buildings and grade related uses, to support a range of household needs. The proposal also integrates local commercial uses to serve residents of the development and immediate area, ensuring accessibility to essential services without necessitating long commutes. To support multiple modes of transportation, the development incorporates a missing infrastructure connection piece via the extension of Regency Park Drive to Washmill Lake Drive. This will result in a well-connected street network designed for automobiles, transit, cyclists, and pedestrians. Sidewalks, multi-use pathways, and transit-friendly street designs encourage walkability and alternative transportation options, aligning with municipal mobility goals. The natural environment within the development area is being protected through three primary means: limiting development to previously disturbed areas wherever possible, dedicating parkland, and establishing designated non-disturbance areas. Provisions within the development agreement require the preservation of existing natural features, including mature trees, watercourses, and natural topography. Approximately 4 acres of undisturbed land will be dedicated as parkland and incorporated into the existing Mainland Commons. Additionally, a significant non-disturbance area is proposed on PID 41477720, which includes lands abutting the Mount Royal subdivision. This non-disturbance area will preserve the largest wetland on the site. Additionally, the agreement includes commercial uses that align with Policy 3.1.2 in Section II. By restricting the types of commercial uses and regulating their location and floor area, the proposal provides essential services while preserving the residential character of the area and ensuring compatibility in both form and function with surrounding developments. The integration of commercial uses within multi-unit dwellings further supports Policy 2.4.1 of Section II. Overall, the development is a planned community that balances residential growth, local commercial opportunities, sustainable transportation options, and environmental stewardship in accordance with the City's policy objectives.

3.3.3	The City shall prepare and adopt plans for major public facilities including the location of collector roadways, schools and major community open space in the residentially designated undeveloped areas of the City.	The development agreement requires a collector roadway connecting Regency Park Drive to Washmill Lake Drive and the dedication of municipal parkland. These major public facilities will enhance connectivity and providing valuable green space for the community. These additions will support future growth, improve transportation efficiency, and contribute to local recreational opportunities.
3.3.4	In entering into agreements pursuant to Policy 3.3.1 above, Council shall be guided by the policies contained in Section II of this Plan and shall not enter into agreements which are inconsistent with the policies of this Plan.	The development agreement is guided by and satisfies all applicable policies contained within Section II of this Plan.
3.3.5	Prior to entering into any agreements pursuant to Policy 3.3.1, Council shall advertise its intention to do so and shall hold a public hearing at which time any objections shall be heard.	The HRM Charter sets forth the conditions by which a Municipality may enter into a development agreement. The Charter does not allow a development agreement to be approved by Council without first holding a Public Hearing. As such, a public hearing is required to be held by Community Council before consideration of approval.
3.23	Complete applications for development agreements on file with the Municipality, which were received on or before April 9, 2024, shall continue to be considered under the policies in effect on immediately prior to that date. Where any such application is withdrawn, significantly altered, or refused by Council, any new development applications shall be subject to all applicable requirements of this Plan and the Land Use By-law. Applications that have not proceeded to public hearing within 36 months of April 9, 2024 shall be subject to all applicable requirements of this Plan and the Land Use By-Law. (RC-May 23/24;E-Jun 13/24)	This application was deemed complete on July 6, 2023. 36 months from April 9, 2024 is April 9, 2027.

Halifax Regional Municipal Planning Strategy (Regional Plan)	
CHAPTER 3: SETTLEMENT AND HOUSING 3.2 Land Use Designations	
3.3 PLANNING AND DESIGN FOR GROWTH CENTRES Tables 3-1 and 3-2 outline the types of centres intended for the Urban Settlement and Rural Commuter Designations respectively and the associated design characteristics which are to be supported when preparing secondary planning strategies. Table 3-3 lists other Rural Centres which are no longer targeted for growth, but will	Staff recommend approval of this request, noting that it aligns reasonably well with the intentions of the Urban Local Growth Centre. A mix of high density residential with local commercial uses is proposed in a building form that will emphasize pedestrian oriented facades with required grade related uses and streetwall

continue to be recognized for their role in the rural settlement pattern. Directives for preparing a secondary planning strategy for the Regional Centre are found under Chapter 6. **Table 3-1: Future Characteristics of Urban Settlement Growth Centres** **Map 1: Settlement and Transportation** This property falls within the Clayton Park West Urban Local Growth Centre identified on Map 1. Table 3-1 of the Regional Plan lists intended future characteristics of Urban Local Growth Centres. Characteristics intended for the Clayton Park centre which are applicable to this request include: • Mix of low, medium and high density residential, small office, small institutional and convenience commercial uses • Encourage infill or redevelopment of large parking lots into traditional blocks with streetwalls and stepbacks • Pedestrian oriented facades • Transit to connect to other centres and Regional Centre • Pedestrian oriented transit stops • Enhanced pedestrian linkages • Street, or rear yard parking wherever possible • Access to AT routes • Short interconnected blocks for ease of walkability • Streetscaping featuring landscaped pocket parks and tree-lined streets • Interconnected private and public open space • Improved quality and quantity of parkland • Focus on waterfront parks and trails • Private and public realm urban forest canopy cover to be maintained and improved • Provisions for food security • Built and natural heritage to be maintained and improved • Public art integrated with new development • Scenic public views preserved	setbacks and stepbacks. The proposed development provides transit connections to other centres and the Regional Centre. The agreement requires pedestrian-oriented transit stops and enhanced pedestrian linkages throughout the site with direct access to active transportation (AT) routes. The agreement locates parking away from the streetline, either underground or to the side and rear of the building, with access doors not visible from the public realm. The agreement requires, through the landscaping provisions and the HRM Municipal Design Guidelines, streetscaping features including trees, landscaped pocket parks, and interconnected private and public open spaces, contributing to an expanded landscaped open space and urban forest canopy. The design also enhances parkland quality and quantity and expands on existing trail networks.
CHAPTER 9: GOVERNANCE AND IMPLEMENTATION	
9.6.A 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 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	The proposed development aligns with the various priority plans as per the following: • Increasing housing stock to accommodate the growing population in Halifax (Strategic Objective 1.6 Halifax's Inclusive Economic Strategy 2022-2027). • Identify and implement new sidewalks, multi-use pathways and enhanced crossing treatments to connect networks and better manage interactions between pedestrians and motor vehicles (A7 IMP) • When planning and implementing transit oriented development and Park & Ride lots, pursue opportunities to reduce housing costs through such measures **as reduced parking requirements**, optional parking for each residential unit, bonus zoning, partnerships, land banking and innovative technologies (A15 IMP). • Consider focusing commercial land use inside designated mixed-use growth centres and minimize these uses in other areas (A27 IMP) • Protect riparian corridors and wetlands from degradation, pollution and other threats. (Objective 4.1.3.3 of the HGNP) • Integrating climate change implications into land use planning policies and process by reducing sprawl and efficiently using transportation systems (Action 23 HalifACT). • Increase land protection and conservation on private lands through partnerships, collaboration and municipal planning requirements (Action 25 of HalifACT) • Fund and implement the Green Network Plan and Urban Forest Master Plan (Action 20 of HalifACT)
Policy E-10 The recommendations of the Urban Forest Master Plan, adopted in principle by HRM in September 2012, shall be considered in planning, programming and regulatory activities related to managing and enhancing the urban forest cover in HRM.	The existing forest cover is being protected through three primary means: limiting development to previously disturbed areas wherever possible, dedicating parkland, and establishing designated non-disturbance areas. For areas where tree cover will be lost, provisions within the development agreement require the preservation mature trees where possible but also planting standards both on private and public lands.

Policy T-3 When preparing secondary planning strategies or negotiating development agreements, HRM shall consider: (a) protecting greenways from development that would disrupt the continuity of planned greenways; (b) requiring planned greenways to be built by developers to HRM standards when the land abutting them is developed; and (c) requiring new development be connected to, and provide access to, existing and planned greenways.	The development supports and enhances active transportation (AT) connections by integrating and protecting AT routes within its design. Formal walkways are provided to the Geizer Hill Trail as well as connecting the development to the existing street network and proposed parkland dedication. Trails will be required in the proposed parkland and the developer will be required to construct these trails to HRM standards, contributing to a consistent active transportation network. The development will provide direct connections to both existing and planned AT routes, offering accessible, integrated routes for pedestrians and cyclists, and enhancing community access to the broader AT network.
Policy T-9 HRM shall require mixed use residential and commercial areas designed to maximize access to public transit (Transit Oriented Development) within the Urban Transit Service Boundary through secondary planning strategies and shall strive to achieve the intent of this policy through land use by-law amendments, development agreements and capital investments.	The subject site is within the Urban Transit Service Boundary (RMPS Map 7). The proposed development is mixed-use and will add a significant amount of density to the area that will warrant increased transit service. The agreement requires pedestrian-oriented transit stops along the Regency Park Drive extension.

HALIFAX

PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

WHAT WE HEARD
Summary of Feedback

PLANAPP-2023-00408

A request by WM Fares Architects, on behalf of the property owner, to allow a mixed-use development consisting of residential and commercial uses on a site located near the Mainland Common area in Clayton Park (PIDs 41477720, 40550774, and 00330845)

Engagement

Public Consultation took place from April 11, 2024, until May 6, 2024. The engagement consisted of:

- a mailout notification to nearby residents which highlighted the proposal, identified how to find out more information, and outlined how to provide comments/feedback.
- a web page was created on Shape Your City that housed a video presentation by staff on the planning process and a survey requesting feedback.

Methodology

A count of notifications sent, and their response rate is included. Reoccurring comments were grouped into themes and provided below. The survey results are attached for reference.

Data (for public consultation period)

Reponses	
Total Notification Mailouts	2,640
Video Views	243
Surveys Submitted	105
Emails/Phone Calls Received	~12
Percent	~3.9% survey response rate

Questions?
Planning and Development
Dean MacDougall – Planner

www.halifax.ca/planning
902-240-7085
macdoude@halifax.ca

HALIFAX
PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Summary

The survey consisted of open-ended essay questions and one question on open space. In terms of open space facilities, the respondents felt trees and natural vegetated areas were the most important. The average rankings are as follows:

1. Trees and natural vegetated areas
2. Playgrounds
3. Fields/play lawns for general unstructured plan and leisure
4. Seating and garden areas
5. Social gathering spaces
6. Urban Plazas

HRM planning staff has compiled all the public comments and questions provided through both the survey and received correspondence. Broadly, these comments fell into four categories, as summarized below:

Traffic Safety

- “I am greatly concerned with the amount of traffic that will be created on Regency Park Drive as this street will now be an access way (short cut) in and out of Bayer's Lake Commercial Park and to Dunbrack, the 102, and Northwest Arm Drive.”
- “Increased traffic on Washmill Lake Drive making it even more difficult and dangerous to exit existing streets.”

Construction and Impact on Infrastructure

- “Are the current schools (high school and elementary) able to accommodate an increase in their student population with this many new homes being planned?”
- “Noise, dirt, over a long period”

Loss of Green Space

- “We do not like it because cutting down trees and destroying birds and animal habitats”
- “When I look out my windows from my apartment on Grandhaven Blvd, I see a beautiful forested area. All this will be lost with this new development. I can't help but feel we are losing so much by filling up every available area of land with housing.”

Need for Housing/Support for the development

- “Connection creates a much faster path between these two areas without having to drive through Bayer's Lake/Clayton Park. Traffic may be reduced in these areas somewhat. Increase in housing is greatly needed so 3500+ units is a big plus.”
- “I like the park space and trails. I like the connection of Regency Park Drive to Washmill Drive. I like the commercial space.”

Questions?
Planning and Development
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PLANAPP 2023-00408: Washmill Lake Drive, Halifax

SURVEY RESPONSE REPORT
01 July 2013 - 07 May 2024

PROJECT NAME:
Planning Applications

BANG THE TABLE engagementHQ

SURVEY QUESTIONS

Q1 What concerns do you have with the proposed development?

Anonymous 4/17/2024 01:42 PM	How much traffic it's going to be in the area and construction traffic as well
Anonymous 4/17/2024 02:55 PM	Traffic and congaction and school childeran saifty on regency park.
Anonymous 4/17/2024 03:04 PM	My only concern is density, but this area seems to be all apartments. I am also worried about traffic lights and ensuring that they are used as this is a highly used area.
Anonymous 4/17/2024 03:21 PM	Washmill Lake Dr is 60 km/h in that area , due to increased population and traffic the speed should be reduced to 50km/h
Anonymous 4/17/2024 03:52 PM	No major concerns, increased population in the area could cause congestion if roadways/lights/public transit is not properly setup.
Anonymous 4/17/2024 04:09 PM	Traffic . As it is there is no STOP signs from the end of washmill/ sun rack until the end of washmill . And only 1 crosswalk !!! It's a menace as people have to run across 4 lanes of traffic when using bus system at present . Will there be at schools/preschool spots /Daycare spots in this area with all the in increase of new buildings and skyscrapers. I'm all for development, but you need the other things put in as well. Otherwise, you have overcrowding no way to get around the city or out of little areas that you live in. It's a definite concern.
Anonymous 4/17/2024 05:18 PM	The intersections around Regency, Greenpark Close and Thomas Raddall. At present when school is in we have major problems with student/teacher traffic during the hours of 8:30 am and school closing around 3:00 pm No one stops at the stop sign on Thomas Raddall and we have problems getting out of Greenpark Close during the above hours. There has to be traffic lights or a roundabout in this area. When it is developed we are going to have increased traffic problems in this area.
Anonymous 4/17/2024 06:27 PM	Green space is still maintained around development. Intersection lights to allow for exiting on and off Washmill Lake Drive, there are none on Grandhaven Blvd and it has made that intersection extremely dangerous.

Anonymous 4/17/2024 06:30 PM	Traffic and parking
Anonymous 4/17/2024 09:27 PM	The impact on traffic is my main concern. Currently there is often heavy traffic and congestion at Dunbrack, turning up to Washmill Lake Drive, as well as at Main Ave. and Washmill Lake Drive. This will only get worse with the increase in population in the new residential area if the infrastructure remains the same. Traffic lights at Main Ave. and Washmill Lake Drive needs to be a priority for pedestrian safety and reduction of motor vehicle accidents. My other concern is educational infrastructure. Are the current schools (high school and elementary) able to accommodate an increase in their student population with this many new homes being planned?
Anonymous 4/18/2024 08:13 AM	Traffic on Regency Park Drive. It's difficult now with the traffic from Halifax West High School to exit from Greenpark Close during school opening, closing and lunch times. It will also provide access to Highway 102, which Washmill Lake Drive does not have at present.
Anonymous 4/18/2024 10:42 AM	Around this site in Mainland Common area in Clayton Park all you see is apartment buildings. This site is perfect for affordable housing. For example : 11/2 story houses with 3 bedrooms, 11/2 bathrooms. Some 2 story houses and some Fourplex houses. Perhaps some commercial.
citydweller 4/18/2024 12:01 PM	I am greatly concerned with the amount of traffic that will be created on Regency Park Drive as this street will now be an access way (short cut) in and out of Bayer's Lake Commercial Park and to Dunbrack, the 102, and Northwest Arm Drive. As Regency Park Drive has a school zone, I would hope that there will be traffic lights or, at minimum, a three-way stop at the intersection of Thomas Raddall Drive and Regency Park Drive, and anywhere else along this new route to slow down traffic such as speed humps. I am also concerned about the height of the proposed buildings ruining sitelines to the harbour and downtown. I hope that the taller buildings will be on the west side of Regency Park Drive to minimize the view obstruction. As a shift worker, I am also concerned about the noise disruption during the building of this development (blasting, excavating, etc, as well as the general dirt and dust created. I also feel that this proposal is too large in scale, both in terms of building height (28 stories) as well as the number of units, for this area. The amount of stories allowed should be reduced to the 12 maximum as this is an already high elevation in the city, and that the number of units will create a very

	busy neighborhood putting strain on the infrastructure such as the schools, recreation facilities and parks, and traffic patterns.
jojo123 4/18/2024 01:23 PM	Noise, dirt, over a long period. Will not contribute to low cost housing at a time when Canada and Halifax are in need of affordable housing.
Anonymous 4/18/2024 01:27 PM	Smooth flow of pedestrian and vehicular traffic especially during peak hours
Anonymous 4/18/2024 03:27 PM	increased traffic on Washmill Lake Drive making it even more difficult and dangerous to exit existing streets. Loss of green space. No indication of affordable housing. These will be even more expensive. Any new development should have to include housing for moderate income families.
Anonymous 4/18/2024 03:29 PM	Connecting Washmill to Regency Park is going to create more traffic in an area that is already so close to a school More housing for who? Is this affordable housing? I doubt it
Anonymous 4/18/2024 04:49 PM	My main concern is traffic. Currently, when Halifax West School lets out for the day traffic is backed up on Regency Park from Lacewood to Green Close Park and on Thomas Raddell from Lacewood to beyond the Canada Games Centre. While the traffic is not as dense in the morning the volume is still there and one has to deal with vehicles travelling a lot faster up Regency. In the afternoon during this time frame, it is extremely challenging to be able to leave Solutions Dr. when making a left-hand turn. One must note traffic includes standard vehicles, school busses and metro buses all which will increase as some of these new residents will be attending Halifax West. Yes while connecting Regency Park to Washmill will allow for egress it will also add more traffic from that direction. Currently during the day, the speed of traffic is excess coming down the hill on Regency Park by Solutions Dr. which creates a hazard for those turning left on Solutions Dr. In the planning process it states there are allowances for parking, was this taken into consideration parking for Halifax West when it was developed? Currently Thomas Raddell and Regency Park has overflow parking from the school and Regency Park is used for parking on both sides of the street from Green Close to the end of the road. While this is not a hazard now, it will be when the road is open through to Washmill Lake as this will then be a through street for traffic. Then add the 3500 plus vehicles of the residents and businesses at the new development. Currently when the school lets out traffic at the bottom of Regency Park Drive and

	Lacewood doubles up sometimes almost to Solutions Dr. While I understand why drivers do this, lane sharing, it is not legal under the Motor vehicle act as there are no defined lanes. The Traffic Light programming at this intersection, and Thomas Raddell/Lacewood should be reviewed to address traffic movement off these streets more effectively. Please do not tell me this is a traffic enforcement issue as we all know traffic enforcement especially at intersections is not a priority in the HRM
Anonymous 4/18/2024 05:52 PM	Where are the deers going to go. Will the buildings block off the view from the Mount Royale apartment buildings? How will traffic be affected. Left turns onto wash mill lake drive are already bad. When will construction start, how much noise will it cause.
Anonymous 4/18/2024 07:01 PM	High density living in the area now. This is going to add too much traffic to an already busy area. I live on Grandhaven Blvd and we already deal with difficulty getting out on to Washmill Drive.
Anonymous 4/18/2024 11:48 PM	Increased traffic
Anonymous 4/19/2024 03:00 AM	Traffic issues for Regency Park Drive, Greenpark Close and Solutions Drive. The congestion of traffic from the school in the morning and afternoon is already an issue. This is a quiet area and this development would increase noise levels for the residents of the existing buildings and disturb the natural environment which we all appreciate as part of our surroundings. An opening from Washmill Lake Road to Regency Park Drive will also be used as a means for other individuals who do not live in this area to access Lacewood Drive, Clayton Park Area. I cannot imagine the increase of traffic on Regency Park Drive.
Anonymous 4/19/2024 07:34 AM	I am concerned for wildlife, there are several groups of deer and many foxes that live in this area. I am also concerned for the encroachment on the mainland common park, the trail system is extensive and has been well maintained by locals, there is a large fresh water system that runs through this area.
Anonymous 4/19/2024 08:38 AM	None
Anonymous	Traffic on Washmill Street. I live on [redacted] and it is

4/19/2024 09:29 AM

difficult and dangerous getting out of our road particularly if you are turning left on to Washmill. Adding additional traffic on this road will require lights. Also adding bike lane is very important but not the one that run along the road. We need bike lanes off the road!

Anonymous
4/19/2024 09:51 AM

- A critical flaw in the traffic analysis is that it was conducted during the week (Wednesday PM/Thursday AM), which is not the time when traffic volumes are highest in the area. Instead, traffic in the area (in particular at the intersection of Regency and Lacewood Dr) is heaviest at midday on Saturday and Sunday. The timing of the existing traffic study will lead to flawed conclusions in the final report - The traffic study does not take into account the effect of traffic turning from Bently Dr onto Washmill Lake Dr (in particular the intersection closest to the proposed development). Traffic queueing for the new intersection could make it difficult to turn out from Bently Dr, leading to backups in the Mount Royale subdivision as well as potential safety hazards

Anonymous
4/19/2024 09:55 AM

Too dense; increase in traffic on Washmill; out of character with the surrounding environment

Anonymous
4/19/2024 10:44 AM

Very concerned about the traffic. I live in the area and it is very difficult to access Washmill Lake Dr, from Grandhaven Blvd. The speed rate of 60km/h should be lowered to 50km/h and regular radar checks done by HRP. At our intersection of Washmill Lake Rd and Grandhaven there are in excess of 600 apartments/townhouses and a strip mall with very busy restaurants, and other retail attempting to access . There needs to be traffic lights!!

Anonymous
4/19/2024 10:51 AM

This is the email I sent to Dean MacDougall on December 19 The original Approved Plan, Case 19532, approved 1,216 units and 11 buildings, with heights from 8 to 12 storeys. The most recent revision, Case 2023-00408, proposes 2,500 multi-residential units, of heights from 7 to 28 storeys, 75 townhouses, and 143,380 square feet of retail space. We are greatly concerned that this “revision” may be approved. Not only will the area be greatly congested, but the building heights are excessive, especially in an area where developers such as Cosmos Properties have constructed 12 storey buildings which were to afford a view plane to existing and future tenants. Personally, our decision on making Grandhaven Estates our home was affected by the views offered under Case 19532. Further the extra development does not seem to account for the incredible forest and wetlands that will be destroyed. Interestingly, the day we stopped to read the development sign a beautiful cock pheasant appeared and

	walked right by the sign. The area is also the home for many deer, birds and other wildlife species. Although it appears that signalized traffic lights are proposed at Washmill Lake Drive and the Regency Park Drive extension, there does not seem to be any provision for the extra traffic flow by Grandhaven Estates and the Belgravia Apartments where access to and from is hazardous with existing traffic.
Anonymous 4/19/2024 12:00 PM	It would remove the outdoor space we have with one of the only driving ranges near the city of Halifax.
Anonymous 4/19/2024 12:14 PM	There are major concerns with more residential development in this area. One being the fact that our schools are already overloaded. Just look at the number of portable classrooms at the schools on Gesner.. Also, we need a police precinct in the area. and last but not least we need a Health Clinic such as the Cobequid Centre in Sackville. We need to be proactive and not reactive as obviously has been the practice in the past. There is no mention of some low income residential housing in the proposal.
Anonymous 4/19/2024 12:27 PM	Development schedule: this will be very disruptive to the people living in close proximity to this development. What will be done to ease the strain on neighbours during blasting, construction, additional pollution, etc.? Parking: There is a big problem with street parking already on regency park drive... don't make this worse. Too many units: More townhouses (100+ instead of 75) would be nice. I suspect they will not be remotely affordable but people don't want to live in apartments their whole lives. Affordability: If this is just 4000 more people living in an area with outrageous rent, it is unhelpful. We don't need more "luxury" apartments, we need livable spaces. I understand more supply = better price but I've seen the work from this developer. Not everyone is in want of, or can afford, a "luxury" apartment and it is not helping our city. Height of buildings: 28 storey buildings will put the buildings below into basically total darkness, and they are dark already. This is excessive height that is unpleasant for people living in them and people living around them.
Anonymous 4/19/2024 12:30 PM	I'm very concerned about traffic from Greenpark Close being able to turn left onto Regency Park with the increase in traffic volume.
Anonymous 4/19/2024 01:58 PM	What are we going to do to keep rent affordable? The cost of living is increasing and canadians are struggleing to keep a roof over their heads. What does the council plan on doing to keep rent low while

	giving people everything they need
Anonymous 4/19/2024 02:04 PM	Too many tall buildings. Population density too much.
Anonymous 4/19/2024 02:18 PM	Traffic - there is already a significant issue with traffic in this area, especially when entering Bayer's Lake. This is especially important for emergency evacuations - adding hundreds / thousands of people to the street will exuberate this issue. Wildlife - there is a large deer population in this area. Construction will drive them out of their home and onto the roads causing more deer accidents as well as threatening wildlife. Water - The woods and surrounding natural areas absorb a significant amount of water. Where will the water go if the trees and other vegetation are not there to absorb it? Affordable housing - how does anyone have the audacity to build several new buildings without including affordable housing? We are in a crisis. Who will be able to afford to live in these homes? WM Fares should take this into account and not deflect onto HRM. Schools - already overcrowded. Zoning - this area is surrounded by commercial zones, the addition of businesses to this area will reduce available street parking which is used for the school and other events (such as elections). This will also increase unwanted traffic as it is a quiet neighborhood that houses a lot of seniors, young families, and other lower classes. The FAQ does not answer any of these concerns, it defers responsibility onto HRM.
Anonymous 4/19/2024 02:52 PM	TRAFFIC!! We live on Grandhaven Blvd., the traffic on Washmill Dr. is at times very heavy. Our access to Washmill should have been in the form of a round-about. This oversize should not be permitted to be repeated! We need to slow the traffic on Washmill, a round-about would help with this.
Anonymous 4/19/2024 03:09 PM	My concerns are dealing with the traffic issues as they exist in the area today. The heavy traffic on Washmill as it exist now is unacceptable especially where Grand Haven connects to Washmill Rd. There is both a school bus stop and a regular transit stop at that intersection with a crosswalk. A number of close calls with vehicles speed through the area and high density of traffic WILL lead to a major accident that could be prevented with simple stop signs which HRM has simply ignored. Yes they have been informed and chose to do nothing yet you are looking at adding a potential 6000 units to the area? If you are going to do this you better have a plan to deal with the traffic.

Anonymous
4/19/2024 03:21 PM

traffic and the ability for the ease of vehicular movement for the new development as well as the existing ones accessing Washmill

Anonymous
4/19/2024 05:03 PM

My view of Bedford Basin will probably be blocked

Anonymous
4/19/2024 06:18 PM

Overcrowding, encroaching on wildlife habitats, and voracious acquisition of every available parcel of land by opportunistic entities.

Anonymous
4/19/2024 06:41 PM

Although I am happy to see Regency Park developed through to Washmill Lake Drive, I have grave reservations regarding the amount of vehicle traffic created by adding another 3500+ residents to the area. Morning traffic, the high school dismissal traffic, and evening traffic already make it exceedingly difficult for residents on Greenpark Close (and Solutions Drive) to exit our streets (particularly with a left turn onto Regency Park Drive) at those times. Adding another 3500+ people with cars wanting access to Lacewood Drive will make exiting Greenpark Close almost impossible. I realize some of that traffic will exit the development area via Washmill Lake Drive (if people are heading into the city), however, Washmill has no access to Hwy 102, only Lacewood Drive does, which is likely to force a large proportion of commuters to want to use the Lacewood intersection at Regency Park. In addition, at peak traffic times, the backup on Lacewood Drive between the Hwy 102 on-ramps and Regency/Parkland is already lengthy - and if you're adding 500 more vehicles to that steady stream of traffic on Lacewood, the backup on Regency Park trying to make a left turn onto Lacewood Drive will be substantial! And then there's the concern of an evacuation emergency! There is a large number of people living in the existing buildings on both Greenpark Close and Solutions Drive (as well as those at the Lacewood end of Regency Park). Should there be an evacuation situation (as there was last summer with the Hammonds Plains/Tantallon fires) the ability to exit those two streets and the buildings on the corner of Lacewood/Regency Park would be nearly impossible with the additional traffic generated by the residents of the Regency Park extension. I realize the city urgently needs development like this but I don't believe adequate consideration has been given to the transportation issues generated by this development. This is a suburban neighbourhood, almost completely reliant on cars for transportation. Current public transit is not easily accessible for the many older people living in on Greenpark Close and Solutions Drive - the transit terminal is just too far to walk easily, so we will be seriously impacted by this large increase in vehicle traffic! We are dependent on our cars to get around the neighbourhood and to access downtown.

Anonymous 4/19/2024 07:21 PM	Increased traffic, strain on existing services
Anonymous 4/20/2024 11:48 AM	I have no fears about the new development, on the contrary, I encourage it
Anonymous 4/20/2024 02:28 PM	That there is no affordable housing. Halifax has a significant lack of housing (both apartment and single family homes) that can be afforded even by the middle class. Once again HRM has failed.
Anonymous 4/20/2024 06:25 PM	No concerns. It is a good development.
Anonymous 4/20/2024 08:25 PM	1) Increase in traffic near the intersection of the Halifax West high school. 2) Impact on wild life in the area. I have seen deers from time to time. 3) Schools for kids of new residents. Its been crowded here.
Anonymous 4/21/2024 02:30 PM	Presently now the traffic is barley manageable. Trying to get out of Mount Royal and turning left onto Washmill Lake Dr. going toward The Bayers park Traffic . Our infrastructure in Halifax is already inadequate.
Anonymous 4/21/2024 03:16 PM	The only concern I really have is the traffic on Washmill Lake Dr!!!!!! We live at Grandhaven Estates and as it is, we currently have a HUGE problem turning left to go down Washmill to get to Main St or Fairview. If you add in another 10,000 people (approx 3 per unit), we will only be able to get out after rush hour or even later. We want/need a light at the bottom of Grandhaven Blvd! I have seen so many near misses there. You spent all that money on a cross walk light but I only see I person a day using it or none at all. In the winter, the people who plows at the townhouses on Vitalia Court, piles it all at the end of the overflow parking and you can't see the cars coming in the bend of the road on the left when trying to leave Grandhaven Estates! You can't really see that well even in the summer. You have to try to see between the parked cars in the overflow. So frustrating and DANGEROUS! That little stripmall also did not help with us being able to leave our parking lot/driveway either.
Anonymous 4/21/2024 05:05 PM	Too much traffic will create more congestion also concern about potential on the green area of Mainland Commons

Anonymous
4/21/2024 05:21 PM

Traffic and parking. There is already limited street parking on Washmill, especially with the bike lanes that are rarely used. 28 storeys is too high. My building is 9 stories and that’s enough. When you get more than that it’s too big.

Anonymous
4/21/2024 05:38 PM

I have nothing but concerns. This project will destroy the little bit of green space we have in this part of the city. This project will destroy animal homes - we have a lot of deer, pheasants, lots of birds including eagles and smaller animals such as snakes, chipmunks, squirrels, etc. I like to sit on my balcony and see and listen to the animals and trees. We don't need a concert jungle - leave the space alone, let the trees and animals stay, live and thrive.

Anonymous
4/21/2024 06:14 PM

Most of the forestry is gone from this area due to heavy construction and dozens of buildings being built in the past 15 years. We cant breath from the concrete, trees are the source of oxygen we need in order to help us breath. For three weeks in July of last year the air was so humid and polluted, it was harder to breath. The roads are already too congested, traffic is slow. Imagine when that area where the new hospital is built gets finished what the traffic will be then. I hope you take this in consideration before you build 28 stories buildings. This is absurd! If you have to build, please plan smaller buildings, 6 stories max, please think of people living in these buildings, hotter weather every year etc.

Anonymous
4/21/2024 07:11 PM

Traffic increase in my area of Regency Park Drive.

Anonymous
4/21/2024 11:10 PM

Traffic flow - In particular for residents on Greenpark Close, exiting onto Regency Park Drive is very difficult now during Halifax West High School hours. When this development is approved, the volume will increase as well as Vehicles using Regency Park Drive as an entrance to the Bayer's Lake Business Park. Suggest that a SMART TRAFFIC CONTROL LIGHTS be installed on Greenpark Close. The lights would be default GREEN on Regency Park Drive and only operated when vehicles EXITING Greenpark Drive. (Thomas Radall Drive should also be considered.

Anonymous
4/21/2024 11:38 PM

Traffic - especially on Regency Park Drive; Infrastructure - negative impact on power, water, and sewage - already concerns and issues in these areas; negative impact on the few existing green spaces in the area. More development; but, lack of affordable housing - affordable as defined by the people, not the government.

Anonymous
4/22/2024 09:47 AM

- The space left for wildlife and nature to coexist with the development. There is a vast majority of species currently relying on what is left untouched. It would be beneficial to be mindful of the impact of the actions taken to create this development and give back to the ecosystem as much effort as it is put into this project. - Traffic. Although the extension of regency park (bus route, bike lane) is a great addition, the volume of traffic going to and from bayers lake will get extremely overwhelming. It would be beneficial to encorporate as much of aternative transportation as possible, making it more preferable over thousands of cars.

Anonymous
4/22/2024 10:02 AM

How quickly they can build it, and whether they're actually going to. If this is a real proposal, do it. If it's just to increase land value while land banking, no. Definitely needs some more services onsite though

Anonymous
4/22/2024 10:37 AM

The proposed development substantially fractures the existing habitats within the area. Moreover, the increased traffic in the area also has an undesirable environmental impact. Once forest is removed, it is almost impossible to undo those actions. The forest and existing green space itself adds a lot of value to the existing apartment buildings, and removing it would be detrimental to the value of the area.

Anonymous
4/22/2024 01:15 PM

I live at [redacted] - how close will the new building be located to our existing building.....and I noticed that the building extends toward the back side of our existing building and wondering if that will be creating more noise and blocking privacy - just wondering how long the construction will take and the height of this structure.... Currently, this is a quiet green space as I live on the back part of the building, so I am concerned about the noise created by a new structure .....and quality of my current situation as I have been enjoying the quiet aspect of living at this location for nearly a decade

Anonymous
4/22/2024 02:19 PM

My concerns are focused on the increased amount of traffic flow on Washmill Lake Drive. The number of residential units is likely to add around 3000+ vehicles to the area.

Anonymous
4/22/2024 04:34 PM

Of primary concern is turning left from Bently Drive onto Washmill Lake Drive heading towards Bayers Lake. As a 11 year resident of Mount Royal exiting our subdivision to head towards Bayers Lake has grown incredibly dangerous due to the volume of traffic on Washmill and the lack of signal lights/traffic control. With the proposed

new development the amount of traffic is guaranteed to increase and thus make that intersection even that much more dangerous and concerning. Of secondary concern is that the Non-Disturbance Area to the West of Mount Royal is unimpaired - I believe this area serves as a Halifax Water/Sewer service line and any construction may damage that line causing down-hill affects. That is, if the water/sewer line is damage as a result of construction then the water/effluent will flow into the neighbourhood causing damage.

Anonymous
4/22/2024 05:59 PM

The size is my biggest concern as currently I am living on Greenpark Close and in the morning with school buses and students drivingbto Halifax West it can take several minutes to get out onto Regency park Drive. This area is already high high density.

Anonymous
4/22/2024 10:43 PM

The material rightly states that HRM currently does NOT have a program that allows us to require affordable units...This does NOT mean that we should go ahead with such large scale development that does NOT include affordable housing. This means that no one, and especially not our local representatives, cares about affordable housing. I can afford a unit in one of these developments, but my junior colleagues, my newly graduated students from a local university, my senior neighbors on a fixed income will NOT be able to afford units in this development. Just because there is currently no program to allow us to do the right thing does not mean we cannot do the right thing. We can say no to this development until the developers can do the right thing for everyone in the community. Is this not a reasonable request? We do NOT have to require this from developers, but we do not have to give our approval for this development either. Or do we? And if this is already a done deal, then why ask for our feedback? I spent an hour of my evening reading all of the information (because I live in the affected area), but I am not sure it matters. Nowhere did I see any mention of the fact that this is a very busy area where High School students drive and walk. The morning traffic is very heavy. The traffic will further impact those trying to exit from Greenpark Close and Solutions Dr. What will be done about that? We have numerous deer in the area and other wildlife in the nature preserve area near Mainland Commons field. I find it hard to imagine that the 8 years of construction and the added traffic and further erosion of this unique wooded area will not impact the nature and wildlife.

Anonymous
4/23/2024 08:30 AM

As a resident of Grandhaven Estates, I have a concern on the downstream affect the increased traffic and subsequent traffic control lights will have on exiting Grandhaven Blvd. It is already difficult to turn left from Grandhaven to Washmill and will become more so,

especially during peak hours, if the traffic light at “Regency” causes the traffic to back up to and behind Grandhaven Blvd.

Anonymous
4/23/2024 02:28 PM

Only the provision for traffic lights at the upper and lower ends of Bently Drive to allow vehicles to exit Mount Royale conveniently, otherwise I'm very pleased to see this project finally at this stage. Just confirming that Regency will be a two-lane-each-direction road.

Anonymous
4/23/2024 11:22 PM

How much will the traffic increase? The north side of the building I live in barely gets any sun now, the new developments will block what little sunlight we do get

Mike87
4/24/2024 07:15 AM

The destruction of urban forests home to deer and perhaps species at risk lichen. Acidification and destruction in the remaining forests from application of road salt, this has destroyed large areas. The massive increase in traffic, children currently have no reasonable way to cross washmill lake but run across. Poor quality of development, the Mount Royale neighborhood has many issues from I believe the same developer. Lastly there is likely low amounts of gold in the bedrock that should be preserved for the future.

Anonymous
4/24/2024 10:09 AM

My main concern is the height of the proposed buildings. Personally the most concern is the commercial development of the group near Geizers Hill. Proposed height is 24 stories which would be right in front of my apartment. I believe this will impact our quality of life and have an adverse effect on the wildlife in this area.

Anonymous
4/24/2024 10:19 AM

I live at [redacted] and which is the building that will look into the new building labeled on the traffic study as MU 11 and will 18 stories high. I have two concerns: 1. The calculations of traffic volume are based on assumptions of increasing traffic that may underestimate what is happening on Washmill Lake Drive. The traffic study says that this road is four lanes when in fact it narrows to three lanes at the Cosmos Development. People are already travelling well over the 60 km limit on that stretch where people are turning left and right and we have had at least one accident at that location. In addition to another apartment building opening in the complex in the next year there is a lot more traffic of people going to the new health center. I believe that the traffic study needs to be revisited to ensure that there isn't a need for two traffic lights. One as proposed and one at the entrance to Cosmos and Belgravia and the commercial area. 2. While I support the development and trust the builder I do not understand why building MU11 needs to be 18 storeys tall. The

	buildings beside it are seven storeys. While I regret losing some of my view (selfishly) I am more concerned about the skyline at the highest point in Halifax. We currently have 5 buildings sharing that skyline (and I love the copper roofs on the Cosmos buildings). They look congruent and as a nice flag ship for development in the city. Adding another apartment that will tower over them seems like an effort by one developer to demonstrate their power, domination, and control. They will be able to say they have the tallest building on that high point. They can claim that theirs is is bigger than the others. I regret that type of competition on our skyline. I would recommend that you keep them all at 10 or 11 storeys maximum on that high point in the city and keep the message consistent about who owns the view!
Anonymous 4/24/2024 12:42 PM	None, I have been waiting for years for this road to get connected and make the area more walkable
Anonymous 4/24/2024 03:29 PM	We have lived in the Mount Royale subdivision since its inception. A few concerns jump immediately to mind - when it's windy outside (as it is most of the time), the wind whistling through the existing apartment buildings sound like high pitch screeches, or a 747 landing. It is clear that there were no wind studies done before building these apartment buildings. This NEEDS to be considered during this application process. Secondly, the apartments provide such little parking for the residents and their guests that cars are continually parking far away from their buildings, in front of our homes, adding to an already congested situation in this subdivision. This can only get worse with the new proposed development. Thirdly, as it stands now, trying to exit the Mount Royale subdivision is like playing a game of frogger. The amount of traffic up and down Washmill is incredibly overwhelming to the point that we have waited up to 10 minutes for a safe time to exit the subdivision. Washmill is unbelievably busy with traffic at all times of the day and night. We have seen many, many near-miss collisions. Adding the breadth of increased density that the applicant has proposed would create untenable living and driving conditions. This new proposal does NOT belong in an already highly densley populated area. As residents , we will also be subject to construction noise, dirt, debris, traffic interruptions and more during the many years it will take to complete this proposed development.
Anonymous 4/24/2024 04:35 PM	None, I would be so very happy to see more residential units in this prime location and bring down rent costs across the HRM. The only issue will be traffic, of course. This should mean NO LEFT TURNS at the top of main Street.

Anonymous 4/25/2024 01:00 PM	Huge traffic increase in a very busy area now Is there affordable housing?
Anonymous 4/25/2024 03:07 PM	My concerns are more so with the traffic in the area. The intersection at Washmill and Grandhaven is very dangerous and requires a light now. Increases in population in the area will definitely make for more dangerous driving; therefore, a trafic study should be performed.
Anonymous 4/25/2024 03:42 PM	As all LONG Term resident of 247 Regency Park Dr this project will COMPLETLY BLOCK SUNLIGHT from our home. The previous plan showed MU12 as a 7 storey building which would only block our view BUT 2 x 16 storey will DEPRIVE US OF ANY DIRECT SUN YEAR ROUND.
Anonymous 4/25/2024 05:09 PM	The planned streets should include protected bike lanes. The development is extremely well located for easy active transportation access to a large number of amenities, but bike lanes need to be included from the start to give people the confidence and safety to do so. Between the size of the development and likely through-traffic between Lacewood and Washmill, Regency Park Dr. is likely to become a much busier street, and the extension should be built as such.
Anonymous 4/26/2024 04:21 PM	1. Population Density - It appears that the scope of this project has significantly increased initially proposed in 2014. Then the proposal was for approximately 2300 people (47 people/acre) and today the proposal is for 6301 people (134 people/acre). 2. RF and Safety Code 6 Studies - Given the additional heights of the apartment buildings, has a new study been requested? 3. Environmental Impact Study. Has one been requested and does this proposal affect any wet lands? 4. Traffic Study - I am concerned with the safety and capacity of Washmill Lake given the size of this development. This development will add 777 entry/exit vehicles to Washmill Lake Dr in the AM and 1107 entry/exit in the PM. Additionally, I remain very concerned with the current 60km speed limit as it is too high. School buses stop at 91 Grandhaven several times a day and there have been several near misses because drivers have been travelling too fast. This also occurs at the crosswalk. 5. Parking. What will be the parking ratio (1.5?) 6. Students. The current proposal will see a significant addition to the student population. Will the Department of Education be invited to comment?
Anonymous	Traffic, noise, bird migration

4/27/2024 10:33 AM

Anonymous
4/27/2024 10:46 AM

The lack of space for new students in local schools, which are all over-capacity already. As well, Regency Park drive will surely need some more street lights (or at least pedestrian-activated crosswalks) at either Greenpark Close or Thomas Raddall drive once it gets puts through to Washmill Lake, seeing as it will get much busier with increased traffic. What about more police presence or a new fire station in the newly developed area? Also, I don't see a playground in the plans.

Anonymous
4/27/2024 04:47 PM

Too early, infrastructure nessary first. A chain is only strong as it's weakest link. we have lots of weak links before building more expensive housing

Anonymous
4/28/2024 01:49 PM

As a pedestrian in this area it is practically impossible to cross Washmill Lake Drive, and there have been pedestrians hit by cars while trying to cross. The amount of traffic is constant well into the night time hours. The rate of speed the cars are driving is well over the speed limit. The only true crosswalk is at the the Washmill/Chainlake intersection. There is a push to cross crosswalk at the Belgravia/Grand Haven driveways. The traffic, for the most part does not stop, doesn't even slow down. The only other push to cross crosswalk is at the top of Main Ave/Washmill. Again, the traffic may or may not stop, instead blasting their horn. The speed sign installed after #16 Bently is constantly red - reduce your speed. I can't even imagine what this will be like with the additional cars these buildings will add to the area.

Anonymous
4/29/2024 09:16 AM

No Infrastructure to support that many people, ie roads and services. Have you done a car count for washmill drive lately. It is a dangerous road with all the development now and apartment people. The current buildings do not have enough parking for tenants so they park in Mt Royale subdivision. The buildings are too high. On a windy day with current development it sounds like an airport. Have you done a wind study?

Anonymous
4/29/2024 06:01 PM

enough park area

Anonymous
4/30/2024 02:45 AM

Too many tall buildings, creating a large community where services may be lacking including schools, functional recreation for all ages, and accessible green space including community gardens. Tree retention & and creation of the proposed AT trail linking to

	Mainland North Trail ….must be done before the development starts, as was done with Geizer hill trail.
Anonymous 4/30/2024 07:24 AM	My concern is that it is taking forever to start building. The city should speed up the process of approving these kinds of projects, because it will add more residential units. When the market has enough units, supply and demand dictates that rent costs will go down, and that will make it easy for everyone to find the suitable area and place to live in, as well as it will reduce homelessness.
Anonymous 4/30/2024 11:03 AM	Congestion of traffic. Damage to wetlands. Poor infrastructure to support the increase of population.
Anonymous 4/30/2024 05:15 PM	The removal of trees and greenspace will negatively impact climate/environment. Connecting Regency Park Drive to Washmill Lake Drive will increase traffic and trap current residents.
Anonymous 4/30/2024 06:47 PM	This development is out of character with the Schedule K developments Clayton Park and Mount Royal subdivisions. Grandhaven Estates and Belgravia are 12 stories which sets a standard for the height in this area. The proposed development consists of very tall buildings and there does not appear to be any townhouses identified on the drawing. Such massing and density is better placed directly on rapid transit lines A site plan dated 30 April 2018 by WM Fares Architects Mainland Common Development Master Site Plan that includes town houses and mixed use buildings that reflects the character of the area a similar approach to development as Rockingham South
Anonymous 4/30/2024 08:18 PM	The development is needed but my concerns is the schools it lists as closed by as a reason to build in this area. Thousands of units do need infrastructure to support them. The schools listed cannot support current enrollment. More schools are needed in this area to support this and current needs.
Anonymous 4/30/2024 09:52 PM	There is already congestion in the parking from the school.
Anonymous 5/01/2024 03:06 PM	There is already too much traffic in this area. How are you planning to manage it?

Anonymous
5/02/2024 07:52 AM

1) Traffic congestion because of increase vehicles; it is hard enough now to get from Greenpark Close on to Regency Park Drive because of the vehicles going to/coming from the high school and BMO soccer centre. 2) The proposed number of storeys per building will decimate the view for residents in existing buildings. 3) The current green space provides a peaceful surrounding for existing residents to enjoy; this will be destroyed by this development. 4) Blasting and construction will cause structural cracks in existing buildings. 5) Road blockages to enable heavy equipment access.

Anonymous
5/02/2024 08:27 AM

A major concern is the heavy impact on traffic on Washmill Lake Road. We live on Grandhaven Blvd and it is often extremely difficult to exit onto Washmill currently. Adding a huge development to this area will create additional pressures on traffic flow, including safety concerns. Of course, because we live on Grandhaven, the noise and dirt levels from this vast construction project are a personal concern.

Anonymous
5/02/2024 11:29 AM

The number one concern we have is the elimination of the greenspace and the disruption to the natural habitat and therefore the displacement of any wildlife there presently. There needs to be consideration to conservation of the diminishing greenspace around HRM due to development. The other concerns we have is the fact that most if not all are skyscrapers and that doesn't fit in with the community at present. Halifax is not Toronto, Montreal or Vancouver and we needn't try to be. This is too much of an increase in residential density in this area. I do not see these being affordable and this was already brought out in the FAQ so I am aware, as none of what is being developed now ever is so with the mass immigration bubble about to burst, who is out there chomping at the bit to move into high priced high rise apartments in the area? We believe the plan is a little ambitious to say the least. The traffic coming through with the proposed Regency Park Drive extension onto Washmill Lake Drive will make the current nightmare when trying to turn left coming out of Grandhaven Blvd much worse. We have already seen near misses and accidents occur trying to get out without the proposed 3500 plus additional housing units planned for here. We feel time and effort should be put in place for the homeless and/or lower income earners to be dealt with properly and permanently as far as where they could live rather than allowing rich developers to create whole subdivisions in the name of profits. The idea of that many high rises on a relatively small footprint does not appeal to us at all.

Anonymous
5/02/2024 05:33 PM

Too massive a housing project. Washmill Lake Drive is not designed for this increase in traffic. The height of the buildings are dwarfing the surrounding buildings, 2 to 2-1/2 times the height of next door

buildings. It appears some of the proposed buildings are very close to existing buildings, like MU11, MU13, MU15, MU17 and MU18.

Anonymous
5/02/2024 09:46 PM

Concerned about the wildlife (pheasants, deer, racoons, birds, etc.) in the area who call the Mainland Common and surrounding area their home. Also concerned about increased traffic in area.

Anonymous
5/03/2024 12:28 PM

The traffic analysis should have been done when school was in session. Then there would be a true number of school buses, and pedestrian counts which would be more realistic. It seems that the school wasn't taken into consideration. From Lacewood Drive to Greenpark Close is a busy area. We have lived in this area for 15 years and have watched the traffic increase. There is a lot of parking on Regency when school is out as parents wait to pick up their children. Then there are quite a few school buses leaving the school and other school buses coming into the area to drop off children. That should have been factored into the count which also causes traffic delays. What will happen to parents' parking if bike lanes are implemented or any parking for that matter? There is also the matter of Solutions Drive as well as Greenpark Close having to exit onto Regency. There needs to be some sort of lights set up. The area on Lacewood where the left turn lane is located for Costco before the light should be removed so that traffic does not block the area and back up traffic. That is a poor design and I'm surprised there are not more accidents. If that left turn lane was removed, then the left turn arrow going up to Walmart and Costco should be increased to allow the excess traffic to move through there quicker to alleviate the traffic backup. What will happen on the weekends is Regency to Washmill will be used as a detour to offset the tie up which is always there and will make traffic much more heavier on Regency. Also, Regency would need to have a left turn arrow to get out onto Lacewood. Actually this development is too large. Do we really need 28 story buildings in this area? It seems like the developer is really not interested in the natural environment of this area. These buildings are going to look like the Washmill apartments where the buildings are too close together. There should be more green spaces between them. What about the construction in this area and the traffic tie ups with the trucks, noise, especially blasting, when it begins?

Anonymous
5/03/2024 03:31 PM

My primary concern revolves around the proposed development site being situated within a wetland area. This raises significant alarm due to the potentially detrimental impact that construction activities could have on these vital ecosystems. Wetlands play a multifaceted role in the environment, serving as critical habitats for diverse flora and fauna, while also providing essential ecosystem services such as

water filtration, flood control, and carbon sequestration. The disturbance or destruction of these wetlands could lead to irreversible consequences, not only for the local biodiversity but also for broader environmental functions. Wetlands act as natural buffers against pollutants, trapping sediments and filtering contaminants from runoff before they enter larger water bodies. Moreover, they serve as crucial carbon sinks, storing substantial amounts of atmospheric carbon and helping mitigate climate change. By encroaching upon these wetland areas, the proposed development risks disrupting delicate ecological balances, compromising water quality, and exacerbating flood risks for surrounding communities. Furthermore, the loss of these ecosystems could have far-reaching implications for regional biodiversity and ecosystem resilience, undermining efforts to conserve and protect natural resources for future generations. Another concern is Regency Park Dr, a street where motorists often disregard the crosswalk, especially at the intersection with Thomas Raddall Dr. With an increase in the number of motorists, this street will become more dangerous for pedestrians. Currently, there are traffic jams during school hours due to the proximity to Halifax West High School.

Anonymous
5/03/2024 05:19 PM

My biggest concern with the proposed development is the connection between Washmill Lake Drive and Lacewood Drive via the proposed extension of Regency Park Drive. While I understand that a traffic study has been conducted by WSP, I do not believe that the scope of their monitoring is sufficient for the affected area. My concern is the increase of traffic flow on Lacewood Drive going west toward NS-102. This portion of Lacewood Dr can become very backed up during peak times and I do not believe this has been adequately assessed in the traffic monitoring report. If this development pushes forward, I would like to suggest that Regency Park Drive not be extended as a roadway for motorized vehicles. I believe it would be much better suited to have an active transport route between Regency Park Drive and the new development. This would still allow for the children in the community to access the local high school, soccer centre, public library and the Canada Games Centre without an increase in motorized vehicle traffic. This would also allow local residents on the Regency Park Drive side to access the commercial space proposed in the new development. I would like to draw attention to another local street, Bayview Road. I believe the intention of this road was to connect the local neighbourhood to the amenities in Clayton Park while allowing easy access to the MacKay Bridge. This is now used as a shortcut for people wanting to access the bridge coming from Clayton Park, Bayer's Lake, and sometimes the NS-102. I believe Regency Park Dr will become the next Bayview Rd as it would provide easy access to Bayers Lake and the NS-102.

Anonymous
5/03/2024 06:26 PM

The FAQ says that access to schooling is considered in the approval process. Schools in this area are already oversubscribed. An expansion at Park West is planned to cope with immediate need for more school spaces. I have noted that so far no construction has begun. Halifax West High School is also short of space. It is crucial that schools already be in place BEFORE applications can be entertained. This city has shown itself to be incapable of foreseeing schooling needs, as evidenced by the dire situation at Park West. Stop doing this! Traffic is another aspect that the FAC says is considered. It better be. Washmill Road is already busy, and traffic flow will increase significantly as the new hospital facility in Bayers Lake develops. I understand that more stores will open in Bayers Lake as well. In this development plan roughly 3500 new dwellings - so conservatively 5000 more vehicles -- will except egress onto Washmill Road. It can be argued that some of these would exit the area via Regency Park, but presently traffic mainly flows from this area towards the peninsula in the morning, and back again in the afternoon. Also, people in existing buildings on Regency Park or even beyond such as Parkland will use the exit on Washmill as a shorter route to the peninsula. Thus, traffic on Washmill will increase dramatically, which will be a very bad situation. The FAC also says that care will be taken for the natural environment. Then this proposal is laughable. The natural environment will be destroyed. In the picture of the development property there is a band of land that extends towards the Mainland Commons Trail. What is that? It cuts across the treed area and would ruin the system of paths that extend from the dog park towards Main. The fact sheet provided is so scant in information that one cannot judge other aspects of the proposal. Where are the tallest buildings to go? What about the townhouses? I live in a new building on Grandhaven Blvd. Extending above the summit of the hill the wind here is ferocious. Extending more high buildings near here will funnel the wind even more, and I will expect significantly more damage from high winds / hurricanes.

Anonymous
5/03/2024 10:52 PM

High-density crowds and super-high-rise residential buildings put pressure on surrounding residents. There are already many apartment buildings around Washmill Road. But the tallest apartment planned to be built is 28 stories high. I can understand that the government wants to solve the housing problem, but I cannot agree that the government should build all apartment buildings into super-high-rise buildings in order to solve the housing problem. This is obviously unfair to the residents who already live in the surrounding area!

Anonymous
5/03/2024 11:49 PM

I'm concerned about the environmental impact of this huge development. The area is a wetland and is the habitat of many

	animals. I'm also concerned about the affordability of the apartments. The number of homeless Nova Scotians has increased recently, but the reason is not only the housing shortage but also the high leasing prices. Many people are struggling to pay bills, and leasing an apartment shouldn't cost more than 50% of their income. So, building many apartment buildings won't solve the current problem if they are not affordable.
Anonymous 5/05/2024 08:33 PM	It would be nice if this expansion could minimize any damage dealt to the Geizer hill trail.
Anonymous 5/06/2024 06:58 PM	The project scale is bigger than the neighbourhood current state of infrastructure. The addition of over 30,000 units each may have an average of 3-4 individuals will lead to massive population growth without proportionate expansion in services like traffic, schools, parks,.....etc. This is not even going over the massive green areas that will disappear and be replaced with high buildings. Was the environmental effects of that project studied? I assume which is not acceptable while we are asked to pay extra taxes everyday for the environmental changes. The developer company is known and already own almost all of the neighbourhood buildings and their management track record is not satisfactory. In their existing buildings, they didn't have adequate parking spaces and subsequently most of our streets are occupied by their residents who have no existing parking which leaves no spots for us.

Mandatory Question (105 response(s))
Question type: Essay Question

Q2 What do you like about the proposed development?

Anonymous 4/17/2024 01:42 PM	Easier access to wash my lake in Bears lake area
Anonymous 4/17/2024 02:55 PM	NO.we do not like it beacause cutting down trees and distroingbirds and animai habbitats.
Anonymous 4/17/2024 03:04 PM	It’s a great plan and includes planned park areas and trails.
Anonymous 4/17/2024 03:21 PM	we need more living spaces and connects to Lacewood

Anonymous 4/17/2024 03:52 PM	Connection creates a much faster path between these two areas without having to drive through Bayer's Lake/Clayton Park. Traffic may be reduced in these areas somewhat. Increase in housing is greatly needed so 3500+ units is a big plus.
Anonymous 4/17/2024 04:09 PM	I like that the area is developing, but you need to have an infrastructure in space to handle all these new buildings and families moving in
Anonymous 4/17/2024 05:18 PM	We hope it will bring small business such as coffee shops, etc. to this area
Anonymous 4/17/2024 06:27 PM	More homes, well thought out, variety of developments
Anonymous 4/17/2024 06:30 PM	I like the park space and trails. I like the connection of Regency Park Drive to Washmill Drive. I like the commercial space.
Anonymous 4/17/2024 09:27 PM	The positive attributes of this proposal are the increase in much needed housing, as well as the support local businesses in the area with receive with an increase in population.
Anonymous 4/18/2024 08:13 AM	Nothing and it will allow more congestion in our area.
Anonymous 4/18/2024 10:42 AM	I would like it in another location .
citydweller 4/18/2024 12:01 PM	The retention of green spaces, especially the Mainland Common Park. This area should not be encroached upon any further in future. The trail system expansion is also nice.
jojo123 4/18/2024 01:23 PM	Nothing specifically.
Anonymous 4/18/2024 01:27 PM	Bringing more residents to the area those taking pressure off other areas while maintaining the green belts

Anonymous 4/18/2024 03:27 PM	more housing is needed
Anonymous 4/18/2024 03:29 PM	jack
Anonymous 4/18/2024 04:49 PM	I like the idea of maintaining green spaces and connecting with the trail systems. In the open area will there be additional recreational space
Anonymous 4/18/2024 05:52 PM	New road access, commercial development, add restaurants and cafes. Bar
Anonymous 4/18/2024 07:01 PM	It will provide more necessary housing but how much more can be jammed in to this area?!
Anonymous 4/18/2024 11:48 PM	More options/housing
Anonymous 4/19/2024 03:00 AM	Personally, I do not like this proposal.
Anonymous 4/19/2024 07:34 AM	I like that it would have both residential and commercial, which means it would be more walkable for residents of the area. Many of the building here do not have commercial space and bus access isn't great, it creates areas where driving is prioritized.
Anonymous 4/19/2024 08:38 AM	Much needed housing
Anonymous 4/19/2024 09:29 AM	I am hoping you have small stores like baker, butcher and coffee and eateries. Not big box stores. Try to make it more like a little community where you can walk around and enjoy some interesting shopping.
Anonymous 4/19/2024 09:51 AM	Connecting Washmill to Regency will be helpful as it will provide quicker access to Lacewood drive. I'm personally not opposed to more development in the city assuming traffic impacts are properly considered

Anonymous 4/19/2024 09:55 AM	May help with the housing shortage.
Anonymous 4/19/2024 10:44 AM	It addresses the housing issue for high end only renters. But does nothing for low income housing , adding this development will just add to the already busy area.
Anonymous 4/19/2024 10:51 AM	Nothing. It is too high density a plan and I don’t see any moves by HRM to rectify pedestrian and vehicular traffic issues on Washmill and throughout Bayer’s Lake
Anonymous 4/19/2024 12:00 PM	Nothing, you're eating up more green space.
Anonymous 4/19/2024 12:14 PM	The proposal looks great, but there is a huge amount of preplanning to be done before any construction is considered such as schools, policing, fire, and provision for low income housing.
Anonymous 4/19/2024 12:27 PM	Connecting Regency to Lacewood: This is great, will reduce driving time Proposal of intersection @ Regency and Washmill: Washmill is already chaos to turn left on, this will be a welcome fix Commercial space: *depending on what commercial spaces* it would be nice to have more convenient options within walking distance like a cafe, shopping, esthetics, grocery/convenience, daycare, etc. The trails will remain and green space has been considered. The park down the hill will not be affected, and neither will Mainland Common Park.
Anonymous 4/19/2024 12:30 PM	I'm in favor of development provided that the considerations of current residents are considered.
Anonymous 4/19/2024 01:58 PM	Easier access to other parts of clayton park
Anonymous 4/19/2024 02:04 PM	Zero
Anonymous 4/19/2024 02:18 PM	Nothing.
Anonymous 4/19/2024 02:52 PM	Very little, it will create problems throughout the area.

Anonymous 4/19/2024 03:09 PM	I get it we need more housing but building a city core (18 Buildings of 12 -24 stories) in a small area without proper traffic arteries is a MAJOR mistake. This project does nothing to relieve the housing shortage as most of the apt. will be high end. How does building living quarters no one can afford help this?
Anonymous 4/19/2024 03:21 PM	connectivity to lacewood without having to trudge through the BLIP
Anonymous 4/19/2024 05:03 PM	Commercial spaces- hopefully low-rise.
Anonymous 4/19/2024 06:18 PM	Nothing, it’s a bad idea.
Anonymous 4/19/2024 06:41 PM	Just one thing! The extension of Regency Park through to Washmill Lake Drive!
Anonymous 4/19/2024 07:21 PM	More housing equals more demand, and more options for tenants and buyers.
Anonymous 4/20/2024 11:48 AM	This new development will Abbreviate the distance between Clayton bark and Washmill lake Abbreviate , It provides many residential units
Anonymous 4/20/2024 02:28 PM	Nothing.
Anonymous 4/20/2024 06:25 PM	It will open Washmill lake up
Anonymous 4/20/2024 08:25 PM	1) It will ease the traffic on Lacewood heading to Bayers Lake. 2) More housing for people in a good neighborhood.
Anonymous 4/21/2024 02:30 PM	not much
Anonymous 4/21/2024 03:16 PM	Not sure. I think it's great that there will be more housing in the city. It's too bad that it may block some of the beautiful views we have at Grandhaven Estates.

Anonymous 4/21/2024 05:05 PM	Potentially provide more affordable housing
Anonymous 4/21/2024 05:21 PM	I like the idea of extending Regency Park to washmill, which was part of the original plan.
Anonymous 4/21/2024 05:38 PM	Nothing. It's going to be an eye sore - a concrete jungle that most won't be able to afford. You are going to destroy the only green space left in this part of town.
Anonymous 4/21/2024 06:14 PM	I liked the idea some 12 years ago when this was first planned, and the plan not to build anything over 12 stories. But now this area is over developed overpopulated, its hard to get around. Please leave this bit of forestry alone. Thank you!
Anonymous 4/21/2024 07:11 PM	Quicker access to Washmill Lake Drive.
Anonymous 4/21/2024 11:10 PM	Not what I like but DISLIKE - Too high a density for the area.
Anonymous 4/21/2024 11:38 PM	Frankly, nothing and FARES do not have a good reputation with their tenants.
Anonymous 4/22/2024 09:47 AM	This is a great development for what is used to be suburban area. I like the placement of the building, as well as the space left for commercial use. Hopefully this can unload the downtown and bayers lake, and bring a much needed flow of traffic. Road extension is a great idea, as well as the connections to trails and bus routes.
Anonymous 4/22/2024 10:02 AM	Good density, near linear trail, should be a good spot for more transit.
Anonymous 4/22/2024 10:37 AM	Although recognize the need for development, I think more planning should be taken to help minimize the impacts on the mainland common park. Additionally, contractors should consider minimizing light pollution through installing shields for the light source to minimize glare and light trespass. Light pollution has a negative impact on existing wildlife (e.g., disrupting mating patterns), and given

	the proximity to natural areas, this should be a key concern.
Anonymous 4/22/2024 01:15 PM	Not thrilled but anything at all, actually - currently Regency Park is a dead end street and we already have an extension amount of traffic from the students/staff of the High School parking on the street - which has increased greatly over the past five years. More traffic isn't really welcomed.
Anonymous 4/22/2024 02:19 PM	I see the creation of more housing in Halifax to be a necessity with vacancies at around 1 %.
Anonymous 4/22/2024 04:34 PM	Increased population density in the area, the Regency Lake Drive connector are both very welcomed proposals.
Anonymous 4/22/2024 05:59 PM	As i have seen many developments byWM Fares and there is nothing aesthetic with his company’s designs. As he has said himself one tree is one too many. They just come in and take every tree and put up ugly looking buildings.
Anonymous 4/22/2024 10:43 PM	I could, perhaps, walk to a cafe.
Anonymous 4/23/2024 08:30 AM	I appreciate that there will be another route to travel to and from Lacewood Dr. I also like the connectivity to the existing trail system and potential for more amenities (coffee shops, retail, etc) on this “hill” making the area more walkable.
Anonymous 4/23/2024 02:28 PM	1. Will provide more residential accommodation in the city. 2. Will facilitate connection between Washmill Lake Drive and Lacewood. 3. Will complete the primary development of the area. 4. Will offer a variety of development. 5. Very pleased with the development legacy of the Fares Group in Halifax.
Anonymous 4/23/2024 11:22 PM	Units used for small commercial space, hopefully coffee shops, convenience stores or other small businesses. I’m like that some area is designated for outdoor amenities
Mike87 4/24/2024 07:15 AM	Quicker access to lacewood but it is unnecessary. Jumping on the highway is very fast. This area is neglected from winter snow operations, with more development maybe that would change.

Anonymous 4/24/2024 10:09 AM	The residential area is needed and I believe would be welcome.
Anonymous 4/24/2024 10:19 AM	I support new housing and it is a good location for public transportation, access to health care and nature.
Anonymous 4/24/2024 12:42 PM	I love the connection of regency park to washmill, having commercial space and dense residential to make the neighorhood ore walkable, more businesses and services and convenient for the neighbourhood. It also make the area more connected and easier to travel by walking or car. Improved access to transit, parks, public spaces.
Anonymous 4/24/2024 03:29 PM	Not one thing.
Anonymous 4/24/2024 04:35 PM	I think this is a great idea. Please implement this, we are in a housing crisis and desperately need more residential units.
Anonymous 4/25/2024 01:00 PM	Green spaces and trails included More housing desperately needed Halifax is moving forward!
Anonymous 4/25/2024 03:07 PM	We need more homes and this development looks like a quality plan
Anonymous 4/25/2024 03:42 PM	Previous plan expanded the neighbouhood.
Anonymous 4/25/2024 05:09 PM	Good amount of density while retaining greenspace, good connectivity to surrounding trails for pedestrian & cycling access.
Anonymous 4/26/2024 04:21 PM	Linkage to current walking trails and the creation of green spaces and pathways through the development.
Anonymous 4/27/2024 10:33 AM	nothing
Anonymous 4/27/2024 10:46 AM	I like the idea of new commercial space at my doorstep. Perhaps some local coffee shops or delis will appear, creating new "hang out"

	spots and a sense of community. Also like the extension of Regency Park Drive, creating a new route in and out of Bayer's Lake shopping district.
Anonymous 4/27/2024 04:47 PM	way to early
Anonymous 4/28/2024 01:49 PM	Badly needed rental units coming on the market.
Anonymous 4/29/2024 09:16 AM	The road connecting to Lacewood Dr
Anonymous 4/29/2024 06:01 PM	extension to washmill
Anonymous 4/30/2024 02:45 AM	Not much, a major change from previous approved development which was a lower profile, less dense. Space for community gardens so residents can grow veggies.
Anonymous 4/30/2024 07:24 AM	I like that it is adding thousands of new units, as well as commercial units. We need more residential units. A LOT more!
Anonymous 4/30/2024 11:03 AM	The mixed residential units
Anonymous 4/30/2024 05:15 PM	Nothing.
Anonymous 4/30/2024 06:47 PM	As proposed...nothing
Anonymous 4/30/2024 08:18 PM	I like that regency part drive is connected to washmill lake and that the existing trails will be left.
Anonymous 4/30/2024 09:52 PM	Nothing. I do not support this decision
Anonymous 5/01/2024 03:06 PM	Build more residential units

Anonymous 5/02/2024 07:52 AM	Nothing.
Anonymous 5/02/2024 08:27 AM	Personally, we are against it, if we are being honest.
Anonymous 5/02/2024 11:29 AM	I am not sure how one would answer this. We are already near all the restaurants and shops of Bayers Lake so we see nothing in a residential and commercial set up of this massive development on a pretty small footprint that would appeal to us or others already here. There is no benefit to us therefore nothing that appeals that could be mentioned on our behalf.
Anonymous 5/02/2024 05:33 PM	not too much
Anonymous 5/02/2024 09:46 PM	N/a
Anonymous 5/03/2024 12:28 PM	I guess if the development has already been approved, then there is not much the residents living in the area can say or do.
Anonymous 5/03/2024 03:31 PM	I would appreciate the consideration to reduce the number of buildings, particularly the commercial spaces. There are already existing commercial areas such as Bayers Lake, Lacewood, and even in Washmill Lake Dr where many commercial spaces remain vacant. Therefore, there is no pressing need for additional commercial spaces. Furthermore, I believe it's essential to have a comprehensive plan detailing how the existing ecosystem in the area will be managed. Currently, there is a diverse range of fauna inhabiting this area, and it's crucial to ensure their protection and well-being amidst any development activities that may impact their habitat
Anonymous 5/03/2024 05:19 PM	I like that local residents were informed about the development and asked for feedback. This shows the city is looking after it's people and I hope it continues.
Anonymous 5/03/2024 06:26 PM	Its approval will demonstrate once again that, regardless of common sense, development at any cost will be rushed ahead.

Anonymous 5/03/2024 10:52 PM	I dislike this plan.
Anonymous 5/03/2024 11:49 PM	I don't consider there's anything good about this development.
Anonymous 5/05/2024 08:33 PM	Connecting Lacewood to Washmill more directly will help to lessen traffic through Bayer's lake. More housing means more support for businesses. This development takes into account biking and green space as well, which is great. The connection to the Mainland trail is also very nice.
Anonymous 5/06/2024 06:58 PM	None. I do not support this project.

Mandatory Question (105 response(s))
Question type: Essay Question

Q3 Please scale the types of open space facilities that you feel would be important to meet the needs of the new residents.

OPTIONS	AVG. RANK
Trees and natural vegetated areas	3.10
Playgrounds	3.29
Fields/play lawns for general unstructured plan and leisure	3.34
Seating and garden areas	3.44
Social gathering spaces	3.69
Urban Plazas	4.15

Mandatory Question (105 response(s))
Question type: Ranking Question

Q4 What questions do you have about this planning process or the proposal that you feel have not been adequately answered?

Anonymous 4/17/2024 01:42 PM	I think it's a great plan hopefully it gets developed more homes as a good thing.
Anonymous 4/17/2024 02:55 PM	All of them
Anonymous 4/17/2024 03:04 PM	What are the approximate start and finish dates.
Anonymous 4/17/2024 03:21 PM	none
Anonymous 4/17/2024 03:52 PM	Mostly just curious on the timeline for the project to begin.
Anonymous 4/17/2024 04:09 PM	The safe and more convenient travel out of mount royale and on/ off washmill and regency park
Anonymous 4/17/2024 05:18 PM	Traffic control, like speed bumps and traffic lights
Anonymous 4/17/2024 06:27 PM	none
Anonymous 4/17/2024 06:30 PM	Will this enhance our area?
Anonymous 4/17/2024 09:27 PM	I watched the video and read the information. I appreciate that you are seeking feedback from those of us who currently live in the area and will be impacted by the increase in traffic, both getting into and out of our community. This includes driving and walking.
Anonymous 4/18/2024 08:13 AM	Is there going to be access to Highway 102 from Washmill in the future?
Anonymous 4/18/2024 10:42 AM	Has there been any thought about building affordable housing at this location?
citydweller 4/18/2024 12:01 PM	Proposed traffic controls for Regency Park Drive such as traffic lights, stop signs, speed control, parking rules? Have the road infrastructure

	requirements been adequately thought out to handle what will become a very busy corridor. As well, the impact (both visually and physically) of 28 story buildings on an already high elevation point in the city. In other words, will these buildings be dangerous to wildlife such as birds as well as creating dangerous wind patterns and migration obstructions for example, and will these buildings become eye-sores in the city hovering over all others as they will be so tall and built on an already high elevation and therefore visible from all vantage points? Will these tall 28 story buildings cast large shadows over the proposed and already existing park and common space?
jojo123 4/18/2024 01:23 PM	When is the proposed starting and ending date of construction? How long will this take?
Anonymous 4/18/2024 01:27 PM	Recommendations for traffic on both Washmill and Regency Park drive during peak hours
Anonymous 4/18/2024 03:27 PM	how the traffic plans to be routed, plans for transit
Anonymous 4/18/2024 03:29 PM	Why?
Anonymous 4/18/2024 04:49 PM	As noted in my comments in #1 Parking and traffic.
Anonymous 4/18/2024 05:52 PM	See above concerns
Anonymous 4/18/2024 07:01 PM	Traffic control is critical. How much thought has been put in to adding hundreds more residents in to an already busy congested area?
Anonymous 4/18/2024 11:48 PM	none
Anonymous 4/19/2024 03:00 AM	Is HRM developing other roads to access Bayers Lake Industrial Park to accommodate better traffic flow? This opening of Washmill Lake Drive to Regency Park Drive I'm afraid will be used as a main road access to Clayton Park.

Anonymous 4/19/2024 07:34 AM	Traffic from Lakewood to washmill on Regency, this will create a new connector between these two major roads, which will increase traffic (as people must travel through Bayer's lake or on dunbrack and Willet, currently)
Anonymous 4/19/2024 08:38 AM	None
Anonymous 4/19/2024 09:29 AM	Timing
Anonymous 4/19/2024 09:51 AM	The traffic impact analysis
Anonymous 4/19/2024 09:55 AM	None
Anonymous 4/19/2024 10:44 AM	Limit the height of the buildings, we moved here for the view and it's now starting to disappear, higher is not better except if you are the owner!! Why not reduce the height, to limit the traffic, school overflow, and view planes??
Anonymous 4/19/2024 10:51 AM	Why was this developer allowed to basically submit a new plan and call it a revision? Why are there no infrastructure plans for schools?
Anonymous 4/19/2024 12:00 PM	NA
Anonymous 4/19/2024 12:14 PM	Why are you even considering this proposal without the adequate schools in the area?
Anonymous 4/19/2024 12:27 PM	Parking, development schedule, impact to local residents and plan to manage this, considerations for affordability.
Anonymous 4/19/2024 12:30 PM	Traffic Concerns
Anonymous 4/19/2024 01:58 PM	Ive asked all of my concerns above.

Anonymous 4/19/2024 02:04 PM	Will there be traffic lights at the intersection of Washmill Lake Drive and Regency Park Drive ?
Anonymous 4/19/2024 02:18 PM	How will the wildlife in the woods and surrounding areas be protected and preserved? Will there be a study done to assess the impacts of vegetation removal and water stores? How will it be ensured that this will not contribute to the overcrowding of schools? Will the Fire Department's input be included (not just considered but INCLUDED) for this development considering the potential fire risks?
Anonymous 4/19/2024 02:52 PM	The impact that added traffic will have on all the surrounding area.
Anonymous 4/19/2024 03:09 PM	TRAFFIC TRAFFIC TRAFFIC
Anonymous 4/19/2024 03:21 PM	commercial offering requires resupply. How will the the large delivery truck movements impact the residential accessibility.
Anonymous 4/19/2024 05:03 PM	Will there be a wide expanse of parking area. Hopefully treed- not just barren
Anonymous 4/19/2024 06:18 PM	Whats the point
Anonymous 4/19/2024 06:41 PM	See #2 above. What consideration has been given to the elementary/junior high school needs of this new group of people? The elementary schools in the area are certainly not within walking distance of the development. Driving children to and from school will certainly be a burden on the traffic volume. What consideration has been given to the health needs of this increased population? The new Bayer's Lake Clinic will be able to provide some services to this new population, but access to physicians, chiropractors, physiotherapists, mental health support, etc. will be difficult since practices are currently are all beyond full! The plan calls for some commercial activity in the development - I'm not sure from the "drawings" that adequate parking has been provided to make it possible for those business to accommodate customers other than the walk in group from the development. The need for affordable housing in Halifax is critical. While the planning documents say the city has no way to enforce the development of any affordable housing in this project, it seems to me that issue needs more attention. Should the city negotiate "tools" to require affordable housing within development projects, will such

	requirements be applicable to this project as it unfolds? Halifax is founded on a rock! Blasting is a fundamental requirement for construction in the city. What provisions are being made to ensure damage to existing properties (both low and high density) is compensated? How will the Mainland Commons wetlands be impacted? There is nothing in the publicly accessible documents that mentions this concern.
Anonymous 4/19/2024 07:21 PM	The intersections onto washmill. Why are they not roundabouts, despite the recent uptick in them and known ability to handle traffic more smoothly than more traffic light controlled intersections?
Anonymous 4/20/2024 11:48 AM	Everything is fine
Anonymous 4/20/2024 02:28 PM	Again, why there is not a stipulation that all new developments have a certain percentage of affordable housing.
Anonymous 4/20/2024 06:25 PM	Nil
Anonymous 4/20/2024 08:25 PM	1) How will existing services such as schools and community centers be changed to accomodate increases in population in the area? 2) Has it been considered how the larger structures will affect the neighbouring buildings regarding wind shear and speeds especially in inclement weather?
Anonymous 4/21/2024 02:30 PM	The area of questions and answers. None of your answers give any true facts of to how you will actually manage the changes coming to the area. example for traffic, widening exciting streets more traffic lights. How much extra parking for the the parkland and trails , example 6 spaces would not cut it.
Anonymous 4/21/2024 03:16 PM	Why weren't all the numbers available for picking in question 3?? You could only pick #1 for trees and natural vegetated areas?? You could have also stated if a one was high (very important) or 6 was high (very important). Not sure I answered how I feel or not.
Anonymous 4/21/2024 05:05 PM	concerns about Mainland Commons and lack of trails

Anonymous 4/21/2024 05:21 PM	Make the buildings smaller
Anonymous 4/21/2024 05:38 PM	No. I hate this plan - leave the area alone
Anonymous 4/21/2024 06:14 PM	The magnitude of the buildings, the overcrowding the area and cutting down all the trees around.
Anonymous 4/21/2024 07:11 PM	Na
Anonymous 4/21/2024 11:10 PM	This appears to be a modified plan that was presented to the Area residents approximately 5 years ago, only the density was lower. Meeting was held at the FUTURE INN.
Anonymous 4/21/2024 11:38 PM	Would like to see sketches of what it will ACTUALLY look like, and know how closely the city will ensure the developer adheres to the proposal. Also like to know how the city plans to deal with the increase of traffic and citizen safety in this area.
Anonymous 4/22/2024 09:47 AM	I appreciated the efforts put into each detail.
Anonymous 4/22/2024 10:02 AM	Will there be services on site? Grocery, restaurant, services, etc.
Anonymous 4/22/2024 10:37 AM	I would like to understand what assessments have been done to minimize environmental impact of the development and the actions to preserve forest.
Anonymous 4/22/2024 01:15 PM	How long will this development take?
Anonymous 4/22/2024 02:19 PM	Increased traffic, traffic control and parking
Anonymous 4/22/2024 04:34 PM	Primarily traffic reports/estimations

Anonymous 4/22/2024 05:59 PM	The massive size will just continue to contribute to a “concrete city”. Can we pit some single family dwellings there as well? Not townhouses only but single family dwellings. Why all the high rises? I realize the city is growing but can there not be room for greenspace….sad what developers are doing to our once charming city
Anonymous 4/22/2024 10:43 PM	Please see above. Plus, the FAQs are so vague it is impossible to know how access to schools will be met. It was not at all adequately addressed, simply a suggestion that HRCE will ensure that children have access to schools. The must be more specificity. One could begin by addressing the fact that Halifax West HS is already bursting at the seams.
Anonymous 4/23/2024 08:30 AM	When will development begin? What is the proposed timeline for the whole project? At what point would the connection between Lacewood and Washmill be open to the public, even though construction might still be underway of the building infrastructure?
Anonymous 4/23/2024 02:28 PM	Just the traffic flow out of Mount Royale, with the need for traffic lights and that Regency will be a two-lane-each-direction road.
Anonymous 4/23/2024 11:22 PM	When is the development expected to begin? And be completed?
Mike87 4/24/2024 07:15 AM	The traffic report assumes everyone is going to turn right.
Anonymous 4/24/2024 10:09 AM	Impact to already established residential areas. Impact on wildlife
Anonymous 4/24/2024 10:19 AM	Have you adequately estimate traffic on Washmill Lake Dr. Have you considered the skyline on highest point in Halifax and the apparent contest between developers to see who can claim to have the tallest building/tower/ power symbol. I am concerned but the impact on natural environment. Feels like buildings are too close to the water tower and the trail. Would it be better to build down by the driving range and not up on the hill?
Anonymous 4/24/2024 12:42 PM	timelines on phases, construction dates, completion dates.

Anonymous 4/24/2024 03:29 PM	Wind study, SERIOUS concerns about traffic.
Anonymous 4/24/2024 04:35 PM	How will you plan better traffic flow? There's already many accidents on Washmill
Anonymous 4/25/2024 01:00 PM	Who is the development company?
Anonymous 4/25/2024 03:07 PM	Options were minimal
Anonymous 4/25/2024 03:42 PM	The wind pressures developed on this hill top location will discourage the use of any green spaces provided
Anonymous 4/25/2024 05:09 PM	None
Anonymous 4/26/2024 04:21 PM	Population Density should be addressed.
Anonymous 4/27/2024 10:33 AM	will this cause an issue with bird migration as this is the highest spot in HRM and we see flocks of birds spring and fall use this path to migrate
Anonymous 4/27/2024 10:46 AM	The lack of answers as to any new schools in the area. The FAQ only said that the HRCE is made aware of the potential increase in population and will make sure all children have access to education. But it would be nice to know their concrete plan, as it could impact development. ie. Why not stipulate that a plot of land in the development parcels be used for a new school?
Anonymous 4/27/2024 04:47 PM	great for the future not now.
Anonymous 4/28/2024 01:49 PM	This area houses 1) new immigrants 2) students 3)children 4) young families, 5) working professionals 6) newly retired 7) seniors on fixed income. The traffic and how the increase in cars will be handled is unimaginable to me as a pedestrian. Currently, there are cars parked all the way down Bently, and on Washmill. Washmill has a bike lane, no parking. These are not visitors, these are residents that have more

	than 1 car and do not want to pay or cannot afford to pay for additional parking spots or none are available. Additionally, some have to use a company service vehicle that they take home, and these are also parked on the street. I realise that parking is the developer's issue, but obviously, based on the apartment buildings already in this area, the amount of required parking is not calculated properly. As it stands, there isn't enough parking made available at the buildings and the on street parking is not sufficient for the overflow.
Anonymous 4/29/2024 09:16 AM	Traffic Study. Wind Study. Schools needed. AS more and more immigrant families have to live in apartments due to lack of housing, they will need to have schools. Fairview, Park West and Halifax wast are all jammed right now. Adding this many people will overwhelm
Anonymous 4/29/2024 06:01 PM	Take a look at past developments in the area and see how little the developers have not done in way of playgrounds and parks around the high rises on Regency...
Anonymous 4/30/2024 02:45 AM	A public dialogue where any & all questions can be shared in the community/district 12. Survey of existing School access, existing functional green spaces, etc.
Anonymous 4/30/2024 07:24 AM	N/A
Anonymous 4/30/2024 11:03 AM	Unsure
Anonymous 4/30/2024 05:15 PM	If approved, how long would it take to build? How soon after approval would development start? How will the increase in traffic be handled (e.g., will traffic lights be installed)? If traffic lights are installed, will they be installed at the entrance of the new development or would existing developments have the opportunity to enter and exit their subdivision as well?
Anonymous 4/30/2024 06:47 PM	Suburban Plan endorsed by Council Summer 2023 with a proposed ratification timeline at which time all other plans, by-laws, etc will be rescinded. Suburban Plan will use the recently approved Centre Plan as a model. This development is following an 8 stage process. The Suburban Plan may well be close to being finalized when the development is finally approved and as such the development may

	be in conflict with the principles of the Suburban Plan. The Suburban Plan (modeled on the Centre Plan) should be given consideration when evaluating this development. The website documents for viewing, lists the Wetlands Alteration Report. I have not been able to locate this document. I understand that this issue is under the jurisdiction of the Nova Scotia Department of Environment and Renewables and as the properties do contain sensitive environmental areas should be included. The traffic study included as a review document has a total of units less than the proposal by a considerable number. To declare Washmill Lake Drive as a Collector is a misnomer. Lacewood Drive is a collector with a consistent 4 lanes and other characteristics one expects. Washmill Lake Drive has a multitude of pinch points from Dunbrack to Chain Lake Drive. Appearing and disappearing lanes, turning arrows rather than dedicated turn lanes, appearing and disappearing bike lanes, no traffic control at busy intersections busy driveways at Bayers Lake Shopping Area, on road parking on both sides, a children's' playground, hidden driveways around curves and at elevation changes, speed changes. And then there are the distracted drivers who speed, use turn lanes as passing lanes and cross solid yellow lines into oncoming traffic and ignore controlled pedestrian crossings. knowing that drivers are uncontrollable but making the road more intuitive is. Before further volume, (no matter the final approved development), is added, the safety of this road for all users drivers, pedestrians and cyclists must be addressed.
Anonymous 4/30/2024 08:18 PM	Infrastructure to support this many new buildings is not addressed. Stating that there are schools near by doesn’t address where 12,000 new units residents would go to school.
Anonymous 4/30/2024 09:52 PM	I do not have any at this time.
Anonymous 5/01/2024 03:06 PM	Nothing at the moment
Anonymous 5/02/2024 07:52 AM	1) Duration of project.
Anonymous 5/02/2024 08:27 AM	Traffic aspect - what is being done to accommodate the huge increase in vehicular traffic?
Anonymous 5/02/2024 11:29 AM	There must be zoning rules for this area that kept the surrounding buildings to certain heights (at around 10 storeys, so How does a

	proposal come in to have a lot of 12 to 28 storey buildings jammed in three lots of land?? With all of these buildings going up everywhere, there will need to be more electricity generated to keep up with the load as the current generation with NSPC will eventually not handle it. I see no where that this grid upgrade is being planned let alone developed.
Anonymous 5/02/2024 05:33 PM	Traffic increase on Washmill Lake Road. The height of the buildings compared to surrounding buildings. The proximity to existing building
Anonymous 5/02/2024 09:46 PM	No questions at the moment.
Anonymous 5/03/2024 12:28 PM	There really needs to be another traffic survey done during school hours.
Anonymous 5/03/2024 03:31 PM	What specific measures are being taken to mitigate the environmental impact of the proposed development, particularly in relation to wetland preservation and wildlife conservation? How will the existing infrastructure accommodate the influx of residents and increased traffic resulting from the development? Are there plans to upgrade roads, utilities, and public services to support the expanded community, beyond of what is showed in the proposals? How will the proposed development address issues of social equity and inclusivity, particularly in terms of housing affordability, access to amenities, and community services for residents of diverse socioeconomic backgrounds?
Anonymous 5/03/2024 05:19 PM	I do not feel the traffic study was comprehensive in scope and could use more attention. More attention should be given to the stretch of Lacewood Drive between Regency Park Drive and NS-102. I also did not see anywhere in the application files a mention of an environmental impact assessment. This road would cut through wildlife habitat causing further fragmentation for certain species. It is also a site where a significant population of American crows gather to roost. There is also a productive wetland within the boundaries of the Mainland Commons and I do not believe the extent of the wetland is known. A wetland delineation should be completed to assess the full extent of the forested wetland area. If wetland habitat or fish habitat in general is disturbed, destroyed, or altered in any way it must be done under a permit with an offsetting plan in accordance with the Fisheries Act.

Anonymous 5/03/2024 06:26 PM	Read the comments above
Anonymous 5/03/2024 10:52 PM	Why can't the government address housing issues by expanding to the outskirts of Halifax The central urban area is already saturated!
Anonymous 5/03/2024 11:49 PM	When and where can we consult the current status of this planning process once the survey finishes?
Anonymous 5/05/2024 08:33 PM	N/A
Anonymous 5/06/2024 06:58 PM	The environmental impact

Mandatory Question (105 response(s))
Question type: Essay Question

Q5 Is there anything else you would like to share? All feedback is welcome.

Anonymous 4/17/2024 01:42 PM	are you going to replant the trees? You’re about to destroy in this process? If yes, that would be great.
Anonymous 4/17/2024 02:55 PM	Do not open regency park dr. to washmill park drive.The regency park dr residence will loose quiet street.
Anonymous 4/17/2024 03:04 PM	Not at this time.
Anonymous 4/17/2024 03:52 PM	Excited about this project. I've been in the area for 10 years, always wanted these roads connected. Increase in housing and services equally as important. Would like to see bike lanes/adequate pathing for foot traffic as part of this project.
Anonymous 4/17/2024 04:09 PM	At present there is minimal day care and age 4 school spots in this area . More buildings would mean more schools and daycares
Anonymous 4/17/2024 06:27 PM	The city should put in intersections lights at Grandhaven Blvd and Washmill Lake Dr. to help with traffic control from the 4 complexes on

	the one side and the other apartment building and plaza on the other side as the increased traffic will make the dangerous corner even worse. Before construction starts would be wise.
Anonymous 4/17/2024 06:30 PM	I love trails, parks, coffeehouses and ease of getting from one area to another by foot.
Anonymous 4/17/2024 09:27 PM	As this area grows in population it may be time to consider setting up a community police office close by. I have watched cars park in the Mainland Loop Trail parking lot in the late night hours, obviously doing illicit activities. There is also an area along the trail where people visit at night.
Anonymous 4/18/2024 08:13 AM	Unless there are going to be traffic lights at Greenpark Close and Regency Park Drive, there will increased accidents, both pedestrian from the school students and vehicle because no one stops at the exit from the High School.
Anonymous 4/18/2024 10:42 AM	The wind at this location during storms is always extremely strong for a 24 story building.
citydweller 4/18/2024 12:01 PM	I sincerely hope, and mean no offense by it, that the City Council studies and reflects wisely the details of this proposal and its future ramifications on this already busy neighborhood and develops, requires, and enforces adequate remedies to ensure a successful long term outcome for this neighborhood based on prudent, wise, and well thought out planning and not pressure, be it political or otherwise, from the developers and other stake holders of this project or any other project in this city.
jojo123 4/18/2024 01:23 PM	How does this contribute to the housing crisis? Such work does provide many opportunities for employment for many different businesses and trades people. That is the only benefit I see at this time. Finally, what guarantee do we have that spaces for outdoor activity will be provided?
Anonymous 4/18/2024 07:01 PM	When I look out my windows from my apartment on Grandhaven Blvd, I see a beautiful forested area. All this will be lost with this new development. I can't help but feel we are losing so much by filling up every available area of land with housing.

Anonymous 4/18/2024 11:48 PM	no
Anonymous 4/19/2024 03:00 AM	I am not certain how many open facilities you would need for this type of development. I had a difficult time answering those questions. I guess for the scale of development that is being proposed you would need Urban Plazas to accommodate the number of people living in these buildings, not sure how many. I moved to this area from Bedford as I felt Clayton Park was already developed and we would not have a multitude of new high rises going in and disturbing the natural habitat. I do not believe this new development will benefit the residents of this area mainly senior citizens. I hope the residents' concerns will be taken into consideration.
Anonymous 4/19/2024 08:38 AM	Build it as quick as possible
Anonymous 4/19/2024 09:55 AM	No
Anonymous 4/19/2024 10:44 AM	Traffic lights, reduce speed limits, improve pedestrian access to Bayers Lake shopping area. There are no sidewalks on the north side that will get you safely to Chain Lake drive!!
Anonymous 4/19/2024 10:51 AM	The Municipality needs to address the current traffic issues on Washmill ie lights, enclosed bus stops no sidewalks from the Scotiabank theatre to the corner or throughout the shopping areas. People more and more are needing motorized devices or strollers or are just physically compromised. The view planes are being destroyed as is a beautiful wetland and nature area.
Anonymous 4/19/2024 12:00 PM	Disapprove
Anonymous 4/19/2024 12:14 PM	lets make sure we have adequate schools, policing, fire and low income housing before any more construction is considered in this area.
Anonymous 4/19/2024 12:27 PM	I am disappointed to see so many buildings, and the height of the buildings. People want to live in houses, not tiny, overpriced apartments that cost more a month in rent than a mortgage. I understand we have a housing shortage - but a blend of more single

	unit/dwellings with apartments would be better suited to the demographic in this area. School: The Fairview elementary school that the children living in this area would attend is not satisfactory. Lots can change between now and 2034 but if you wish to attract middle/upper middle class families, and this many people, this school would be a deterrent due to size, state of the building/play area, and quality of education.
Anonymous 4/19/2024 12:30 PM	I don't want to feel trapped on Greenpark Close with more traffic, particularly during High School hours!
Anonymous 4/19/2024 02:18 PM	I hope this does not get approved. Also, it is stupid that you can only select the available numbers once for the open space facilities section of this survey.
Anonymous 4/19/2024 02:52 PM	Developers in the past have been poor neighbours, they care little for the communities that they negatively impact. I hope this proposal is not approved, but if it is it needs to be scaled back significantly.
Anonymous 4/19/2024 03:09 PM	Look I just rent up here. I can move if I don't like it. Tell me how this helps our housing problem. Buildings this big if cheap turn into projects or expensive no one will be able to afford. I am not against the big buildings. I just believe common sense dictates not building them too close together and this is definitely too much in to small an area. At least look at area MU13 to MU18 and develop more town houses. Concentrate the bigger buildings where an entrance and exit from the BI HI can be established
Anonymous 4/19/2024 03:21 PM	while the TIS is big picture and notes that it does not account for development, i feel that there are some logistic needs of this development which are not identified in the level of this TIS. While intersection signalization and turn lanes are warranted, Mt. Royal struggles to get onto washmill. with an access proposed at/near the Bently intersection (behind the MICI) and then, from Bently a short stretch of road later (50m), we'll have an intersection with a left hand turn lane (with a typical 30m lane stack)... the lane everyone will swing out into, to get around a truck turning in or out of that access. this bently/washmill intersection is now in jeopardy with this TIS. A revised TIS should also consider the vehicle movements from all the access points to Washmill as well as that of Mt. Royal which, is directly affected by the unknown vehicular volume not mentioned in the TIS.

Anonymous 4/19/2024 05:03 PM	28 storeys is too high! 10-12 storeys max! Would like to see businesses geared to the surrounding community of apartment dwellers- a post office, a pharmacy, bank, grocery store and a couple of restaurants for those would be able to walk to this development. With gardens, trees and outdoor seating areas. The view for those of us in the Cosmos development will be obstructed…nothing stays the same in the name of progress.
Anonymous 4/19/2024 06:18 PM	STOP over populating expensive housing and start planning on affordable homes for people living in tents.
Anonymous 4/19/2024 06:41 PM	While extending Regency Park from Lacewood Drive through to Washmill Lake will be welcome, I have serious reservations about the overall population density proposed in the project. I'm not sure 28 storey buildings fit the character of the community! I haven't driven the neighbourhoods to count the number of floors on apartment buildings but I do believe the current height is much closer to 12. Even half a dozen + 12 storey buildings in the proposed development would still contribute to the problems and issues I raise in Question #4.
Anonymous 4/19/2024 07:21 PM	The housing is welcome. I wish for more roundabouts but large enough to accommodate bus and truck traffic.
Anonymous 4/20/2024 11:48 AM	No , thanks
Anonymous 4/20/2024 08:25 PM	1) Will therebbe townhouses and/or condos for sales/pre-sales once the project started? 2) Will we have a phase where we can provide public opinion on designs of nrw buildings?
Anonymous 4/21/2024 02:30 PM	more solid information on the full development . All your answers in FAQ are vague you could be talking about any development.
Anonymous 4/21/2024 03:16 PM	Again, my biggest concern is the traffic on Washmill. People treat it like a highway and speed along there tremendously....a few traffic lights would sure help....plus, then I may be able to get out of my parking lot/driveway without getting KILLED.
Anonymous 4/21/2024 05:21 PM	Make the buildings smaller

Anonymous
4/21/2024 05:38 PM

Please leave this area alone.

Anonymous
4/21/2024 06:14 PM

I am in tears thinking how our city is becoming too crowded, 1000 of people moving in the same area, and the roads are still the same like 20 years ago when the population was much lower.

Anonymous
4/21/2024 11:10 PM

Please acknowledge H. Tiller htiller@ns.sympatico.ca

Anonymous
4/21/2024 11:38 PM

The existing infrastructure in HRM is already poor, at best. Developers slap up buildings and how they are approved as being to code and meeting building standards is beyond comprehension. Having talked with many engineers, and building maintenance and management persons, there are a huge number of buildings that have been constructed in the past six years that already exhibit structural issues - how does this happen?? More housing does not mean affordable housing - the developers agree to a percentage of affordable units per building. I fail to understand how affordable is calculated?? It's basic math - 40 hours of work at minimum wage does not equate to the average rent in HRM for a studio apartment. This development will be no different than any of the others.

Anonymous
4/22/2024 09:47 AM

I have lived on washmill lake drive for 7 years now. I watched it develop from a quite side street to a major populated area. Althoug it has been painful to see the distruction of nature, nearby developments have put very little efforts into restorations of nature they have destroyed. There are sad looking trees on the washmill lake drive and that is about it. I have seen developers take but not give back to the land. Very little accountability for trash created and spread into whats left of the nature. There is no community envolment. I do remain hopeful for a more mindful approach to this project. In the crisis that we live today, we cannot afford to be selfish and greety. Thank you for your time and opennes to all feedback.

Anonymous
4/22/2024 10:37 AM

Although planning around greenspaces is inconvenient, it is necessary to ensure the wellbeing of future occupants in the city. We need to be proactive, not reactive.

Anonymous
4/22/2024 02:19 PM

N/A

Anonymous
4/22/2024 10:43 PM

Despite how this might all sound, I am NOT against development. I am not even against higher density living. I am against the way that development has been happening in the HRM over the past 10 years. We have such tremendous potential to be a truly exceptional city, but like many other cities where development happens quickly (to benefit the developers and the upper 15%), we will end up a poorly integrated, frustrated mess. I am not even a proponent of bike lanes because, they lead nowhere. One can ride on a road with a bike lane for 10 minutes and then you end up on Quinpool or Chebucto or Bayer's Road, so I don't need bike lanes put in for a couple of kilometers when there isn't a reliable, safe, integrated network in the core of the HRM. I would rather see more green space, a community garden, Let's dream big, how about a Finnish-style public sauna/hot tub/cold plunge right there in the midst of this new development? If we are not allowed to require affordable housing because the government has not done the right thing, why don't we ask for a combined daycare + seniors' center to be incorporated in one of the buildings? If the government wants development so badly, then let's ask them to support seniors and families who live in the area and act on some of the promises made about caring about Nova Scotians, especially the youngest and older ones? Sorry for the rant. I have just never read one of these proposals so thoroughly and I can't believe how inadequate I found it. But then I am not really surprised. Things make more sense now when I look around.

Anonymous
4/23/2024 08:30 AM

Although the proposed project by WM Fares is for the development of Regency Dr, I would like to reiterate that it will have an effect on residents of Grandhaven Estates and Belgravia. My hope is that they would take this into consideration in their budgeting and planning. Ie potentially take responsilbility for (or at least partner in) the installation of a traffic signal at this intersection as well. Just to clarify, I am only speaking as a resident and not an agent of Cosmos or Belgravia management.

Anonymous
4/23/2024 02:28 PM

I am very excited to support this development

Mike87
4/24/2024 07:15 AM

There are many areas planned for redevelopment which is contentious but urban sprawl is very costly and destructive.. Halifax urgently needs to focus on aging infrastructure and transportation

Anonymous
4/24/2024 10:19 AM

Thanks for the consultation process

Anonymous
4/24/2024 12:42 PM

This is something I have been very excited about since I moved to the neighborhood 10 years ago. This area in not pedestrian friendly to get around to shopping, businesses and this would greatly improve that aspect as well as the connection to the washmill road for access to bayers lake area and highway 102 access/dunbrack etc

Anonymous
4/24/2024 03:29 PM

While it looks like a beautiful development, it is being squeezed in to this area and does not belong here. It does not fit the character or the infrastructure of the area. If we wanted to be surrounded by more towers, we would live downtown. We went through a similar scenario in Stoneridge when United Gulf proposed 2, 4-story buildings across Hail Pond. They were granted approval to build 2, 12-story buildings which ruined the subdivision. Don't make this mistake again. I appreciate that you are soliciting the public's input, but in my experience, the developers ultimately always get what they are seeking. Unfortunately.

Anonymous
4/24/2024 04:35 PM

Thank you so much for this. I am a young professional doing everything right and barely making it by because of the insane prices of houses and my soaring rent.

Anonymous
4/25/2024 03:07 PM

No

Anonymous
4/25/2024 03:42 PM

Having green space and park access is good for new tennants who will find homes. The existing tennents in 247 will have their existing green spaces turned into sunless back alleys of these enormous buildings as proposed.

Anonymous
4/26/2024 04:21 PM

The current web site lists reports that one can review which is welcomed. What would be useful would be a listing of the reports that have been requested but are not yet ready for posting to the web site.

Anonymous
4/27/2024 10:46 AM

The amount of shade that will be created by the new high-rise buildings is not welcome to the current residents of the neighbourhood. Not only will our views now be obstructed, but it will create dark winters. As well, the plans make it looks like we're creating another wind tunnel. This hill is very windy. Please consider adding a lot more trees/hedges or staggering the buildings in such a way that we don't have a perpetual hurricane when walking the new neighbourhood. And be mindful of the wildlife during the construction.

Anonymous 4/27/2024 04:47 PM	don't put the cart before the horse and cause big problems for our beautiful city
Anonymous 4/29/2024 09:16 AM	If you approve anything, how soon till the developers come back and say they can’t afford to include green spaces? Or we need 12 stories not 8? THis has happened at Hail Pond development 12 years ago and will happen here. AS one developer told me - they keep asking just to get yes’ so either you need to lock it in or be prepared to be bombarded with change requests.
Anonymous 4/29/2024 06:01 PM	There are alot of seniors in the area who are looking for a playgrounds to take their Grandchildren- There aren't any !!!! Make the developers accountable, don't look the other way...
Anonymous 4/30/2024 02:45 AM	Where is the local councillor & open discussion for local resident dialogue? Many of the residents do not know all the details , perhaps mandated, for a large development such as this . The attached files are not user friendly for most of us. A recent traffic study for example, would suggest lights required on to Washmill from the complex. Regency drive is already a busy collector, in particular during school hours. When will public community engagement be scheduled?
Anonymous 4/30/2024 07:24 AM	Yes. We need more projects like this in Halifax. We need more residential units in Halifax. More units means more competition which leads to lower prices and more affordable rent for everyone, not only for low income families. More availability means less homelessness as well. Simple supply and demand.
Anonymous 4/30/2024 11:03 AM	Will this development have affordable housing or once again be out of reach for the ordinary hard working middle class ?
Anonymous 4/30/2024 05:15 PM	I hope this proposal is not approved and the golf range, trees, wildlife, and greenspace can be saved.
Anonymous 4/30/2024 08:18 PM	The development is needed but the things that go with a development of this size are also needed. Crosswalks, playgrounds, bike lanes and schools.These are needed too. Finally it needs to be affordable.
Anonymous	No

5/01/2024 03:06 PM

Anonymous
5/02/2024 07:52 AM

I'm totally against this project.

Anonymous
5/02/2024 08:27 AM

The Scale section above - it doesn't indicate whether 1 or 6 is the highest. I assumed 1 is high. The ' Trees and natural vegetated areas section above - I want to enter a 6 but the system will not allow it.

Anonymous
5/02/2024 11:29 AM

Sometimes, I feel we are putting the cart before the horse when an architectural firm makes elaborate proposals such as this particular proposal demonstrates. We do not need 18 high rises jammed between Mainland Common Park and Greenpark Close Park.

Anonymous
5/02/2024 09:46 PM

Really disappointed in lack of affordable housing. Do better Halifax.

Anonymous
5/03/2024 12:28 PM

I really think there is no need for 18 buildings to be built in this area. It should be cut back to 10 buildings with nothing over 10 stories to fit in with the area. There should also be small park like areas between these buildings as they should be better spaced so they do not mimic the area on Washmill which is very crowded. How would the Fire Dept help get people out of 28 story buildings if there is ever a fire? It seems that this developer makes the plans for his sake and not for the residents of the area. The natural wildlife in the area will have no place to go and it is like they are an afterthought. There are also a lot of seniors that live in this area and if there is ever an issue with a big emergency due to construction, some of these people need help to get out and how would that be handled? The seniors will not be able to walk in the evenings due to the increase in residents in this area or even in the day time. Also, more buildings in this area will make it more difficult for seniors, most of whom are on fixed incomes, which will cause higher rent increases that will have to compete with the newer buildings. Seniors don't stand a chance in this city.

Anonymous
5/03/2024 03:31 PM

I'd like to emphasize the critical importance of preserving the wetlands ecosystem in the proposed development plan. Wetlands are not just natural areas; they are invaluable ecosystems that provide numerous ecological services, including water filtration, flood control, and habitat for diverse wildlife. Their preservation should be prioritized to maintain the delicate balance of our local environment. Additionally, I remain concerned about the inclusion of commercial areas in the development plan. Given the existing surplus of commercial spaces in nearby areas like Bayers Lake and Lacewood,

	I question the necessity of further commercial expansion. Instead of prioritizing additional commercial development, resources could be better allocated towards preserving green spaces and enhancing recreational areas for community use. By focusing on the protection of wetlands and reevaluating the need for additional commercial spaces, we can ensure that the proposed development aligns with principles of environmental sustainability and community well-being. I urge planners to reconsider these aspects and prioritize the long-term health and resilience of our local ecosystem.
Anonymous 5/03/2024 10:52 PM	The buildibg is too high the area is too crowed.
Anonymous 5/03/2024 11:49 PM	Please consider the environmental damage that this development can cause.
Anonymous 5/05/2024 08:33 PM	This will be great for the residents.
Anonymous 5/06/2024 06:58 PM	The neighbourhood is already well saturated as it stands, adding another massive neighbourhood inside the current will just make a bad problem worse. Traffic congestion will become more severe and and safety will further deteriorate with a project with that scale in this small and busy neighbourhood.

Optional question (74 response(s), 31 skipped)
Question type: Essay Question

Q6 What is your postal code?

Anonymous 4/17/2024 01:42 PM	B3S0A1
Anonymous 4/17/2024 02:55 PM	B3s 0A1
Anonymous 4/17/2024 03:04 PM	B3S 0H3
Anonymous 4/17/2024 03:21 PM	B3S 0H5

Anonymous 4/17/2024 03:52 PM	B3S 0H3
Anonymous 4/17/2024 04:09 PM	B3S 0C4
Anonymous 4/17/2024 05:18 PM	B3S 0H3
Anonymous 4/17/2024 06:27 PM	B3S 0J6
Anonymous 4/17/2024 06:30 PM	B3S0A7
Anonymous 4/17/2024 09:27 PM	B3S 0B6
Anonymous 4/18/2024 08:13 AM	B3S0A1
Anonymous 4/18/2024 10:42 AM	B3S0J6
citydweller 4/18/2024 12:01 PM	B3S0A5
jojo123 4/18/2024 01:23 PM	B3S0A5
Anonymous 4/18/2024 01:27 PM	B3S 0J6
Anonymous 4/18/2024 03:27 PM	B3S0J4
Anonymous 4/18/2024 03:29 PM	B3S 0A4
Anonymous	B3S 0E5

4/18/2024 04:49 PM

Anonymous
4/18/2024 05:52 PM
B3s0g2

Anonymous
4/18/2024 07:01 PM
B3S 0J6

Anonymous
4/18/2024 11:48 PM
b3s1r4

Anonymous
4/19/2024 03:00 AM
B3S0A5

Anonymous
4/19/2024 07:34 AM
B3S0B6

Anonymous
4/19/2024 08:38 AM
B3S 0J6

Anonymous
4/19/2024 09:29 AM
B3s0h5

Anonymous
4/19/2024 09:51 AM
b3s0a9

Anonymous
4/19/2024 09:55 AM
B3S 0H5

Anonymous
4/19/2024 10:44 AM
B3S0J4

Anonymous
4/19/2024 10:51 AM
B3S 0J4

Anonymous
4/19/2024 12:00 PM
B3S0E3

Anonymous
4/19/2024 12:14 PM
B3S 0H5

Anonymous 4/19/2024 12:27 PM	B3S0E6
Anonymous 4/19/2024 12:30 PM	B3S 0H3
Anonymous 4/19/2024 01:58 PM	B3S0C2
Anonymous 4/19/2024 02:04 PM	B3S 0J6
Anonymous 4/19/2024 02:18 PM	B3S 1R6
Anonymous 4/19/2024 02:52 PM	B3S 0J6
Anonymous 4/19/2024 03:09 PM	B3S 0J6
Anonymous 4/19/2024 03:21 PM	B3S 0G7
Anonymous 4/19/2024 05:03 PM	B3S0J4
Anonymous 4/19/2024 06:18 PM	B3S1R6
Anonymous 4/19/2024 06:41 PM	B3S 0H3
Anonymous 4/19/2024 07:21 PM	B3N 0G7
Anonymous 4/20/2024 11:48 AM	B3S 0G7
Anonymous 4/20/2024 02:28 PM	B3S 0A5

Anonymous 4/20/2024 06:25 PM	B3S 0A7
Anonymous 4/20/2024 08:25 PM	B3S0A1
Anonymous 4/21/2024 02:30 PM	B3S 0G6
Anonymous 4/21/2024 03:16 PM	B3S 0J4
Anonymous 4/21/2024 05:05 PM	B3S 0A5
Anonymous 4/21/2024 05:21 PM	B3S 0E3
Anonymous 4/21/2024 05:38 PM	b3s0a1
Anonymous 4/21/2024 06:14 PM	B3S 0A5, right next to the area where you are going to build
Anonymous 4/21/2024 07:11 PM	B3S0A5
Anonymous 4/21/2024 11:10 PM	B3S1P4
Anonymous 4/21/2024 11:38 PM	B3S !r6
Anonymous 4/22/2024 09:47 AM	B3S 0H4
Anonymous 4/22/2024 10:02 AM	B3M 4K6
Anonymous 4/22/2024 10:37 AM	B3S 1R6

Anonymous 4/22/2024 01:15 PM	B3S 0A5
Anonymous 4/22/2024 02:19 PM	B3S0J6
Anonymous 4/22/2024 04:34 PM	B3S0C4
Anonymous 4/22/2024 05:59 PM	B3S0H3
Anonymous 4/22/2024 10:43 PM	B3S 1R6
Anonymous 4/23/2024 08:30 AM	B3S 0H5
Anonymous 4/23/2024 02:28 PM	B3S0A9
Anonymous 4/23/2024 11:22 PM	B3s0g2
Mike87 4/24/2024 07:15 AM	B3S0G9
Anonymous 4/24/2024 10:09 AM	B3s0j6
Anonymous 4/24/2024 10:19 AM	B3S 0JS
Anonymous 4/24/2024 12:42 PM	B3S0H2
Anonymous 4/24/2024 03:29 PM	B3S0A7
Anonymous	B3S 0G2

4/24/2024 04:35 PM	
Anonymous 4/25/2024 01:00 PM	B3S 0J4
Anonymous 4/25/2024 03:07 PM	B3S0J4
Anonymous 4/25/2024 03:42 PM	B3S0A5
Anonymous 4/25/2024 05:09 PM	B3S1P2
Anonymous 4/26/2024 04:21 PM	B3S 0J6
Anonymous 4/27/2024 10:33 AM	b3s0g2
Anonymous 4/27/2024 10:46 AM	B3S0A5
Anonymous 4/27/2024 04:47 PM	B3S 0H5
Anonymous 4/28/2024 01:49 PM	B3S 0G2
Anonymous 4/29/2024 09:16 AM	B3S 0A7
Anonymous 4/29/2024 06:01 PM	b3s0h2
Anonymous 4/30/2024 02:45 AM	B3M 4J3
Anonymous 4/30/2024 07:24 AM	B3S0H8

Anonymous 4/30/2024 11:03 AM	B3S0E5
Anonymous 4/30/2024 05:15 PM	B3S 0G2
Anonymous 4/30/2024 06:47 PM	B3S0H5
Anonymous 4/30/2024 08:18 PM	B3S 0G5
Anonymous 4/30/2024 09:52 PM	B3S 0A5
Anonymous 5/01/2024 03:06 PM	B3S 0E6
Anonymous 5/02/2024 07:52 AM	B3J 2V9
Anonymous 5/02/2024 08:27 AM	B3S0J6
Anonymous 5/02/2024 11:29 AM	B3S 0J6
Anonymous 5/02/2024 05:33 PM	B3S
Anonymous 5/02/2024 09:46 PM	B3S 1R5
Anonymous 5/03/2024 12:28 PM	B3S 0A4
Anonymous 5/03/2024 03:31 PM	B3S0A1
Anonymous 5/03/2024 05:19 PM	B3S 0A1

Anonymous 5/03/2024 06:26 PM	B3S0J6
Anonymous 5/03/2024 10:52 PM	B3S0B2
Anonymous 5/03/2024 11:49 PM	B3S 0A5
Anonymous 5/05/2024 08:33 PM	B3S 0E5
Anonymous 5/06/2024 06:58 PM	B3S 0C4

Mandatory Question (105 response(s))
Question type: Single Line Question