P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 10.1.2
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: March 6, 2026

SUBJECT: **PLANAPP 2024-00735: Rezoning of Lands at 1246 Ketch Harbour Road (PID 00391169), Ketch Harbour**

ORIGIN

Application by Sightline Planning and Approvals

EXECUTIVE SUMMARY

This report recommends that 1246 Ketch Harbour Road (PID 00391169) in Ketch Harbour be rezoned from P-5 (Special Facility) to the R-6 (Rural Residential) zone and the C-2 (General Business) zone to allow for future residential development. The intent of this application is to subdivide the property into five new lots to provide additional low-density residential housing options in the area and to utilize the existing vacant telecommunications building to accommodate residential or commercial uses. Staff recommend that Halifax and West Community Council approve the proposed rezoning.

RECOMMENDATION

It is recommended that Halifax and West Community Council:

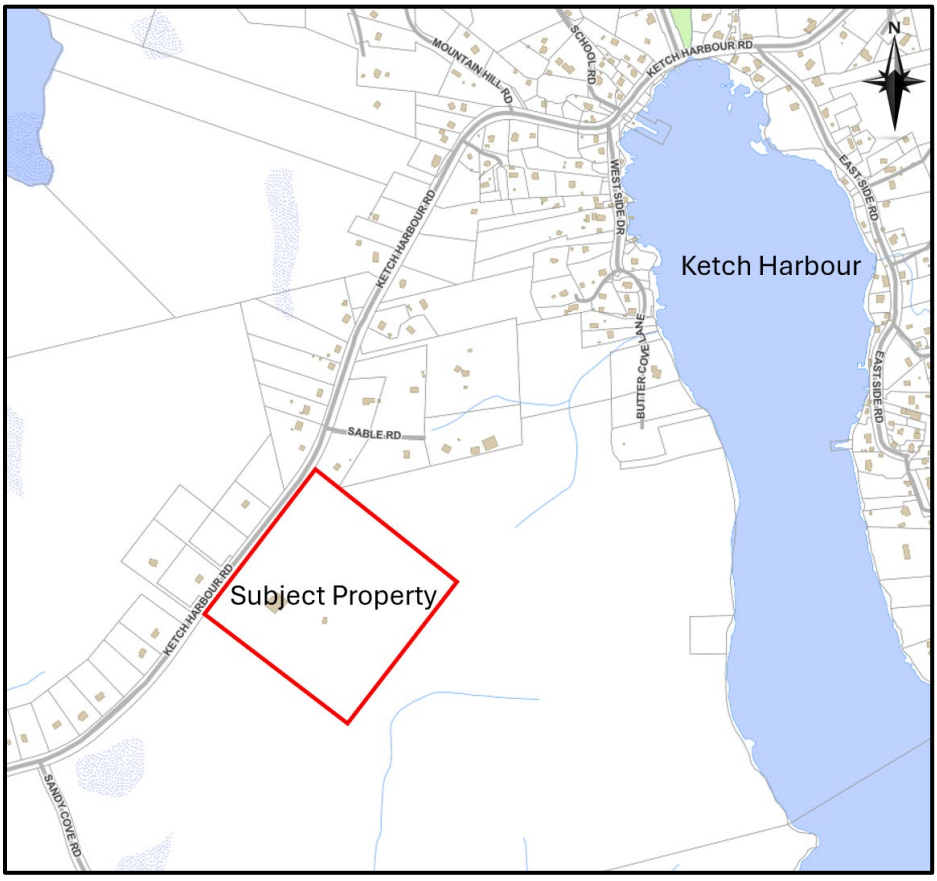
1. Give First Reading to consider the proposed amendment to Schedule A – Zoning Map of the Planning District 5 (Chebucto Peninsula) Land Use By-law, as set out in Attachment A, to rezone 1246 Ketch Harbour Road, Ketch Harbour (PID 00391169) from P-5 (Special Facility) zone to the R-6 (Rural Residential) zone and the C-2 (General Business) zone and schedule a public hearing; and

2. Adopt the amendment to Schedule A of the Land Use By-law for Planning District 5 (Chebucto Peninsula), as set out in Attachment A.

BACKGROUND

Sightline Planning + Approvals is applying to rezone 1246 Ketch Harbour Road, Ketch Harbour from the P-5 (Special Facility) zone to the R-6 (Rural Residential) zone and the C-2 (General Business) zone to allow for the combination of residential and commercial uses on the property. Should this application be successful, the applicant intends to subdivide the existing lot into five new parcels consisting of four lots zoned R-6 and one lot zoned C-2. The subdivision will be completed as a separate application apart from this rezoning request and would not require Council's approval.

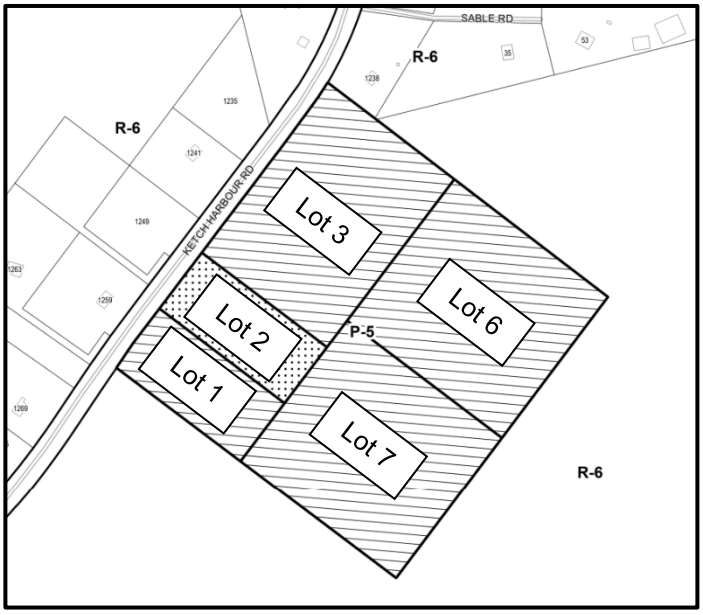
Subject Site	1246 Ketch Harbour Road, Ketch Harbour (PID 00391169)
Location	Southeast side of Ketch Harbour Road, northeast of the Sandy Cove Road and Ketch Harbour Road intersection
Regional Plan Designation	Rural Commuter (RC)
Community Plan Designation (Map 1)	Rural A (RA) under the Planning District 5 (Chebucto Peninsula) Municipal Planning Strategy
Zoning (Map 2)	P-5 (Special Facility) under the Planning District 5 (Chebucto Peninsula) Land Use By-law
Size of Site	22.96 Acres (8.9 hectares)
Street Frontage	Approximately 307 metres (1007 feet)
Current Land Use(s)	Vacant Telecommunication Facility
Surrounding Use(s)	Single unit dwellings and vacant lands



Source: HRM Mapping

Proposal Details
The applicant proposes to rezone 1246 Ketch Harbour Road from the P-5 (Special Facility) zone to the R-6 (Rural Residential) zone and the C-2 (General Business) zone to allow for the combination of residential and commercial uses on the property. The major aspects of the proposal are as follows:

- Rezone Proposed Lot 2 from P-5 (Special Facility) Zone to C-2 (General Business) Zone; and
- Rezone Proposed Lots 1, 3, 6, and 7 from P-5 (Special Facility) Zone to R-6 (Rural Residential) Zone.



Source: HRM Map, Schedule A

It is important to note that if the rezoning is approved, the proposed development and site layout (Attachment B) could change at the subdivision and permitting stage. The exact lot configuration and siting of development will be reviewed to ensure conformance with the subdivision and land use by-law requirements.

Property History
In 1959, the Federal Department of Transport expropriated the subject lands to develop a remote receiver site. In the Canadian federal telecommunications context, a remote receiver site refers to an isolated location used to receive radio signals with reduced interference, supporting federal communications infrastructure such as navigation, monitoring, or broadcasting systems. The P-5 zoning was applied to the subject property as well as four other properties in the plan area to reflect the existing use at the time the by-law was approved.

In 2019 staff became aware that the building was being occupied without the required approval. Compliance officers confirmed that residents were living in the building illegally and an order to comply was issued. The building is currently vacant. A site-specific plan amendment application was submitted on behalf of the property owner seeking to enable a 60-unit residential development including the adaptive reuse of the existing telecommunication building on the subject lands. In April 2020, staff recommended that Regional Council refuse to initiate the site-specific plan amendment request as the proposed density did not align with policy directions of the Regional Plan for development with on-site well and septic. The staff report indicated that current policies provide for redevelopment of the site, including the reuse of the building, in a less intense form and as-of-right options exist to subdivide given the size of the property and its frontage along Ketch Harbour Road. The options identified within a 2020 staff report included rezoning the subject

property to the C-2 (General Business) zone and the R-6 (Rural Residential) zone, as included within the current application request.

Enabling Policy and LUB Context
The subject property is designated RA or Rural "A" under the Planning District 5 Municipal Planning Strategy (MPS) and zoned P-5 (Community Facility) under the Planning District 5 Land Use By-law (LUB). The RA designation enables varied types of residential and commercial uses and built forms subject to specific policy criteria and the requirements of the applicable zone.

When the MPS and LUB were adopted in 1995, the subject property was zoned P-5 to reflect the existing use of the building as a telecommunications facility. The P-5 zone permits research and telecommunications facilities, existing dwellings, conservation uses and limited institutional uses. While the P-5 zone is established through the Conservation Designation of the MPS, specifically Policy CON-3, the subject property is designated Rural 'A', which intends to continue to support residential development and enable consideration of general business uses.

In accordance with Policy RA-2 and RA-4 of the Planning District 5 Municipal Planning Strategy, Council may consider new residential or commercial uses through amendments to the land use by-law and rezoning requests. Any proposed rezoning must be reviewed for conformity with the criteria outlined in Policy RA-2 and RA-4 respectively, which emphasizes neighbourhood stability, a range of housing choices, and the long-term compatibility of developments through the retention of existing residential character. Implimentation policy IM-10 further requires that proposed developments demonstrate suitability in terms of servicing, infrastructure capacity, site conditions, and that appropriate controls are placed on use, building form, and other factors to minimize conflict with adjacent land uses.

If approved, the R-6 (Rural Residential) zone would permit several different uses as-of-right, namely:

- Single unit dwellings;
- Two unit dwellings;
- Private hunting and fishing camps;
- Shared housing use with 10 or fewer bedrooms in conjunction with a permitted dwelling unit;
- Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings;
- Business uses in conjunction with permitted dwellings;
- Recreation uses;
- Open space uses;
- Restricted agricultural uses;
- Forestry or woodlot uses, no processing;
- Fishery support and aquaculture uses including retail and wholesale outlets for fish and fish products;
- Arts and craft shops; and
- Short-term bedroom rentals accessory to a residential use with up to 6 bedrooms.

The C-2 (General Business) zone would permit several different uses as-of-right, namely:

- Single and two unit dwellings including a dwelling unit for maintenance or security personnel;
- Shared housing use with 10 or fewer bedrooms in conjunction with a permitted dwelling unit;
- Home occupations;
- Short-term bedroom rentals accessory to a residential use with up to 6 bedrooms;
- Retail stores;
- Grocery stores;
- Service and personal service shops;
- Offices;
- Banks and financial institutions;
- Restaurants except drive-in and take-out restaurants;
- Nursery and commercial greenhouse operations;
- Medical, dental and veterinary clinics;
- Post offices;
- Outdoor display courts;
- Building supply and factory outlets;

- Marinas, boat yards and marine repair related operations;
- Welding, plumbing, heating, electrical and other special trade contracting services and shops; and
- All institutional uses permitted in the P-2 (Community Facility) zone.

In addition, both the R-6 (Rural Residential) zone and the C-2 (General Business) zone would permit a secondary suite and a backyard suite accessory to a one or two-unit dwelling.

DISCUSSION

Staff has reviewed the proposal relative to all relevant policies and advise that it is reasonably consistent with the intent of the applicable policies of the Planning District 5 Municipal Planning Strategy. Attachment A contains the proposed rezoning that would allow for the combination of commercial and residential development on the property.

LUB Amendment Review
The application is being considered pursuant to the applicable policies of the Planning District 5 Municipal Planning Strategy and Regional Municipal Planning Strategy. Attachment C provides an evaluation of the proposed rezoning in relation to relevant MPS policies. Of the matters reviewed to satisfy the MPS criteria, the following have been identified for more detailed discussion:

The Rural Residential Zone
Policy RA-2 establishes the Rural Residential (R-6) zone within the Rural "A" designation. The intent of the R-6 zone is to maintain a rural residential environment by allowing single-unit and two-unit dwellings, short-term bedroom rentals, home-based business uses in conjunction with permitted dwellings, and small-scale rural resource uses, along with recreation, open space, and fishery activities. This policy requires that controls on open storage, signage, parking, and the scale of non-residential uses to ensure compatibility with surrounding properties are established within the R-6 zone. The R-6 Zone is also applied to much of the surrounding area, which further supports the appropriateness of the proposed rezoning within its broader community context. The proposed rezoning meets the intent of Policy RA-2 by enabling low-density residential development and related commercial uses consistent with the Rural "A" Designation, while ensuring compatibility through applicable Land Use By-law controls.

The General Business Zone
Policy RA-4 establishes the General Business (C-2) zone within the Rural "A" designation and permits a mix of commercial, residential, and community facility uses. The policy allows commercial development in the C-2 zone up to a maximum of 464 square metres (5,000 square feet) and enables one and two-unit dwellings, including secondary and backyard suites. Policy RA-4 provides Council with the ability to consider a rezoning to the C-2 zone where appropriate. The proposed rezoning meets the intent of Policy RA-4 by enabling a modest scale of commercial activity alongside new residential uses consistent with the Rural "A" designation, with compatibility further supported through Land Use By-law controls on outdoor display, parking, and loading areas.

Traffic
Policy RA-4(b) states *that Council shall have regard for the effect on local traffic patterns and adequacy of sighting distances and points of ingress and egress* when considering amendments to the Land Use By-law to the C-2 zone. Further, Policy IM-10(iv) states *that in considering amendments to the Land Use By-law, in addition to all other criteria as set out in various policies of this plan, Council shall have appropriate regard to the adequacy of road networks leading or adjacent to or within the development*. As part of this application, the applicant has submitted a Traffic Information Statement (TIS) prepared by a professional engineer. The results of the TIS show no anticipated negative impacts to the surrounding road network. Nova Scotia Department of Public Works (NSPW) have reviewed the application, as Ketch Harbour Road

is a provincially owned and maintained road, with NSPW confirming that they are satisfied with the findings of the TIS.

Other Policy Considerations
Policy IM-10(b) requires Council to consider that the proposed amendment is not premature or inappropriate relative to several considerations, including the financial capacity of the Municipality to absorb any costs relating to the development, servicing, access to community facilities, transportation, pedestrian safety, and historic resources. No municipal costs are anticipated as a result of the proposed development. The development will be serviced with on-site water and wastewater to which a preliminary analysis has been provided as part of this application, completed by a professional engineer, stating that the five proposed lots will meet or exceed the required width and area to provide a new on-site sewage disposal system for each lot. Final confirmation of on-site servicing requirements will occur during the building permit stage, when detailed reviews are required. There are no registered heritage properties on or adjacent to the site, and no impact on historic resources are expected.

Policies IM-10(c)(i), (ii) and (vi) require Council to consider that appropriate controls are placed on proposed developments to reduce conflict with adjacent or nearby land uses, including considerations related to type of use, building height and bulk, lot coverage, and any other relevant planning concerns. Attachment B, Preliminary Plan of Subdivision, indicates 'wet areas' located on the subject property. While it does not appear that wetlands over 2,000 square meters (21,527.8 square feet) are located on the subject property as per Schedule C of the Land Use By-law (LUB), these details will be further reviewed at the permitting stage. Should wetlands be determined to be located on the subject property, the Land Use By-law includes controls that regulate development in relation to wetlands, and through the permitting process staff will ensure that no structure is placed within a wetland and, if applicable, that any required provincial approvals are obtained prior to development. Additionally, both the R-6 and C-2 zones include standards related to permitted uses, built form, height, bulk, and lot coverage to maintain compatibility with the surrounding community. These established controls ensure that development enabled through the proposed rezoning remains compatible with nearby land uses and minimizes potential conflicts.

Rural Adaptive Reuse Regional Plan Policy
With the recent adoption of the amendments to the 2014 Regional Plan, Policy S-41A, the new "Rural Adaptive Reuse" development agreement policy will allow Council to consider the internal conversion of existing underutilized buildings in rural areas of HRM for residential purposes. This includes existing residential, institutional, utility, or commercial buildings, such as the former telecommunication building located on proposed Lot 2 of the subject property. While no such proposal is being pursued at this time, this policy provides a potential future option for the property owner should they wish to repurpose the existing building for residential uses beyond what is permitted in the C-2 zone. The C-2 zone permits single and two-unit dwellings in addition to one backyard suite and one secondary suite, and shared housing use with 10 or fewer bedrooms, subject to the provisions of the Land Use By-law. Any consideration of adaptive reuse for the former telecommunication building beyond the residential uses permitted by the C-2 zone would require a separate planning application.

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 Planning District 5 Municipal Planning Strategy. The proposed rezoning meets the intent of Policies RA-2 and RA-4 by enabling low-density residential development and modest-scale commercial uses that are compatible with the Rural "A" designation and surrounding community. It further satisfies Policy IM-10 by demonstrating appropriate servicing, transportation capacity, and land-use compatibility, with no anticipated municipal costs or impacts on heritage resources. Therefore, staff recommend that the Halifax and West Community Council approve the proposed LUB amendment.

FINANCIAL IMPLICATIONS

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

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application may be considered under existing MPS policies. Community Council has the discretion to make decisions that reasonably carry out the intent of 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 LUB amendment 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 and a recorded PowerPoint presentation shared on the Engage Halifax website. A total of 25 letters were mailed to property owners and tenants within the notification area (Map 2). The HRM website received a total of 419 unique pageviews over the course of the application, with an average time on page of 2 minutes and 20 seconds.

The public comments received include the following topics:

Public Comment	Staff Response
Concerns regarding increased traffic volume and the lack of public transportation to support new development.	NS Department of Public Works (NSPW) staff have reviewed the application, with NSPW confirming that they are satisfied with the finding of the Traffic Impact Statement (TIS) submitted in accordance with Policy RA-4(b) as Ketch Harbour Road is a provincially owned and maintained road. NSPW is satisfied that the anticipated traffic generated by the proposed development can be accommodated within the existing street network without requiring additional road capacity upgrades. The Municipality continues to advance long-term transit planning through the Integrated Mobility Plan, and any future network changes will be evaluated at a regional scale.
Concerns that the C-2 zoning on proposed "Lot 2" could allow undesirable commercial uses that are not in keeping with the character of the area.	The proposed C-2 (General Business) zone proposed for "Lot 2" is consistent with the intent of the Planning District 5 Municipal Planning Strategy for lands designated Rural "A". Policy RA-4 establishes that the General Business zone is intended to accommodate small-scale commercial uses, up to a maximum of 464 square metres (5,000 square feet), as well as residential and community facility uses. The proposed rezoning meets the intent of Policy RA-4 by enabling a modest scale of commercial activity alongside new residential uses consistent with the Rural "A" designation, with compatibility further supported through Land Use By-law controls on outdoor display, parking, and loading areas. In this context, the zone is designed to support neighbourhood-serving commercial

	activities while maintaining the overall character of surrounding residential areas.
Concerns that further development or clear-cutting of this lot could increase stormwater runoff, erosion, and flooding risks during severe weather events.	Potential impacts related to stormwater runoff, erosion, and flooding will be addressed at the time of permitting. Prior to any development or tree removal that forms part of a construction proposal, the applicant will be required to submit a lot grading and drainage plan for review and approval by HRM Development Engineering and NS Department of Public Works (DPW) as Ketch Harbour Road is a provincially owned and maintained road. This plan must demonstrate how stormwater will be managed on-site to ensure runoff does not negatively affect adjacent properties or the public right-of-way.
Concerns that new development may lead to rising property taxes, putting financial strain on existing residents.	Property assessment and taxation are administered by the Province of Nova Scotia through Property Valuation Services Corporation (PVSC) and are not determined through the planning application or rezoning process. Municipal planning decisions such as rezonings do not set tax rates and do not directly determine how individual property assessments may change over time. Any future adjustments to property assessments are made independently by PVSC and are not a function of land use approvals.

A public hearing must be held by Halifax and West Community Council before they can consider approval of the proposed LUB amendment. Should Community Council decide to proceed with a public hearing on this application, in addition to the advertisement on the HRM webpage, property owners and tenants within the notification area shown on Map 2 will be notified of the hearing by regular mail. The HRM website will also be updated to indicate notice of the public hearing.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

LEGISLATIVE AUTHORITY

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

ALTERNATIVE

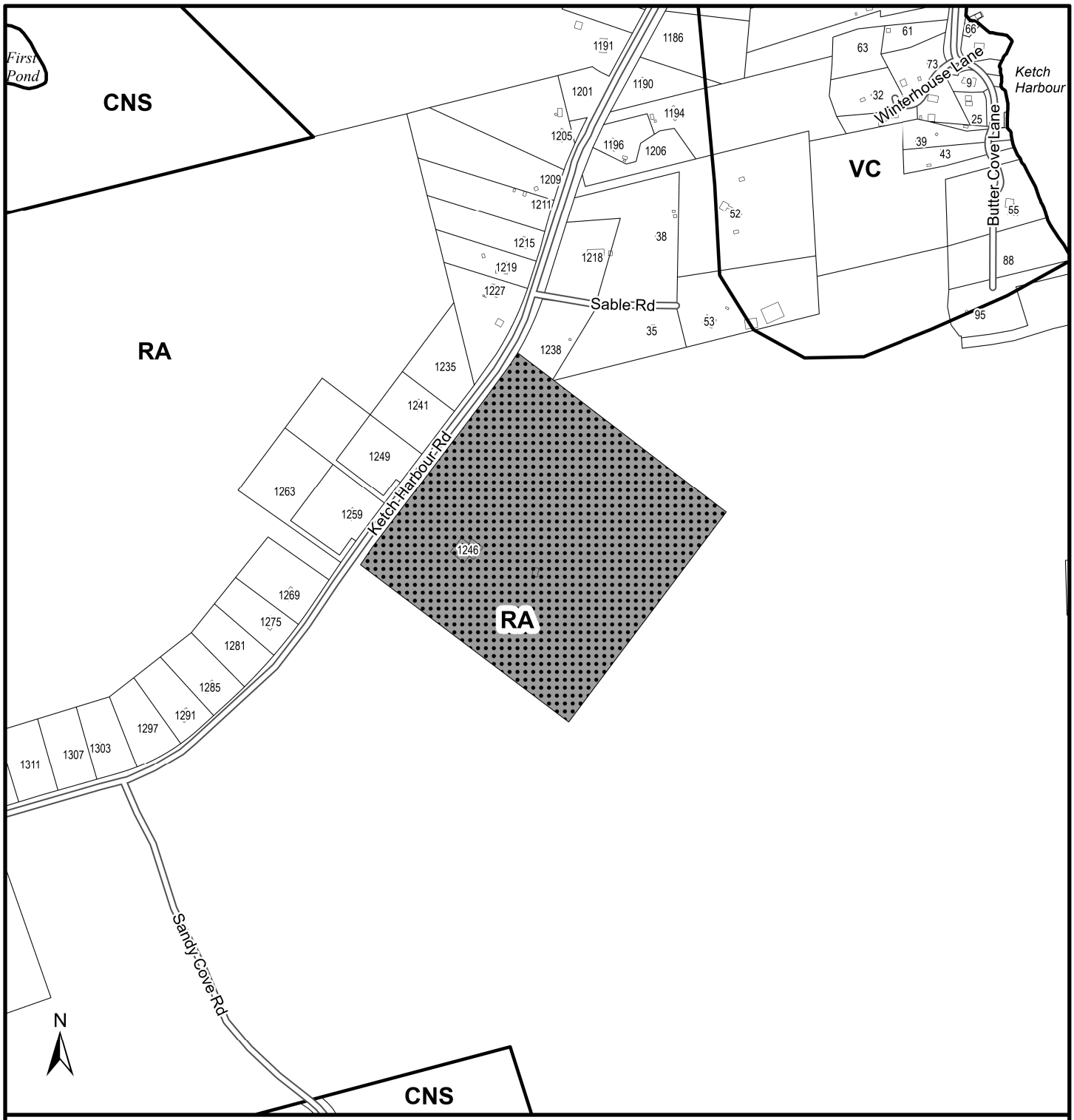
1. Halifax and West Community Council may choose to refuse the proposed LUB amendment, and in doing so, must provide reasons why the proposed amendment does not reasonably carry out the intent of the MPS. A decision of Council to refuse the proposed LUB amendment is appealable to the N.S. Regulatory and Appeals Board as per Section 262 of the *HRM Charter*.

2. Halifax and West Community Council may choose to approve the proposed LUB amendment subject to modifications, and such modifications may require a supplementary staff report. A decision of Council to approve this proposed LUB amendment 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 Amendment to the Land Use By-law for Planning District 5 (Chebucto Peninsula)
Attachment B:	Preliminary Plan of Subdivision
Attachment C:	Review of Relevant MPS Policies

Report Prepared by: Craig Wournell, Planner II, Planning and Development, 902.221.0113



Map 1 - Generalized Future Land Use

1246 Ketch Harbour Road
Ketch Harbour

Subject Property

Designation

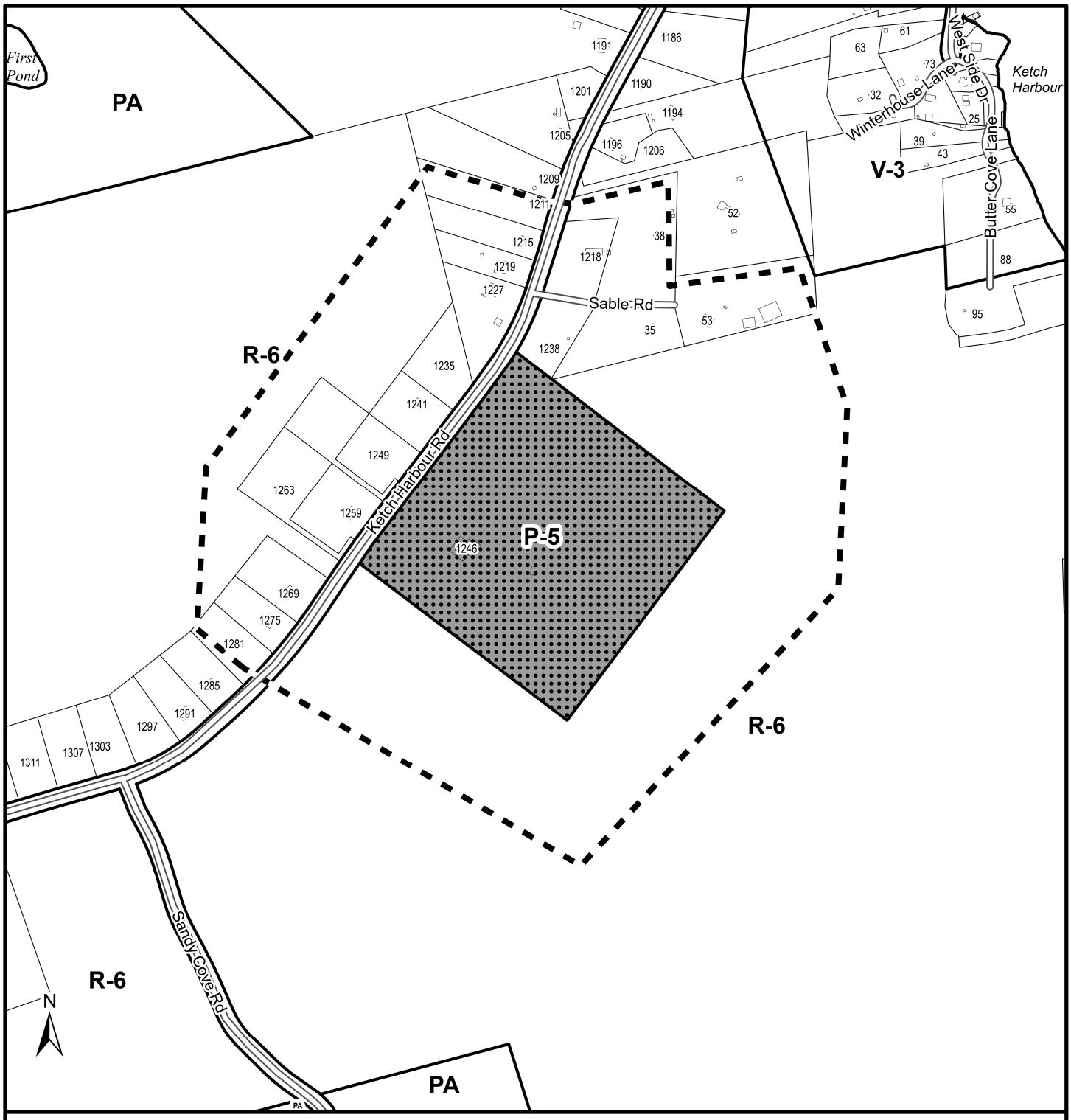
CNS	Conservation
RA	Rural A
VC	Village Centre

0 40 80 120 160 200 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.

Planning District 5
Plan Area



Map 2 - Zoning and Notification Area

1246 Ketch Harbour Road
Ketch Harbour

HALIFAX

Subject Property

Area of Notification

Zone

P-5	Special Facility
PA	Protected Area
R-6	Rural Residential
V-3	Ketch Harbour Village Centre

0 40 80 120 160 200 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.

Planning District 5
Land Use By-Law Area

ATTACHMENT A

Proposed Amendment to the Land Use By-law for Planning District 5 (Chebucto Peninsula)

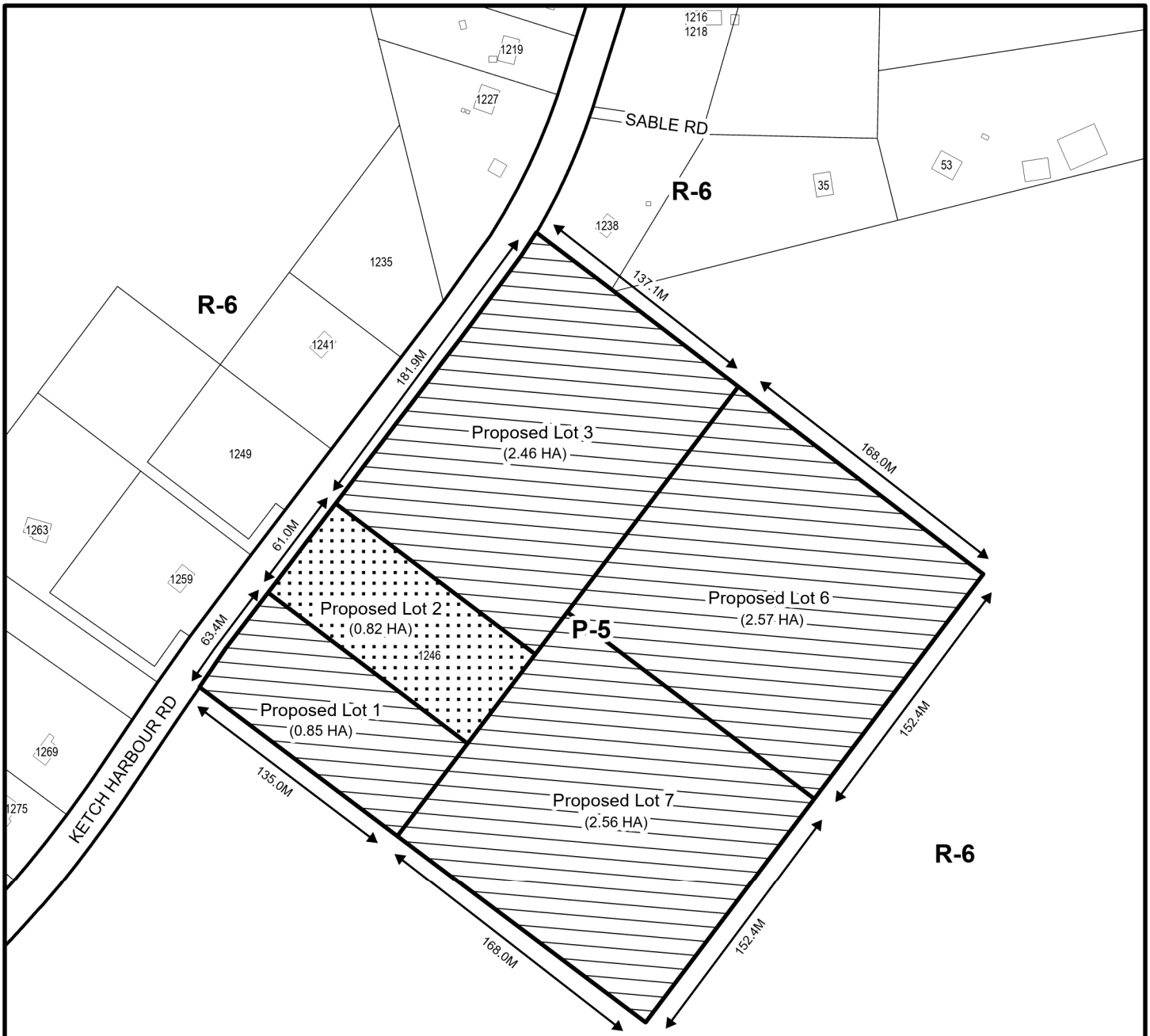
BE IT ENACTED by the Halifax and West Community Council of the Halifax Regional Municipality that the Land Use By-law for Planning District 5 (Chebucto Peninsula) is hereby further amended as follows:

1. Amend Schedule A, the Zoning Map, by rezoning the property identified as PID 00391169 on Ketch Harbour Road, Ketch Harbour from the P-5 (Special Facility) zone to the R-6 (Rural Residential) zone and the C-2 (General Business) zone as shown on the attached Schedule A.

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

_____

Iain MacLean
Municipal Clerk



Schedule A

1246 Ketch Harbour Road
Ketch Harbour

Area proposed to be rezoned from P-5 (Special Facility) to R-6 (Rural Residential)

Area proposed to be rezoned from P-5 (Special Facility) to C-2 (General Business)

Planning District 5 Land Use By-Law

Zone

R-6 Rural Residential

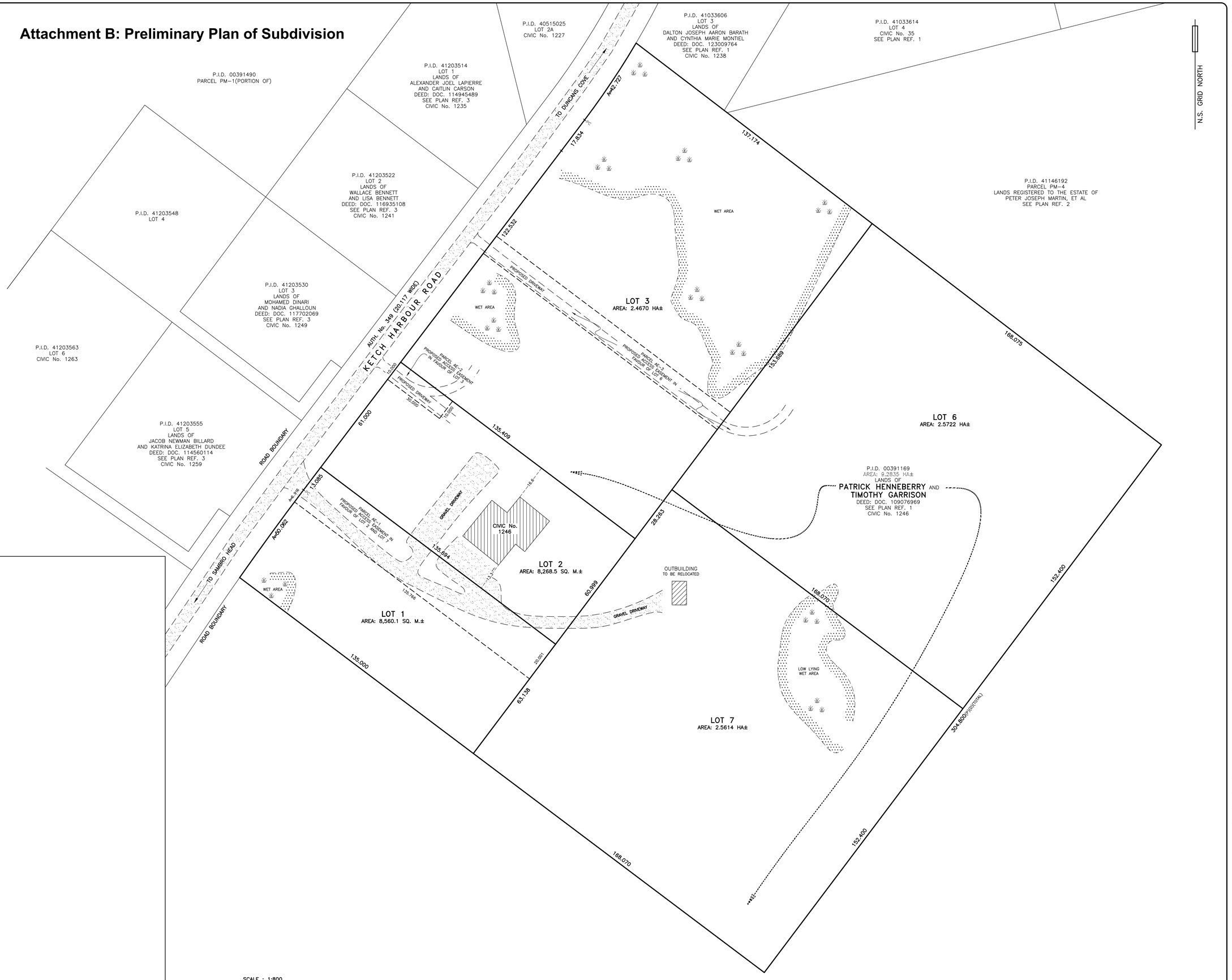
HALIFAX

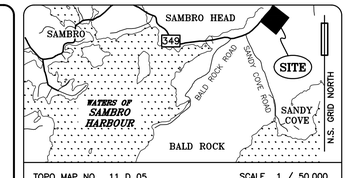
0 50 100 M

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 B: Preliminary Plan of Subdivision





TOPO MAP NO. 11 D 05 SCALE 1 / 50,000

LEGEND :

	NOT TO SCALE	WIT.	WITNESS
	UTILITY POLE	(M)	MEASURED
	IRON BAR	(C)	CALCULATED
IB	ROCK POST	(D)	DEED
RP	IRON PIPE	(P)	PLAN
IP	DRILL HOLE	(U)	UNIDENTIFIED
DH	MAGNETIC NAIL	PI	PLACED
MN	WOOD POST	Fd	FOUND
WP	CUT CROSS	R	RADIUS
CC		A	ARC
		HA	HECTARES
SM	SURVEY MARKER (IRON BAR WITH ID CAP)		
N.S.H.P.N.	NOVA SCOTIA HIGH PRECISION NETWORK		
	BOUNDARY CERTIFIED BY THIS PLAN		
	R.O.W. BOUNDARY		
	FENCE		
L.R.O.	LAND REGISTRATION OFFICE		
R.O.W.	RIGHT-OF-WAY		
O.H.W.M.	ORDINARY HIGH WATER MARK		
P.I.D.	PROPERTY IDENTIFICATION NUMBER		
PC	POINT OF CURVATURE		
PRC	POINT OF REVERSE CURVATURE		
DIST.	DISTURBED		

DISTANCES SHOWN ON THE PLAN ARE GROUND DISTANCES UNLESS OTHERWISE STATED, MEASURED USING A COMBINATION OF TOTAL STATION AND DERIVED G.N.S.S. GROUND DISTANCES.

VALUES SHOWN ARE UNADJUSTED.

NATURAL FEATURES DERIVED VIA G.N.S.S. OBSERVATIONS.

WETLANDS MAY EXIST ON THE LANDS SHOWN HEREON AND ARE SUBJECT TO INTERPRETATION AND IDENTIFICATION BY A QUALIFIED WETLAND DELINEATOR.

PLAN REFERENCES:
1. AMENDED PLAN OF SURVEY OF LOT 3 AND LOT 4, SUBDIVISION OF LANDS CONVEYED TO BRIAN FREDERICK FLEMMING AND DONNA MARIE FLEMMING, KETCH HARBOUR, HALIFAX COUNTY. DATED 10 APRIL, 2001 BY KENNETH M. WHALEN. REGISTRY No. 34700.
2. PLAN OF SURVEY OF PARCEL PM-1, PARCEL PM-2, PARCEL PM-3 AND PARCEL PM-4, LANDS OF THE ESTATE OF PETER MARTIN, KETCH HARBOUR, HALIFAX COUNTY. DATED 29 JUNE, 2004 BY ALLEN M. HUNTER. REGISTRY No. 82251837.
3. PLAN SHOWING SUBDIVISION OF PARCEL PM-1, LAND CONVEYED TO OAKFIELD ENTERPRISES, TO FORM LOTS 1 TO 9 (INCLUSIVE), LOTS 11, 12, AND 14 AND LOTS 19 TO 30 (INCLUSIVE) AND PARCEL PM-1 (REMAINDER), KETCH HARBOUR, HALIFAX COUNTY. DATED 21 APRIL, 2006 BY DAVID J. WHYTE. REGISTRY No. 84971895.

NOTES:
1. LOT IDENTIFIERS LOT 1 TO 8 (INCLUSIVE), ORIGINATE WITH THIS PLAN.
2. ALL LOTS ARE OR CAN BE SERVICED BY ON-SITE WELL AND SEPTIC SYSTEMS.
3. APPROVAL OF LOT 6, LOT 7 AND LOT 8 IS REQUESTED PURSUANT TO SECTION 45 OF THE REGIONAL SUBDIVISION BYLAW. P.I.D. 00391169 IS DESCRIBED IN BOOK 6656 AT PAGE 75, RECORDED AT THE REGISTRY OF DEEDS ON 2 MARCH, 1959. THIS EXEMPTION HAS NOT BEEN PREVIOUSLY USED FOR THIS AREA OF LAND.

REV.3	REVISED LOT CONFIGURATION, WETLAND	15/12/25
REV.2	REVISED ACCESS	04/06/25
REV.1	REVISED LOT CONFIGURATION	23/05/25

PRELIMINARY PLAN OF SUBDIVISION OF
LOT 1 TO **LOT 3** (INCLUSIVE),
LOT 6 AND **LOT 7**,
LANDS OF **PATRICK HENNEBERRY** AND
TIMOTHY GARRISON,
AT 1246 KETCH HARBOUR ROAD,
KETCH HARBOUR,
HALIFAX COUNTY, NOVA SCOTIA.
P.I.D. 00391169

ABLE ENGINEERING | LAND SURVEYING

SCALE	1 : 800	APPROVAL PER	HRM
DATE	DD/MM/YY 24/02/25	PROJ. NAME	SIGHTLINE PLANNING
ISO	A-1	DRN. E.B.O.	DWG. NO. 250221-67

Attachment C – Review of Relevant MPS Policies

Planning District 5 (Chebucto Peninsula) Municipal Planning Strategy	
Rural "A" Designation	
RA-1 *It shall be the intention of Council to establish a Rural "A" Designation as shown on the Generalized Future Land Use Map (Map 1). The Rural "A" Designation shall support a continuation of a rural residential environment characterized by low density residential development, community facility uses and fishery support uses. Commercial development serving the needs of the local market as well as the fishing and tourist trade shall also be accommodated.*	The subject site is designated Rural "A" (RA) under the Planning District 5 Municipal Planning Strategy. The proposed rezoning from the P-5 (Special Facility) Zone to the R-6 (Rural Residential) and C-2 (General Business) Zones aligns with the intent of the RA Designation by enabling low-density residential development, community-serving uses, and small-scale commercial activities that support the local, fishing, and tourism economies. The R-6 Zone accommodates rural residential uses consistent with the established character of the area, while the C-2 Zone enables modest, village-scale commercial uses intended to serve local residents and reinforce the traditional mix of residential and small commercial uses within rural coastal communities. Together, these zones satisfy Policy RA-1 by maintaining the rural residential environment while permitting appropriately scaled commercial development envisioned for the Rural "A" Designation.
RA-2 *Within the Rural "A" Designation, it shall be the intention of Council to establish a Rural Residential Zone which permits single and two unit dwellings, existing mobile homes, short-term bedroom rentals (RC-Feb 21/23;E-Sep 1/23), the limited use of residential properties for home business purposes including day care facilities, recreation and open space uses, fishery uses (which do not require a development permit) and small-scale resource uses. Controls on open storage, signs, the size and nature of the use, and parking will be established to address compatibility concerns with surrounding development. This zone shall also be applied to certain existing commercial and industrial uses in the Rural "A" Designation and the Residential Designation as identified in Appendix "C" of the Land Use By-law (Policy RES-5).*	Policy RA-2 establishes the R-6 (Rural Residential) zone within the Rural "A" designation to permit single-unit and two-unit dwellings, along with a range of compatible rural residential uses such as short-term bedroom rentals, home-based business uses in conjunction with permitted dwellings, and small-scale resource uses. While the current P-5 zone does not permit residential development, Policy RA-2 allows Council to consider rezonings to the R-6 Zone where appropriate. The proposed rezoning supports the intent of the Rural "A" designation to maintain a rural residential environment by enabling low-density housing options and compatible accessory uses such as a secondary and backyard suites. Detailed land use controls including those related to signage, open storage, parking, and the scale of non-residential uses are regulated through the provisions of the Land Use By-law to ensure compatibility with surrounding development.

RA-4 *It shall be the intention of Council to establish a General Business Zone within the Land Use By-law which permits commercial uses to a maximum of 5,000 square feet and residential uses, as well as community facility uses. Controls on outdoor display as well as parking and loading areas will address compatibility concerns with adjacent development. This zone shall be applied to existing commercial uses in the Rural "A" Designation. In addition, it shall be applied to certain commercial and industrial uses in the Residential Designation subject to conditions established in Policy RES-8. When considering amendments to the schedules of the Land Use By-law to permit new commercial uses within the Rural "A" Designation, Council shall have regard to the following:*	Policy RA-4 establishes the General Business (C-2) zone within the Rural "A" designation. The intent of the C-2 zone is to allow for a mix of commercial, residential, and community facility uses. The C-2 zone allows commercial development up to a maximum of 464 square metres (5,000 square feet) as well as one and two-unit dwellings, including backyard and secondary suites. The existing P-5 zone does not permit residential or commercial uses; however, Policy RA-4 enables Council to consider a rezoning to the General Business Zone where appropriate. The proposed rezoning supports the policy direction by enabling a mix of residential and commercial uses that are compatible with the surrounding rural character as regulated through controls such as maximum size limitations and permitted uses within the Land Use Bylaw. Detailed controls related to outdoor display, parking, and loading are regulated through the Land Use By-law to ensure compatibility with adjacent development.
(a) the compatibility of the use with any adjacent residential area;	The commercial uses enabled through the C-2 zone complement and support the established character of the area by providing small-scale, locally oriented services that reflect the traditional mix of residential, marine-related, and community-serving activities typical of rural coastal villages. The C-2 zone limits commercial floor area to 5,000 square feet and includes controls for outdoor display, buffering, parking, and loading, ensuring that any new development remains compatible with adjacent residential uses and the overall rural setting. The C-2 zone and its permitted uses are intended to serve residents and maintain the village-scale pattern of development.
(b) the effect on local traffic patterns and adequacy of sighting distances and points of ingress and egress;	NS Department of Public Works (NSPW), as Ketch Harbour Road is a provincially owned and maintained road, has reviewed the application with NSPW confirming that they are satisfied with the findings of the Traffic Impact Statement (TIS).
(c) the adequacy and location of the parking area in relation to the separation or buffering of any adjacent residential areas;	Site-specific details, including the adequacy and amount of parking and its separation or buffering from adjacent residential areas, will be addressed during the building permit stage.
(d) the adequacy of on-site septic systems in relation to the land use or products being produced; and	A preliminary on-site septic evaluation of the proposed five lots was provided. As stated in the evaluation, the five lots proposed are anticipated to meet or exceed the required width and area to provide a new on-site sewage disposal system for each lot. Details related to the adequacy of the on-site system will be reviewed in detail at the building permit stage and approvals are required from the NS Department of Environment and Climate Change.
(e) the provisions of Policy IM-10.	e) See IM-10 below.

IM-10 *In considering development agreements and amendments to the Land Use By-law, in addition to all other criteria as set out in various policies of this Plan, Council shall have appropriate regard to the following matters:*	
(a) that the proposal is in conformity with the intent of this Plan and with the requirements of all other municipal by-laws and regulations;	The proposed rezoning is in conformity with the lot requirements for both the Rural Residential (R-6) and the General Business (C-2) zones as set out in the Land Use Bylaw, and the proposal generally conforms to all other municipal planning documents.
(b) that the proposal is not premature or inappropriate by reason of:	
(i) the financial capability of the Municipality to absorb any costs relating to the development;	No costs to the Municipality are expected and any costs associated with supporting the development will be the responsibility of the applicant.
(ii) the adequacy of on-site sewerage and water services;	The subject property is required to be serviced with on-site septic and water systems. A preliminary letter was provided as part of the submission by a professional engineer stating that the five proposed lots will meet or exceed the required width and area to provide a new on-site sewage disposal system for each lot. Final confirmation of on-site servicing requirements will occur during the building permit stage, when detailed reviews are completed. Approval will be required from the NS Department of Environment and Climate Change.
(iii) the adequacy or proximity of school, recreation or other Community facilities;	It is not anticipated that there will be an impact to nearby schools, recreation or other community facilities with the rezoning and creation of five additional lots. Ketch Harbour Community Hall is located approximately one kilometer west of the subject site.
(iv) the adequacy of road networks leading or adjacent to or within the development;	See Policy RA-4 (b) above.
(v) pedestrian safety; and	Ketch Harbour Road is owned and maintained by the NS Department of Public Works, and there are currently no sidewalks or dedicated pedestrian infrastructure in the area. HRM's Planning Department continues to advance long-term transit and mobility planning through the Integrated Mobility Plan, which identifies opportunities for future active transportation and transit improvements at a regional scale. Any changes to pedestrian or transit infrastructure in this area would be evaluated as part of broader network planning rather than through individual development applications. No pedestrian safety concerns related to this proposal have been identified by NS Department of Public Works staff.
(vi) the potential for damage to or for destruction of designated historic buildings and sites.	There are no designated historic buildings or sites in close proximity to the subject site.
(c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:	
(i) type of use;	Controls regulated through the Land Use By-law for the R-6 and C-2 zones include controls related

	to the type of use that can be permitted by a Development Officer.
(ii) height, bulk and lot coverage of any proposed building;	The lots proposed to be rezoned to R-6 will be required to conform to the regulations of the Land Use By-law, including controls related to height, bulk, and lot coverage to minimize potential conflicts with adjacent land uses. These details will be reviewed during the building permit stage. The existing telecommunications building on the lot is proposed to be rezoned to C-2 is currently vacant. Should the rezoning be approved any use proposed under the C-2 zone will be required to conform to the regulations of the Land Use By-law, including controls related to height, bulk, and lot coverage to minimize potential conflicts with adjacent land uses. These details will be reviewed during the building permit stage.
(iii) traffic generation, access to and egress from the site, and parking;	NS Department of Public Works (NSPW), as Ketch Harbour Road is a provincially owned and maintained road, has reviewed the application with NSPW confirming that they are satisfied with the findings of the Traffic Impact Statement (TIS).
(iv) open storage;	There is no open storage proposed as part of this application.
(v) signs; and	No signage is proposed as part of this application. The signage provisions of the Land Use Bylaw shall apply and will be reviewed at the permitting stage.
(vi) any other relevant matter of planning concern.	No other relevant matters of planning concern have been identified.
(d) that the proposed site is suitable in terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility of flooding.	A detailed site layout has not been approved at this stage for the proposed lots and will be reviewed in detail during the permitting process. A stormwater management plan will be required at the permitting stage to ensure appropriate handling of drainage and surface water. No watercourses have been identified on the submitted plans, however, as noted in Attachment B, wet areas have been identified on the preliminary plan of subdivision. These features, along with soil conditions, grades, and other site characteristics, will be reviewed in greater detail during the permitting stage to confirm site suitability.
(e) Within any designation, where a holding zone has been established pursuant Planning District 5 (Chebucto Peninsula) Municipal Planning Strategy Page 93 to "Infrastructure Charges - Policy IC-6", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement	The subject site is not located in a holding zone.

provisions of the MGA and the "Infrastructure Charges" Policies of this MPS. (RC-Jul 2/02;E-Aug 17/02)	
Halifax Regional Municipal Planning Strategy (Regional Plan)	
9.6 PRIORITIES PLANS	
Since the adoption of this Plan in 2014, Regional Council has approved several priority plans including the Integrated Mobility Plan, Halifax Green Network Plan, HalifACT, and Halifax's Inclusive Economic Strategy 2022-2027. A review of this plan is in progress. The review may 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*	No specific policies or objectives were identified that conflict with this proposal.