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Harbour East Community Council
June 10, 2010

TO: Chair and Members of Harbour East Community Council

SUBMITTED BY: 
Paul Dunphy, Director of Community Development

DATE: May 14, 2010

SUBJECT: Case 01338: Burnside Functional Plan Implementation

INFORMATION REPORT

ORIGIN

- On September 23, 2008, Regional Council passed a motion that approved Part 1 of the Business Parks Development Functional Plan (BPDFP) in principle and directed staff to initiate a process to consider amending the Regional Municipal Planning Strategy, the Dartmouth Municipal Planning Strategy, and the Dartmouth Land Use By-law using the land use related recommendations for Burnside as a framework.
- Council also directed staff to conduct public consultation as part of the planning process and to consider all potential future land uses for a portion of HRM owned land in Burnside located between Wilkinson Avenue and Dartmouth Crossing, as illustrated on Map 1.

EXECUTIVE SUMMARY

In September 2008, Halifax Regional Council passed a motion that approved the Business Parks Development Functional Plan (BPDPF) in principle and directed staff to initiate a planning process to consider implementing the land use related recommendations of the BPDPF. However, Council also directed staff to conduct additional consultation regarding future land uses for a specific portion of HRM owned land in Burnside (Map 1). The BPDPF recommends light industrial uses within the subject area that are subject to more stringent zoning controls than other areas identified for light industrial development.

Staff held a Public Meeting and posted a survey to gather input on preferred land uses and to identify concerns related to development of the subject area (Attachments A and B). Although a range of preferred land uses and concerns were submitted through the consultation, the most predominant input included a preference for light industrial, office and commercial uses within the subject area as well as a desire to minimize land use and environmental impacts on surrounding uses and the Dartmouth lake system through zoning and site development controls.

Staff are of the opinion that the results of the consultation support the findings and recommendations of the BPDPF for this specific area of HRM land. Now that the additional consultation regarding generalized future land use is complete for this area, staff will proceed to conduct a detailed planning exercise for all of Burnside. This process will involve additional consultation with the public and stakeholders in the Greater Burnside Area and may result in recommendations for amending the RMPS, Dartmouth MPS and LUB. Any changes to land use policy or by-law provisions must be approved by Council following a Public Hearing. The staff report will be submitted to Harbour East Community Council prior to the issue going forward to Regional Council for a Joint Public Hearing.

BACKGROUND

Overview

Policy EC-21 of the Regional Municipal Planning Strategy (RMPS) establishes HRM's intent to prepare a Business Parks Development Functional Plan (BPDPF) to guide the development and management of HRM owned business parks. Part 1 of the BPDPF is comprised of two main components:

- 1) Discussion and recommendations related to the governance and management of HRM business parks; and
- 2) Land use related recommendations that focus specifically on the Greater Burnside Area.

The land use related recommendations for Burnside include potential amendments to the RMPS and the Dartmouth MPS and LUB. A key component of these recommendations is a Generalized Future Land Use Map (GFLUM) (Map 2) and a corresponding set of land use designations and sub-categories. When Council approved the BPDPF in principle it provided staff with direction

to conduct detailed planning for the vast majority of Burnside using the land use recommendations and GFLUM designations as a framework. However, Council also directed staff to conduct further consultation and reconsider potential land uses for the subject area. Staff understand that additional consultation regarding future land use in the subject area was requested due to concerns primarily related to potential land use impacts on abutting lands owned by Dartmouth Crossing as well as residential neighbourhoods across Lake Charles.

Subject Area, Land Use Policy and Zoning

The RMPS places Burnside within the Business/Industrial Park sub-designation, the purpose of which is to establish a priority area for business and industrial park development. All of Burnside is designated Industrial and zoned I-2 (General Industrial) under the Dartmouth MPS and LUB (Maps 1 and 2). The Industrial designation and I-2 Zone permit almost any industrial or commercial use as-of-right subject to fairly general zoning provisions.

The subject area is located at the top of a ridge that slopes to the north and east toward Lake Charles, Highway 118 and a portion of Dartmouth Crossing's (DCL) lands. The subject area also abuts land in Burnside that is used or being developed for industrial use and is also adjacent the Halifax Atlantic Gateway Logistics Park, which is located on Wilkinson Avenue.

Dartmouth Crossing Lands

The abutting DCL lands were rezoned from I-2 to the BCDD (Burnside Comprehensive Development District) Zone in 2009. The BCDD Zone does not permit any land uses as-of-right but enables Community Council to consider proposals for mixed use development, including high and medium density residential uses, by development agreement. The RMPS identifies the specific areas of Burnside and Dartmouth Crossing where the zone may be applied through the rezoning process, as illustrated on Map 4. The BCDD policies stress the importance of buffering any residential use from existing or potential industrial uses. As a result, the future land use designation and zoning for the subject area will impact the design and layout of any future development agreement on the BCDD lands.

BPDPF Recommendations

The BPDPF identifies three overriding principles that form the basis for the land use related recommendations for Burnside:

- 1) HRM should focus its business park operations on providing land for industrial land uses;
- 2) HRM should proactively identify and secure land for business park expansion and industrial use; and
- 3) HRM should establish more detailed zoning provisions and priority areas for specific types of business park uses (general industrial, light industrial, office, commercial, distribution).

The BPDFP includes an inventory of land available for industrial development within HRM. Although there is a significant amount of land that is zoned or identified for potential industrial development, a large portion of these lands, such as the majority of the Ragged Lake and Aerotech Business Parks, are hindered by restrictions which prevent their development in the foreseeable future.

The BPDFP recommends the Light Industrial designation for the subject area, and notes that the Light Industrial designation is “intended to provide for a wide range of traditional industrial park land uses, including warehousing and distribution, light manufacturing, industrial enterprises and accessory uses”.

In September 2008, Colliers submitted a supplementary addendum to the BPDFP. The Addendum includes updated and corrected land acreage information as well as the introduction of a “Small Format” sub category of the Light Industrial designation that could be applied to areas where more stringent control on the scale of industrial uses is appropriate due to factors such as potential impacts with adjacent uses or steep terrain. This includes the subject area which abuts DCL’s BCDD lands and contain areas with steep terrain.

The BPDFP recommends that HRM limit its involvement in the office sector to ensuring a sufficient supply of land, primarily through the build out of City of Lakes Business Park. The BPDFP also recommends that HRM not allocate any of its own lands for residential use and only a very limited amount for retail since the private sector is better suited to provide these uses and far less capable of supplying industrial land.

DISCUSSION

The concept of the Small Format Light Industrial sub-designation is intended to limit potential land use impacts between industrial uses and other forms of development in locations, such as the subject area, that abut potential future residential development. A transition zone of this type could be refined through the next stage of the planning process in order to enable HRM to continue with industrial development in these areas while reducing the potential for conflicts with adjacent uses. This area could also be used to buffer potential residential development from more intensive and larger scale industrial uses in the adjacent areas of Burnside especially given that the area is located along the top of a ridge.

Public Consultation

A Public Meeting was held at Dartmouth High School on January 27, 2010. Notice of the meeting was advertised in the Chronicle Herald and the Burnside News’ website. Direct notice of the meeting was also sent by mail to the Greater Burnside Business Association, adjacent property owners in Burnside and Dartmouth Crossing, and to residential properties in the Lake Charles and Woodland Avenue areas. The minutes of the meeting are included as Attachment A.

Speakers identified the importance of ensuring that HRM’s land in Burnside, including the subject area, be retained for industrial use. The importance of ensuring that any form of development be sensitive to Dartmouth’s lake system and consider visual impacts, especially on areas of steep terrain.

Staff also set up an online survey to provide another avenue for public input and received 47 responses. The survey, including a map of the subject area, was advertised in the newspaper and notice of the survey was also sent to the GBBA and the Burnside News. Notice of the survey was also provided at the Public Meeting on January 27, 2010.

A duplicate of the survey and more detailed survey results are included as Attachment E. An overview of survey results detailing the most preferred and non-preferred land uses is included below. It is important to note that many respondents selected a number of land uses under each category and several respondents indicated that all land uses may be appropriate for the subject area. However, the Light Industrial, Commercial and Office categories were selected most often as preferred land uses while Residential, General Industrial and Institutional land uses were selected most often as non-preferred land uses for the subject area.

Table 1: Preferred/Non-Preferred Land Uses

Land Use	Responders that identified use as a preferred use within subject area	Responders that identified use as a non-preferred use within subject area
General Industrial	16	27
Light Industrial	35	6
Commercial	27	9
Office	26	9
Residential	11	29
Institutional	12	22
Open Space	23	8

Responses were received from a mix of stakeholders, the most common of which were business owners, customers, and employees of Burnside as well as residents of the surrounding area. A breakdown of the mix of survey participants is provided in Table 2.

Table 2: Breakdown of Survey Participants

Reason for Interest	Number of Responders in Category
Property/Business Owner in Burnside	11
Employee in Burnside	10
Customer/User of Burnside Businesses	10
Resident of Surrounding Area of Dartmouth	7
Provider of Services to Burnside Businesses	4
HRM Resident - Other than Surrounding Area	2
No Answer	2
Downtown Dartmouth Business Commission	1

Several written submissions were also prepared and are included in Attachment C. The written submissions were prepared by firms and organizations involved with the Halifax Atlantic Gateway Logistics Park.

Summary

Burnside remains the most sought after location for industrial development within HRM at a time when suitable areas for industrial uses are fairly limited in at least the short term. Although the private sector is more than able to accommodate the demand for most other uses, the BPDFP indicates that this is not the case with regard to industrial development. Map 6 illustrates Phases 12 and 13 in Burnside. The subject area represents a large portion of the land within HRM’s prime industrial area that is potentially available for industrial use in the short term.

Although there is approximately 275 acres of land remaining within Phase 12, 123 acres are located within the subject area below the powerline corridor and 124 acres are within the logistics park. Development of Phase 13 is not expected to proceed for at least 5 years due to a

need to design and construct a new interchange on Highway 107 to access the area. As a result, if the subject area was developed for purposes other than industrial uses, it would leave approximately 29 acres of land outside the logistics park for industrial development over the next 5 years.

The Small Format Light Industrial sub-designation can be used to develop a zone that reduces the potential for land use conflicts between existing industrial areas and lands where residential uses may be considered by development agreement. Requirements established pursuant to any such development agreement application for residential development could reduce the potential for land use conflicts even further. Establishing controls on permitted uses, lot coverage, building height, outdoor storage, and development on steep slopes could also respond to public concerns regarding the protection of Dartmouth's lakes and visual impacts on adjacent areas. Therefore, staff intend to initiate the detailed planning process for Burnside using the Small Format Light Industrial designation as the framework for establishing more detailed policy and land use regulation for the subject area.

BUDGET IMPLICATIONS

The costs to process this planning application can be accommodated within the approved operating budget for C310 Planning & Applications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of engagement is consultation, achieved thus far through a Public Meeting held on January 27, 2010 and a survey that was posted to the HRM website between February 8 and March 1, 2010. Additional consultation, as discussed in this report, will continue throughout the planning process, including a Public Hearing at Regional Council prior to a decision on any potential amendments to the RMPS, or the Dartmouth MPS and LUB.

Notices for both the Public Meeting and the survey were advertised on the HRM Website and in the newspaper. Notices of the Public Meeting were sent directly to property owners in Burnside and the surrounding community of Dartmouth. Input from the Public Meeting and the survey are discussed later in this report and included as Attachments A and B respectively. A number of

written correspondences were also submitted, which are included as Attachment C for Council's consideration.

Given the size and importance of Burnside to the economy of HRM, this planning process and any resulting amendments could potentially impact a wide range of stakeholders throughout the region. These include, but are not necessarily limited to, property and business owners in Greater Burnside and Dartmouth Crossing, HRM Real Estate and the HRM Business Parks office, residents of the surrounding area of Dartmouth and businesses throughout the region whose operations are associated with businesses located in Burnside.

ATTACHMENTS

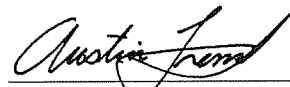
Map 1 Subject Area and Zoning Map
Map 2 Generalized Future Land Use Map
Map 3 BPDFP Recommended GFLUM
Map 4 RMPS Potential Mixed Use Area
Map 5 Burnside Phases 12 and 13

Attachment A: Public Meeting Minutes
Attachment B: Results of Public Survey
Attachment C1 - C5: Written Submissions

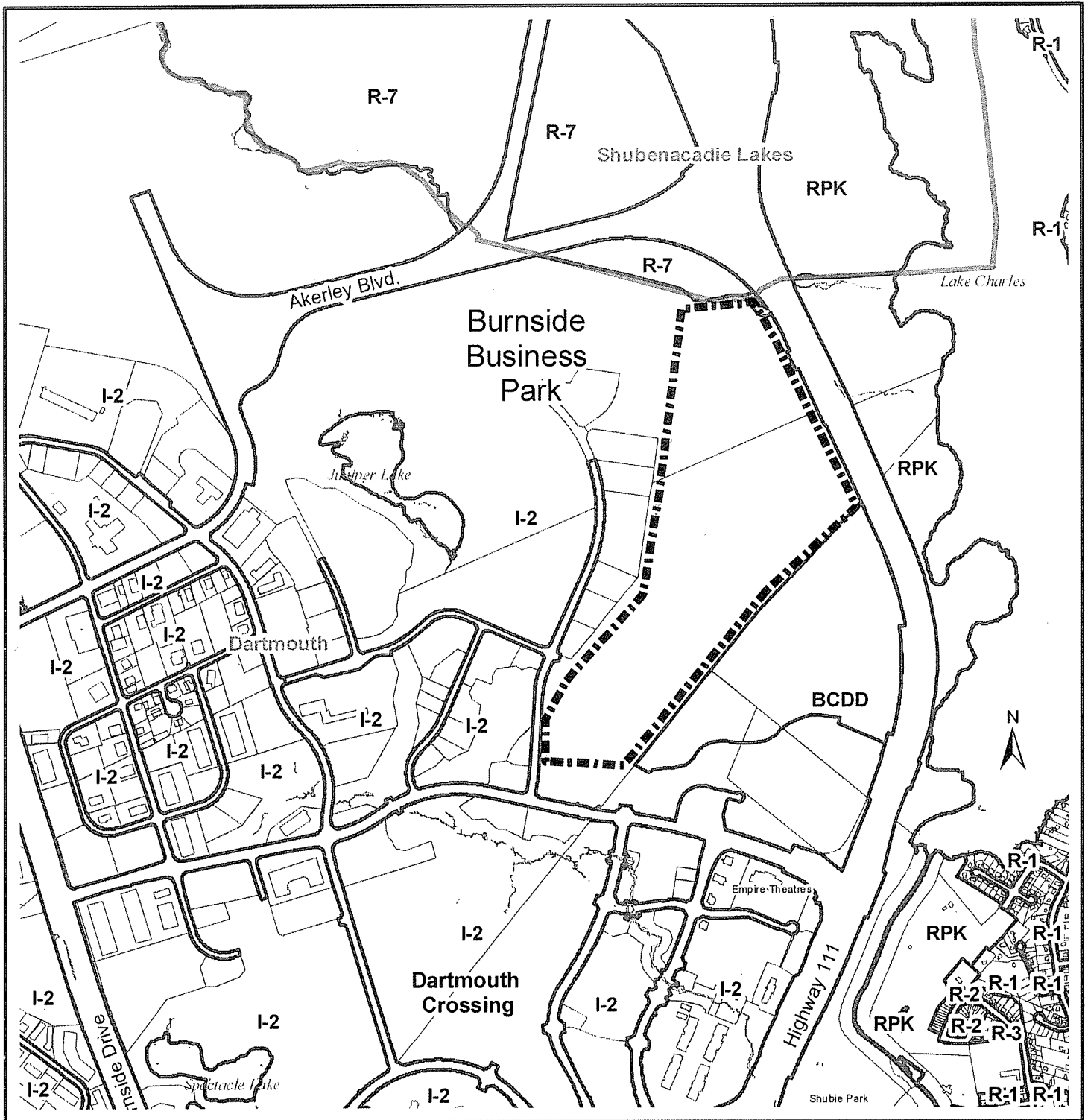
A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by : Joseph Driscoll, Senior Planner, 490-3991



Report Approved by:



Austin French, Manager of Planning Services, 490-6717



Map 1 - Subject Area and Zoning

-  Subject Area
-  Plan Area Boundary

Dartmouth Plan Area Zones

- R-1 Single Family Residential
- R-2 Two Family Residential
- R-3 Multiple Family Residential
- I-2 General Industrial
- RPK Regional Park
- BCDD Burnside Comprehensive Development District

Shubenacadie Lakes Plan Area Zones

- R-7 Rural Estate
- RPK Regional Park

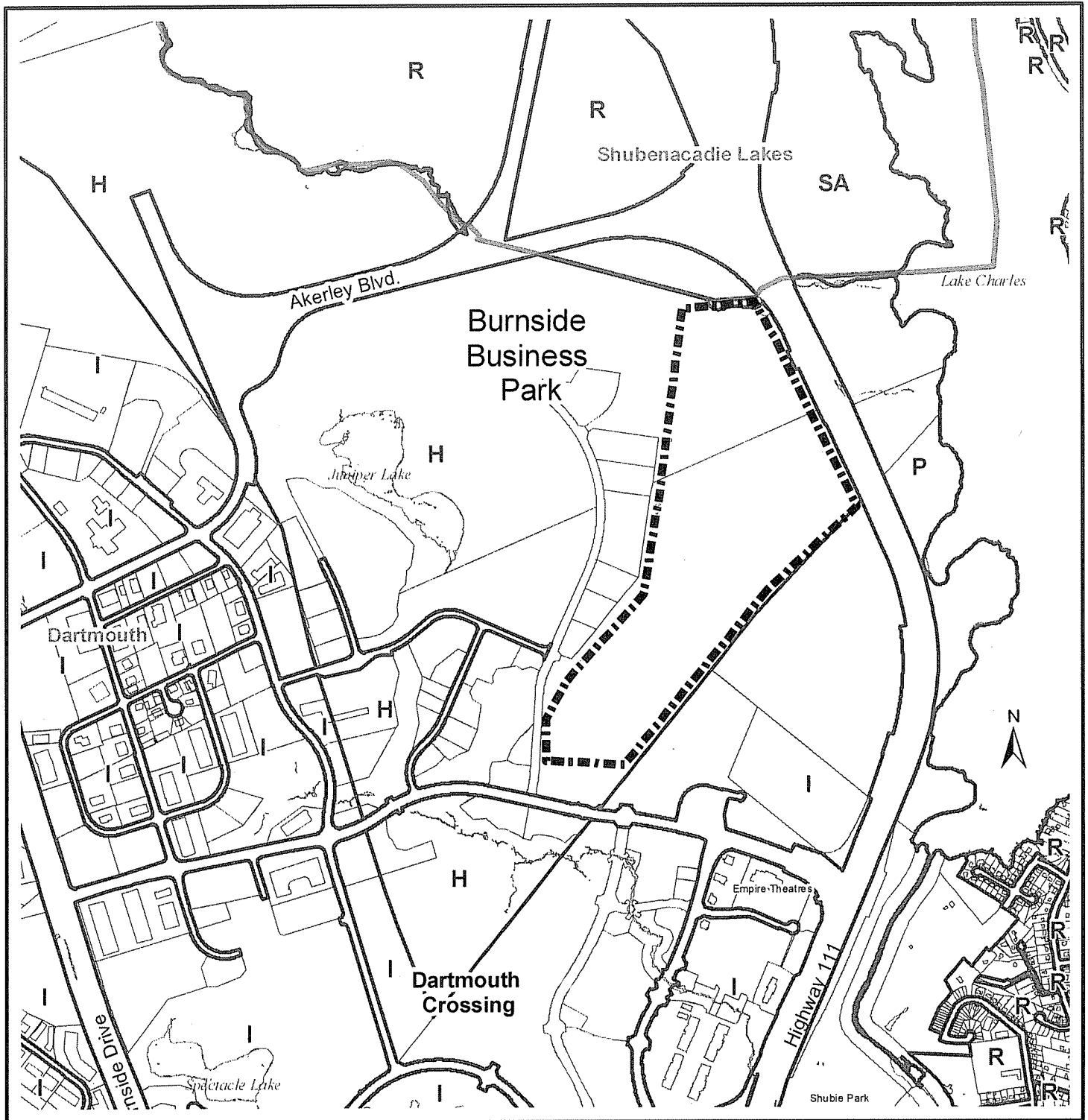
Dartmouth Plan Area & Shubenacadie Lakes Plan Area

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This map is an unofficial reproduction of a portion of the Dartmouth Plan Area & the Shubenacadie Lakes Plan Area.

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Map 2 - Generalized Future Land Use

-  Subject Area
-  Plan Area Boundary

Dartmouth Plan Area &
Shubenacadie Lakes Plan Area

**Dartmouth Plan
Area Designation**

- H Holding
- I Industrial
- R Residential
- P Park

**Shubenacadie Lakes
Plan Area Designation**

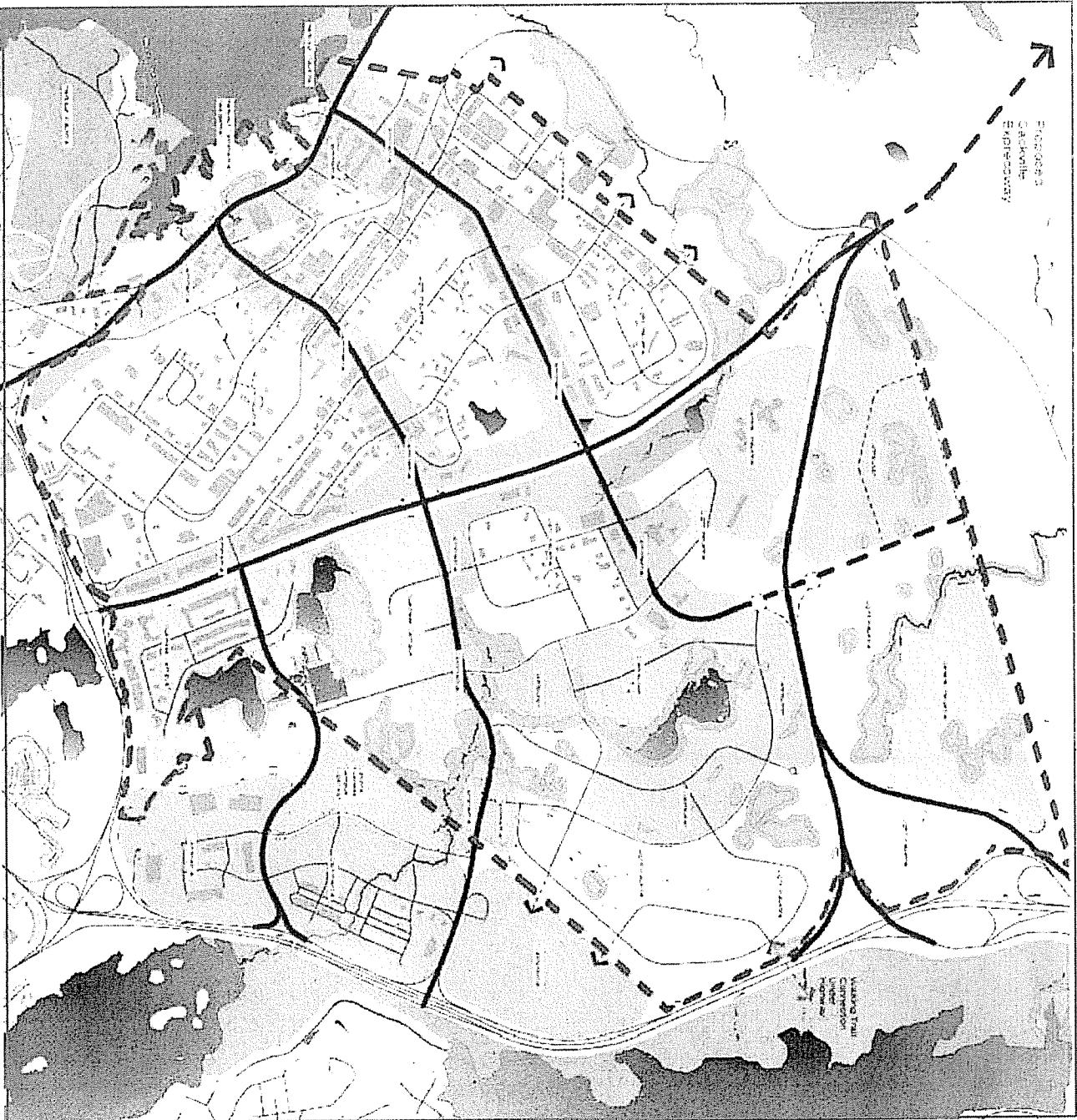
- R Resource
- SA Special Area

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Map 3 BPDFP Recommended GFLUM

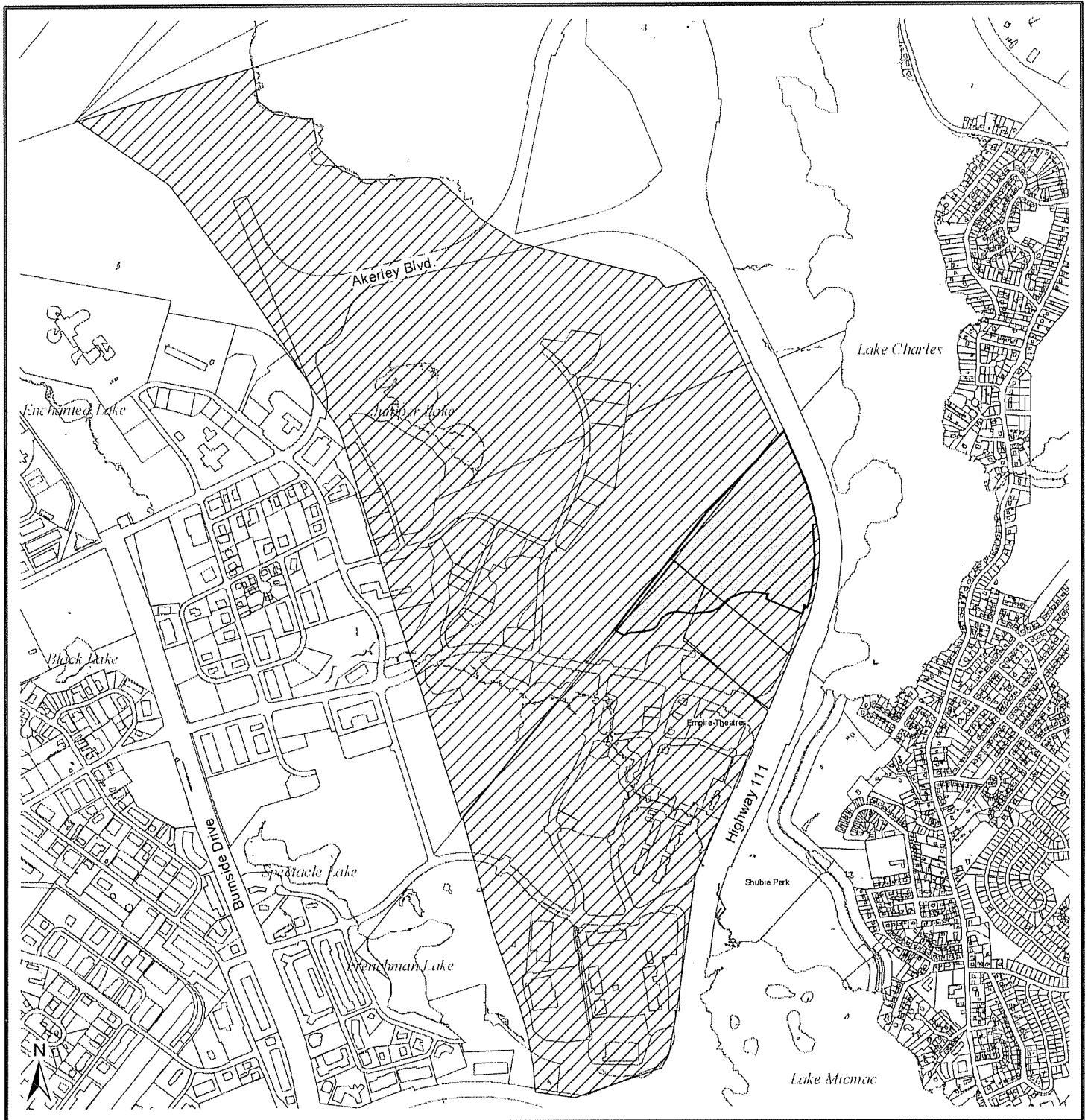
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April 28, 2010



Case 01338

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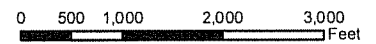


Map 4 - RMPS Potential Mixed Use Area

-  DCL Land Rezoned from I-2 to BCDD
-  Potential Mixed Use Area

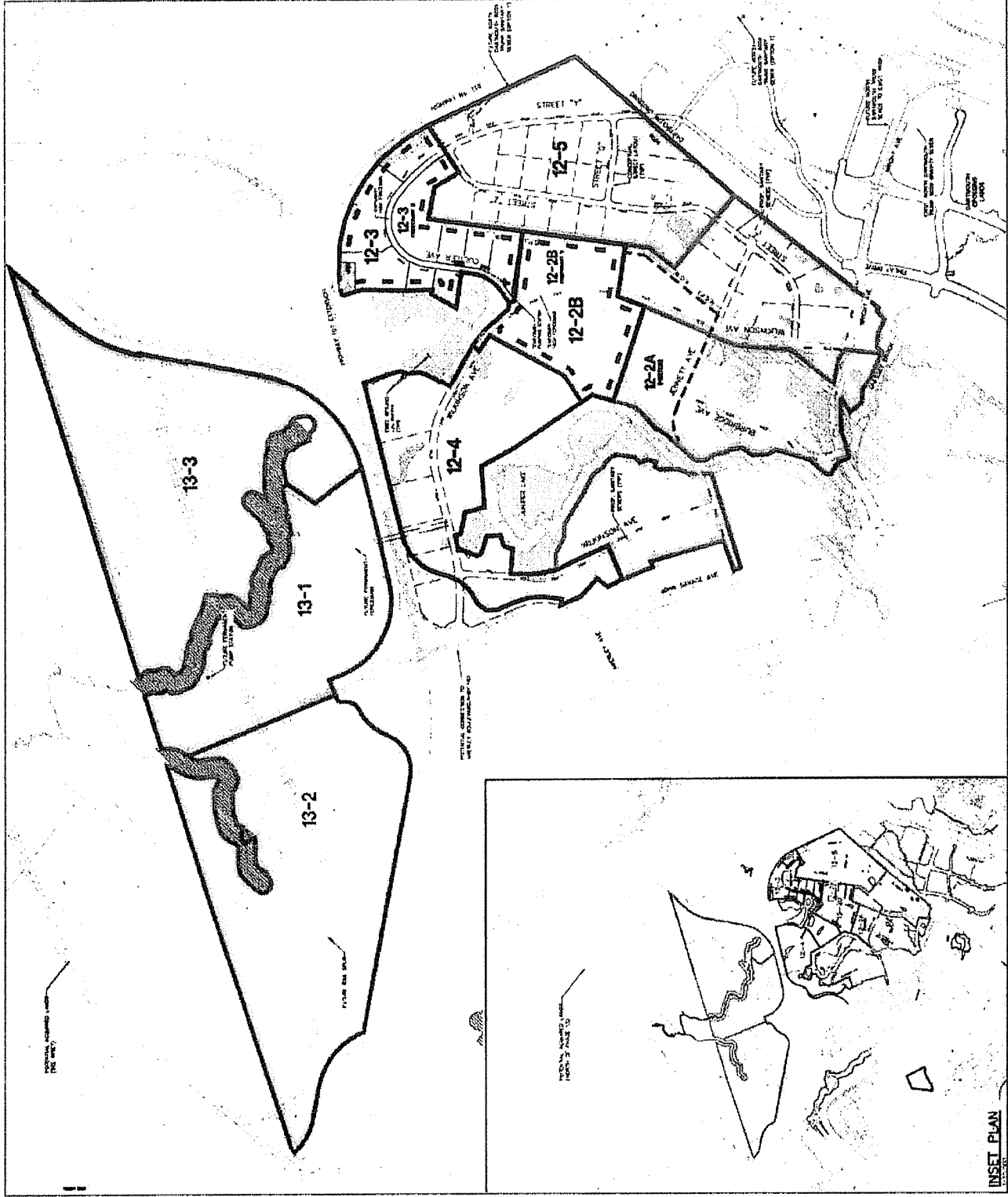
Dartmouth Plan Area

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Map 5 - Burnside Phases 12 and 13

HRM does not guarantee the accuracy of any base information.

Attachment A: Public Meeting Minutes

HALIFAX REGIONAL MUNICIPALITY
PUBLIC INFORMATION MEETING
CASE NO. 01338 -Burnside Functional Plan

7:00 p.m.
Wednesday, January 27, 2010
Dartmouth High

STAFF IN ATTENDANCE: Joseph Driscoll, Senior Planner, HRM Planning Services
Shanan Pictou, Planning Technician, HRM Planning Services
Jennifer Little, Planning Controller, HRM Planning Services
Kurt Pyle, Supervisor Planning Applications, Eastern Region

ALSO IN ATTENDANCE: Councillor Darren Fisher, District 6
Councillor Bill Karsten, District 7
Councillor Lorelei Nicoll, District 4
Mike Wile, Manager of Business Parks, HRM Real Property
John MacPherson, Real Estate Officer, HRM Real Property
Peter Stickings, Manager of Real Property, HRM

PUBLIC IN ATTENDANCE: 29

The meeting commenced at approximately 7:00 p.m.

Opening Remarks/Introductions/Purpose of Meeting

Joseph Driscoll, Planner with HRM Planning Services introduced himself and advised that a handout with information on tonight's meeting and for how to contact him can be found on the table near the door. Councillor Jim Smith sends his regrets. He introduced Councillors present including Darren Fisher, Bill Karsten and Lorelei Nicoll, all from Dartmouth/Cole Harbour area and who sit on Harbour East Community Council and introduced Jennifer Little who will be taking minutes this evening. Later, Councillor Gloria McCluskey also joined the meeting.

He advised everyone that there would be time at the end for their input, which he encouraged and asked that they be respectful and to state their name and address for the minutes.

Mr. Driscoll informed the audience that to begin he would explain the purpose of the meeting, a bit of background and an overview of some of the existing land use policies and considerations, including the Burnside Functional Plan, which is the reason for tonight's meeting.

In 2006, HRM passed a new Regional Municipal Planning Strategy, one of the policies requires that HRM prepare the Business Parks Development Functional Plan. In 2008, Council approved the Business Parks Development Functional Plan in principle and directed staff to conduct further public consultation regarding potential land uses in a specific area of Burnside owned by HRM. Discussing the future land uses in this specific area is the purpose of tonight's meeting.

After tonight's meeting, staff will prepare a report that will recommend that Council give approval -in-principle for a generalized future land use designation for the subject area. Once this is direction is provided, further consultation and planning will be conducted in order to draft detailed and specific zoning provisions, permitted uses and so forth for all of Burnside, using the land use related recommendations of the Functional Plan as a framework.

Presentation of Proposal

Mr. Driscoll identified the subject area as being approximately 135 acres of land situated between Wilkinson Avenue and Dartmouth Crossing. Mr. Driscoll indicated that Dartmouth Crossing rezoned an adjacent portion of their land to the Burnside Comprehensive Development District (BCDD) Zone in 2009. The BCDD Zone enables Council to consider mixed use development, including residential uses, by development agreement. The remainder of land in Burnside and Dartmouth Crossing is zoned I-2, (General Industrial Zone). There is a major power line corridor that runs through the site and on top of a ridge.

Mr. Driscoll explained that HRM is reviewing the planning regulations and policies for Burnside because it is such an important economic hub for HRM, one of the largest employment centers and a preeminent business park that attracts industrial development, and because the Dartmouth Planning documents are over 30 years old. The I-2 Zone is applied throughout Burnside and is very permissive and allows almost all commercial or industrial uses as-of-right, at any location, and subject to very minimal zoning provisions.

Mr. Driscoll explained that the flexibility of the I-2 Zone has no doubt contributed to Burnside's success and rapid development. However, at the same time it has also resulted in a varied and uncoordinated land use pattern. This is one of the reasons that the Regional Plan identified a need to establish a strategic plan for HRM business parks. In addition to planning issues, the Functional Plans also deals with governance, transportation and infrastructure matters. The recommendations on those matters will be addressed through separate processes and decisions.

The land use related recommendations of the Functional Plan are based on 3 guiding principles. The first is that HRM should protect its existing industrial base; the second is that HRM should proactively secure land for future industrial development; and the third is that HRM should differentiate areas within Burnside for specific types of land uses in order to reduce land use conflicts, coordinate differing infrastructure requirements and prioritize land supplies. The Functional Plan sets out the following recommended land use designations: General Industrial, Light

Industrial, Commercial, Business Campus, Distribution, and Environmental/Open Space. Mr. Driscoll provided an overview of each of the designation categories.

The Commercial designation is recommended along major corridors to promote a higher density of users to take advantage of existing traffic patterns and to make transit more viable along these corridors. The General Industrial designation is recommended for more isolated areas within the park because of the potential impact on other uses. The Distribution designation is recommended for the area around Juniper Lake where the Atlantic Gateway Logistics Park has been developing. Some areas of Dartmouth Crossing have been re zoned to BCDD which permits consideration of residential development. The area discussed tonight is essentially located between Wilkinson Avenue, the logistics facility and some of Dartmouth Crossings land. The Functional Plan recommends that the subject area be developed for light industrial uses but that consideration be given to slightly more restrictive zoning provisions than the rest of the light industrial designation in recognition of the steepness of grade in some areas as well as the proximity to potential residential uses.

The area is approximately 135 acres, owned by HRM, and slopes toward to the north and east toward Dartmouth Crossing and the Dartmouth lake system on the other side of Highway 118. There are steep slopes on some of the land.

Mr. Driscoll identified some of the considerations regarding future land uses in the subject area. These include:

- 1) The recommendations of the Functional Plan: The functional plan recommends small format light industrial uses in this area. It identifies that permitted uses and zoning provisions should recognize areas of steep terrain and the potential for residential on one side and existing intermodal freight uses on the other side.
- 2) The guiding principles of the Functional Plan: One of the strongest points made in the Functional Plan is that HRM should retain its industrial land base for industrial development as the supply is running out. The private sector is well positioned and capable of providing for adequate amounts of all land uses with the exception of industrial land. HRM should therefore leave the primary responsibility for other land uses to the private sector and focus its role on industrial land supply and development.
- 3) Adjacent and potential land uses: There is an existing transportation logistics park on one side and potential for a mixed use residential community on the other. Consideration for the subject area should include impacts between and among the other existing and future uses in the area.
- 4) Positive and negative impacts on the business park and the larger Dartmouth community. Considerable private and public sector investment has occurred in Burnside and Dartmouth Crossing. There are also well used recreation areas in the vicinity, neighbourhoods across Lake Charles, and the area would serve as somewhat of a gateway to the regional urban centre of Dartmouth-Halifax.

Mr. Driscoll indicated that the main reason we are here tonight is that we want your input on what you think would be good land uses for this area and why? What are your concerns and issues are? What land uses should not be permitted here and why?

Many aspects of a land use can be controlled using zoning or other types of planning control. There are potential ways to allow a land use while also reducing the negative impacts sometimes resulting/associated with the use. This is true for all types of uses.

In addition to this meeting a public survey will also be posted to the HRM website and mailed to any interested person that doesn't have web access. The survey will also be advertised.

Questions/Comments

John O'Connor, a Lake Charles resident, indicated that consideration and every effort needs to be given to drainage and run off where lakes are concerned. The retention of vegetation and buffers would be beneficial.

Leslie Brissen, a Lake Charles resident, agreed with Mr. O'Connor and hopes any construction considered will consider potential impacts on Lake Charles, and stated that Dartmouth Crossing is an eye sore and needs more green.

A speaker asked, how steep is the subject area?

Mr. Driscoll reviewed a slide showing the contours and identified the steeper areas of the site.

Kelvin Sams, as a resident of the area, is concerned about the run off and impacts on the lakes. As a business owner in Burnside he is concerned about future land availability for industrial development and asked if residential uses are better for preserving the lakes verses industrial or commercial land uses?

Mr. Driscoll indicated that any type of land use could pose threats to watercourses if not properly planned and regulated. Mitigating/protective measures can include: avoiding steep areas, leaving trees where possible, zoning controls on lot coverage, outdoor storage and location of waste areas. Protection of the watercourses is of great importance considering what we've heard thus far and this will be communicated back to Council regardless of what the recommended land uses are.

Bernie Hart, a Dartmouth resident, commended Dartmouth Crossing on their good job of managing stormwater. As a headwater lake consideration needs to be taken to avoid rapid run off due to the danger of creating sudden surges in both directions.

Rob Pittman, Manager of FastFrate in Burnside, indicated that, due to the possibility of an expansion of the logistics park, zoning and land use provisions need to eliminate possible conflict between

residential and industrial uses. It is not a good idea to permit residential uses next to a distribution and logistics park.

John O'Connor asked where the golf course fits in?

Mr. Driscoll advised he is not familiar with any golf course. At one point a number of years ago there was a proposal put forward that involved relocating Brightwood but that is no longer an active application. There is no consideration for a golf course under the Functional Plan.

Sandy Bryson asked if there would be an additional access to the 118?

Mr. Driscoll said he could not see any potential for an additional highway access between the Wright Avenue and Highway 107 interchanges. HRM Business Parks staff confirmed that there were no plans for another access.

Andrew Inch, on behalf of the Greater Burnside Business Association, indicated that erosion of industrial lands in general is a problem especially for a vanguard industrial park. This area is the last expanse of land that emanates the dream of a business park that allows and promotes true industrial uses in HRM. As mentioned there has not been much detailed planning in Burnside concerning designating certain areas. If there is going to be further designation within Burnside the industrial character has to remain throughout, since businesses set up expecting the business park will remain. It makes sense to restrict some of the more obnoxious uses to the general industrial zoning, keeping the subject light industrial. After consideration and viewing the map, it seems this is the last area of light industrial zoning available and once the door is closed it can not be reopened and therefore the character needs to remain and not changed.

Kelvin Sams indicated that careful attention is required for this area. It is easy to say that residents would be informed of adjacent industrial uses but there is no way to guarantee that. If an area is developed residentially and large numbers of people complain about businesses in the same area it will cause problems for businesses.

John Lindsay, President of East Port Properties, is as a developer in the park. From his perspective, it is important knowing where the next area of growth will be. There seems to be an limitless supply of potential residential property in HRM but very limited supply of potential industrial property use, other communities use a separation distance and found them effective. It make sense to limit industrial uses in this area because if it's something with extreme noise, smell or other extremes, both the residential and light industrial will find it hard to live with. We need to ensure industrial land remains industrial, however industrial can not pay the same level of costs as residential and this needs to be recognized and if we want a well managed controlled plan for growth of our industrial park, the city has to remain the leader in allowing for industrial growth.

Chris Lallyne, a Lake Charles resident, wants the lake to remain clean and is concerned with run off during construction. He also would like restrictions on the height of buildings, lights, sign age, etc.

Mr. Driscoll stated zoning provisions can control the height of buildings regardless the type of land use.

Mr. Driscoll then reviewed the process going forward.

Mr. Driscoll advised that HRM would post a survey on line, the results of which will be presented to Council. Then, a report will be written on this issue that will include a recommended future land use(s) for this to Council. Staff will ask for Council's direction. Council could follow the staff recommendation or direct staff to proceed in a different direction. When Council directed us to do this process all land uses were to be considered when we came back.

Councillor Fisher asked if reference to the survey was included when the letter was mailed out concerning tonight's meeting?

Mr. Driscoll advised that it wasn't specifically referenced because it was such a big mailout that it had to be sent to the mailroom weeks ago and the survey idea had not been finalized. The website where the survey would be located is referenced on the notices and the survey will be advertised in the paper and through the GBBA.

Councillor Fisher suggested that if he could get a copy of the ad that he could email it to citizens in his district.

Mr. Driscoll advised that this could be arranged.

Councillor Fisher informed Joseph he would send an email to his contacts.

4. Adjournment

The meeting adjourned at approximately 7:59 p.m.

Attachment B: Results of Public Survey

Why are you interested in this topic?	Please provide the name of your street and the community that you live in:	Land Use Permitted in Burnside	Comments on should be permitted	Land Use that should NOT be Permitted	Comments on should NOT be permitted	Concerns on topic
[No Answer Entered]	[No Answer Entered]	[No Answer Entered]	[No Answer Entered]	[No Answer Entered]	[No Answer Entered]	[No Answer Entered]
[No Answer Entered]	[No Answer Entered]	[No Answer Entered]	[No Answer Entered]	[No Answer Entered]	[No Answer Entered]	[No Answer Entered]
Customer/user of businesses in Burnside	Street: = Atlee Court;Community: = Bedford	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution)	Lack of industrial space is forcing businesses to relocate outside of HRM.	Residential (e.g. townhouses or multi-unit buildings);Institutional (e.g. hospitals, schools, libraries, public purpose buildings)	Do not mix well with industrial. Mixed use is an issue.	HRM needs to be more focused on needs of business.
HRM citizen	Street: = Robie Street;Community: = Halifax	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels)	Because there's no other place in HRM better suited for industrial. Close to rail, road, airport and seaport links. They often need to operate 24/7/365 and should be able to do so unhindered by residential encroachment.	Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings);Institutional (e.g. hospitals, schools, libraries, public purpose buildings)	Industrial and residential shouldn't mix. This encumbers businesses from carrying on their rightful operations without having to worry about noise, lights, etc that residents could complain about.	Buffer lands between Dartmouth Crossing and Burnside need to be preserved so that residents don't move in and start to hinder industrial and commercial operations in Burnside.
Greater Burnside Business Association member	Street: = Somerset Street;Community: = Penhorn area of Dartmouth	General Industrial (e.g. heavy manufacturing, recycling plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution)	Industrial land use is at a premium and future land availability is more scarce every time a new development goes up. It is critical to leave the land in question zoned as I-2. There are other locations that can be used for commercial, office or residential in or near Burnside.	Commercial (e.g. personal and business services, retail, hotels);Residential (e.g. townhouses or multi-unit buildings)	For the same reason as above. There is limited space for light or general industrial to go in HRM - if we use this land for commercial or residential, then where would industrial go?	You can't take away something and then try to bring it back later. Once that land is gone ... it's gone.

Provide staffing to business in Burnside	Street: = 12 Borden Street; Community: = Halifax, NS B3N 2V5	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Open Space (e.g. recreation uses, conservation areas)	Burnside is the largest industrial park East of Montreal. We need to develop bylaws and zoning that protects the space, but allows for development of new industries in the area.	Commercial (e.g. personal and business services, retail, hotels); Residential (e.g. townhouses or multi-unit buildings); Institutional (e.g. hospitals, schools, libraries, public purpose buildings)	Burnside is an industrial park, development of small to medium size business is critical to the success of the park. Utilizing the land for residential, commercial or institutional applications reduces the available space to create General and Light Industrial business. Once the land is used, there aren't any other options for the industrial side of business.	Zoning changes should include a plan for transportation in and out of the park. This should include a better bus route so employees can get to work safely.
Customer/user of businesses in Burnside	Street: = LeMarchant Street; Community: = Halifax	Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Residential (e.g. townhouses or multi-unit buildings); Institutional (e.g. hospitals, schools, libraries, public purpose buildings)	Creating a mixed use neighbourhood will allow people to live close to where they work. Also, having a variety of land-uses in close proximity to each other will reduce the amount of travel people need to do. For example, if commercial uses such as restaurants were more readily available. People would not need to leave the neighbourhood to do shopping or eat lunch during their work day.	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Open Space (e.g. recreation uses, conservation areas)	Burnside is an urban area, therefore, large pieces of land do not need to be set aside for open space. However, day-lighting of streams and improvement of existing open space should occur.	Better public transit needs to serve the Burnside area before an increase in intensive of land uses.

<p>Resident of the surrounding area in Dartmouth</p>	<p>Street: = 51 Stoneyridge Lane; Community: = Waverley</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Residential (e.g. townhouses or multi-unit buildings); Institutional (e.g. hospitals, schools, libraries, public purpose buildings); Open Space (e.g. recreation uses, conservation areas)</p>	<p>[No Answer Entered]</p>	<p>[No Answer Entered]</p>	<p>[No Answer Entered]</p>	<p>Any use of this land should ensure the water quality of Lake Micmac both during development and throughout the future. Thanks, Andy Legere</p>
<p>Resident of the surrounding area in Dartmouth</p>	<p>Street: = Gleave Walk; Community: = Port Wallace</p>	<p>Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Institutional (e.g. hospitals, schools, libraries, public purpose buildings); Open Space (e.g. recreation uses, conservation areas)</p>	<p>Light impact on existing wooded environment as well as minimal possibility of polluting nearby water ways and lakes. A wooded strip should be left adjoining the highway to further minimize impact on nearby residential properties.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Residential (e.g. townhouses or multi-unit buildings)</p>	<p>Too much traffic flow in an area with no bus routes or direct highway access.</p>	<p>[No Answer Entered]</p>

<p>Resident of the surrounding area in Dartmouth</p>	<p>Street: = Gleave Walk; Community: = Port Wallace</p>	<p>Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Institutional (e.g. hospitals, schools, libraries, public purpose buildings); Open Space (e.g. recreation uses, conservation areas)</p>	<p>I believe that there is a need for more office space in Dartmouth. There is already a plentitude of industrial space in Burnside Business Park and an abundance of retail space in Dartmouth Crossing. That being said, I'm all for mixed use of both office and retail on this location, as well as possible institutional. I do not feel any industry should be located so close to Lake Charles due to the risk of environmental pollution and the fact that this lake drains into the entire Shubie Canal system. I also strongly recommend leaving a green belt between any development and the highway 118, to help buffer sound for the workers and to provide some protection for the lake.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Residential (e.g. townhouses or multi-unit buildings)</p>	<p>I do not believe that the transportation infrastructure exists to supply the requirements for truck traffic consequent upon industrial expansion, or for the car requirements for residential use. The bus system supplying the area is already inadequate, and I have not heard any plans in HRM's latest proposals to address this. As previously stated, there is greater need for office space than anything else, and this would also tie nicely into the plans for residential development in Dartmouth Crossing</p>	<p>The blasting during the construction of Dartmouth Crossing was annoying, but that's the price of progress. The runoff of dirt into Lake Charles after heavy rains was distressing, and I would not want to see anything like that again.</p>
<p>Resident of the surrounding area in Dartmouth</p>	<p>Street: = Dahila; Community: = Dartmouth</p>	<p>Open Space (e.g. recreation uses, conservation areas)</p>	<p>There are already trails in the area. They could be used as more options for the people who enjoy the Shubie park/Lake Charles recreation area. It is a small area with great forest and there is already a tunnel connecting the area to the Lake Charles park and adjacent recreation areas, there is a definite need for more. The ability to connect to the great trails that are underutilized in Burnside would be nice as well.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Commercial (e.g. personal and business services, retail, hotels)</p>	<p>There is plenty of space in Burnside, the people who work there need more recreational opportunities.</p>	<p>[No Answer Entered]</p>

<p>Downtown Dartmouth Business Commission</p>	<p>Street: = 163 Portland Street. Dartmouth;Community: = Downtown Dartmouth</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Residential (e.g. townhouses or multi-unit buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>Expansion of current Burnside uses is reasonable. Retail and light commercial(low rise) is compatible with retail use now developed. Residential use adjacent to shopping makes business sense to compatibility with businesses in Dartmouth Crossing. Necessary to protect limited amount of green space for passive recreation use.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Office (e.g. offices for disciplines such as finance, real estate, law, administration);institutional (e.g. hospitals, schools, libraries, public purpose buildings)</p>	<p>Heavy industrial not compatible with residential and downtown shopping environment created at this location. there is plenty of room in current park and areas away from this new environment. Office towers would be in violation of existing MPS for Dartmouth notwithstanding the one recent approval for an office tower which the DDBC objected to. Institutional would not be compatible unless the private sector assumed costs for transportation and other common services that are eventually required. Example is the new requirement for busses in Dartmouth Crossing that was not covered under the development agreement and for which the taxpayer is now going to be responsible. Add to that the substantially lower taxes DC pays compared to downtown and it creates a huge inequity in tax expenditures and an unfair taxpayer advantage to the developer over existing downtown development.</p>	<p>HRM must be very careful to ensure that the developer is held fully accountable both short term and long term, through the tax system if necessary, for additional costs such as transportation, sewer upgrades, water, power (ensuring buried power cables and no poles above ground)among a few of the many tax burdens that seem to appear through loosley written development proposals.</p>
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<p>Resident of the surrounding area in Dartmouth</p>	<p>Street: = Tulip St; Community: = Dartmouth</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Open Space (e.g. recreation uses, conservation areas)</p>	<p>The area is best suited for light industrial. heavier uses with more risk of contaminated runoff should stay in the harbour watershed</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Residential (e.g. townhouses or multi-unit buildings); Institutional (e.g. hospitals, schools, libraries, public purpose buildings)</p>	<p>It's an industrial/business park. Foolish to consider anything else. We don't need more commercial, like the Wright Ave extension! Let Dartmouth Crossing do commercial and office.</p>	<p>Move the rail yards to Burnside from the waterfront!</p>
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<p>Customer/user of businesses in Burnside</p>	<p>Street: = Dominion Court;Community: = Dartmouth</p>	<p>Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings);institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>sustainable transit plan integrated with the land use. We are creating a car-centric urban design at a time when the infrastructure costs for roads is becoming unsustainable. Adding higher density housing to the area will provide a population base for a more effective transit route through Burnside and Dartmouth Crossing. The closest housing areas to the park are cut off by the highway systems. The natural landscape is a beautiful advantage of some parts of Burnside and should be retained in the expansion area instead of strip mined like Dartmouth Crossing was. We need to develop the service and IT economy to a higher degree and plan campuses that will attract knowledge-based companies with availability of smaller-scale smart buildings suitable to the generally smaller size of IT companies in Halifax Region. We need a knowledge-cluster environment of companies and learning to attract and retain knowledge industry to Halifax Region. Fredericton has started this. Waterloo, ON has developed a very functional High-tech campus near the University of Waterloo that has proved to be a catalyst of knowledge economy jobs due to its proximity to the schools. In the last decade the university has also developed satellite, special focus campuses in Cambridge, Kitchener and Stratford Ontario to concentrate learning and co-op work locations in nodes to attract students from all over the world. With our Universities clustered and compacted in the South End of the Peninsula it is</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution)</p>	<p>We need to develop space and infrastructure for the jobs and economy of the future. The traditional industrial/warehouse use should be redeveloped in existing park spaces as much as possible near the inland port. We should encourage and incent the redevelopment of industrial-sprawl single-story industrial plaza space that is underutilized so that a greater concentration of jobs for land size is achieved.</p>	<p>[No Answer Entered]</p>
<p>Employee in the Greater Burnside Area</p>	<p>Street: = South Ridge Circle;Community: = Lancaster Ridge, Dartmouth</p>	<p>Light industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration)</p>	<p>it's current usage mix is sufficient, the area just needs infrastructure adjustments (better road layout, sidewalks, bike lanes, street signage consistency).</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Residential (e.g. townhouses or multi-unit buildings);institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>The are services that residences use and should be centralized in residential areas. General industrial should be moved to lesser populated areas of HRM.</p>	<p>[No Answer Entered]</p>

Customer/user of businesses in Burnside	Street: = Ingram Drive;Community: = Fall River	Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution) General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)	Burnside is first and foremost an industrial park. HRM has a limited supply of lands available in Burnside for development. To reduce that supply even further will impact the economy of this City. A few years ago when the supply of land was almost nil HRM lost companies and therefore jobs to NB where lands were still available.	Commercial (e.g. personal and business services, retail, hotels);Residential (e.g. townhouses or multi-unit buildings);Institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)	Once again, the supply of land in Burnside is limited and to allow other uses will mean turning away business and jobs.	Dartmouth Crossing has successfully re-zoned some of its lands to allow residential to create critical mass for its retail area. There is not a shortage of lands that can be developed as residential. However, there is a serious shortage of lands that can be developed as industrial.
Employee in the Greater Burnside Area	Street: = Brownlow Avenue;Community: = Burnside	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)	Due to the surrounding areas it would be beneficial to have them handy.	Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings)	There are surrounding areas available to those businesses, better suited	[No Answer Entered]
Business Owner in the Burnside Area	Street: = coburg road;Community: = south end half	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants)	we need industrial areas	Residential (e.g. townhouses or multi-unit buildings);Institutional (e.g. hospitals, schools, libraries, public purpose buildings)	residential and institutional do not always cohabit well with industrial applications	[No Answer Entered]

<p>Banker - supplier to businesses in Burnside.</p>	<p>Street: = 48 Arklow Drive;Community: = Cole Harbour</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution)</p>	<p>Limited availability</p>	<p>Residential (e.g. townhouses or multi-unit buildings);institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>Ultimately would create a conflict of interest (noise, appearance, etc) with commercial usages.</p>	<p>[No Answer Entered]</p>
<p>Employee in the Greater Burnside Area</p>	<p>Street: = Radcliffe;Community: = Halifax</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);Open Space (e.g. recreation uses, conservation areas)</p>	<p>They fit well into the current make-up of Burnside.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Residential (e.g. townhouses or multi-unit buildings);institutional (e.g. hospitals, schools, libraries, public purpose buildings)</p>	<p>all uses should be permitted except those that would cause problem in Burnside's able to function. Burnside is now too crowded and dense for any more General Industrial. Residential and Institutional use would create more traffic then the Burnside infrastructure could handle.</p>	<p>[No Answer Entered]</p>
<p>Employee in the Greater Burnside Area</p>	<p>Street: = Behrent Court;Community: = Fletchers Lake</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>That area is very near residential areas, as well as many businesses and retail outlets in Dartmouth Crossing. Would be beneficial and convenient for residents and employees in the area.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants)</p>	<p>Too close to retail, hotel, and residential areas.</p>	<p>No</p>

<p>Customer/user of businesses in Burnside</p>	<p>Street: = St Margarets Bay Road;Community: = Armdale</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution)</p>	<p>lots of areas to develop residential use, but VERY limited areas for industrial use. Burnside is an industrial park, its use is for industrial and related services. If the economy is to grow, land needs to be provided for businesses to locate there.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings);Institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>Dartmouth Crossing provides adequate space for retail, office and hotel and a recent rezoning has allowed them multi-residential which meets their needs for critical mass needed to use their retail outlets. City of Lakes park has adequate space for more office development. Space has already been taken from the industrial park to make recreation facilities. The industrial tenants here and in the future, now need to be looked after to have sites for growth.</p>	<p>If there is no room for new entrants into this market we could lose them to other cities in the region, namely New Brunswick. Business tax dollars, job creation and employee retention should be more important to local government than allowing more high density residential units or tax-free green space.</p>
<p>Resident of the surrounding area in Dartmouth</p>	<p>Street: = 2 Brannon Drive;Community: = Woodland Park</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings);Institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>The uses would not have a significant impact on environment. Business growth should be encouraged. Bring amenities closer to my community. Increased opportunity for employment, economic growth.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants)</p>	<p>Likely produce a significant effect on the local environment.</p>	<p>If residential development is allowed further public transit will be needed.</p>
<p>Employee in the Greater Burnside Area</p>	<p>Street: = Eileen Stubbs;Community: = Dartmouth</p>	<p>Residential (e.g. townhouses or multi-unit buildings)</p>	<p>[No Answer Entered]</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants)</p>	<p>[No Answer Entered]</p>	<p>[No Answer Entered]</p>

<p>Resident of the surrounding area in Dartmouth</p>	<p>Street: = Appian Way;Community: = Montebello</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);Institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>[No Answer Entered]</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants)</p>	<p>[No Answer Entered]</p>	<p>[No Answer Entered]</p>
<p>Customer/user of businesses in Burnside</p>	<p>Street: = Capri Drive;Community: = West Porters Lake</p>	<p>Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings)</p>	<p>Allowing people to live near where they work will reduce costs all round.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt hospitals, schools, libraries, public purpose buildings)</p>	<p>Not conducive to the area</p>	<p>Residential should be permitted on the outskirts of business parks.</p>

Business Owner in the Burnside Area	Street: = Bradorian Drive; Community: = Cole Harbour	Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Residential (e.g. townhouses or multi-unit buildings); Open Space (e.g. recreation uses, conservation areas)	it would benefit my business	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants)	[No Answer Entered]
Service Provider in the area and business owner	Street: = Lawrencetown Road; Community: = Lawrencetown	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, Commercial (e.g. personal and business services, retail, hotels); Open Space (e.g. recreation uses, conservation areas)	The above only with due diligence to conservation needs of the area. We all have to live or work including wildlife ! Retail is covered to a large extent already by Dartmouth crossing. More emphasis should be on encouraging manufacturers and small business start-ups etc. Other countries have starter units for growing businesses, as the business grows they move up to larger premises.	Office (e.g. offices for disciplines such as finance, real estate, law, administration); Residential (e.g. townhouses or multi-unit buildings)	Destruction of wildlife habitat is always a concern of mine, but progress is unfortunately unfortunatly developments would turn out to be a series of small rabbit hutches all looking alike and all over looking each other. encouraging, in my opinion, area's where no one really wants to live leading to ghetto type communities.
Consultant for firms in Burnside; Member Greater Burnside Business Association	Street: = Scarlet Road; Community: = Clayton Park; HRM	Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration)	Expansion of Burnside's capacity to have profitable growth	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Residential (e.g. townhouses or multi-unit buildings); Institutional (e.g. hospitals, schools, libraries, public purpose buildings)	Too close to commercial / office / industrial traffic areas.

[No Answer Entered]

[No Answer Entered]

[No Answer Entered]

[No Answer Entered]

[No Answer Entered]

[No Answer Entered]

[No Answer Entered]

<p>Customer/user of businesses in Burnside</p>	<p>Street: = Sloane Court;Community: = Hammonds Plains</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration)</p>	<p>This is an industrial park, thus the industry, however, it also borders on public access streets/highways. Restrict what the people will see to clean views, not general industrial.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Residential (e.g. townhouses or multi-unit buildings)</p>	<p>Public view on the industrial. There is plenty of residential land. Keep residential out of the area.</p>	<p>No</p>
<p>Business Owner in the Burnside Area</p>	<p>Street: = Brownlow Avenue;Community: = Dartmouth - Colby South</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>people want to live where they work and where they play</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);institutional (e.g. hospitals, schools, libraries, public purpose buildings)</p>	<p>keep the area healthy</p>	<p>[No Answer Entered]</p>
<p>Business Owner in the Burnside Area</p>	<p>Street: = Carlisle Drive;Community: = Cole Harbour</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);Open Space (e.g. recreation uses, conservation areas)</p>	<p>Uses are congruent with a Business/Industrial area or provide support to businesses and employees.</p>	<p>Residential (e.g. townhouses or multi-unit buildings);institutional (e.g. hospitals, schools, libraries, public purpose buildings)</p>	<p>Residential development can conflict with the expansion and development of business. Having schools in business area is an invitation to major safety issues. Libraries, hospitals and public use facilities are better suited in or close to residential areas.</p>	<p>There is less and less area for Industrial/Business development so it is vital that areas so designated remain free from residential development. Residential development is far easier to locate and there is much more area in HRM that can be used for that purpose.</p>

Employee in the Greater Burnside Area	Street: = Belvedere Dr; Community: = Port Wallis	Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Open Space (e.g. recreation uses, conservation areas)	Light industrial, commercial, office and open space uses will not cause a great increase in pollution (both air and noise) in the area. Personally I prefer to see the land left as it is.	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Residential (e.g. townhouses or multi-unit buildings)	I would worry about increased traffic and pollution in the area.	The effects of further development on the Dartmouth Lakes.
Customer/user of businesses in Burnside	Street: = 5466 Inglis Street; Community: = Halifax	Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Residential (e.g. townhouses or multi-unit buildings)	[No Answer Entered]	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Institutional (e.g. hospitals, schools, libraries, public purpose buildings); Open Space (e.g. recreation uses, conservation areas)	[No Answer Entered]	[No Answer Entered]
Business Owner in the Burnside Area	Street: = Trider Crescent; Community: = Burnside	Office (e.g. offices for disciplines such as finance, real estate, law, administration)	Office space is needed and with Burnside so big, close to Dartmouth Crossings would be ideal for guiding clients to find the location. In some cases, clients can get other errands done as well as see me.	General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution); Commercial (e.g. personal and business services, retail, hotels); Residential (e.g. townhouses or multi-unit buildings); Institutional (e.g. hospitals, schools, libraries, public purpose buildings); Open Space (e.g. recreation uses, conservation areas)	Currently Burnside is industrial, no need for more. Dartmouth Crossings is your commercial. We do not need institutional space in Burnside and Residential is not useful to the Business area. Even Dartmouth Crossings setup is not geared for families to visit. It's a driving location. Finally, open space is not need as there is plenty of open space in Burnside - trails, fields..	None

<p>Employee in the Greater Burnside Area</p>	<p>Street: = windmill;Community: = dartmouth</p>	<p>Open Space (e.g. recreation uses, conservation areas)</p>	<p>[No Answer Entered]</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants)</p>	<p>[No Answer Entered]</p>	<p>[No Answer Entered]</p>
<p>Employee in the Greater Burnside Area</p>	<p>[No Answer Entered]</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution);Open Space (e.g. recreation uses, conservation areas)</p>	<p>[No Answer Entered]</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings);Institutional (e.g. hospitals, schools, libraries, public purpose buildings)</p>	<p>[No Answer Entered]</p>	<p>[No Answer Entered]</p>

<p>property owner in Burnside</p>	<p>Street: = franklyn;Community: = halifax</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, Commercial distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>consistant with existing uses</p>	<p>Residential (e.g. townhouses or multi-unit buildings)</p>	<p>inconsistant</p>	<p>Burnside/ Dartmouth Crossing, Mic Mac Mall and the commercial building backing on the Circ have assessed value of \$1.4 billion. This is the same as the assessed value of commercial in the CBD and should be given equal attention to ensure this key economic base will prosper. For one thing, you need the tax base;\$1.4b. times 3.8% is \$53 million a year.</p>
<p>Business Owner in the Burnside Area</p>	<p>Street: = Rocky Lake Drive;Community: = Bedford/Waverley</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, Commercial distribution);Commercial (e.g. personal and business services, retail, hotels)</p>	<p>There are very few areas in Halifax where industrial-type activities will be tolerated. Burnside is one of them. The Burnside Industrial Park should be cherished for its industrial character. Halifax can attract future industrial businesses to the region.</p>	<p>Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings)</p>	<p>These uses are generally inconsistent with other existing and future industrial activities in Burnside. Residential areas in particular often result in conflict with industry and industry usually loses that battle.</p>	<p>Do not choke out the industrial nature of Burnside. Do not allow residential near the Burnside Park. It will be disastrous to future business and business retention in the area.</p>
<p>(Customer/user of businesses in Burnside</p>	<p>Street: = st margarets bay rd;Community: = timberlea</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, Commercial distribution);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration)</p>	<p>[No Answer Entered]</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Residential (e.g. townhouses or multi-unit buildings);institutional (e.g. hospitals, schools, libraries, public purpose buildings)</p>	<p>[No Answer Entered]</p>	<p>[No Answer Entered]</p>

<p>Employee in the Greater Burnside Area</p>	<p>Street: = North Green Rd.;Community: = Timberlea</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration)</p>	<p>Burnside Business Park is an unqualified success because of its specific focus on 'Business'. The Park needs to grow as a destination for business occupancy and development, as it was originally intended.</p>	<p>Residential (e.g. townhouses or multi-unit buildings);Institutional (e.g. hospitals, schools, libraries, public purpose buildings)</p>	<p>The needs, concerns and regulatory requirements of residential communities (especially) and institutions (secondarily) do not typically align themselves with those of the business community. That does not suggest one is more important than the other, or should overrule the other, it's simply that the concerns are sufficiently different as to cause periodic friction or disagreement. Additionally, there is significantly less land available within HRM for business development than that available for residential development.</p>	<p>[No Answer Entered]</p>
<p>Customer/user of businesses in Burnside</p>	<p>Street: = Morris Street;Community: = Halifax</p>	<p>Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution)</p>	<p>Lots of areas to develop residential use, but very few areas for industrial use. Burnside is an industrial park, its use is for industrial and related services. If the economy is to grow lands needs to be provided for Businesses to locate there.</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants);Commercial (e.g. personal and business services, retail, hotels);Office (e.g. offices for disciplines such as finance, real estate, law, administration);Residential (e.g. townhouses or multi-unit buildings);Institutional (e.g. hospitals, schools, libraries, public purpose buildings);Open Space (e.g. recreation uses, conservation areas)</p>	<p>Dartmouth Crossing provides adequate space for retail, office, and hotel and a recent rezoning has allowed them multi-residential which meets their needs for critical mass needed to use their retail outlets. Space has already been taken from the industrial park to make recreation.</p>	<p>if there is no room for new entrants into the market we could lose them to other cities in the region, namely New Brunswick. Business tax dollars, job creation and employee retention should be more important to local government than allowing more high density residential units or tax-free green space.</p>

<p>Business Owner in the Burnside Area</p>	<p>Street: = Ilsley Avenue; Community: = Dartmouth</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, Commercial distribution); Commercial (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Institutional (e.g. hospitals, schools, libraries, public purpose buildings); Open Space (e.g. recreation uses, conservation areas)</p>	<p>Each type of land use supports the other. More emphasis on open spaces should be a priority: carbon sinks will help NS impact on the planet ... for ever.</p>	<p>Residential (e.g. townhouses or multi-unit buildings)</p>	<p>There is adequate housing close by ... let's not mix work and family any more than we already do.</p>	<p>We need also to build a room in Burnside for a wind farm and or a solar panel - photovoltaics - farm to supply green energy to Burnside... for ever!</p>
<p>Past member of the GBBA</p>	<p>Community: = Dartmouth NS</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise, distribution)</p>	<p>HRM needs industrial land for work for its employees. Not everyone has the skills nor wants to work in downtown Halifax or in the services sector. There is a need for many of our citizens to have gainful employment in an industrial setting. In addition HRM should not relegate industrial jobs to the outlying areas of HRM. A diverse city has a mix of office, service AND industrial activities. Burnside is a jewel that many in HRM ignore. Taking up industrial land for residential development and or general retail sales is misguided.</p>	<p>Residential (e.g. townhouses or multi-unit buildings); Institutional (e.g. hospitals, schools, libraries, public purpose buildings)</p>	<p>There is enough land elsewhere in HRM for retail, residential and institutional uses. What there is not is adequate land for industrial development.</p>	<p>HRM needs to recognize the importance of industrial land in this context I mean light and heavy industrial to HRM and that growth of HRM beyond a service industry town is vital to the growth of both HRM and the province.</p>

<p>Employee in the Greater Burnside Area</p>	<p>Street: = Beaver Bank Road; Community: = Beaver Bank</p>	<p>General Industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); Light Industrial (e.g. warehousing, light manufacturing, industrial enterprise. (e.g. personal and business services, retail, hotels); Office (e.g. offices for disciplines such as finance, real estate, law, administration); Residential (e.g. townhouses or multi-unit buildings); Institutional (e.g. hospitals, schools, libraries, public purpose buildings); Open Space (e.g. recreation uses, conservation areas)</p>	<p>Because Burnside is a large development, it can provide areas for most land uses and the more services available in the area, the greater success the businesses of Burnside will have.</p>	<p>[No Answer Entered]</p>	<p>[No Answer Entered]</p>	<p>[No Answer Entered]</p>
<p>Business Owner in the Burnside Area.</p>	<p>Brownlow Ave., City of Lake Business Park</p>	<p>1) Light industrial (e.g. Warehousing, light manufacturing, industrial enterprise, distribution; and 2) Office (e.g. Offices for disciplines such as finance, real estate, law, administration).</p>	<p>We oppose any "creep" of residential into Burnside as it is incompatible and compromises future growth of employment in the business sector.</p>	<p>1) General industrial (e.g. heavy manufacturing, recycling plants, asphalt plants); and 2) Residential (e.g. townhouses or multi-unit buildings); and 3) Institutional (e.g. hospitals, schools, libraries, public purpose buildings).</p>	<p>See comment to Question #5.</p>	

Attachment C-1



February 5, 2010

His Worship Peter Kelly
Mayor, Halifax Regional Municipality
PO Box 1749
Halifax, NS B3J 3A5

Re: Potential Re-Zoning of Burnside Lands

The Halifax Gateway Council was formed in 2004 to provide a forum for transportation stakeholders in the Halifax region to work collectively to improve the competitiveness and efficiency of our transportation networks and infrastructure.

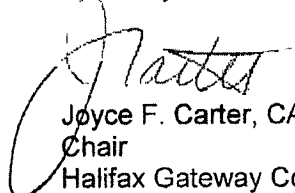
The Halifax Gateway Council worked in partnership with HRM to position and brand an area of the Burnside Industrial Park as a transload distribution hub. The Atlantic Gateway – Halifax Logistics Park is well positioned to take advantage of key gateway assets related to air, rail, port and highway infrastructure to increase volumes of container cargo through the Port of Halifax and create high wage local jobs.

To date, we have been very successful in securing two anchor tenants, Armour Transportation Systems and Consolidated Fastfrate, along with two smaller niche operators. It is the desire of the Halifax Gateway Council to see continued growth of this area of the park through the development of similar facilities.

As a community, we are very fortunate that our leaders in the past had the vision to set aside the large acreage that makes up Burnside. It is one of Canada's leading industrial parks in the heart of our community. Not many communities can boast of such an asset and one that is so close to a working international port, first-class airport, and CN mainline. We need to protect our shrinking industrial space.

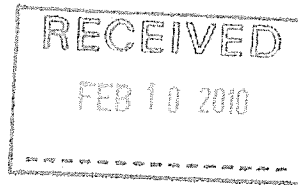
We would respectfully ask that you give the proper due diligence and consideration to the need to balance our ability to be able to grow and maintain operations of a fully working logistics park in Burnside without having it conflict with residential needs.

Sincerely



Joyce F. Carter, CA
Chair
Halifax Gateway Council

 **Armour Transportation Systems**
689 Edinburgh Drive
Moncton, NB
E1E 2L4
Tel: 506 857 0205
Fax: 506 859 9339



February 8, 2010

Mr. Joseph Driscoll
Senior Planner, Planning Applications
HRM Community Development
PO Box 1749
Halifax, NS B3J 3A5

RE: Burnside Industrial Park Potential Rezoning of 140 acres

Dear Mr. Driscoll:

I am writing to express my concern over the potential rezoning of approximately 140 acres of zone I-2 lands in the Burnside Industrial Park near the Halifax Atlantic Gateway Logistics Park for residential use.

One of the recent expansions was the development of the Halifax Atlantic Gateway Logistical Park which is the home for our company as well as many other companies involved in the marine container trade, including container storage, repair facilities, warehousing and customs warehousing involved in the container transloading business as well as transport of general freight and containers.

As a rule, industrial parks and residential housing do not mix! Industrial parks were designed and developed to allow for business to carry on its activities away from residential areas.

We purchased and developed 23 acres of land in the Atlantic Gateway Logistical Park so we would not conflict with the residential housing due to truck traffic, refrigeration units running all night, heavy tractor trailer traffic coming and going 24 hours a day, 7 days a week, security reasons as well as others. It just does not work mixing the two and this is why cities have both industrial parks and residential parks.

I would ask that you not allow this residential development at Dartmouth Crossing. I also understand that greater Halifax has a surplus of land for new housing development, so why would you ever want to put the two parks side by side.

If I had been aware when we purchased our land in the Atlantic Gateway Logistical Park that residential housing was going to be proposed next to our industrial park, I would have considered other land outside the park away from housing.

It is extremely important that other companies involved with import and export of container; logistics; warehousing and other services are located together in one park so we may optimize our costs and make the Halifax Gateway, the gateway of choice for shipping lines and shippers.

I trust you understand my concerns and will not approve this housing development, at its present location.

Yours truly,

A handwritten signature in black ink, appearing to read "Wes Armour", with a long horizontal flourish extending to the right.

Wesley G. Armour,
President & CEO

February 3, 2010

Mr. Joseph Driscoll
Senior Planner, Planning Applications
HRM Community Development
Eastern Region, 2nd Floor Alderney Gate
PO Box 1749, Halifax NS
B3J 3A5

Reference: Burnside Industrial Park Potential Rezoning of 140 acres

Dear Mr. Driscoll:

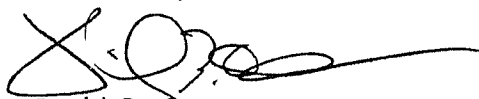
I am writing to express my concern over the potential rezoning of approximately 140 acres of zone I-2 lands in the Burnside Industrial Park near the Halifax Atlantic Gateway Logistics Park for residential use.

The Burnside Industrial Park, which is the largest industrial park north of Boston and east of Montreal, is the home to approximately 1,500 businesses and employs a work force of over 15,000 Nova Scotians. Over the years, Burnside has experience many phases of expansion and growth. This growth was possible do to the commercial zoning of the land set aside for business development. One of the recent expansions was the development of the Halifax Atlantic Gateway Logistical Park which is the home for a number of companies involved in the marine container trade, including container storage and repair facilities and companies involved in the container transloading business.

As a rule, industrial parks and residential housing do not mix! Industrial parks were designed and developed to allow for business to carry on its activities away from residential areas. Given the economic importance of the Burnside Industrial Park and the potential impacts of locating incompatible uses next to the Halifax Atlantic Gateway Logistics Park, I believe rezoning would be a huge mistake. Not only for the businesses adjacent to this 140 acres but also if this rezoning were to go ahead HRM will at some point in time be entertaining complaints from the residential tenants about noise and other issues.

The success of the Burnside Industrial Park has been its ability to provide businesses with properly zone land in an industrial setting without any encumbrances from residential dwellings.

Yours truly,



David B. Oxner
Executive Director

Attachment C-4



February 5, 2010

Mr. Joseph Driscoll
Senior Planner, Planning Applications
HRM Community Development
Eastern Region, 2nd Floor Alderney Gate
P.O. Box 1749
Halifax, NS
B3J 3A5

Dear Mr. Driscoll

I am aware of an initiative regarding potential zoning changes and residential development in the area of the Halifax Logistics Park. Having recently located our operations to the Park, Consolidated Fastfrate strongly objects to any changes that would impact the vision and expectations initially contemplated for the establishment and growth of the Park.

Our decision to locate in this area and undertake a substantial investment was strongly influenced by the objectives of the HRM along with the interests of other parties including the Halifax Port Authority and the Atlantic Canada Opportunities Agency (A.C.O.A) to attract commercial development and support transloading, warehousing and distribution services that are essential components to the overall growth in the Region. Our future growth is contingent on being able to expand on our current operation and capture synergies with other business and service providers that decide to locate in the Halifax Logistics Park. If zoning changes or developments are allowed, either within the current Park or adjacent lands, the potential impact could jeopardize our business plans.

I respect there needs to be an appropriate balance between commercial and residential interests. However, the ability for Consolidated Fastfrate to succeed and further contribute to the growth of the Region is dependent on the successful evolution of the Halifax Logistics Park.

We would be pleased to participate in further discussions and would appreciate being kept advised of any developments on this file.

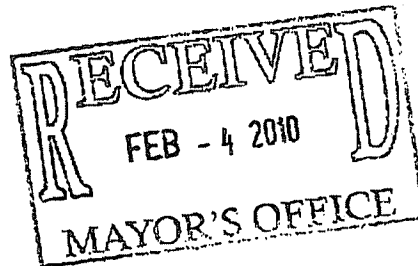
Peter Marshall
President and CEO
Consolidated Fastfrate Inc

CONSOLIDATED FASTFRATE INC.

9701 Highway 50, Woodbridge, Ontario L4H 2G4 • Tel: (905) 893-2600
www.fastfrate.com



10400-35-8
TR # 3/247



February 1, 2010

His Worship Peter Kelly
Mayor, Halifax Regional Municipality
P.O. Box 1749
Halifax, NS B3J 3A5

Re: Potential Residential Development at Dartmouth Crossing

Dear Mayor Kelly:

The Halifax Port Authority has worked extensively with HRM Business Parks and the Halifax Gateway Council to develop the Atlantic Gateway-Halifax Logistics Park as a key location for attracting a critical mass of transportation service providers.

Transloading, distribution and warehousing is a key element in growing the Port of Halifax's cargo throughput. The city's recent success in attracting such firms as Consolidated Fastfrate, Armour Transport and other companies, was predicated upon setting aside large land tracts that could efficiently accommodate such transportation companies.

While the HPA recognizes that balancing the needs of both industry and residential interests is an important part of what makes our city successful, keeping that balance is critical. We encourage HRM to ensure the continued availability of industrial-zoned lands in the Atlantic Gateway-Halifax Logistics Park. The availability of land is necessary to attract new operators and allow for expansion of existing transportation sector businesses in this transportation cluster.

Our job is to protect the working port and its associated interests, such as the companies doing business in the Halifax Logistics Park. With 11,000 jobs dependent upon the Port of Halifax we are working to ensure that the Port itself, and industries supporting the Port, can operate effectively.

Halifax Port Authority Administration portuaire de Halifax
PO Box 336, Halifax CP 336, Halifax
Nova Scotia B3J 2P6 Nouvelle-Écosse B3J 2P6

We would be pleased to further discuss this important issue with you as part of our ongoing updates to HRM regarding the Port and port-related industries.

Sincerely,

HALIFAX PORT AUTHORITY

A handwritten signature in cursive script, appearing to read "Karen Oldfield".

Karen Oldfield
President & CEO