



**DRAFT**  
**REGIONAL CENTRE**  
**SECONDARY**  
**MUNICIPAL**  
**PLANNING STRATEGY**  
**PACKAGE A**

**CENTRE PLAN 2018**

*The following version of the Draft Regional Centre Secondary Municipal Planning Strategy - Package A has been prepared for public consultation purposes only. It does not contain comprehensive regulatory language, and is subject to change.*

REGIONAL CENTRE  
SECONDARY MUNICIPAL PLANNING STRATEGY

THIS IS TO CERTIFY that this is a true copy of the Regional Centre Secondary Municipal Planning Strategy which was passed by a majority vote of the Council of the Halifax Regional Municipality at a duly called meeting held on the \_\_day of \_\_\_\_\_, 201\_, and reviewed by Service Nova Scotia and Municipal Relations on the \_\_day of \_\_\_\_\_, 201\_, and is in effect as of the \_\_day of \_\_\_\_\_, 201\_.

GIVEN UNDER THE HAND of the Municipal Clerk and under the Corporate Seal of the Halifax Regional Municipality this \_\_\_\_\_ day of \_\_\_\_\_, 201\_.

\_\_\_\_\_  
Kevin Arjoon  
Municipal Clerk

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## ACKNOWLEDGEMENTS

The Halifax Regional Municipality (Municipality) recognizes the input members of the Community Design Advisory Committee (CDAC) devoted to the development of the 2018 Regional Centre Secondary Planning Strategy (Centre Plan).

The Municipality would also like to recognize the many stakeholders and residents who shared their thoughts and aspirations for the Regional Centre through the extensive community engagement process of developing this Plan.



## PREFACE

The Regional Centre is the political, cultural and economic heart of the Halifax Regional Municipality, and Nova Scotia's capital city. This Plan applies to lands identified on Map 1, which are those areas of the Municipality defined as the "Centre Plan Area" and the "HRM by Design Downtown Plan Area" in the *HRM Charter*. It also includes certain areas of the former City of Halifax and City of Dartmouth, including Lakeshore Park Terrace and Wallace Heights. Given its long history of city building, the Regional Centre offers numerous attractions associated with its history and urban form. Concentrated commercial districts are within a walking distance of established neighbourhoods, and within an easy reach of parks and unparalleled open spaces. The future of city building in the Regional Centre is key to the ongoing social economic health of the region and the province. The goal of this Plan is to make the Municipality the best mid-size city in Canada.

The *Halifax Regional Municipality Charter (HRM Charter)* provides Council with the power to establish policy with respect to a broad range of activities including future development, land use, public lands, transportation, municipal services, coordination of public programs, and any other matters related to the physical, social or economic development of the Municipality. The process of urban planning includes a careful consideration of the natural, social, economic and transportation systems of a Municipality. It is these systems, along with public participation and input, that help shape a Municipal Planning Strategy and a companion Land Use By-law. After the approval process in the HRM Charter, including a public hearing process and approval by the Minister, the Plan will come into force and guide development within the Regional Centre. Any amendments to this Plan shall undergo a similar public process.

The Regional Municipal Planning Strategy (RMPS or Regional Plan) identifies the Regional Centre as a desirable location for future growth at an appropriate density and scale. The Regional Plan's vision for the Regional Centre is that of a distinct urban region with high quality of life, an economic hub and a global destination for tourism. The goal of this Regional Centre Secondary Municipal Planning Strategy (RCSMPS or this Plan) is to accommodate growth in the right locations, to foster complete communities with access to multiple services and attractions, and place pedestrians first in a human scaled environment.

This Plan is a statutory document under the *HRM Charter* which guides decisions about the location, type and form of future development. It was guided by the Regional Plan, background technical studies, and the vision established during community engagement process. All policies in this Plan should be read together, and not in isolation.



This Plan includes a Vision, a well-defined Urban Structure, a Built Form Framework, general Complete City Policies, and policies guiding Implementation of this Plan. This Plan will be chiefly implemented through the companion Regional Centre Land Use By-law, as well as through the Regional Subdivision By-law, Regional Plan Priority Plans, other municipal programs and capital initiatives that may be adopted by Council over time. This Plan also identifies key development approval mechanisms for various categories of development proposals, including development permits, site-plan approval, and in limited cases a development agreement, or a more detailed comprehensive neighbourhood planning process. Overall, the success of this Plan will be measured by the number of people and their degree of satisfaction with living, working, walking and spending their leisure time in the Regional Centre, and in the Municipality.

Within the Centre Plan Area and HRM by Design Downtown Plan Area, as defined by the HRM Charter, this Plan enables the use of incentive or bonus zoning and site plan approval for the external appearance of structures. For the remaining areas of this Plan, the use of incentive or bonus zoning or site plan approval for the external appearance of structures is not enabled.



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**The Regional Centre Study Area**

The Regional Centre is the urban core of the Halifax Regional Municipality and includes the Halifax Peninsula and Dartmouth within the Circumferential Highway.



# 1 INTRODUCTION

Comprehensive land use planning seeks to order and regulate land use to ensure an efficient and strategic use of land, to safeguard natural resources, to reduce land-use conflicts, to integrate mobility with a wide range of land uses, and to support other social, economic and environmental goals. Guided by a vision of future possibilities, it is also concerned with providing for the current and future needs of residents by building sustainable, vibrant, safe and walkable communities and neighbourhoods. Today land use plans include policies, regulations as well as design guidelines to guide growth and change in the community.

This Plan was designed to develop an approach to achieving the vision and guiding principles for the Regional Centre in the 2014 Regional Plan. The goal of this Plan is to accommodate **STRATEGIC GROWTH**, foster **COMPLETE COMMUNITIES** with access to multiple services and attractions, and place **PEDESTRIANS FIRST** in a **HUMAN SCALED** environment. Achieving a great Regional Centre requires that attention is paid to all four of these interconnected and mutually supportive components.

# 1.1 PURPOSE OF THIS PLAN

This Plan was developed with the following objectives:

- 1. GUIDE MUNICIPAL DECISIONS:** the purpose of a Secondary Municipal Planning Strategy is to guide growth and change in accordance with the community's goals, needs and vision for the future. A Secondary Municipal Plan can also provide aspirational goals that the community can work towards. It is a tool to guide municipal decision making on development proposals, municipal initiatives, strategic opportunities, and challenges specific to the Regional Centre.
- 2. PROVIDE CLARITY FOR STRATEGIC GROWTH:** this Plan provides clarity on where, and what type of growth should occur in the Regional Centre, and how it can be supported. It is intended to provide direction for businesses, land owners, developers, organizations, community groups and residents regarding future development.
- 3. GUIDE URBAN DESIGN:** this Plan will help inform public realm improvements, street enhancements, open space plans, and other municipal land and design decisions. It also provides a clear urban design vision and objectives for urban design standards detailed in Land Use By-law and the Design Manual.
- 4. DEVELOPMENT APPROVAL:** as a Secondary Municipal Planning Strategy, this Plan will guide decisions on land use and development. Given the complexity of land use in the Regional Centre, this Plan will utilize a variety of planning tools available in the *HRM Charter* to both simplify and modernize land use policies and regulations by:
  - » continuing to allow a development permit process subject to compliance with the requirements of the Regional Centre Land Use By-law;
  - » requiring a site plan approval for allowing development in Downtowns, Centres, Corridors, Higher Order Residential, Local Institutions Designations, and Future Growth Nodes Designations, where building form is regulated by the Land Use By-law and the design of site elements and buildings is guided by a Design Manual;
  - » enabling developments on large sites identified in this Plan to be considered by development agreement;
  - » allowing current land uses within areas designated as Future Growth Nodes to continue, but requiring a comprehensive planning approach for the redevelopment of these lands through site specific neighbourhood design guidelines, a development agreement, and development under the Land Use By-law.



## 1.2 RELATIONSHIP TO OTHER PLANS

The Regional Centre Secondary Municipal Planning Strategy (this Plan) shall be interpreted in accordance with Regional Municipal Planning Strategy (the or Regional Plan).

The areas covered by this Plan were included in the Municipal Planning Strategy for Halifax (1978), the Municipal Planning Strategy for Dartmouth (1978), the Downtown Halifax Secondary Municipal Planning Strategy (2009) and the Secondary Planning Strategy for Downtown Dartmouth (2000). This Plan replaces these four plans for those areas identified on Map 1.



## 1.3 HOW THE PLAN WAS DEVELOPED

This Plan is a Secondary Plan under the Regional Plan. It is the result of a planning process that included extensive analysis and public engagement. It was first called for in the 2006 Regional Plan given the age of the existing municipal planning strategies.

During the preparation of the Downtown Halifax Municipal Planning Strategy (HRM by Design), Regional Council endorsed a vision statement and guiding principles for the Regional Centre: The following objectives for the Regional Centre were then included in the 2014 Regional Plan:

- 1.** Adopt a Regional Centre Plan which achieves the vision statement and guiding principles endorsed by Regional Council;
- 2.** Adopt heritage plans and programs that further preserve and enhance the viability of heritage properties, streetscapes, and districts;
- 3.** Prepare capital and operating expenditure programs that enhance development within the Regional Centre, with emphasis of resources on downtown Halifax and Dartmouth, and take advantage of opportunities to strategically leverage other public and private sector investments; and
- 4.** Create financial and regulatory incentives to stimulate desired growth.

The process to develop this Plan was initiated in 2012, and included extensive analysis, and public engagement on the Plan and the supporting the land use by-law. The process was also guided by the Community Design Review Committee (CDAC).

# 1.4 REGIONAL CENTRE: OPPORTUNITIES AND CHALLENGES

The Regional Plan sets a target for at least 25% of the municipality's new housing units to be constructed in the Regional Centre. In 2016, the Regional Centre had a population of 96,619 and 55,332 dwelling units (Statistics Canada, 2016). Given the current shift in housing preferences to urban living, and the economic and environmental goals that can be attained by strategically focusing growth around existing services and amenities, this Plan is designed to accommodate up to 18,000 new residential units or approximately 33,000 new residents. This will be equivalent to up to 40% of the municipality's growth between 2016 and 2031, increasing the Regional Centre's population from 97,000 to 130,000 people. Planning for this growth can build on many current assets and opportunities and address current and foreseen challenges

## 1.4.1 OPPORTUNITIES

**OPEN SPACES:** Despite being one of the most populated areas of the Municipality, the Regional Centre has access to generous open spaces, Halifax Harbour, the Northwest Arm, and lakes in Dartmouth which make it a very attractive place to live.

**CULTURE AND HERITAGE:** Rich and diverse cultural history is reflected in treasured heritage buildings and streetscapes, cultural landscapes, public art, open spaces and many cultural events.

**PEOPLE:** The population of the Municipality continues to grow, and the Regional Centre is a magnet for young and educated people from within Nova Scotia, from Canada and abroad. Significant areas of vacant and underutilized land can accommodate much of Regional Centre's growth in the years to come.

**INSTITUTIONS:** The Regional Centre is home to many major institutions which are the centres of innovation and decision making. This includes the Nova Scotia Legislature, Halifax City Hall, the headquarters and dockyards for the Royal Canadian Navy, two provincial museums, three Parks Canada National Historic Sites, and four hospitals. Five universities and two community college campuses are a draw for young people resulting in a youthful Regional Centre population.

**MARINE INDUSTRIES:** two container ports, bulk cargo facilities, shipbuilding yards and an industrial park connect the Municipality and the Province to global markets.

**MOBILITY:** The Regional Centre's economic success is reliant on the easy movement of goods and people. Passenger and freight rail, the harbour, a multi-use trail system as well 100-series highways system, connect the Regional Centre to the rest of the Municipality and the Province. Transportation within the Regional Centre often takes forms other than the personal automobile, as approximately half of residents get to work by walking, cycling or public transit. Advancing technologies and better integration with land use can improve the choice, variety and integration of multiple transportation modes, and become a defining feature of the Regional Centre.

**DEVELOPMENT:** Population and economic trends established in the Regional Plan and in the Halifax's Growth Plan, along with clear planning rules introduced in the Downtown Halifax Secondary Municipal Planning Strategy in 2009 have seen a renewed interest in living and investing within the Regional Centre. Diverse and relatively affordable housing stock provides opportunities for the labour force, and business confidence is high.

#### 1.4.2 CHALLENGES

**DEMOGRAPHIC CHANGES:** Although the Regional Centre has a relatively youthful population as compared to the rest of the Municipality and the Province, it also has an aging population with increasing mobility and other accessibility challenges. Smaller households and young households are also among those who are vulnerable to changes in housing and living costs. Urban planning for complete communities shall consider the needs and aspirations of diverse populations.

**SEA LEVEL RISE:** As a coastal city, the Regional Centre is vulnerable to climate change, extreme weather events and sea level rise. Sea level is projected to rise in the Municipality by 5 centimetres by 2031. Given the uncertainty around these projections, Council has endorsed planning for a scenario in which sea levels rise by 11cm to ensure long-term community resiliency.

**INFRASTRUCTURE:** As one of the oldest urban areas in Canada, the Regional Centre is challenged with an aging water, wastewater and utility infrastructure. Investment in this infrastructure is critical to supporting new growth.

In 2016, there were

**96,619 People**  
**55,332 Dwellings**

in the **REGIONAL CENTRE**

In 2016, there were

**403,131 People**  
**187,338 Dwellings**

in **HRM**

In 2016, there were

**923,596 People**  
**458,568 Dwellings**

in **NOVA SCOTIA**

**People & Dwellings**

Source: Statistics Canada. 2016.

**MOBILITY:** Development patterns over the past 60 years have favoured low density and separate land uses, which continue to feed the reliance on the private vehicle over other modes of transportation. However, there is a momentum towards travel options that are more sustainable, enjoyable and healthy. Enabling more people to walk, cycle, take transit and use other sustainable modes of transportation requires rethinking not only the design of our transportation system, but also the design of our communities.

**ECONOMIC DEVELOPMENT:** In a fast-changing global marketplace, the Regional Centre needs to stay competitive and flexible to maintain its vitality. Commercial development, traditionally the mainstay of urban areas, is currently experiencing persistent vacancy rates. Two regional shopping malls, numerous smaller shopping centres and the revitalization of downtowns will benefit from the increased density of residents, employees and tourists. Home occupations and work/live units can also create opportunities to establish small businesses that take advantage of e-commerce and other advances in technology.

These anticipated demographic, economic and environmental changes were examined in the creation of this Plan along with the socio-cultural values and existing community strengths. The socio-cultural values and community strength include the Regional Centre’s rich history and character, the creation of affordable homes, diverse cultural and public spaces, and inclusive communities that cater to all ages and needs.



**Population by Age**

Source: Statistics Canada. 2012. Focus on Geography Series, 2011 Census.

## 1.5 HOW TO READ THE CENTRE PLAN

This Plan consists of policies and maps which are implemented through the land use regulations that are included in the companion Land Use By-law. This Plan intended to be used by any residents of the Municipality including property owners, elected officials, municipal staff, developers, planners, architects, and organizations. While this Plan is organized into distinct parts, for any part to be properly understood it must be read in the context of the whole document and the land use by-law.

This Plan is divided into the following Parts:

**PART 1 INTRODUCTION:** explains the background of this Plan and the areas to which it applies

**PART 2 VISION AND PRINCIPLES:** articulates the vision for the future of the Regional Centre organized around four core principles.

**PART 3 URBAN STRUCTURE:** sets out Urban Structure Designations, and provides the policy support for the Land Use By-law with regards to the establishment of zones, permitted and prohibited uses, the planning tools that may be used, and key built form outcomes related to directing growth and managing change by integrating land use, mobility and built form.

**PART 4 BUILT FORM FRAMEWORK:** sets out the policy support for the Land Use By-law including the Design Manual for the density and massing of new developments, building envelopes and street walls, public realm, pedestrian-oriented commercial streets, significant public views and prominent sites, landscaping and other urban design elements.

**PARTS 5 - 9 COMPLETE CITY POLICIES:** guide decision making based on key urban systems related to culture and heritage, housing, economic development, mobility and environmental sustainability. These policies will be implemented through the Land Use By-law, and other actions identified in policy

**PART 10. IMPLEMENTATION:** sets out an approach to implementing this Plan, the Land Use By-law, development approval processes, policies to guide future local planning and development agreements, incentive or bonus zoning, relaxations to the Land Use By-law, and future reviews and amendments to this Plan and the Land Use By-law.

## 1.5.1 INTERPRETATION

This Plan is written in the active tense to indicate direction for future development and outcome. Under the provisions of the *HRM Charter*, a Municipality cannot regulate directly from a Municipal Planning Strategy; rather, it must regulate from a Land Use By-Law adopted by the Municipality to carry out the intent and direction of this Plan.

Implementing actions, initiatives and programs identified in this Plan will need to be reviewed against the priorities and municipal financial capacities of current and future departmental work plans, as well as other existing plans.

In this Plan,

- a. "low-rise building" means a building that is no more than 11 metres high (generally three storeys high);
- b. "mid-rise building" means a building that is 11 metres to 20 metres high (generally four to six storeys high),
- c. "high-rise building" means a building that is more than 20 metres high (generally over six storeys high);
- d. "may" denotes a permissive action;
- e. "Municipality" means the Halifax Regional Municipality;
- f. "municipality" denotes the physical areas of the Municipality;
- g. "public realm" means lands owned by the Municipality, the Province, the Federal government, or private land that has an easement for access in favour of the public; and
- h. "shall" denotes a mandatory action or obligation.

In this Plan, where

- a. "shall" is used in policies related to land use, the policy shall be implemented through the Land Use By-law; and
- b. "shall consider" is used in policies, the Municipality is not obligated to undertake any action or expend any money.
- c. "may consider" is used in policies, the Municipality may but is not obliged to undertake future action.

The use of illustrations and photos in this Plan are provided for illustrative purposes only.



# 2 VISION AND PRINCIPLES

The overall vision and guiding principles for preparing this Plan is established in the 2014 Regional Plan. In support of the vision and principles, this Plan focuses on the following four core principles which were established through public consultation:

**COMPLETE COMMUNITIES  
HUMAN-SCALE  
PEDESTRIANS FIRST, AND  
STRATEGIC GROWTH**

The goal of this Plan is to create complete communities that meet the needs of a diverse population while accommodating growth in a strategic manner. Based on public engagement, the Vision for the Regional Centre is proposed to be revised as follows<sup>1</sup> :

*The Regional Centre is the civic, cultural and economic heart of the Halifax Regional Municipality, a complete and walkable community that meets the needs of a diverse and growing population.*

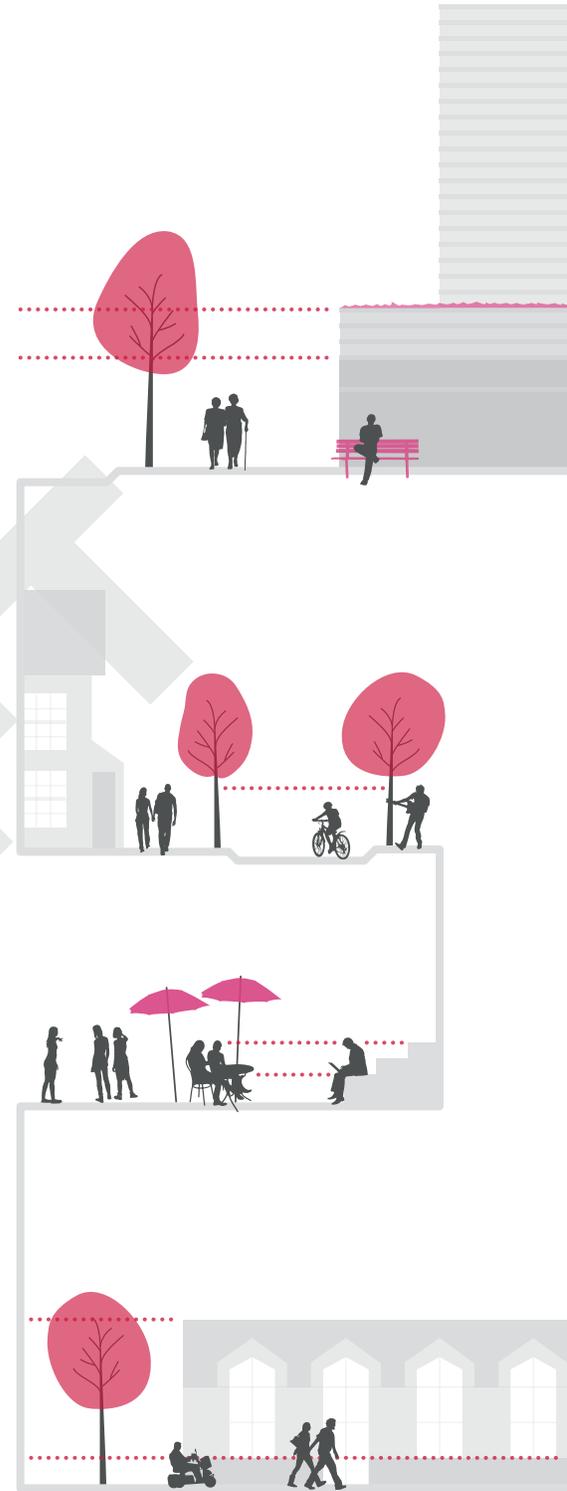
<sup>1</sup>Requires amendment to the Regional Plan

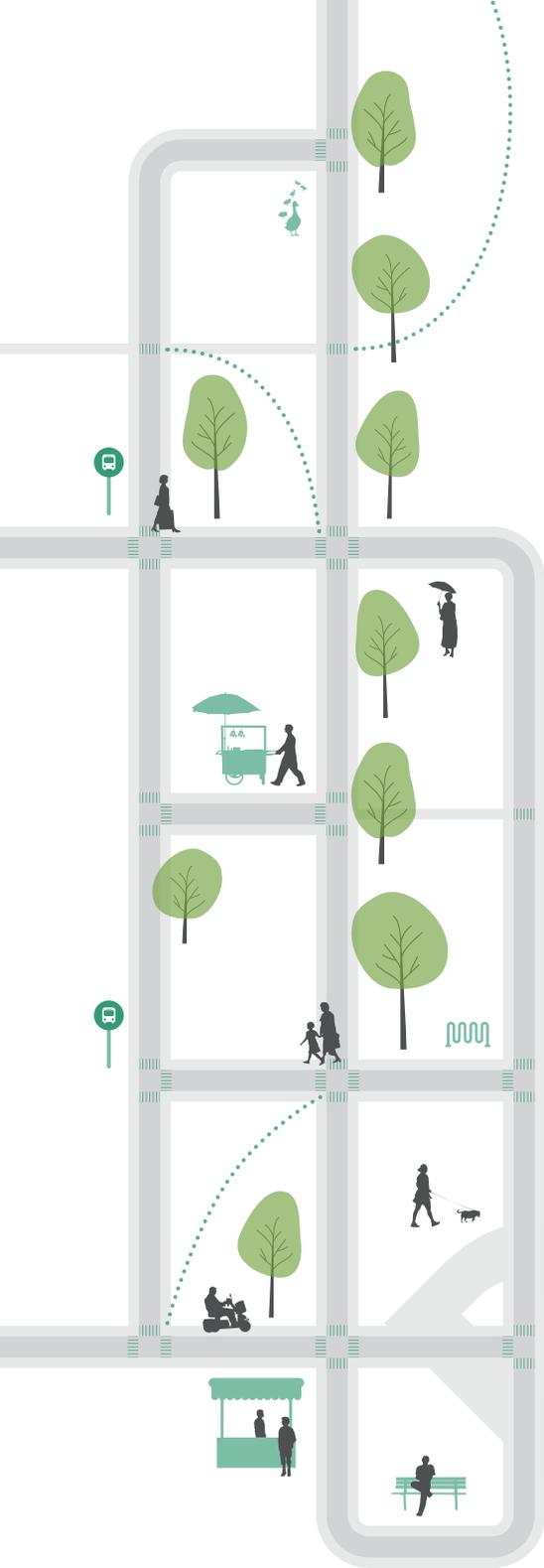


## 2.2 HUMAN SCALE DESIGN

Human scale design makes people feel more at ease and allows them to relate to their surroundings. It refers to a relationship between the size, shape and design of components in the urban environment that matches the speed and way pedestrians move around cities. Buildings and streets, as well as elements like trees and street furniture, all contribute to providing a scale that is comfortable for people.

Mid-rise buildings, as well as high-rise buildings with a lower scale podium and architectural detailing, work together with narrow streets, plazas and small pocket parks to create an intimate environment and comfortable experience. Human scale design makes urban environments more interesting, encourages exploration and draws more people to local shops and services. This Plan provides direction for the built environment that respects the human scale.





### 2.3 PEDESTRIAN FIRST

Pedestrian first policies prioritize the needs and comfort of pedestrians in all seasons. The intent of this Plan is to create safe, comfortable and enjoyable environments for people of all ages and abilities. Pedestrian first design makes walking a more convenient and viable transportation choice and leads to community benefits such as emission reductions and improved public health.

Pedestrian orientated design elements include connected streets, short blocks, four-way intersections, hard surfaced pathways and an extensive sidewalk network. Sidewalks, paths and other pedestrian connections should link to key destinations such as retail and services, employment centres, schools, and public transit stops. Urban trees, parks and other open spaces, lively storefronts, and places to rest and visit makes walking easier and more enjoyable.

Thoughtful design can ensure that sidewalks are wide enough to accommodate commercial activity and community interaction while allowing people to move unobstructed. In the Regional Centre, well-designed sidewalks are a key element of design. Since all citizens are pedestrians, placing pedestrians first improves the urban environment for everyone.

## 2.4 STRATEGIC GROWTH

To encourage socially, economically and environmentally responsible growth, this Plan is designed to accommodate up to 40% of the Municipality's growth within the Regional Centre by the year 2031. Increasing the density and diversity of people, shops and services in the Regional Centre will support appealing, resilient and safe communities.

It is the intention of this Plan to distribute growth throughout the Regional Centre in context-specific forms. It is intended that most of the growth will occur in the form of mid-rise buildings, with high-rise buildings located strategically within Downtown Halifax, Downtown Dartmouth and Centres. Established residential areas will accommodate limited growth through the addition of housing forms such as secondary suites and backyard suites.



It is the intention of this Plan to implement the overall vision through policies related to the four principles.

**POLICY 1**

The Municipality shall implement the Vision through the establishment of the Urban Structure Map (Map 1), the Regional Centre Land Use By-law, the Subdivision By-law, and the Regional Plan to guide investments in public spaces and infrastructure in the Regional Centre.

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FLOWERS

5531

BISTRO

MORSELS

MARITIMES

floraldesign.com  
imag  
scent

MORSELS

MORSELS

MARITIMES

MARITIMES

# 3 URBAN STRUCTURE

Economic and social development of the Regional Centre requires population growth, and the maintenance and renewal of existing areas, services and amenities. The future growth of the Regional Centre is key to a balanced approach to growth in areas where services such as transit, wastewater and water distribution services exist, or can be economically provided. This Plan will implement the Regional Plan's policies by providing guidance on how and where the Regional Centre grows, the staging of development, and how to build a more liveable Regional Centre.

In this Plan, Urban Structure regulates the type and intensity of land uses. It considers both the existing land uses and the future growth objectives to ensure a more liveable healthy urban environment.

The Urban Structure Map (Map 1) illustrates the land use designations within the Regional Centre.

The Urban Structure of this Plan consist of eleven general land use designations which form the framework for achieving the growth management strategy, and are summarized below:

- 1. PARKS AND PUBLIC SPACE DESIGNATION:** includes parks and public spaces that provide opportunities to gather, learn, relax, and take part in recreation and leisure activities. **[INTENT PACKAGE B]**
- 2. DOWNTOWN DESIGNATION:** the downtowns of Halifax and Dartmouth are the cultural, commercial and civic heart of the Municipality they will continue to accommodate new residents, mixed-use development, and support the rest of the Municipality. **[INTENT PACKAGE B]**
- 3. CENTRE DESIGNATION:** mixed-use centres are targeted for re-urbanization into diverse neighbourhoods that support transit and active transportation. The intent of this designation is to manage new growth managed to ensure it complements existing neighbourhoods, the rest of the Regional Centre, and the municipality.
- 4. CORRIDOR DESIGNATION:** covers land adjacent to largely linear corridors oriented along streets that connect different parts of the Regional Centre and have great transit service. Areas in this Designation can accommodate additional growth that is of lesser scale and intensity than the Centres. New growth in this designation will consider existing commercial and residential development, proximity to transit, jobs, neighbourhoods, and other amenities.
- 5. ESTABLISHED RESIDENTIAL DESIGNATION:** includes a significant portion of the Regional Centre and is not targeted for extensive growth. **[INTENT PACKAGE B]**
- 6. HIGHER ORDER RESIDENTIAL DESIGNATION:** is comprised of areas of multi unit apartments and condominiums. Many of these areas contain under-utilized lands which can accommodate the addition of mid-rise and high-rise buildings. The intent of this Designation is to accommodate some additional growth that supports better transit and pedestrian environment.
- 7. MAJOR INSTITUTIONS DESIGNATION:** includes major institutional land uses such as university and college campus areas, hospitals and military lands. **[INTENT PACKAGE B]**

**8. LOCAL INSTITUTIONS DESIGNATION:** includes small scale institutions such as schools, libraries, and recreation centres that support the local needs of residential communities. **[INTENT PACKAGE B]**

**9. INDUSTRIAL DESIGNATION:** includes areas of industrial, harbour related, and larger scale commercial uses. **[INTENT PACKAGE B]**

**10. FUTURE GROWTH NODE DESIGNATION:** includes large sites owned by Canada Lands Company, or large commercial or industrial commercial developments that are largely vacant or underutilized. The intent of the designation is to accommodate significant and mixed-use future growth, but require more detailed planning to address infrastructure required for the development of complete communities, including access to transit, active transportation and open space.

**11. WATER ACCESS DESIGNATION:** includes water lots on the Northwest Arm and Lake Banook. **[INTENT PACKAGE B]**

**POLICY 2**

The designations for the Urban Structure shall be established on Map 1.

**POLICY 3**

Developments in the Centre, Corridor, High Order Residential, and Local Institutions Designations are subject to Site Plan Approval under the Land Use By-law unless otherwise stated in this Plan and the Land Use By-law.

**POLICY 4**

The Land Use By-law shall include a Design Manual related to the following Urban Design Goals of this Plan:

- a. Design that is human-scaled;
- b. Design that reflects the community context; and
- c. Design that inspires civic pride.



## 3.1 PARKS AND OPEN SPACE DESIGNATION (PACKAGE B)

# PACKAGE

# B

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# the nook on gottinge

COFFEE · BEER · GOOD EATS



## 3.2 CENTRE DESIGNATION

The Centre Designation is established over portions of lands adjacent to the following streets:

- » Gottingen Street
- » Quinpool Road
- » Robie Street and Young Street
- » Spring Garden Road
- » Wyse Road

The streets that are the backbones of the Centres are served by public transit and have been developed with a variety of commercial and residential developments. However, there are many sites within the Centres that are either vacant or underutilized, and offer redevelopment opportunities that could include diverse housing choices, commercial and entertainment opportunities. These important nodes will be strengthened as destinations and service centres for residents who live in the Centres and the surrounding residential neighbourhoods.

Lands within Centres have the potential to accommodate a significant portion of housing growth targeted for the Regional Centre by the Regional Plan. The challenge is to do so in a manner that respects adjacent established residential neighbourhoods and to create a built form that is safe and enticing for pedestrians, cyclists and other active transportation users.

## **OBJECTIVES:**

- CE1** Support intensification of a mix of residential and commercial uses that offer a variety of housing opportunities, a variety of goods and services needed by residents, and access to transit.
- CE2** Encourage complete main streets within Centres that prioritize pedestrian comfort through building and streetscape design for people of all ages and abilities.
- CE3** Develop a built form framework that manages growth, is sensitive to its character and surrounding context and allows for an effective transition to adjacent residential neighbourhoods.
- CE4** Enhance transportation network that prioritizes pedestrians, cyclists, and public transit over auto-oriented uses and is well connected and integrated with adjacent land uses and other communities.
- CE5** Create a safe, attractive and accessible public realm for people of all ages and abilities.

## **Policy 9**

Map 1 shall establish the Centre Designation and the Land Use By-law shall establish the development and maximum height standards in the Centre Designation which may be varied within and between Centres to permit low-rise, mid-rise to high-rise buildings consistent with massing illustrated on Map 2.

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### 3.2.1 LAND USE

#### Policy 10

Two zones are established within the Centre Designation:

- a. The Centre 2 (CEN-2) Zone applies to lands with frontage on designated Pedestrian-Oriented Commercial Streets under the Land Use By-law. It will permit a wide range and mix of residential, commercial, park and open space, institutional and urban agricultural uses which support both local and regional needs of residents.
- b. The Centre 1 (CEN-1) Zone applies to all remaining lands within the Centre Designation to recognize their proximity to residential areas. It will permit a mix of residential, local commercial, park and open space, recreational and small scale institutional uses.

#### Policy 11

Development standards applied under the Land Use By-law may vary among Centres, and within Centres to allow for integration with the established developments, and may:

- a. require ground floor design that can accommodate commercial uses where buildings face designated Pedestrian-Oriented Commercial Streets identified in a Schedule to the Land Use By-law;
- b. allow mixed-use buildings;
- c. allow a variety of residential forms, including low-rise, mid-rise and high-rise buildings;
- d. allow a variety of residential uses, including grade-related units, work-live units, single-room occupancies, rooming houses, and supportive housing;
- e. establish maximum building heights and maximum floor area ratios;
- f. regulate land use, built form and the external appearance of structures;
- g. require a mix of unit types in new and redeveloped multi-unit residential buildings;
- h. require private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development;
- i. establish street setbacks, landscaping and other measures to enhance the public realm;
- j. establish site plan approval criteria;
- k. establish parking standards where parking is to be provided;
- l. identify and establish requirements for prominent sites within the Centre Designation; and
- m. only permit automotive retail and accessory service uses that are fully-enclosed and meet built form requirements.

### 3.2.2 LARGE LOT DEVELOPMENTS WITHIN THE CENTRE DESIGNATION

There are large parcels of land within the Centre Designation that could benefit from a comprehensive planning approach to development. Developments of parcels one hectare or more in area plus adjoining in existence at the time of adoption of this Plan, will be considered by development agreement to ensure that the development achieves the objectives of this Plan, is consistent with the Centre designation policies, and that the development is integrated with the surrounding context.

#### Policy 12

Development of lots larger than one hectare in existence at the time of adoption of this Plan shall be considered by a development agreement, except for lots where a development agreement has already been approved. In considering approval of any development agreement, Council shall be satisfied that the proposal meets the following criteria:

- a. any streets and pedestrian connections are consistent with and connect to the established street pattern in the Centre;
- b. the location and type of parks and open space provided supports the objectives of this Plan;
- c. where opportunities arise, streetscaping measures or public art are introduced to enhance the public realm;
- d. measures are incorporated into the on-site stormwater management facilities to minimize the stormwater flowing into the public stormwater system;
- e. the development is permitted by the CEN-2 or CEN-1 zone and is consistent with the Land Use By-law; and
- f. terms of the agreement allow for its discharge upon completion of all terms and conditions.

### 3.2.3 GOTTINGEN STREET CENTRE

This Centre includes Gottingen Street from Cogswell Street to Buddy Daye Street, as well as larger parcels of land northwest of the Cogswell Interchange. Historically, the commercial and entertainment heart of Halifax's North End, Gottingen Street is flanked by a grid of diverse and rapidly changing residential neighbourhoods that contain registered heritage properties, as well as properties of with heritage value. It is well served by transit and is a short walk from Downtown Halifax and the future redevelopment of the Cogswell Interchange.

Gottingen Street is a relatively narrow street where development standards need to consider solar access, protection from wind and landscaping treatments for the public realm to ensure a comfortable pedestrian environment. Prominent sites at intersections provide opportunities to create urban design interest. New development will respect the historic character of the area and contribute towards a variety of housing types.

#### Policy 13

Development standards shall be established in the Land Use By-law within the Gottingen Street Centre to generally permit low-rise to mid-rise buildings consistent with massing illustrated on Map 2 of this Plan, except on lots between Portland Place and Cogswell Street where high-rise buildings will also be permitted. Development standards will support transitions to adjacent residential areas.



### 3.2.4 ROBIE STREET /YOUNG STREET CENTRE

This Centre generally includes blocks between Agricola Street, Clifton Street and Windsor Street from Young Street and North Street, and connected to the Young Street Lands Future Growth Node. A priority for this Centre is to create a more pedestrian-friendly environment by connecting the existing street grid and improving walkability through new and expanded mobility connections.

#### Policy 14

Development standards shall be established in the Land Use By-law within the Robie Street/Young Street Centre consistent with Map 2 of this Plan to generally permit: high-rise buildings on Robie Street between Young Street and Almon Street, on properties fronting on Young Street, and on the former Bloomfield School site. Mid-rise and low-rise developments will be permitted in other parts of the Centre. Development standards will support transitions to adjacent residential areas, and provisions will be made for at-grade commercial uses on developments fronting on Robie Street and Young Street.



### 3.2.5 SPRING GARDEN ROAD CENTRE

The Spring Garden Road Centre encompasses lands along Spring Garden Road from Robie Street to Summer Street. The area is characterized by multi-unit residential buildings set back from the street, and 2-3 storey single detached buildings with residential and commercial uses. The Centre is also adjacent to registered heritage buildings, and the Carleton Street heritage streetscape. The Centre is adjacent to two historical open spaces, the Halifax Public Gardens and Camp Hill Cemetery, and is near Dalhousie University, Victoria General Hospital site, and IWK Health Centre. When situated appropriately, additional high-rise buildings can be accommodated that are in keeping with the multi-unit residential character of this Centre. Redevelopment along Spring Garden Road should also include at-grade commercial storefronts to draw additional pedestrian activity and active uses into the Centre.

#### Policy 15

Development standards shall be established in the Land Use By-law within the Spring Garden Road Centre consistent with Map 2 of this Plan to permit high-rise buildings. Development standards will support transitions to adjacent residential areas and complement the Public Gardens, Camp Hill Cemetery and adjacent heritage properties and streetscapes. Provisions shall be made for at-grade commercial uses on developments fronting on Spring Garden Road and on Robie Street.



### 3.2.6 QUINPOOL ROAD CENTRE

This Centre includes lands along Quinpool Road, from Poplar Street in the west to Robie Street in the east adjacent to the Halifax Common. This Centre also includes secondary streets such as Pepperell Street, as well as Quingate Place and the former Saint Pat's High School site. Quinpool Road is a commercial hub with a variety of local businesses with residences above. The size of land parcels and the scale of buildings along Quinpool Road transition from larger parcels and taller buildings at the eastern end, to smaller parcels and low-rise buildings in the more residentially focused western end.

Future development shall maintain this pattern with varying heights of low-rise and mid-rise buildings on Quinpool Road from Oxford Street to Monastery Lane, and gradually rising to high-rise buildings where it intersects with Robie Street.

Creating mobility connections through larger blocks, improving access to parks, and supporting local businesses through increased foot traffic are all priorities for this Centre.

#### Policy 16

Development standards shall be established in the Land Use By-law within the Quinpool Road Centre consistent with Map 2 of this Plan to permit high-rise buildings in the eastern part of the Centre, transitioning to low-rise buildings in the west. Development standards will establish lower heights north and south of Quinpool Road to provide transition to established residential neighbourhoods. Provisions shall be made for at-grade commercial uses on developments fronting Quinpool Road.



### 3.2.7 WYSE ROAD CENTRE

This large Centre runs along Wyse Road in Dartmouth from approximately Thistle Street to Albro Lake Road. Current development pattern favours vehicular movements over pedestrian and active transportation mobility. Wyse Road transitions from a narrow two lane street in the north, to a large median-divided arterial road as it intersects with the Angus L. Macdonald Bridge and connects to the Dartmouth Transit Terminal. The scale of buildings varies from a tall office tower to one-storey commercial buildings. Future development in this Centre will establish it as an attractive gateway to Dartmouth, and Downtown Dartmouth. Over time, this Centre will become more pedestrian oriented environment as new growth and streetscape improvements are implemented.

#### Policy 17

Development standards shall be established in the Land Use By-law within the Wyse Road Centre consistent with Map 2 of this Plan to permit: mid-rise buildings between Albro Lake Road and Elmwood Ave; mid-rise to high-rise buildings between Elmwood Ave and Boland Street; and high-rise buildings along Nantucket Road, Green Street and the Angus L. Macdonald Bridge. Development standards shall provide transition to established residential neighbourhoods.





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## 3.3 CORRIDOR DESIGNATION

The Corridor Designation is established over lands adjacent to the following streets:

- » Agricola Street-Cunard Street
- » Gottingen Street-Kaye Street
- » Chebucto Road
- » Inglis Street-Barrington Street
- » Oxford Street-Bayers Road
- » Pleasant Street
- » Portland Street
- » Prince Albert Road
- » Robie Street
- » Victoria Road
- » Windsor Street

Lands within the Corridor Designation have been developed with a mix of residential and commercial uses. They also contain infill and redevelopment opportunities that can attract new residents and businesses that can serve the local neighbourhood. The Corridor Designation is generally of lower scale and land use intensity than the Centre Designation.

Corridors are generally characterized by low-rise and mid-rise buildings with some ground floor commercial uses. The existing corridors differ with respect to lot sizes and configuration, street width, existing uses, presence of heritage resources, adjacent developments, and the level of transit service. This Plan seeks to integrate new development in a manner that is respectful of the established character of each corridor by limiting the scale of buildings to low-rise and mid-rise forms depending on lot depth and, where opportunities are presented, to improve the public realm.

It is the intention of this Plan to create a public realm that is safe and inviting to pedestrians and transit users.

**OBJECTIVES:**

- CO1** Support a mix of residential and business uses that offer a variety of housing opportunities and goods and services needed by residents.
- CO2** Support a built form that reflects the character and surrounding context and allows for transition to adjacent residential neighbourhoods.
- CO3** Create a complete-street pedestrian oriented built environment and public realm for people of all ages and abilities.
- CO4** Create a safe, attractive, comfortable and accessible public realm for people of all ages and abilities.

**Policy 18**

Map 1 shall establish the Corridor Designation and the Land Use By-law shall establish the development and maximum height standards in the Corridor Designation. Development standards and height standards may vary within and between Corridors to permit low-rise, mid-rise to high-rise buildings consistent with massing illustrated on Map 2. The boundaries of the Corridor Designation are focused around streets with a high level of transit service.

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### 3.3.1 LAND USE

#### Policy 19

A Corridor (COR) Zone shall be established under the Land Use By-law and apply to all lands within the Corridor Designation. The zone shall permit a variety of residential, commercial, institutional, park and open space, recreation, urban agriculture, and open space uses that achieve the objectives of the Corridor Designation.

#### Policy 20

Development standards applied under the Land Use By-law may vary among Corridors and within Corridors to allow for the integration of new development with the established environment and may:

- a. require ground floor design that can accommodate commercial uses;
- b. allow mixed-used buildings;
- c. allow a variety of residential forms, including low-rise, mid-rise, and high-rise buildings in limited locations on larger lots;
- d. allow a variety of residential uses, including grade-related units, work-live units, single-room occupancies, rooming houses, and supportive housing;
- e. establish maximum building heights and maximum floor area ratios;
- f. regulate land use, built form and the external appearance of structures;
- g. require a mix of unit types in new multi-unit residential buildings;
- h. require mid-rise and high-rise buildings to provide private outdoor or indoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development;
- i. establish landscaping measures;
- j. establish site plan approval criteria;
- k. establish parking standards where parking is to be provided; and
- l. only permit automotive retail and accessory service uses that are fully-enclosed and meet built form requirements.



## 3.4 HIGHER ORDER RESIDENTIAL DESIGNATION

The Higher Order Residential Designation encompasses neighbourhoods with a concentration of multi-unit residential buildings – both rental and condominium – but sometimes mixed in with other housing forms. Opportunities for additional housing vary with the scale and character of the neighbourhood.

Many of these neighbourhoods are close to goods and services needed for daily living, places of employment and are well served by public transit. Efforts to support alternatives to private automobile use can be achieved by increasing the stock of diverse and affordable housing close to employment areas, as well as by improving public amenities and the walkability of neighbourhoods. As some of the most populated areas of the Regional Centre, the Higher Order Residential Designation requires attention with respect to services, amenities, land use, built form, and urban design that prioritizes a pedestrian environment.

### OBJECTIVES:

- HR1** Protect and increase access to housing choices through infill and redevelopment that is complementary to the surrounding neighbourhood.
- HR2** Allow home-based businesses, work-live units, professional offices, daycares and other businesses that are supportive of the neighbourhood.
- HR3** Improve access to pedestrian, active transportation and transit transportation networks.
- HR4** Create a safe and comfortable public realm for people of all ages and abilities.

### Policy 21

Map 1 shall establish the Higher Order Residential Designation and the Land Use By-law shall establish the maximum height standards in that Designation. Development and height standards may vary within and between Higher Order Residential areas to permit low-rise, mid-rise and high-rise buildings consistent with massing illustrated on Map 2.

### 3.4.1 LAND USE

It is the intention of this Plan to create additional housing opportunities by allowing infilling and redevelopment of new multi-unit residential buildings that are at a scale that is complementary to surrounding neighbourhoods and by mandating a variety of housing units. Provisions shall be established in the Land Use By-law to allow for home occupations and local commercial uses which serve local, and neighbouring residents.

#### Policy 22

Two zones shall be established under the Land Use By-law and applied to lands within the High Order Residential Designation:

- a. The Higher-Order Residential 2 (HR-2) Zone shall permit townhouses, stacked townhouses, three and four-unit dwelling units, mid-rise buildings, and high-rise residential buildings in select locations. HR-2 shall prohibit single-unit, semi-detached unit dwellings, and mobile homes;
- b. The Higher-Order Residential 1 (HR-1) Zone shall permit multi-unit dwellings of up to twelve dwelling units, stacked townhouses, supportive housing and residential developments permitted in Established Residential zones. HR-1 zone shall prohibit mobile homes; and
- c. The HR-1 and HR-2 zones shall permit single-room occupancies, rooming houses, supportive housing, grade-related units, local commercial and institutional uses, home occupations, work-live units, bed and breakfast, daycares as well as urban agriculture, and community recreation uses.

#### Policy 23

Development standards established under the Land Use By-law for the HR-1 and HR-2 zones may vary among neighbourhoods and within neighbourhoods to allow for integration with the established environment and may:

- a. establish maximum building heights, built form, massing, setbacks and measures to transition to adjacent developments;
- b. require a mix of unit types in new and converted multi-unit residential buildings;
- c. permit and establish development requirements for day care services, home occupations, work-live units, bed and breakfasts, retail and service uses, cultural uses, institutional uses and community recreation uses;
- d. allow mixed-used buildings, and permit different uses and requirements for such buildings in the HR-1 and HR-2 zones;
- e. require private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development;
- f. establish landscaping measures;
- g. establish parking standards where parking is to be provided; and
- h. establish areas that are subject to site plan approval, regulate the external appearance of structures and approval criteria.

### 3.4.2 LARGE LOT DEVELOPMENTS WITHIN THE HIGHER ORDER RESIDENTIAL DESIGNATION

There are large parcels of land within the Higher Order Residential Designation that will benefit from a comprehensive planning approach to development. Larger developments of parcels one hectare or greater in existence at the time of adoption of this Plan, will be considered by development agreement to ensure that the development achieves the objectives of this Plan, is consistent with the Higher Order Residential designation policies, and that the development is integrated with the surrounding context.

#### Policy 24

Developments of lots larger than one hectare in existence at the time of adoption of this Plan shall be considered by a development agreement, except for lots where a development agreement has already been approved. In considering approval of any development agreement, the Municipality shall be satisfied that the proposal meets the following criteria:

- a. any streets and pedestrian connections are consistent with and connect to the established street pattern in the Centre;
- b. the location and type of parks and open space provided supports the objectives of this Plan;
- c. where opportunities arise, streetscaping measures or public art are introduced to enhance the public realm;
- d. measures are incorporated into the on-site stormwater management facilities to minimize the stormwater flowing into the public stormwater system;
- e. the development is permitted by the HR-2 or HR-1 zone and is consistent with the Land Use By-law; and
- f. terms of the agreement allow for its discharge upon completion of all terms and conditions.

## 3.5 ESTABLISHED RESIDENTIAL DESIGNATION (PACKAGE B)

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## 3.6 MAJOR INSTITUTIONS DESIGNATION (PACKAGE B)

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## 3.7 LOCAL INSTITUTIONS DESIGNATION (PACKAGE B)

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## 3.8 INDUSTRIAL DESIGNATION (PACKAGE B)

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## 3.9 FUTURE GROWTH NODE DESIGNATION

Future Growth Nodes are large sites that are currently largely vacant or contain predominantly single-use development such as shopping centres. These areas have the potential to accommodate significant growth due to their size, location and proximity to services. Future Growth Nodes are capable of transformative change as they have the land base to support population growth and new construction.

This Plan envisions these nodes developing in a coordinated manner as complete communities with pedestrian oriented streets, a mix of uses, services, and a blend of high rise, mid rise, and low rise developments. The following six sites are identified within the Regional Centre as future growth nodes:

- » Joseph Howe Rail Lands
- » Mic Mac Mall Lands
- » Mumford Lands
- » Penhorn Lands
- » Shannon Park Lands
- » Young Street Lands

### OBJECTIVES:

- F1** Permit current uses under the Land Use By-law, and allow for consideration of limited expansion of current uses;
- F2** Engage the public in the planning process.
- F3** Preserve and recognize significant environmental and cultural aspects and provide for a variety of open space uses.
- F4** Comprehensively plan and develop each Future Growth Node for a mixed-use neighbourhood with a range of housing opportunities, places of employment and services where daily needs of residents can be met.
- F5** Design and build attractive, healthy places by following complete community principles including food security.
- F6** Design for energy efficient communities.
- F7** Build a transportation network that prioritizes pedestrians, cyclists, and public transit over auto-oriented uses and is well connected and integrated with adjacent land uses and other communities.
- F8** Create a safe, attractive and accessible public realm for people of all ages and abilities.

### Policy 48

Map 1 shall establish the Future Growth Node Designation over lands where there is potential to accommodate significant growth due to their size, location and proximity to services. These lands are intended to develop into compact mixed-use communities where a pedestrian oriented environment is supported.

### 3.9.1 LAND USE

#### Policy 49

The Comprehensive Development District (CDD) Zone shall be applied within the Future Growth Node Designation, which shall permit all existing uses and limited expansion of existing uses. Amendments to the Land Use By-law may be considered to allow for additional expansion of existing uses provided such expansion or internal conversion would not preclude the future comprehensive subdivision and development of the lands. A development agreement shall be required for the comprehensive development of lands zoned CDD.

#### Policy 50

Upon the fulfillment of development agreement, any zone under the Land Use By-law may be applied within the Future Growth Node Designation.

### 3.9.2 NEIGHBOURHOOD DESIGN GUIDELINES

To plan comprehensive neighbourhoods, secondary planning will be required for each growth node before a development agreement will be considered for approval. The secondary plans will be incorporated into this Plan as Neighbourhood Design Guidelines for each future growth node.

#### Policy 51

The Municipality may undertake secondary planning to consider comprehensive development for each Future Growth Node. In considering amendments to this Plan for a Future Growth Node, Council shall consider the type and location of development, the size and location of public spaces, the transportation networks and other planning matters, including:

- a. the promotion of energy efficiency, district energy and sustainable design;
- b. preserving and rehabilitating significant environmental features or cultural aspects;
- c. the provision of open space uses that meet the objectives of this Plan;
- d. the consideration and improvement of community food security;
- e. the design of streets, buildings and open spaces to respond to weather patterns and seasonal conditions;
- f. the lay out of public streets with a formalized block pattern that connects to the surrounding community, other Centres, Downtowns and Employment area prior to redevelopment;
- g. the need for on-site regional transit facilities;
- h. achieving the density target of this Plan;
- i. determining the maximum Gross Floor Area Ratio for the site;
- j. determining the location of low-rise, mid-rise and high-rise buildings;

- k. the provision for incentive or bonus zoning;
- l. urban design that supports pedestrian environments; and
- m. the implementation of the Regional Plan Priority Plans.

#### **Policy 52**

Neighbourhood Design Guidelines must be approved by Regional Council as an amendment to this Plan prior to a development agreement being considered.

### **3.9.3 DEVELOPMENT AGREEMENT APPROVAL CRITERIA**

#### **Policy 53**

In considering a development agreement for any lands zoned CDD, the Municipality shall have regard for the following:

- a. the proposal is consistent with the approved amendments to this Plan, presented as Neighbourhood Design Guidelines in Appendix 1 to this Plan;
- b. the proposal is consistent with all applicable policies of the Regional Plan;
- c. the agreement addresses all future subdivision and provision of municipal services for all lands;
- d. infrastructure is phased to maintain a satisfactory level of service;
- e. the road network enables transit to service the site in early phases of the development;
- f. open space meets the objectives of this Plan and the Regional Subdivision By-law;
- g. developments conform with the provisions and requirements of the Land Use By-law; and
- h. the terms of the agreement require the agreement to be discharged when all terms and obligations are fulfilled.

### **3.9.4 APPROVED NEIGHBOURHOOD DESIGN GUIDELINES**

At the time of adoption of this Plan, community engagement had already taken place and neighbourhood design guidelines were prepared for the Shannon Park lands, Penhorn Mall Lands and Young Street Lands. The directives of these guidelines are incorporated in this Plan to guide future development agreement and land use by-law amendments for the subdivision and development of these lands.

#### **Policy 54**

Development agreement applications may be considered for the development of the Shannon Park lands, Penhorn Mall lands and Young Street lands, provided that each proposal conforms with the neighbourhood design guidelines for each area presented in Appendix 1 of this Plan.

## 3.10 WATER ACCESS DESIGNATION (PACKAGE B)

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# 4 BUILT FORM FRAMEWORK

Built form refers to the scale, shape, appearance, pattern, and configuration of buildings and structures that frame streets and open spaces. Built form carries cultural meaning, and is a key factor in shaping communities where more people choose to walk, bike and take transit.

This Plan places emphasis on built form requirements in relation to the external appearance of buildings, public realm, pedestrian comfort and safety, surrounding context. A series of view planes, ramparts and view corridors have been established in previous planning documents to preserve iconic views of Halifax Harbour, continue to be highly valued, and will continue to shape the built form. The built form framework also includes related matters such as landscaping, parking and driveways and signs.

In this Plan, the desired built form shall be accomplished largely through Land Use By-law development requirements, and the accompanying Design Manual. In certain situations, the built form will also be guided by approval criteria for development agreements.

## **OBJECTIVES:**

- BF1** Ensure that new development is human-scaled, designed in sympathy with the surrounding context including use, form, and relationship to the public realm.
- BF2** Implement commercial pedestrian street and human-scale design requirements for new development.
- BF3** Ensure that new development incorporates all-season design strategies that maximize human comfort in all weather conditions.
- BF4** Protect key public views, view corridors and enhance prominent sites.
- BF5** Create a safe, attractive and accessible public realm for people of all ages and abilities.

The following sections describe the built form measures respecting:

- a. Building Floor Area Ratio and Height
- b. Building Envelopes and Streetwalls
- c. Pedestrian-Oriented Commercial Streets
- d. View Planes, View Corridors, Rampart Protection, and Prominent Sites
- e. Barrier Free Building and Streetscape Design
- f. Landscaping
- g. Parking and Driveways
- h. Signs
- i. Built Form for Established Residential Designation, and
- j. Built Form for Wind Energy Facilities.

Provisions to address heritage character are included in Part 5.

## 4.1 GROSS FLOOR AREA RATIO AND HEIGHT

Gross Floor Area Ratio (GFAR) is generally defined as the gross floor area of a building divided by the area of the lot on which it is located. When combined with a maximum permitted building height and other built form requirements, such as setbacks and maximum lot coverage, it controls building scale while allowing for flexibility in architectural design. It is particularly well-suited for application to multi-unit residential and mixed-use buildings, and provides clarity and predictability for future development.

This Plan supports low-rise, mid-rise, and high-rise buildings in the Centre, Corridor, and Higher-Order Residential Designations, where GFAR is used as an overall control of development density. The permitted maximum building height will vary in accordance with the surrounding height, and be presented as height precincts in the Land Use By-law for all properties in the Regional Centre.

Any change to a property's maximum permitted Gross Floor Area Ratio can only be considered as an amendment to this Plan. An Incentive or Bonus Zoning and an Incentive or Bonus Zoning agreement will be available for any development that exceeds a Gross Floor Area Ratio of 3.5, up to the maximum gross floor area ratio illustrated on Map 2. Minor adjustments to maximum height limits may be considered through an amendment to the Land Use By-law, if the maximum GFAR is not exceeded.

### **Policy 57**

Maximum Gross Floor Area Ratios (GFARs) are established in Map 2 of this Plan for the Centre, Corridor, and Higher-Order Residential designations, and can only be changed through an amendment to this Plan. An Incentive or bonus zoning is available for any development that exceeds a Gross Floor Area of 3.5, up to the Maximum GFAR on Map 2, and if selected, an incentive or bonus zoning agreement is required.

### **Policy 58**

The Land Use By-law shall establish the Maximum Heights for the Centre, Corridor, and Higher-Order Residential designations based on Map 2. In all other zones, the Land Use By-law shall establish standard maximum building heights. Certain exceptions to maximum heights are permitted, such as certain architectural features, solar panels, and mechanical equipment. Minor relaxation to maximum heights may be considered through an amendment to the Land Use By-law, if the maximum GFAR is not exceeded.

### **Policy 59**

The Land Use By-law shall establish standards to transition mid-rise and high-rise developments to adjacent low-rise developments.

#### **4.1.1 LAKE BANOOK CANOE COURSE**

A wind impact study on the Lake Banook Canoe Course concluded that larger scale developments may prevent the course from holding national and international regattas. Height restrictions shall be adopted to protect the canoe course.

### **Policy 60**

The Land Use By-law shall restrict the maximum building height to 11 metres around the Lake Banook Canoe Course Area as identified on Map 3.

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## 4.2 BUILDING ENVELOPES AND STREETWALLS

The building envelope defines the limits of where a building can be located relative to the lot boundary, the surrounding built environment and the public realm. Building design includes urban design considerations.

The streetwall is the front façade of a building where it is built on or close to the street boundary. It is an important urban design element because it defines the public realm and determines the nature and character of the streetscape. The streetwall also serves as a podium for a tower on taller buildings. This Plan, therefore, provides direction on streetwall height, setbacks and characteristics.

### Policy 61

The Land Use By-law shall establish the building envelope and streetwall standards to address:

- a. built form provisions for low-rise, mid-rise and high-rise buildings;
- b. maximum building dimensions and maximum lot coverage;
- c. building setbacks from property lines, and from other buildings;
- d. the developments that require a street wall;
- e. minimum and maximum street wall setbacks, height, and width;
- f. permitted streetwall variation, building articulation and ground floor requirements;
- g. podium requirements for mid-rise and high-rise buildings;
- h. stepback requirements for building storeys above the podium;
- i. transitions from larger scale buildings to heritage buildings and streetscapes, low-rise areas and the waterfront;
- j. prohibited cladding materials; and
- k. setbacks for entrance accessibility provisions.

### Policy 62

The Land Use By-law shall require that new multi-unit commercial, residential, and mixed developments incorporate design measures to prevent bird collisions. Requirements for the portion of the building or structure under twelve metres in height shall include non-reflective glass, visual markers, patterns, or film on glass, angled glass panes, internal screens, fenestration patterns, decorative grilles and louvres, awnings, overhangs, or sunshades.

#### 4.2.1 PROTECTION FROM WIND AND SHADOW

##### Policy 63

In CEN-2, CEN-1, COR, HR-2, HR-1, INS or LI zone, the Land Use By-law shall require a wind impact study or assessment for any new building over 22 m high or any addition to a building that makes the building over 22 m high.

##### Policy 64

In CEN-2, CEN-1, and COR zones, any portion of a building below the streetwall height shall not cast shadows beyond a line measured 20 m parallel to an exterior property between the hours of 10:00 a.m. and 4:00 p.m. on March 21 and September 21 of the same year into the following parks and open spaces: Camp Hill Cemetery, Dartmouth Common, Green Road Park, Halifax Common, Halifax Public Garden, Hydrostone Park, Kiwanis Grahams Grove Park, Maynard Lake Park, Newcastle Street Park, Northbrook Park, Victoria Park and Welsford Park.

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## 4.3 VIEW PLANES, VIEW CORRIDORS, RAMPART PROTECTION AND PROMINENT SITES

A series of view planes have been established in previous planning documents to preserve iconic views of Halifax Harbour, and they continue to be highly valued. These view planes are meant to ensure that residents and visitors to our region can continue to enjoy unobstructed views of the Harbour from important public vantage points. In the case of the Halifax Citadel, some of the view planes were identified to preserve important military visual connections, such as views to George's Island. There are five view planes originating on the Dartmouth Common, and ten originating on Citadel Hill. Views to the Halifax Harbour waterfront, and other water bodies will be protected.

There are also prominent sites and buildings that stand at the end or in the middle of a street, so that when one is looking up the street the view ends with the site. Measures will also be taken to protect and enhance significant views and prominent sites.

### Policy 65

View planes from the Halifax Citadel, Citadel Ramparts and Dartmouth Commons, Halifax Citadel ramparts, and public views of the Halifax waterfront and other water bodies will be identified and protected through the Land Use By-law. The Municipality shall maintain or recreate a sensitive and complementary setting for Citadel Hill by controlling the height of new development in its vicinity to reflect the historic and traditional scale of development. The Land Use By-law shall:

- a. establish provisions to ensure that structures, except for public art and landscaping measures, do not protrude into viewplanes, ramparts and waterfront view corridors;
- b. regulate the height of new buildings on streets facing Citadel Hill; and
- c. permit, by site plan approval, variation of by-law requirements for prominent sites provided no additional gross floor area is created.

## 4.4 PEDESTRIAN-ORIENTED COMMERCIAL STREETS

Pedestrian-oriented commercial streets are characterized by a concentration of ground level retail and service street walls in close placement to the sidewalk with narrow shop fronts, high levels of glazing. This environment is to be supported and encouraged.

The quality of the public realm is key to an enjoyable and safe pedestrian experience. This can be achieved by setting buildings back far enough from the street to create opportunities for landscaping and active uses, but close enough to create a feeling of continuity and enclosure. The ground floor uses and appearance of the building façade are also fundamental to the experience. While pedway networks may provide pedestrian weather protection, pedways can reduce pedestrian activity at the street level, and do not support the objectives of this Plan.

### Policy 66

The Land Use By-law shall designate Pedestrian-Oriented Commercial Streets, and shall:

- a. identify uses that are permitted along a the designated streetline;
- b. establish minimum and maximum building setbacks that support pedestrian activity;
- c. establish design standards for building entrances and glazing that complement a pedestrian oriented environment and support a variety of pedestrian oriented commercial and institutional uses in the ground floor;
- d. prohibit on-site parking between the front of a building and a public street;
- e. restrict the number of driveway accesses to public streets, provided a lot has access to at least one street;
- f. where residential units are located on the ground floor and face the street, require each unit have a primary entrance to the abutting sidewalk;
- g. establish requirements to incorporate canopies, awnings or other weather protection measures for pedestrians at the street level; and
- h. establish landscaping standards between buildings and the street.

### Policy 67

Elevated pedways shall only be permitted in the H, UC, DND, LI, and HRI zones, subject to standards established in the Land Use By-law.

## 4.5 BARRIER-FREE BUILDING AND STREETScape DESIGN

This Plan supports barrier-free buildings and streetscapes as part of the design program for Regional Centre development. However, many aspects of barrier-free building design fall outside the scope of a municipal plan, and are regulated by other enactments such as the Building Code.

### **Policy 68**

To encourage the provision of sites and buildings accessible to all individuals, the Land Use By-law shall:

- a. permit ramps in required building setbacks;
- b. require barrier-free design features in the design of parking areas where they are provided; and
- c. require that pedestrian and vehicle entrances to buildings support barrier-free design.

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## 4.6 LANDSCAPING

Landscaping measures around buildings and on building rooftops can provide valuable private amenity space, complement the public realm, reduce stormwater entering the public stormwater system, and improve the indoor and outdoor micro-climate. Provisions shall be included in the Land Use By-law to support these landscaping measures.

### Policy 69

The Land Use By-law shall establish landscaping measures that identify:

- a. the locations on a lot where landscaping is required;
- b. where trees and shrubs are to be planted and the number required;
- c. where fences are required or permitted, the height and character of the fences, subject to the requirements of other by-laws;
- d. the measures to screen parking areas;
- e. where rooftop landscaping measures are required;
- f. sustainable landscaping practices; and
- g. where landscaping may be substituted by solar energy systems.

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## 4.7 PARKING AND DRIVEWAYS

While an adequate supply of parking is an important amenity for many developments, this Plan emphasizes a pedestrian oriented streetscape that is interesting and safe. It also encourages alternative transportation modes to the private automobile and measures that are supportive of sustainable development. Parking standards adopted under the Land Use By-law shall reflect these objectives.

### Policy 70

The Land Use By-law shall:

- a. regulate general parking requirements, including landscaping within the parking area;
- b. establish parking requirements for uses within all zones, except in the CEN-2, CEN-1, and COR zones on-site vehicular parking for commercial and multi-unit residential developments shall not be required;
- c. require barrier-free design features in the design of parking areas, where such areas are provided;
- d. establish requirements and standards for on-site bicycle parking and electric vehicle charging stations, where vehicle parking is required;
- e. except for low-density dwellings, allow for a reduction in the number of parking spaces where additional or enhanced bicycle parking is provided;
- f. allow for a reduction in the number of parking spaces where on-site solar collector canopy is provided and where car-sharing is provided;
- g. establish design criteria for the location and layout of parking facilities and structures, and driveway access;
- h. prohibit drive-through developments except in the Light Industry (LI) and Harbour Related Industry (HRI) Zones;
- i. prohibit standalone surface parking lots and commercial surface lots in all zones;
- j. regulate accessory parking lots in all zones;
- k. regulate the built form of parking structures;
- l. permit electric charging stations in all parking areas;
- m. where on-site vehicular parking is provided, require that a portion of parking stalls in multi-unit residential and mixed use buildings require for electrical charging vehicles;
- n. permit different requirements for an automated or autonomous vehicle parking; and
- o. establish requirements for off-street loading and servicing of multi-unit residential and commercial buildings.

## 4.8 SIGNS

Signs advertise businesses but also serve important public functions such as directing pedestrian, cyclists and vehicle movements, identifying civic buildings and public places, wayfinding and alerting to potential hazards. Their size, placement, and design contribute to the quality of buildings and the public realm and can affect public safety. The Land Use By-law shall regulate permanent signs, as temporary signs are regulated by the provisions of a by-law established under the HRM Charter.

### Policy 71

Sign provisions shall be established in the Land Use By-law which to:

- a. identify signs that do not require a municipal development permit;
- b. identify signs which are prohibited;
- c. regulate sign size, height, number and location of signs on a building or a lot;
- d. regulate materials used and illumination by type of sign and type of development; and
- e. establish required sign setbacks for abutting zones.

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## 4.9 BUILT FORM IN THE ESTABLISHED RESIDENTIAL DESIGNATION (PACKAGE B)

# PACKAGE

# B

DRAFT

## 4.10 BUILT FORM FOR WIND ENERGY FACILITIES

This Plan supports measures to enhance sustainable development, including electrical power generation by wind turbines. These facilities, however, can adversely affect the aesthetic of the surrounding environment, particularly in the built form framework envisioned for the Regional Centre. The Land Use By-law will permit these facilities, but regulate their scale and location.

### **Policy 73**

Wind energy facilities will be permitted under the Land Use By-law subject to policies of the Regional Plan.

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# 5 CULTURE AND HERITAGE

The Regional Centre is comprised of unique communities that evolved over thousands of years of use and settlement. Distinct cultures have responded to a range of economic and social challenges over time that continue to be reflected today in the physical form and social character of diverse communities and neighbourhoods. Culture and heritage policies balance the need to accommodate growth with the preservation of heritage properties and cultural landscapes that reflect the community character and cultural diversity. This is essential to the Regional Centre's sense of place and identity.

The Regional Plan establishes seven objectives for culture and heritage and various policies that apply throughout the Municipality. This Plan supports the Regional Plan and provides further elaboration for the Regional Centre.

**OBJECTIVES:**

**CH1** Consider built heritage and the impacts of land use on community character.

**CH2** Preserve and enhance places, sites, structures, streetscapes, archeological resources, cultural landscapes and practices which reflect the Regional Centre's diverse evolution, built heritage and culture.

**CH3** Inventory potential cultural landscapes, heritage sites, landmark buildings, and heritage conservation districts to inform land use and development decisions.

**CH4** Identify and protect a wide range of cultural resources and which reflect the heritage and culture of diverse communities.

**CH5** Establish incentives to encourage public and private sector investments in heritage conservation and stewardship of cultural resources.

**CH6** Evaluate heritage and cultural policies, programs, and interventions, including building standards, to ensure consistency with evolving community values and new guiding documents.

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## 5.1 CULTURAL AND HERITAGE RESOURCES

Identification is a key and ongoing component of protecting, restoring and interpreting cultural and heritage resources. Once identified and researched, appropriate tools can be applied to the various resources.

### Policy 74

The Land Use By-law shall adopt measures to protect and restore places, sites, buildings and structures, streetscapes, and cultural landscapes by:

- a. zoning publicly owned cultural landscapes as Regional Park (RPK) when identified;
- b. identifying significant public view planes and view corridors and prohibiting development within them;
- c. identifying and regulating significant prominent sites;
- d. adopting measures in the Land Use By-law to protect registered heritage properties, including the relationship to abutting and adjacent buildings; and
- e. requiring conformity to regulations established for heritage conservation districts.

## 5.2 HERITAGE CONSERVATION DISTRICTS (PACKAGE B)

# PACKAGE

# B

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## 5.3 POTENTIAL HERITAGE PROPERTIES, CONSERVATION DISTRICTS AND CULTURAL LANDSCAPES

The Municipality may register heritage buildings and heritage conservation districts under the Nova Scotia Heritage Property Act, and adopt regulations and guidelines for their alterations. Cultural landscapes can also be registered and protected through a continuum of protection measures.

### **Policy 76**

The Municipality may collaborate with community partners, residents, property owners and educational institutions to:

- a. inventory and assess potential cultural resources and consider their protection through registration under the Heritage Property Act;
- b. consider registering heritage conservation districts and cultural landscapes, including those identified in Table 1; or
- c. consider regulating developments adjacent to registered heritage districts and registered cultural landscapes, as well as prominent views and viewplanes.

# FUTURE POTENTIAL HERITAGE CONSERVATION DISTRICTS (SUBJECT TO FURTHER RESEARCH AND ENGAGEMENT)

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## DARTMOUTH

**1. Harbourview:** The area is generally bounded to the south by Shore Road and to the north by Windmill Road and has notable harbour views from side streets and lanes. It was developed in the late 19th century as a compact, early working-class residential district in the late 19th century.

**2. Park District:** The Park District abutting Dartmouth Common is the earliest settled area of the Dartmouth, and contains an important collection of 18th and 19th century residences and churches. This future potential district may include parts of North Street and Edward Street.

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## HALIFAX

**3. Hydrostone District:** Hydrostone District: Canada's first public housing project, the Hydrostone, built to house workers displaced by the Halifax Explosion of 1917, was designed in the Arts and Crafts village style, and is a rare example of an intact, comprehensively developed, residential row house subdivision with laneways and treed boulevards that serve as common greenspace.

**5. Brunswick Street District:** Development dates to the earliest period of colonial British settlement beginning in 1756, spanning the Georgian period through to late 19th century residences of the merchant shipping class. It includes the Little Dutch Church, St. George's (Round) Anglican Church, Cornwallis Baptist Church, Saint Patrick's Roman Catholic Church and Uniacke Square.

**7. Historic Properties District:** Includes a group of stone and wooden warehouses along the Halifax Harbourwalk, constructed between 1800-1875, as well as adjacent historic commercial buildings. A National Historic Site, these rehabilitated buildings are a popular tourist destination.

**4. Bloomfield District:** The largely intact and contiguous tree-lined streetscapes of the Bloomfield District, west of Gottingen in Halifax's North End, contains an important collection of Georgian, Victorian and Edwardian grand residences of the merchant class, social care facilities and homes of the middle class.

**6. Creighton Field to North Park Street:** This North End neighbourhood adjacent to the Halifax Common lands is characterized by intact and contiguous streetscapes of detached and semi-detached small-scale worker's housing dating from the Georgian era through to the late 19th century. Pre-dating bylaw setbacks, construction lies on or close to the property line with no side-yards. Wood frame one and two-storey maritime vernacular structures predominate with classical detailing, central-hipped dormer windows and entrance porches above grade.

**8. Westmount:** Developed post WWII on a modified Radburn N.J. model, Westmount is one of two similar communities built by the federal government to house returning servicemen and their families. Westmount features rear service lanes, that evolved over time to become primary entrances, and central common green park spaces for the 350 single family bungalows houses laid out in a U-shaped pattern.

# FUTURE POTENTIAL CULTURAL LANDSCAPES (SUBJECT TO FURTHER RESEARCH AND ENGAGEMENT)

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## DARTMOUTH

**9. Dartmouth Central Common:** The Dartmouth Central Common is a remnant of the traditional British land-use practice of establishing communal grazing land and has evolved to serve a variety of community needs.

**11. Tuft's Cove:** Tufts' Cove immediately east of the mouth of Bedford Basin offers an opportunity for interpretation of the history of evolving relationships between First Nations and successive Canadian governments. The Crown is holding 9 acres abutting the shores of Tufts' Cove proper in favour of the Millbrook First Nation.

**10. Shubenacadie Canal Waterway:** Graham's Grove and Banook Lake (Panuk) are major recreational features for the Regional Centre and the broader region. They are also two links in the chain of water and land resources that make up the cherished Shubenacadie Canal Waterway (SiKEPNE' KATIK ), integral to the evolution of the Regional Centre. Archaeological evidence found along the canal indicates over 4,000 years of human use and activity along this water highway that connects the Bay of Fundy to Halifax Harbour. The St. James United Church is a significant landmark building within this district.

**12. The Avenue:** The Avenue was a small African Nova Scotian community near Lake Banook near the end of what is now Crichton Avenue. This community was centred around a church founded by Reverend Richard Preston, and can date its earliest settlement to the Black Refugees who came to Nova Scotia following the war of 1812.

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## HALIFAX

**13. The Citadel and Halifax Common:** The Citadel, the primary emblem of British military and colonial settlement in the Halifax region, lies at the highest point and centre of a town plan that was laid out in 1750. A grid pattern formed the basis for the evolution of the historic commercial, industrial and residential core area and includes the Halifax Public Gardens. The Halifax Common was established in 1749 for pasturage and military purposes and today serves a wide range of cultural and recreation uses.

**15. Point Pleasant Park and Young Avenue:** Point Pleasant Park is an area of rich cultural and ecological importance dating back to its seasonal use by the Mi'kmaq as the location of a yearly Feast signalling the arrival of Spring. Two centuries of military history continue to dominate the park landscape through fortifications from varying eras. Also, the prominence of the Park as an area for recreation and enjoyment of Nature through the 20th Century and in the aftermath of hurricane Juan. Young Avenue forms a gateway to Point Pleasant Park and contains a significant Victorian-era residential streetscape fronting on the historic treed center boulevard.

**14. Seaview Park and Harbour Lands:** Seaview Park, the site of the former community of Africville, is nationally recognized for its important links to the 250-year history of Afro-Canadian settlement in Canada, North American racial discrimination and the social effects of urban renewal strategies in the 1960s.

**16. Connaught Avenue and Fairview Cemetery:** Fairview Cemetery was designed in the late 19th century on the rural park model, established in North America in 1830 at Mt. Auburn Massachusetts. Designed with curvilinear roadways, the cemetery contains 121 graves from the Titanic disaster laid out to face the rising sun. Connaught Avenue directly abuts the site and was designed with input from Andrew Cobb as a major green boulevard entrance to Halifax lined with Linden species.

## 5.4 ALTERATIONS AND ADAPTIVE REUSE OF HERITAGE PROPERTIES

The Municipality recognizes that alterations and changes to heritage properties may be needed to maintain their economic viability. The challenge is to do so in a manner that maintains and possibly enhances the heritage value. Incentives and provisions under the Land Use By-law will enhance provisions for adaptive re-use under the Regional Plan.

### Policy 77

The Land Use By-law shall establish design standards for any additions or alterations to a registered heritage property respecting the external appearance of the structure.

### Policy 78

In any building, part of a building, or on any lot on which a registered heritage building is situated, a development agreement for any development or change in use not otherwise permitted by the land use designation and zone may be considered subject to the following:

- a. any registered heritage building covered by the agreement shall not be altered in any way to diminish its heritage value;
- b. any development must maintain the integrity of any registered heritage property, streetscape or conservation area of which it is part;
- c. any adjacent uses, particularly residential use are not unduly disrupted as a result of traffic generation, noise, hours of operation, parking requirements and such other land use impacts as may be required as part of a development; and
- d. any development substantially complies with the policies of this plan and, in particular, the objectives and policies as they relate to heritage resources, and conforms with all regulations and guidelines adopted under the Heritage Property Act.



## 5.5 CULTURE

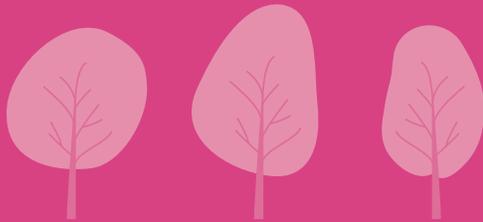
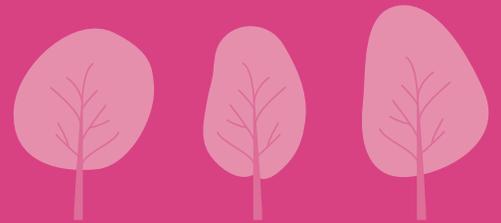
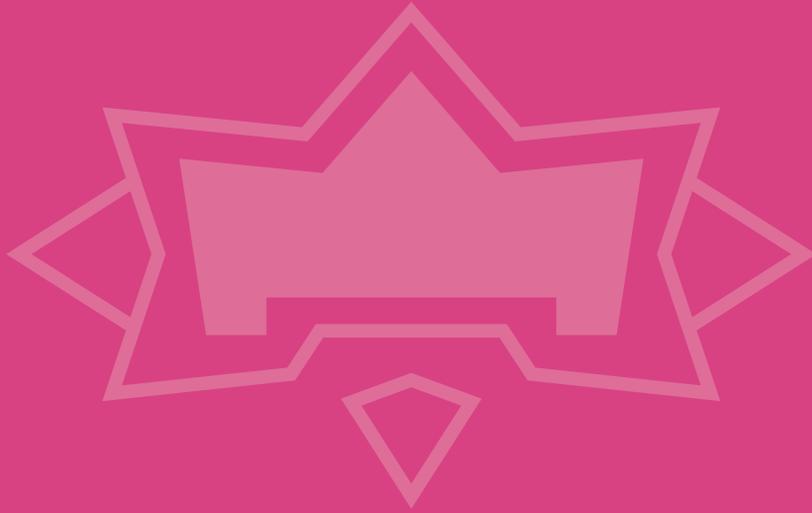
The Regional Centre has an active and diverse community, which is key to building a healthy, vibrant and liveable city. It also has the largest concentration of cultural workers and places. Cultural planning can offer incentives and opportunities to foster the creative economy, increase access and exposure to culture, and preserve and celebrate built and living heritage.

A diversity of voices is critical to ensuring that the Regional Centre responds to diverse communities, heritages, experiences and needs. Recent municipal efforts to engage with and build positive relationships with First Nations as well as Indigenous, African Nova Scotian, Acadian and other cultural and diverse groups will be extended to cultural policies and planning efforts.

### Policy 79

To support and encourage vibrant, diverse and inclusive cultural assets and ways to celebrate culture in the Regional Centre, the Municipality may:

- a. continue to build and broaden the inventory of cultural assets in the Regional Centre to be more inclusive of First Nations, African Nova Scotian, Acadian and other diverse cultures;
- b. use the Inventory of Cultural Assets to further research and engage the community when planning for Future Growth Nodes, and when plan amendments and development agreements are considered; and
- c. continue to explore incentives and opportunities to encourage the preservation and expansion of built heritage, and the development of cultural spaces.



# 6 HOUSING

Access to suitable and affordable housing is fundamental to the health, dignity and quality of life of all people. This can be partially achieved by providing opportunities for growth, enabling current residents to age within their neighbourhoods and accommodating a variety of housing needs in locations close to transit and in walkable neighbourhoods.

The Regional Centre's population is shifting with an increase in aging population as well as Indigenous households, new Canadians, young families, smaller and multi-generational households. Residential development is also changing within the municipality towards multi-unit housing in urban areas. At the same time, aging housing stock, limited supply of moderately priced, as well as accessible and supportive housing affect a significant portion of households, as well as those who experience homelessness. If the Regional Centre is to remain economically competitive and support a high quality of life, a diversity of housing types, sizes and tenures need to be available across the housing continuum.

Providing for more housing forms such as secondary units, backyard suites, grade-oriented units, work-live units, and a range of apartment styles allow for incremental addition of housing stock in line with neighborhood character.

Supportive housing, rooming houses and single room occupancies are also supported broadly under this plan as residential uses. Streamlined development approval processes, a strong focus on affordable housing in density bonus zoning, and continued community partnerships to solve pressing housing issues can all contribute to a more sustainable housing system. Leveraging funding for affordable housing from other levels of government can also be considered to support a full range of solutions to the issue of affordable housing.

**OBJECTIVES:**

- H1** Increase the variety and accessibility of housing choices throughout the Regional Centre to attract a diversity of people, including families of various sizes.
- H2** Increase the number of housing units affordable to moderate and low income households throughout the Regional Centre.
- H3** Enable supportive housing options in accessible locations throughout the Regional Centre in a building form that is compatible with the surrounding community.
- H4** Promote place based neighborhood revitalization through community and stakeholder partnerships.
- H5** Create regulatory and financial incentives to maintain and increase the stock of affordable housing.

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## 6.1 LAND USE

### Policy 8o

To create quality residential environments and increased housing options for diverse households, the Land Use By-law shall:

- a. permit a variety of housing forms in the CEN-2, CEN-1, COR, HR-2, HR-1 zones to enable residential proximity to commercial areas, employment, active transportation and transit;
- b. enable a mix of housing options to meet the range of needs in the local market, including supportive housing, secondary suites, townhomes, row housing, existing mobile home communities, mid-rise and high-rise apartments;
- c. permit supportive housing, rooming houses and single-room occupancies, and emergency shelters in residential zones;
- d. require multi-unit buildings to provide a range of units to accommodate different household sizes, including two and three bedroom units in each multi-unit building; and
- e. encourage multi-unit buildings to include outdoor amenities for families with children such as accessible play spaces, safe streetscape designs and affordable multi-bedroom units.

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## 6.2 AFFORDABLE HOUSING INCENTIVES

In 2016 Council endorsed affordable housing targets, recognizing the need to maintain and expand a wide range of moderate and low-cost housing options, and in 2017 Council approved a new Public Health Strategy which includes a strong focus on crime prevention and safe communities. There are communities in the Regional Centre which have been experiencing a lack of reinvestment in the housing stock, and others where the pace of development is affecting housing affordability. Improvements in street grid connectivity, public facilities and public open spaces can improve the sense of safety and livability, and may encourage investment in the housing stock. Flexibility under the land use by-law such as incentive and bonus zoning will provide additional housing options integrated within developments and may be form part of a municipal, provincial and federal response to the Regional Centre's housing needs.

### Policy 81

The Land Use By-law shall enable incentive or bonus zoning for affordable housing.

### Policy 82

The Municipality may consider regulatory incentives to encourage infill housing through the Land Use By-law and Subdivision By-law, including:

- a. reduced lot dimensions and size;
- b. reduced street width standards, including service lanes to encourage infill housing; and
- c. adaptive re-use and conversion of heritage and local institutional buildings to residential uses.

### Policy 83

The Municipality may consider monitoring the rate of housing stock change in neighbourhoods across the Regional Centre, including the extent and impact on residential areas and rental markets of short-term housing rentals.

## 6.3 AFFORDABLE NON-MARKET HOUSING

The Regional Centre has the greatest concentration of affordable non-market housing in the municipality which is housing that is built or operated by public agencies including the Federal and Provincial governments, or not-for profit organizations. Public subsidies enable lower than average market rents and serve low-income and vulnerable populations. Affordable non-market housing includes emergency housing, public housing, non-profit housing, some co-operative housing, and publicly funded supportive living facilities. While affordable non-market housing continues to be primarily the mandate of the Federal and Provincial governments, policies in this Plan are intended to remove barriers to the creation of affordable non-market housing throughout the Regional Centre.

### Policy 84

To support the maintenance and expansion of affordable non-market housing, the Municipality may:

- a. continue to work with a wide range of community and private sector stakeholders to monitor and support housing needs in the Regional Centre;
- b. encourage new and existing co-operative housing developments throughout the Regional Centre as a housing model that encourages community building and local ownership of housing;
- c. explore ways to integrate co-operative housing into a comprehensive affordable housing program;
- d. consider ways to increase the number of affordable non-market housing units
- e. consider the use of surplus municipal land for affordable housing; and
- f. encourage the renewal, repair and upgrade of affordable non-market housing units.

## 6.4 SUPPORTIVE HOUSING AND SHARED FORMS OF HOUSING

While most residents live in independent living arrangements that include independent units, residential uses with on-site support or supervisory services are also required as part of a complete community. Supportive housing may include special care facilities, supervised and emergency housing which serve vulnerable residents and are licensed by the Provincial or Federal government. There are also housing forms that do not include individual dwelling units but include shared facilities such as kitchens, bathrooms and common areas. They include single room occupancy boarding homes, rooming houses, and emerging forms of co-housing. This type of housing serves a broad range of residents including aging populations, students and persons with disabilities.

When integrated into established communities, supportive and shared housing forms promote social inclusion by providing assistance to those in need of support. When located close to transit, shopping and other services, these facilities can enable people to age close to home, and can keep existing community social supports intact.

### **Policy 85**

The Land Use By-law shall permit supportive housing, rooming houses, single-room occupancy uses, emergency housing where residential and small scale institutional uses are permitted and at a scale compatible with the surrounding development.

### **Policy 86**

The Municipality may consider monitoring the rate of housing stock change in neighbourhoods across the Regional Centre, including the extent and impact on residential areas and rental markets of short-term housing rentals, and consider establishing additional land use regulations.

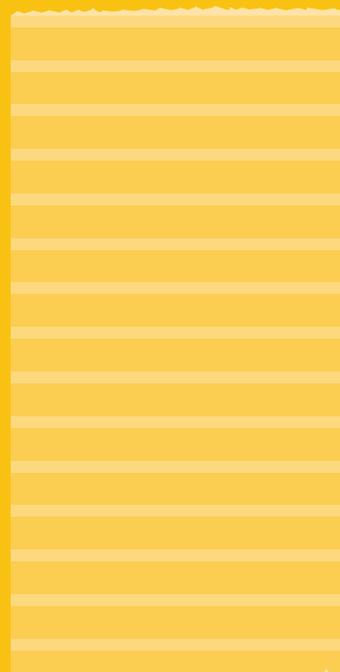
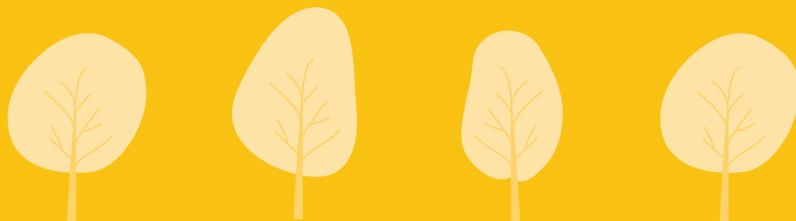


## 6.5 PLACE-BASED PLANNING IN NEIGHBOURHOODS (PACKAGE B)

# PACKAGE

# B

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# 7 ECONOMIC DEVELOPMENT

The Regional Centre is the principal economic centre of Atlantic Canada and home to numerous sectors and industries including government, military, financial, logistics, education, health care and tourism. Re-urbanization and new development will support these industries by providing nearby amenities and homes for employees.

Although several large employers and industries provide a large proportion of employment within the Regional Centre, small business and entrepreneurs are key to economic diversification and growth. One of the best ways to protect existing employment is to continue to develop and attract talent by investing in high quality education and living environments in the Regional Centre, and in the rest of the municipality.

As indicated in *Halifax's Economic Growth Plan*, the Municipality can support business and innovation within the Regional Centre by ensuring adequate locations for office, retail, institutional, and industrial development are protected in strategic and accessible locations. Permitting home occupations and work-live units can also provide affordable office and work spaces for individuals and start-up businesses that would otherwise be difficult to service in the commercial real estate market.

Strategic public investments, supportive partnerships with businesses, other orders of government, and institutions, and other incentives can act as catalysts for further economic growth and job creation.

**OBJECTIVES:**

- J1** Collaborate with institutions, businesses, and other levels of government to support the continued success of employers in the Regional Centre.
- J2** Support businesses and entrepreneurial activities through land use regulations, programs and municipal initiatives.
- J3** Improve the quality of life for Regional Centre residents by improving access to community and social services.
- J4** Promote the Regional Centre as the place to do business within the municipality.

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# 7.1 LAND USE AND ECONOMIC DEVELOPMENT

Land use policies that encourage a concentration of employment and retail uses integrated with residential areas can position the Regional Centre as a hub of services and innovation.

## Policy 89

To encourage and maintain a concentration of jobs and services in the Regional Centre, the Land Use By-law shall:

- a. permit a concentration of office space in the Centres, and in areas with high-quality transit service, both current and planned;
- b. permit the location of a wide range of commercial uses in the Centres and Corridors, and local commercial uses in residential areas;
- c. permit a wide range of commercial development as-of-right, subject to applicable Urban Structure and Built Form policies;
- d. permit and require, where appropriate, that new at-grade space designed for retail use be built to be flexible by enabling units to be expanded or made smaller over time to facilitate a diverse range of businesses;
- e. establish pedestrian oriented streets and specialized shopping and entertainment districts;
- f. provide for the retention and expansion of health care institutions in the Regional Centre areas served or planned to be served by a high level of transit service; and
- g. provide for the retention and expansion of post-secondary educational institutions in the Regional Centre, including universities, colleges and trade schools.

## Policy 90

To support economic development, the Land Use By-law shall:

- a. permit home offices, home occupations and work-live units compatible with the surrounding community; and
- b. permit fabrication uses in commercial and mixed-use areas.

## 7.2 GROWTH AND ECONOMIC DEVELOPMENT

The municipal Economic Strategy (Halifax Economic Growth Plan) provides alignment with the strategic growth and economic development objectives of this Plan. Future amendments to the Strategy may consider specific ways in which the goals of this Plan can be supported and realized.

### **Policy 91**

To support jobs and economic development in the Regional Centre, Council may consider ways to further address Regional Centre strategic growth targets and economic development goals of this Plan.

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# 8 MOBILITY

The goal of this Plan is to develop a Regional Centre where pedestrian movement, comfort and safety is the priority, and where mobility and land-use decisions are integrated. The Regional Centre offers opportunities to live within walking or bicycling distance to work, shops and transit, and it is also the most popular destination for commuters in the municipality. Port-related activity also generates heavy truck traffic on the Halifax peninsula and the A. Murray MacKay Bridge.

Managing congestion and improving the active transportation and transit network in the Regional Centre are key goals of this Plan, and of the *Integrated Mobility Plan* which seeks to provide residents with “a choice of affordable, healthy, sustainable, and connected travel options for moving people and goods through integrated transportation and land use planning”.

Policies in this Plan will direct growth to clustered complete communities that support diverse transportation options, integrate land use and transportation decisions and promote a connected grid of streets, sidewalks and bicycle routes. Mobility policies need to support future growth and ensure that projects and services consider the unique context of the Regional Centre, including the need to provide connections for multiple modes of travel across the harbour.

**OBJECTIVES:**

- M1** Prioritize the needs of pedestrians first in all transportation decisions, followed by cyclists, public transit users, car sharing users, and those using utility and private vehicles.
- M2** Implement an integrated mobility approach that supports a variety of sustainable transportation options in the Regional Centre.
- M3** Ensure that transit and active transportation infrastructure is planned to support mixed-use areas that will accommodate growth.
- M4** Enhance and extend pedestrian corridors and pathways to provide safe and convenient connectivity within, to, and from the Regional Centre.
- M5** Optimize parking requirements and parking lot design to adequately meet parking demand, while reducing the number, size and effect of surface parking lots.

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## 8.1 LAND USE AND MOBILITY

Land use policies and regulations will support and enable greater transportation choices in the Regional Centre by clustered development near transit services, reserving lands for strategic expansion of the transportation network, appropriate setbacks that can support that implementation of strategic investments, and evaluate development proposals based on transportation service assessments.

A Transportation Reserve Zone is established under the Land Use By-law to allow for future potential implementation of these connections. Other connections may be identified through an amendment to this Plan.

### **Policy 92**

The Land Use By-law shall permit growth around current and planned key transportation and transit service nodes and corridors. Where required to implement the recommendations of the Integrated Mobility Plan, amendments to this Plan and Land Use By-law maybe considered.

### **Policy 93**

The Municipality may require transportation impact studies for development proposals. Studies provided by the applicant, shall reflect the hierarchy of travel modes set out in this Plan, prioritizing pedestrians first, then cyclists, public transit, car sharing, and lastly, private cars.

### **Policy 94**

A Transportation Reserve (TR) Zone shall be established under the Land Use By-law in accordance with the *HRM Charter*. This zone can be applied to lands where this Plan or an amendment to this Plan identifies property required for the widening, altering or diverting of an existing street or pathway, or for a new street or pathway.

## 8.2 DEVELOPMENT IN PROXIMITY TO RAILWAYS

Railways have played a fundamental role in the settlement and growth of the Regional Centre. The Moving Forward Together Plan and the Integrated Mobility Plan have considered the possible expansion of urban rail in the municipality. In May of 2013 the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada coordinated to develop a common approach to the prevention and resolution of issues that may arise when people live and work near railway operations.

Guidelines were developed to assist municipal governments and railways in reviewing and determining general planning policies when developing on lands in proximity to railway operations.

### **Policy 95**

The Regional Subdivision By-law and Land Use By-law shall require setbacks and other mitigation measures for new residential development on lands located near Railway Operations. The Municipality may also consider the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) *Guidelines for New Development in Proximity to Railway Operations (Guidelines)*, as may be updated from time to time, in reviewing site specific residential development proposals.

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## 8.3 PEDESTRIAN AND CYCLIST SAFETY AND COMFORT

People of all ages and abilities who want to walk, or use other forms of active transportation such as cycling and skateboarding, need to feel safe. Infrastructure, such as sidewalks, bike lanes and multi-use trails, need to be in place to support active transportation. Active transportation routes that are connected to destinations for recreation, school, work and shopping, make getting around without a vehicle easier. Priority connections identified in the Integrated Mobility Plan will help fill-in the gaps in the current system.

### **Policy 96**

The Municipality may continue to improve the safety and convenience of active transportation options within the Regional Centre through development standards and street improvements, street and sidewalk maintenance operations, capital improvements and through amendments to the Municipal Design Guidelines of the Regional Subdivision By-law.

### **Policy 97**

The Municipality may carry out traffic calming and diversion projects to improve conditions for walking and bicycling on local streets.

### **Policy 98**

The Municipality may consider establishing new public street connections to achieve the strategic growth objectives of this Plan, to complete street grid connections, and to improve pedestrian access to transit facilities and other destinations.



## 8.4 PUBLIC TRANSIT

Public transit is an integral part of the Regional Centre's transportation system. Halifax Transit buses move people to, through, and within the Regional Centre, and since 1816 ferries have provided an important link across the Halifax Harbour between Dartmouth and Downtown Halifax. Land use planning can support public transit by directing growth to where transit already exists, or advising on redirecting transit to underserved areas. The more convenient and accessible public transit becomes, the more people choose to use it, which in turn funds higher frequency and service improvements.

### Policy 99

When updating the *Transit Priority Plan*, the Municipality may consider the Urban Structure Map 1, the objectives of this Plan, and unique needs of the Regional Centre, including:

- a. providing high ridership services by expanding mid-day, evening, and weekend service;
- b. prioritizing transit service, including Transit Priority Measures, in areas with higher ridership potential (the Centres, Corridors, Higher-Order Residential and Future Growth Node Designations);
- c. improving mobility across the Halifax Harbour;
- d. integrating future transit hubs, and terminals with on-site commercial and residential development to make transit more accessible, attractive, comfortable and easy to use;
- e. consider phasing-out park and ride facilities in this Plan area;
- f. building or rehabilitating transit stops to ensure they are physically accessible, with concrete landing pads and connection to paved, accessible pathways;
- g. facilitating multi-modal trips by providing secure bicycle racks and locker facilities at transit terminals; and
- h. consider the needs of neighbourhoods identified in Section 6.5.

### Policy 100

Where transit park and ride facilities are no longer required, amendments to the Land Use By-law may be considered to allow for residential or mixed-use development.

## 8.5 GOODS MOVEMENT AND SERVICING

The economic health and competitiveness of the Regional Centre depends on the safe and efficient movement of goods, as well as the reliable and unobtrusive collection of garbage and recycling. The movement of goods and municipal collections services should have minimal negative impact on the quality of life and commercial operations within the Regional Centre.

### **Policy 101**

The Municipality will support improvements to ensure the efficient movement of goods and services in the Regional Centre to increase transportation efficiencies and safety, while also mitigating any negative effects to pedestrians, other transportation modes, and neighbouring residences and businesses.

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# 9 ENVIRONMENT

This Plan seeks to ensure that the residents in the Regional Centre benefit from clean air, water, land and access to diverse and interconnected green spaces. In addition to implementing policies of the Regional Plan, the Land Use By-law will implement policies of this Plan related to strategic growth, efficient use of land, food and energy security, waste management, and low Impact development practices.

**OBJECTIVES:**

- S1** Implement environmental objectives and policies of the Regional Plan;
- S2** Improve water quality, stormwater management, water and sewer capacity;
- S3** Reduce the Regional Centre's overall impact on the environment through the advancement of sustainable building design, district energy, renewable energy sources, composting and recycling;
- S4** Increase tree canopy coverage within the Regional Centre;
- S5** Support food security by increasing opportunities for urban food production and harvesting; and
- S6** Support biodiversity through the conservation and restoration of natural areas, and through landscape and building design.

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# 9.1 REGIONAL PLAN ENVIRONMENTAL POLICIES

The Regional Plan contains environmental protection policies which apply to the Municipality. These will be supported by this Plan and the Land Use By-law.

## Policy 102

The Land Use By-law will implement Regional Plan policy directions relative to:

- a. coastal area setbacks, watercourse setbacks and buffers, and wetland protection;
- b. flooding and storm surge protection;
- c. water quality standards;
- d. energy conservation;
- e. climate change;
- f. wind energy performance standards;
- g. stormwater management;
- h. daylighting of watercourses;
- i. naturalizing public and open spaces;
- j. food security;
- k. urban forest management;
- l. solid waste management; and
- m. any other environmental policies.

## Policy 103

To support renewable energy sources and reduced reliance on fossil fuels the Municipality may consider:

- a. the creation of district energy facilities in areas of high growth and density, such as Centres and Future Growth Nodes;
- b. encouraging new development located within an area served by district energy system to connect to such system;
- c. identifying opportunities to capture and redistribute waste energy, and encourage combined heat and power systems;
- d. designing and building all new municipal facilities within the Regional Centre to show leadership in sustainable building design; and
- e. developing and promote sustainable design.

## 9.2 URBAN AGRICULTURE

The Regional Plan states that “community food security exists when community residents can obtain a safe, culturally acceptable, nutritionally adequate diet through a sustainable food system that maximizes community self-reliance and social justice”. A range of urban agriculture and food production uses will be permitted throughout the Regional Centre, including the processing and sale of food at a scale appropriate with the local context.

### Policy 104

The Land Use By-law shall permit and regulate land use impacts related to the production, processing and distribution of food uses at a scale appropriate to the surrounding land uses, including:

- a. accessory keeping of bees in all zones;
- b. farmers’ markets and urban farms in the CEN-2, CEN-1, COR, HR-2 and HR-1 zones;
- c. the use of edible landscaping, including fruit, nut, and berry trees as part of landscaping requirements; and
- d. (Package B for other zones)

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## 9.3 CONNECTED OPEN SPACE NETWORK

Access to parks, other open spaces, community and recreation facilities are key components of complete communities. Improvements to these spaces will ensure that a quality of life of residents is protected, and that residents benefit from additional growth. Regionally significant parks, such as the Halifax Commons and the Dartmouth Commons, may be governed by their own Master Plans. Future parks planning should consider the population of the Regional Centre, the socio-economic make up of the growing city, and the importance of green spaces for biodiversity, food security, local climate, and stormwater management.

### Policy 105

The Municipality shall consider, during priority plan review and master planning exercises pertaining to parks, trails, facilities and amenities within parks in the Regional Centre, the following:

- a. improvements to socio-economic, cultural, and physical access to parks, and community and recreational facilities;
- b. prioritizing needs of high density, under-resourced and growing neighbourhoods;
- c. design that support a variety of functions and users;
- d. pedestrian safety and access by active transportation and transit;
- e. expanding the open space network by acquiring new connections at strategic points with the objective of: improved service delivery;
- f. conservation and community shaping impact;
- g. improvement to connections to parks and open spaces that are located outside of the Regional Centre through transit and active transportation routes;
- h. creating and enhancing pocket parks;
- i. access to the shoreline, harbour front and trails along water routes;
- j. determining the need for new parks or greenways or both, in the Regional Centre, particularly the northern part of Halifax Peninsula;
- k. improving barrier-free access to parks, and community and recreation facilities;
- l. increasing access and improving public washrooms including adding gender neutral facilities; and
- m. incorporating crime prevention in the design and redesign of parks and community facilities to make them safer for residents and visitors.

### Policy 106

The Municipality shall consider:

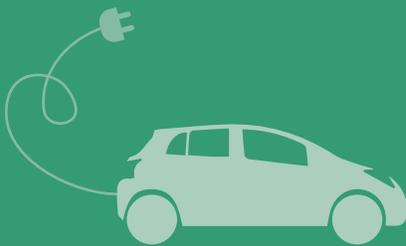
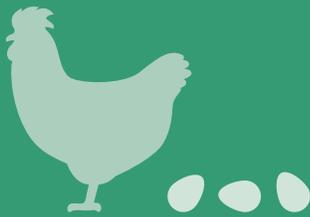
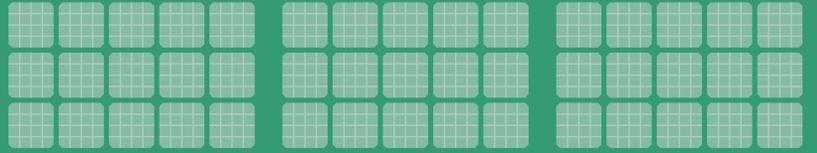
- a. engaging residents, organizations, businesses and other stakeholders in programming and design decisions for parks, community and recreation centres; and
- b. developing and improving access and the diversity of public activities accommodated in parks, open spaces, and community and recreation centres.

### Policy 107

The Municipality shall consider:

- a. identifying opportunities for habitat and natural areas conservation and restoration;
- b. incorporating small natural areas and features in parks and other municipally owned lands, such as pollinator meadows, butterfly gardens, constructed wetlands, and bird habitats;
- c. in parks and other municipally owned lands, prioritizing native species or non-aggressive naturalized species through tree and landscaping requirements on municipally owned land;
- d. encouraging the selection of native species or non-aggressive naturalized species through tree and landscaping requirements on private land; and
- e. incorporating environmentally sustainable features such as rain gardens, bioswales and other Low Impact Development on municipally owned lands.

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# 10 IMPLEMENTATION

This Plan will be implemented through the Regional Centre Land Use By-law, Regional Subdivision By-law, development approval processes which will include as-of-right, site-plan approval, development agreement, incentive or bonus zoning agreements, variance processes, and limited variations under the Land Use By-law. This section also outlines the treatment of non-conforming uses, non-conforming uses in a structure and non-conforming structures, investments necessary to support growth, and transition to this Plan.

## 10.1 COMMUNITY ENGAGEMENT

This Plan was developed through extensive public and stakeholder consultation, including diverse community and cultural organizations. The HRM Community Engagement Strategy provides a policy and strategic action direction which will guide how HRM will inform, consult with, and engage the public in developing and implementing its programs and services by introducing a consistent, strategic approach with the tools needed to move towards more inclusive and effective public involvement.

### **Policy 108**

The 2008 HRM Community Engagement Strategy, as periodically updated, shall guide how HRM will inform, consult with, and engage the public in developing, amending, and implementing this Plan.

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## 10.2 REGIONAL CENTRE SECONDARY MUNICIPAL PLANNING STRATEGY

This Plan is the primary policy document used to guide decision-making for development and investment within the Regional Centre. It provides a vision for land use, built form, design, heritage preservation and public investment and sets out strategies and actions to be taken by the Municipality, its citizens and partners to achieve that vision.

It is also recognized that this Plan is a strategic document that responds to opportunities and challenges in an evolving social, political and economic environment. Its policies should be monitored to evaluate their effectiveness in achieving the objectives of this Plan.

### **Policy 109**

This Plan is the Regional Centre Secondary Municipal Planning Strategy for the area shown on Map 1.

### **Policy 110**

Amendments to this Plan may be considered from time to time by Council, including when:

- a. the amendment is needed to conform with the Regional Plan, or a Statement of Provincial Interest, or to implement a recommendation of a Priority Plan that has been approved by Council;
- b. the amendment could significantly advance municipal objectives under statutes or regulations enacted by Provincial or Federal Government;
- c. provincial or federal programs are introduced that can benefit the Municipality and support the goals and objectives of this Plan;
- d. an economic, cultural or social opportunity arises that is unforeseen, is of regional or provincial significance, and would further the objectives of this Plan;
- e. neighbourhood design guidelines have been prepared for a Future Growth Node;
- f. lands have been acquired by the Municipality, Provincial or Federal governments for public parkland or a cultural landscape; or
- g. a public or institutional land use is no longer required or viable.

### **Policy 111**

A monitoring program shall be established to measure the success of this Plan based on the performance measures presented in Appendix 2, and shall be presented in conjunction with a review of this Plan, or as requested by Council.

## 10.3 REGIONAL CENTRE LAND USE BY-LAW

The Land Use By-Law is the principal tool for implementing the land development policies of this Plan. Permitted uses and development standards are established under regulations. A degree of flexibility is provided in the Land Use By-law through the site plan approval process, including the provisions of the Land Use By-law that may be varied by site plan approval, incentive or bonus zoning, and through provisions in the HRM Charter relative to variances to the Land Use By-law, and non-conforming uses and structures. This Plan also provides guidance on when amendments to the Land Use By-law may be considered.

### Policy 112

Concurrent with the adoption of this Plan, the Regional Centre Land Use By-law is adopted for the area shown on Map 1. The Land Use By-law shall prescribe:

- a. developments for which a municipal development permit is not required;
- b. information required with an application for a municipal development permit;
- c. conditions for the approval, expiry and revocation of a development permit;
- d. permitted uses and development standards that are consistent with or give effect to the Urban Structure, built form and general regulations;
- e. developments which will be subject to site plan approval, and the approval requirements;
- f. developments which are subject to development agreement, and approval requirements;
- g. where incentive or bonus zoning agreements may be considered, and the approval requirements;
- h. relaxation of the restrictions for and non-conforming structures; and
- i. other regulations necessary to implement this Plan.

## 10.4 NON-CONFORMING USES AND STRUCTURES

### **Policy 113**

Many existing buildings in the Regional Centre were constructed in accordance with former land use by-law provisions that may not conform to the new Land Use By-law. As this Plan focuses growth in the Centre, Corridor and Higher Order Residential Designations where a substantial built environment exists, special provisions shall be made to allow for the relaxation of the restrictions for the extension, enlargement, and alteration of non-conforming structures.

### **Policy 114**

Provisions shall be made in the Land Use By-law to relax the restrictions in the HRM Charter respecting the extension, enlargement, and alteration of non-conforming structures on lots zoned CEN-2, CEN-1, COR, HR-2, or HR-1, provided that the non-conformity is not made worse or a variance of the provision of the Land Use By-law has not been granted by the Development Officer by a Site Plan Approval.

## 10.5 SITE PLAN APPROVAL

Site plan approval is a development tool enabled under the *Halifax Regional Municipality Charter* which can regulate site and building design, including the external appearance of structures. This Plan establishes designations where site plan approval is applied, the uses and matters that are subject to site plan approval, applications, and other related matters. Under this Plan, site plan approval, will occur in two parts:

- a. the quantitative elements of an application are subject to the prescriptive criteria in the Land Use By-law; and
- b. the qualitative elements of an application are subject to review in accordance with the Design Manual portion of the Land Use By-law.

### **Policy 115**

Site plan approval requirements shall be applied to lands zoned CEN-2, CEN-1, COR, HR-2, HR-1, and INS under the Land Use By-law. The By-law shall:

- a. identify the developments that are not subject to site plan approval;
- b. include a Design Manual with approval criteria for a site plan approval application;
- c. identify relaxations of the Land-Use By-law that may be varied by a site plan approval application;
- d. specify the form and content of an application for site plan approval;
- e. establish requirements for public consultation prior to the application being submitted to the Municipality, including when it is required; and
- f. establish an approval notification requirement of 100 metres for site plan approval.

### **Policy 116**

The Municipality may establish an advisory committee for the Regional Centre to provide recommendations to the Development Officer respecting site plan approval applications and to perform other duties set by Council.

## 10.6 INCENTIVE OR BONUS ZONING AGREEMENTS

Incentive or density bonus zoning is a planning tool which allows the Municipality to establish, through a municipal planning strategy and land use by-law, provisions for developments to provide a range of public benefits in exchange for greater development rights. This Plan seeks to ensure that any incentive or bonus zoning public benefits support the goals and objectives of this Plan, are long-lasting, demonstrate a planning relationship with the development site, and are implemented in accordance with the *HRM Charter*.

Proposals that seek to demolish a significant portion of a registered heritage building as defined in the Land Use By-law shall be excluded from incentive or bonus zoning. Public benefits for the Centre Plan Area shall include affordable housing, publicly accessible open space, community cultural spaces, and public art.

### **Policy 117**

A development that proposes to demolish a significant portion of a registered heritage building as defined in the Land Use By-law shall not be eligible for incentive or bonus zoning. A development located within a Heritage Conservation Districts shall not be eligible for incentive or bonus zoning.

### **Policy 118**

The Land Use By-law shall allow for incentive or bonus zoning and consideration of incentive or bonus zoning agreements in the CEN-2, CEN-1, COR, HR-2 and HR-1 Zones except for that portion of the zones that are outside the Centre Plan Area. The By-law shall identify:

- a. the developments that are subject to an incentive or bonus zoning agreement;
- b. the area or areas where the developments may be located;
- c. the matters that the Council may consider before approving an incentive or bonus zoning agreement;
- d. set out the method to be used to determine the contribution for incentive or bonus zoning.
- e. the method to be used to determine and update local area density bonus rates;
- f. the method to determine, evaluate and monitor the value of the public benefits; and
- g. the means of administering an agreement.

**Policy 119**

The Land Use By-law shall set out the following acceptable public benefits where required by an incentive or bonus zoning agreement, including when money may be accepted in lieu of the public benefit:

- a. affordable housing units in the development;
- b. conservation of a registered heritage building as part of development;
- c. publicly accessible amenity or open space on the site of development;
- d. affordable community or cultural indoor space in the development; or
- e. public art.

**Policy 120**

Where affordable housing is a required public benefit in the Centre Plan area, a majority of the calculated value of the public benefit must be dedicated towards designated affordable housing units on the site of development unless otherwise provided by the Land Use By-law.

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## 10.7 INVESTING FOR GROWTH

This Plan emphasizes the importance of the public realm in creating an environment that attracts and supports growth. Municipal investments in streets, streetscapes, public parks, and other public facilities may be needed. Incentives to support the preservation of heritage resources may be required. Upgrading of the public water, wastewater and stormwater systems may also be needed to accommodate growth.

### **Policy 121**

A long-term streets and streetscaping program may be prepared for inclusion in capital budget plans that establishes project priorities based on current and desired growth, pedestrian activity, and Regional Plan Priority Plans.

### **Policy 122**

Master plans may be prepared for municipal parks and facilities which will guide decisions for improvements to existing, new or expanded facilities.

### **Policy 123**

The Municipality may establish heritage incentive programs in conjunction with new Heritage Conservation Districts.

### **Policy 124**

The Municipality may support the economic and social development of neighbourhoods identified in this Plan through local urban design plans, capital investments and other means.

### **Policy 125**

The Municipality, in conjunction with Halifax Water, may fund studies needed to determine the adequacy of public water, wastewater or stormwater systems needed to accommodate growth projected by this Plan and, if upgrading is needed, may pay in whole or in part of the costs.

## 10.8 COMMERCIAL TAXATION

New growth may impact commercial assessments and levels of taxation. A Commercial Development District enables the Municipality to phase in or average commercial taxes from assessment increases within each district. This will provide commercial businesses with greater predictability on their taxes, leading to a more stable and competitive investment environment.

### **Policy 126**

Council may establish, by by-law, one or more commercial development districts in the Regional Centre, providing the district is serviced by wastewater facilities and a water system.

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## 10.9 TRANSITION TO THIS PLAN

During the course of preparation of this Plan, development continued to occur in the Plan area according to the previous MPS policies and land use by-law requirements. At the time of Plan adoption, development agreement applications in various stages of review and approval remained in progress. In consideration of the fact that these projects were designed within the parameters of the previous policies, the substantial investment made in the preparation of such applications and that they were submitted in advance of this Plan being given first reading by Council, it is reasonable that provision be made to allow Council to consider them after the effective date of this Plan under the previous policies. Similarly, non-substantive amendments to approved development agreements should also be able to be considered under the previous policies.

It is not, however, appropriate that development that is not in conformance with this Plan be afforded longstanding rights relative to time frames for project approval and completion. Developments that are not constructed and completed within a reasonable time period after Plan adoption should be required to comply with the requirements of the Land Use By-law.

### **Policy 127**

Any completed applications for development agreements or amendments to existing development agreements on file with the Municipality on or before Council's first notification of intention to adopt this Plan, shall be considered under the policies in effect at the time the complete application was received. Where any such application is withdrawn, significantly altered, or refused by Council, any new development applications shall be subject to all applicable requirements of this Plan and the Land Use By-law.

### **Policy 128**

A new development agreement, or an amendment to an existing development agreement that would change the project commencement date, that is adopted in accordance with Policy 96, must include a provision that the development must be completed within three years from the date of Council's approval or all appeals have been disposed of, whichever is later.

### **Policy 129**

Applications for non-substantive amendments to approved development agreements shall be considered under the policies in effect at the time the agreement was approved.

# APPENDIX 1

# APPROVED NEIGHBOURHOOD DESIGN GUIDELINES FOR FUTURE GROWTH NODES

# FGN 1. NEIGHBOURHOOD DESIGN GUIDELINES FOR THE SHANNON PARK LANDS

Shannon Park is a former military community located on the eastern shore of the Halifax Harbour. Now vacant, the 85acre site is intended to be developed into a compact, mixed use community of approximately 2,600 residential units. As a site that is boarded by rail, the A. Murray Mackay Bridge and the Tufts Cover Power Generating Plant, special attention is required to connecting the community to surrounding neighbourhoods and employment centres. Subdivision and development is to conform with the following:

## 1.1 Land Use Concept

The Land Use Concept (Map 4) shows the location of proposed land uses and the general location of access points for major streets, parks and multi-use trails. Development shall be generally consistent with this Land Use Concept Map.

## 1.2 Neighbourhood Form

A compact mixed use neighbourhood shall be developed consisting of:

- a. a mix of low-rise, mid-rise and high rise buildings, including grade related units;
- b. local commercial uses located on the ground floor of mixed use buildings and primarily clustered along a central transit route through the site; and
- c. pedestrian oriented building facades and designs.

## 1.3 Parks

A parks system that provides the full range of recreation and open spaces needed to serve the community shall consist of:

- a. a waterfront park that is a destination for both local residents and surrounding communities;
- b. a centrally located multi-use park primarily designed to serve the outdoor recreation needs of the local community; and
- c. other small park parcels that may be needed to facilitate pedestrian connections within the community and to surrounding areas.

## 1.4 Transportation

Priority shall be given to walking, cycling and transit use. The transportation network will consist of:

- a. a collector road from Windmill Road to Baffin Boulevard that is designed to enable a direct transit route through the site;
- b. a centrally located transit hub located close to shops and services that

- provides a comfortable space for people to wait and gather;
- c. multi-use trails through the site that link to planned multi-use trail routes located on Windmill Road, Baffin Boulevard and near the Mackay Bridge;
- d. short local streets that are arranged in a general grid pattern; and
- e. opportunities for potential future commuter rail and ferry services achieved through the phasing and design of development blocks.

### **1.5 Climate Change and Storm Surge Risks**

The design and location of buildings and public infrastructure will mitigate potential climate change and storm surge risks by:

- a. ensuring buildings are flood resistant to a storm surge/sea level rise elevation established in the Regional Plan;
- b. ensuring the design and location of roads, parks and other public infrastructure minimizes risks of damage caused by future sea level rise and storm surges.

### **1.6 Culture and Heritage**

Development will respect and reflect valued cultural elements and the historic use of the site by the Mi'Kmaq and Canadian Military. Items to incorporate into the design and location of neighbourhood features include:

- a. scenic views;
- b. historic connections to the harbour & Shubenacadie Canal;
- c. traditional gathering places;
- d. past community & military use of the site; and
- e. the results of an archeological assessment.

### **1.7 Adjacent Lands and Neighbourhoods**

Development shall be designed to coordinate with adjacent lands and neighbourhoods. Measures are to include:

- a. coordinating road, park, servicing and trail designs with the anticipated development of the lands owned by the Millbrook First Nation;
- b. ensuring development next to the railway conforms with the CN Guidelines for New Development in Proximity to Railway Operations;
- c. ensuring land uses and buildings transition to existing and planned development located on Windmill Road;
- d. incorporating the Shannon Park School site into the design of the community while also enabling the school lands to be readily integrated into the neighbourhood design should it be closed in the future;
- e. considering the development of a district energy system; and
- f. providing an adequate buffer to the Mackay Bridge to mitigate any noise and public health issues and to provide sufficient space for the Bridge's eventual refurbishment or replacement.

# FGN 2. NEIGHBOURHOOD DESIGN GUIDELINES FOR THE PENHORN MALL LANDS

A Community Vision for the Penhorn Mall site was approved in principle by Regional Council in October 2009 as a mixed-use area clustered around the transit terminal on Portland Street. The redevelopment concept includes pedestrian and transit oriented spaces and corridors, a range of medium to high density housing choices, and public amenity spaces including Penhorn Lake and Brownlow Park. Protection of the water quality of Penhorn Lake is a key goal. Subdivision and development is to conform with the following:

## 2.1 Land Use Concept

- a. the Land Use Concept (Map 5) shows the general location of development, access locations, parks and multiuse trails, and sub-areas. Development shall be generally consistent with this Land Use Concept Map.

## 2.2 Environmental Protection

- a. on-site stormwater management planning should emphasize low impact development measures and means to maintain water quality in Penhorn Lake with consideration given to the Analysis of Regional Lakes Water Quality Data (2006-2011) by Stantec in 2012;
- b. a water quality monitoring program may be undertaken to ensure that the water quality objectives of the Regional Plan are satisfied;
- c. a landscaping and vegetation plan shall be prepared and demonstrate how the site development will assist in achieving the canopy target for the Manor Park Neighbourhood as referenced in the Urban Forest Masterplan.

## 2.3 Parks

- a. a public linear park is to connect Penhorn Lake area and Brownlow Park with sufficient width to accommodate public spaces, trees and an off road active transportation route. This park is to be designed to allow easy access and connectivity to Brownlow Park, Penhorn Lake, and to the transit terminal.

## 2.4 Neighbourhood Form

Development of the Lands in Area 1 (as shown on Map 4) is to be consistent with the following criteria:

- a. existing vegetative buffers are to be retained;
- b. setback from municipally-owned lands around Penhorn Lake shall be

provided, and only pervious landscaping surfaces or materials will be permitted within the setback;

- c. where abutting low density zoned properties, development will be limited to townhouse dwellings that do not exceed three storeys in height; and
- d. mid-rise multiple unit dwellings will be permitted for the remainder of Area 1.

Development of the Lands in Area 2 (as shown on Map 5) will be consistent with the following criteria:

- a. mid-rise and high-rise multiple unit dwellings will be permitted;
- b. public amenity spaces are encouraged to be located facing, and near the transit terminal on Portland Street;
- c. buildings will be sited and oriented to present attractive facades, landscaping and vistas from the public right of way, and where possible, face the Metro Transit Facility on Portland Street;
- d. if existing buildings are redeveloped, a public street with wide sidewalks using the central driveway will access the back half of the site and intersect with the public linear park that connects the Penhorn Lake area and Brownlow Park. This street will give priority to pedestrians and active transportation to link the transit terminal to the rest of the site and to connect with the planned public linear park;
- e. new drive-through facilities will not be permitted;
- f. automotive display courts will not be permitted but vehicle sales within fully-enclosed showrooms may be considered, provided that the built form development standards are adhered to.
- g. substantial landscaping is to be provided around the perimeter of the site, adjacent to all buildings and within each parking lot/area as provided by future zone.

Development of the Lands in Area 3 is to be consistent with the following criteria:

- a. a mix of residential, institutional and local commercial/office uses up to and including the third floor will be supported;
- b. mid-rise and high-rise multiple unit dwellings will be supported; and
- c. and a mix of unit sizes will be required.

## **2.5 Transportation**

- a. an internal public street system will allow vehicle circulation throughout the entire site and will include a minimum of two intersections with Portland Street;
- b. the preferred access points to the lands are generally shown on Map 4, and the site circulation plan will be designed to focus vehicular access toward the signalized west intersection where more potential capacity exists, and the central access will be designed to include pedestrian

traffic from the transit terminal;

- c.** an active transportation route will provide a direct route from the transit facility to the public linear park that connects Penhorn Lake area and Brownlow Park as generally shown on Map 6;
- d.** pedestrian pathways will connect the transit facility, existing neighbourhoods, Brownlow Park, and the proposed Penhorn Lake trails;
- e.** short local streets that are arranged in a general grid pattern will be preferred;
- f.** block lengths in the range of 91m to 122m are preferred but blocks lengths from 152m to 183m may be considered provided mid block pedestrian crossings are included; and
- g.** shared service lanes may be considered.

DRAFT

# FGN 3. NEIGHBOURHOOD DESIGN GUIDELINES FOR THE YOUNG STREET LANDS

Young Street Superblock is an extensive urban block bordered by Young Street, Robie Street, Almon Street, and Windsor Street. This site has several large underutilized properties with a broad range of building types including large warehouses, and big box retail stores. It is also adjacent to the Halifax Forum, an important North End landmark and is also close to the Hydrostone neighbourhood.

A priority for this Centre is to create a more pedestrian-friendly environment by introducing a formalized and fine-grained block pattern, improving walkability through new and expanded mobility connections, and creating vibrant pedestrian streets. Once developed, this area will act as an extension of the Young St/Robie St. Centre.

## 3.1 Land Use Concept

- a. the Land Use Concept (Map 6) shows the general location of access points and allowable building heights. Development shall be generally consistent with this Land Use Concept Map.

## 3.2 Parks

- a. parks and landscaped open spaces are to be integrated with buildings to provide a focal point or anchor for key areas, intersections and active transportation connections.

## 3.3 Neighbourhood Form

- a. a variety of residential forms will be supported including multi-unit buildings, triplexes, townhouses, duplexes and semi-detached dwellings;
- b. high and mid-rise buildings will be focused along Young St., Robie St. and Windsor, with lower built form along Almon Street adjacent to Established Residential areas;
- c. ground floor commercial uses will be required on properties that front on Pedestrian-Oriented Commercial Streets;
- d. office, retail, service, restaurant, cultural and entertainment uses that serve as both local and regional draws will be encouraged;
- e. drive-through facilities will not be permitted;
- f. automotive display courts will not be permitted but vehicle sales within fully-enclosed showrooms may be considered if the built form development standards are adhered to.

### **3.4 Transportation**

- a.** the proposed street network shall be is in the form of short local streets that are arranged in a general grid pattern that connects to the grid of the surrounding context and generally conform with access points as shown on Map 6.
- b.** service lanes and narrow public streets may be considered to support a fine-grained neighbourhood grid form.

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# APPENDIX 2

# PLAN MONITORING AND REPORTING

**METRICS:** The following metrics will guide the Centre Plan monitoring and review process.

CORE CONCEPT	INDICATOR	UNITS	2018	2019	2020	2021	2022
<b>LAND USE &amp; URBAN DESIGN</b>							
STRATEGIC GROWTH	<b>1.1</b> Area of Regional Centre	Hectares					
STRATEGIC GROWTH	<b>1.2</b> Housing Units in Regional Centre	Dwelling Units					
STRATEGIC GROWTH	<b>1.3</b> Population of the Regional Centre	People					
STRATEGIC GROWTH	<b>1.4</b> New Housing Units Starts in Regional Centre	Dwelling Units					
STRATEGIC GROWTH	<b>1.5</b> New Housing Units Starts in Centres	Dwelling Units					
STRATEGIC GROWTH	<b>1.6</b> New Housing Units Starts in Corridors	Dwelling Units					
STRATEGIC GROWTH	<b>1.7</b> New Housing Units Starts in Future Growth Nodes	Dwelling Units					
STRATEGIC GROWTH	<b>1.8</b> New Housing Units Starts in Residential Areas	Dwelling Units					
STRATEGIC GROWTH	<b>1.9</b> New Housing Units Starts in Downtowns	Dwelling Units					
STRATEGIC GROWTH	<b>1.10</b> New Non-Residential Space Starts in Centres	Square Feet					
STRATEGIC GROWTH	<b>1.11</b> New Non-Residential Space Starts in Corridors	Square Feet					
STRATEGIC GROWTH	<b>1.12</b> New Non-Residential Space Starts in Future Growth Nodes	Square Feet					
STRATEGIC GROWTH	<b>1.13</b> New Non-Residential Space Starts in Residential Areas	Square Feet					

CORE CONCEPT	INDICATOR	UNITS	2018	2019	2020	2021	2022
STRATEGIC GROWTH	<b>1.14</b> New Non-Residential Space Starts in Downtowns	Square Feet					
COMPLETE COMMUNITIES	<b>1.15</b> Land Area Attributed to Residential Uses	Hectares					
COMPLETE COMMUNITIES	<b>1.16</b> Land Area Attributed to Commercial Office Uses	Hectares					
COMPLETE COMMUNITIES	<b>1.17</b> Land Area Attributed to Mixed Use	Hectares					
COMPLETE COMMUNITIES	<b>1.18</b> Land Area Attributed to Retail Uses	Hectares					
COMPLETE COMMUNITIES	<b>1.19</b> Housing Units within 1.2 km of a Grocery Store	Dwelling Units					
COMPLETE COMMUNITIES	<b>1.20</b> Housing Units within 4 km of a Community Centre	Dwelling Units					
COMPLETE COMMUNITIES	<b>1.21</b> Housing Units within 1.2 km of an Elementary School	Dwelling Units					
COMPLETE COMMUNITIES	<b>1.22</b> New Housing Units Starts within 400 m of a Halifax Transit Corridor	Dwelling Units					
COMPLETE COMMUNITIES	<b>1.23</b> Housing Units within 400 m of a Municipal Park	Dwelling Units					

## CULTURE & HERITAGE

HUMAN SCALE	<b>2.1</b> Dollars Invested in Public Art	CAD \$					
COMPLETE COMMUNITIES	<b>2.2</b> Area Contained within Heritage Conservation Districts	Hectares					
COMPLETE COMMUNITIES	<b>2.3</b> Area Contained within Cultural Landscape Designations	Hectares					
COMPLETE COMMUNITIES	<b>2.4</b> Number of Registered Heritage Properties in the Regional Centre	Number					

CORE CONCEPT	INDICATOR	UNITS	2018	2019	2020	2021	2022
<b>HOUSING</b>							
COMPLETE COMMUNITIES	3.1	Average Rent, Two-Bedroom Apartment, October	CAD \$				
COMPLETE COMMUNITIES	3.2	Vacancy Rate, Two-Bedroom Apartment, October	% Vacant				
COMPLETE COMMUNITIES	3.3	Number of Households in Core Housing Need, Owners	Households				
COMPLETE COMMUNITIES	3.4	Number of Households in Core Housing Need, Renters	Households				
COMPLETE COMMUNITIES	3.5	Housing Units that are Detached Single Unit Dwellings	Dwelling Units				
COMPLETE COMMUNITIES	3.6	Housing Units that are Multi-Unit (+3)	Dwelling Units				
COMPLETE COMMUNITIES	3.7	Housing Units that are Two Unit Dwellings	Dwelling Units				
COMPLETE COMMUNITIES	3.8	Housing Units that are Garden Suites (New Permits)	Dwelling Units				

## JOBS & ECONOMIC DEVELOPMENT

STRATEGIC GROWTH	4.1	Estimate of Jobs in Regional Centre	Number of Jobs				
STRATEGIC GROWTH	4.2	Estimate of Jobs in Centres	Number of Jobs				
STRATEGIC GROWTH	4.3	Estimate of Jobs in Corridors	Number of Jobs				
STRATEGIC GROWTH	4.4	Estimate of Jobs in Future Growth Nodes	Number of Jobs				

CORE CONCEPT	INDICATOR	UNITS	2018	2019	2020	2021	2022
STRATEGIC GROWTH	<b>4.5</b> Estimate of Jobs in Residential Areas	Number of Jobs					
STRATEGIC GROWTH	<b>4.6</b> Estimate of Jobs in Downtowns	Number of Jobs					
STRATEGIC GROWTH	<b>4.7</b> Estimate of Jobs in Industrial Areas	Number of Jobs					
STRATEGIC GROWTH	<b>4.8</b> Estimate of Jobs in Major Institutions Areas	Number of Jobs					
STRATEGIC GROWTH	<b>4.9</b> Estimate of Jobs in Local Institutions Areas	Number of Jobs					
STRATEGIC GROWTH	<b>4.10</b> Total Value of Construction Permits (Renovations) in Regional Centre	CAD \$					
STRATEGIC GROWTH	<b>4.11</b> Vacancy Rate, Commercial Office Space in the Regional Centre	% Vacant					
STRATEGIC GROWTH	<b>4.12</b> Number of Jobs Located within 400m of a Halifax Transit Corridor	Number of Jobs					
<b>MOBILITY</b>							
PEDESTRIANS FIRST	<b>5.1</b> Metres of New Sidewalks Added	Metres					
PEDESTRIANS FIRST	<b>5.2</b> Metres of Repaired Sidewalks	Metres					
PEDESTRIANS FIRST	<b>5.3</b> Pedestrian Counts at Major Desinations	Pedestrians					

CORE CONCEPT	INDICATOR	UNITS	2018	2019	2020	2021	2022
<b>PUBLIC SPACES &amp; PLACES</b>							
COMPLETE COMMUNITIES	<b>6.1</b> Land Area Attributed to Parks	Hectares					
COMPLETE COMMUNITIES	<b>6.2</b> Land Area Attributed to Recreation Uses	Hectares					
<b>SUSTAINABILITY</b>							
HUMAN SCALE	<b>7.1</b> Tree Canopy in HRM Parks	% Coverage					
HUMAN SCALE	<b>7.2</b> Tree Canopy on Halifax Peninsula	% Coverage					
HUMAN SCALE	<b>7.3</b> Tree Canopy in Dartmouth (Regional Centre)	% Coverage					
COMPLETE COMMUNITIES	<b>7.4</b> The number of active community gardens on HRM land	Number					



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# HALIFAX

## Regional Centre Secondary Municipal Planning Strategy

MAP 1

### URBAN STRUCTURE

- CEN Centres
- COR Corridors
- HR Higher-Order Residential
- FGN Future Growth Nodes
- HRX Higher-Order Residential (Under Consideration)



**PACKAGE A**

Last Updated February 22, 2018



Scale 1:10,000

Prepared By:  
Halifax Regional Municipality

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# HALIFAX

## Regional Centre Secondary Municipal Planning Strategy

MAP 2

MAXIMUM GROSS FLOOR AREA RATIOS

- Maximum Gross Floor Area Ratios (GFARs)
- \* To be Determined



**PACKAGE A**

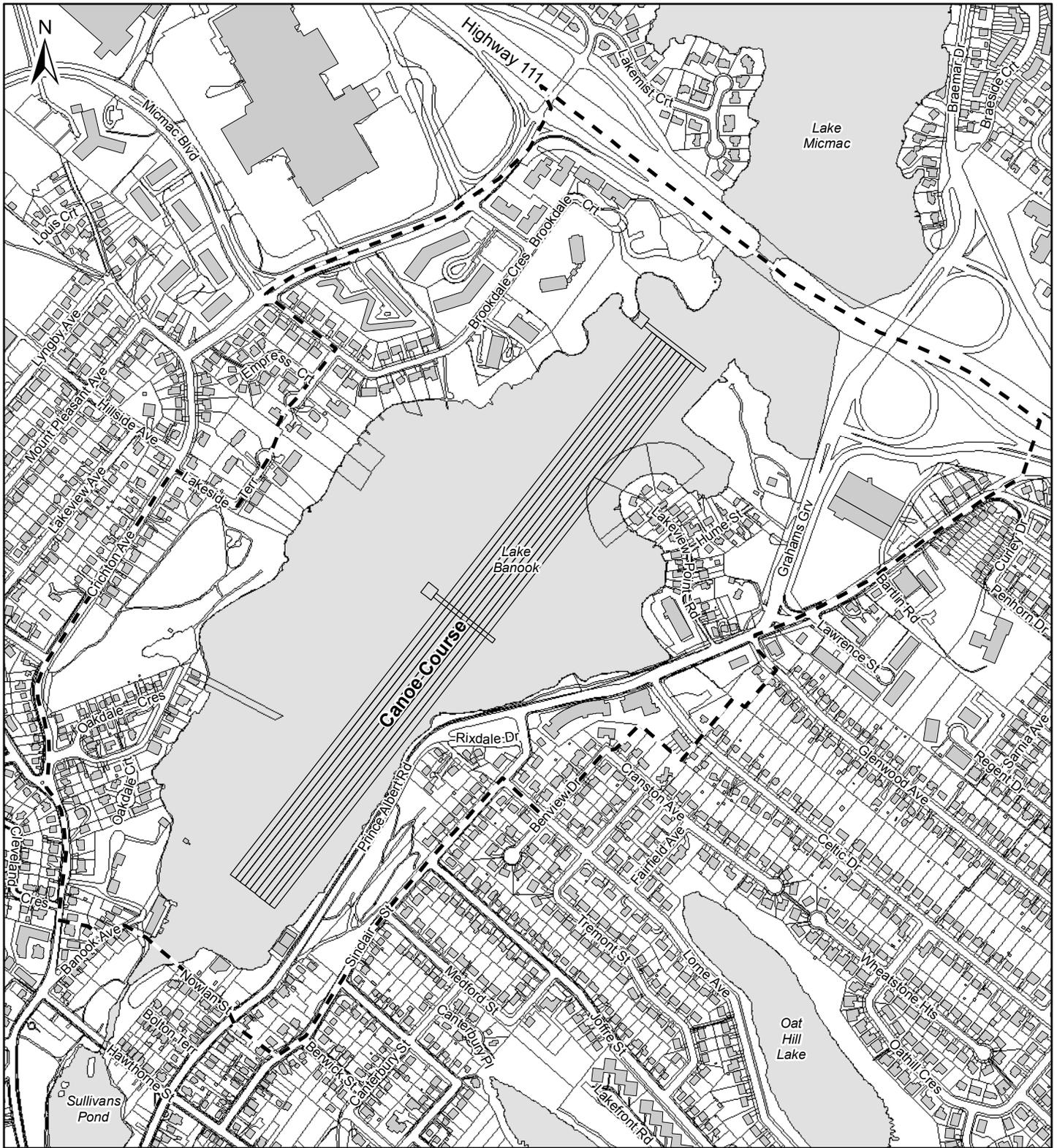
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**Map 3: Lake Banook Canoe Course Height Precinct**

- - - Lake Banook Canoe
- - - Course Height Precinct

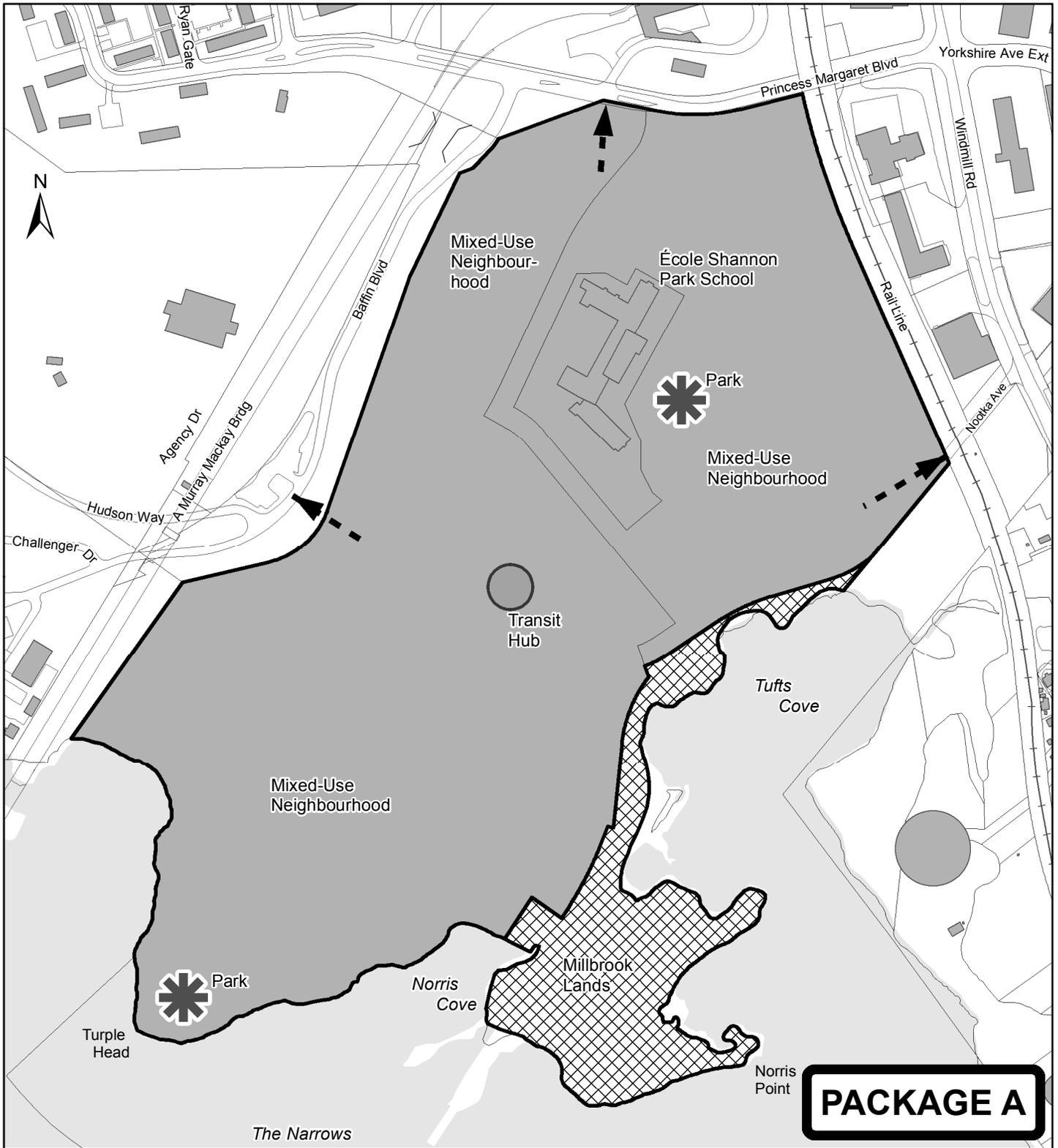
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**PACKAGE A**

**Map 4: Future Growth Node  
Land Use Concept  
Shannon Park**

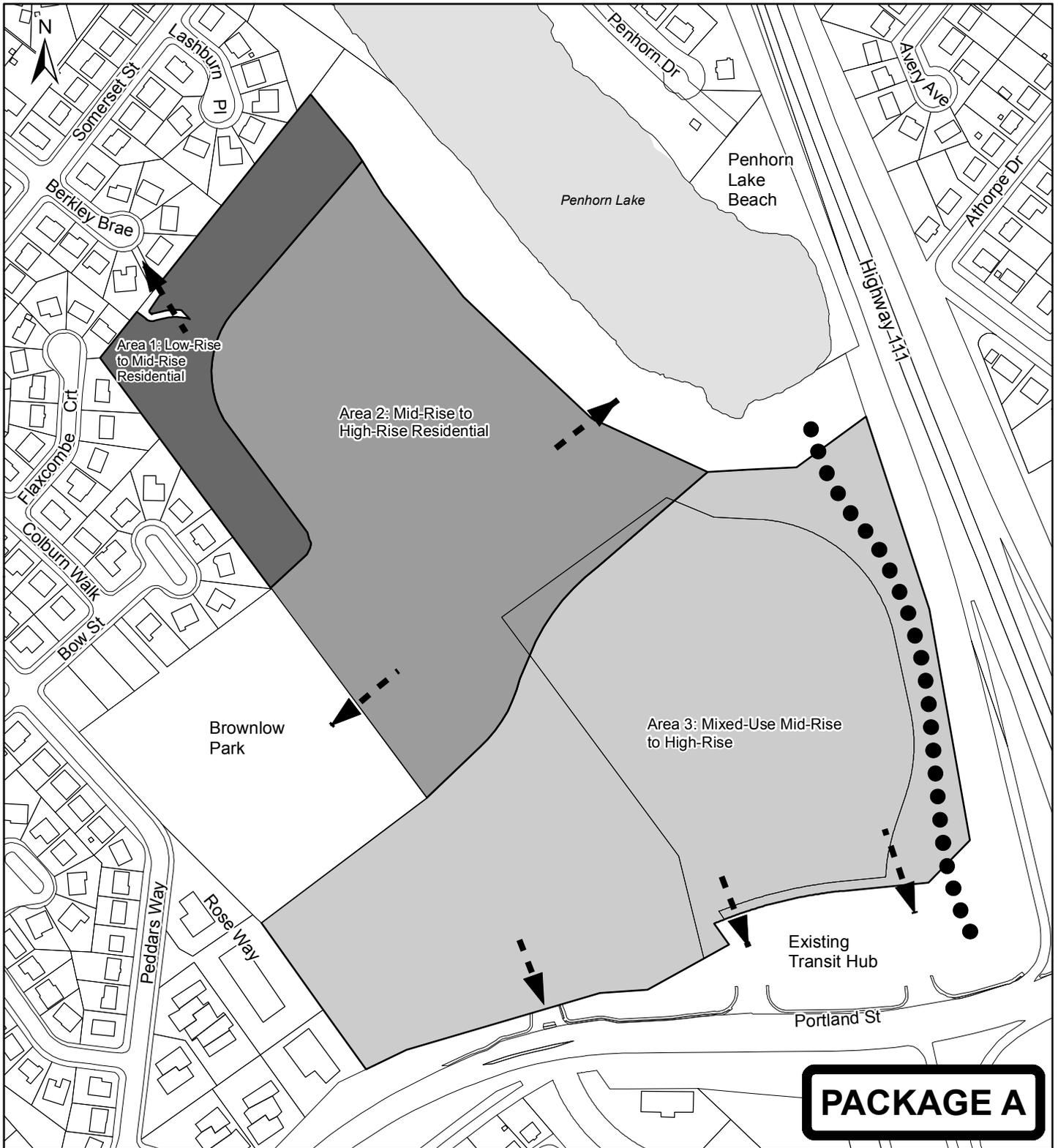
-  Mixed-Use Neighbourhood
-  Millbrook Lands
-  Transit Hub
-  Potential Collector Road and Multi-Use Trail
-  Park (Approx Location)

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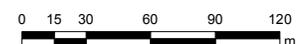


**PACKAGE A**

**Map 5: Future Growth Node  
Land Use Concept  
Penhorn Lands**

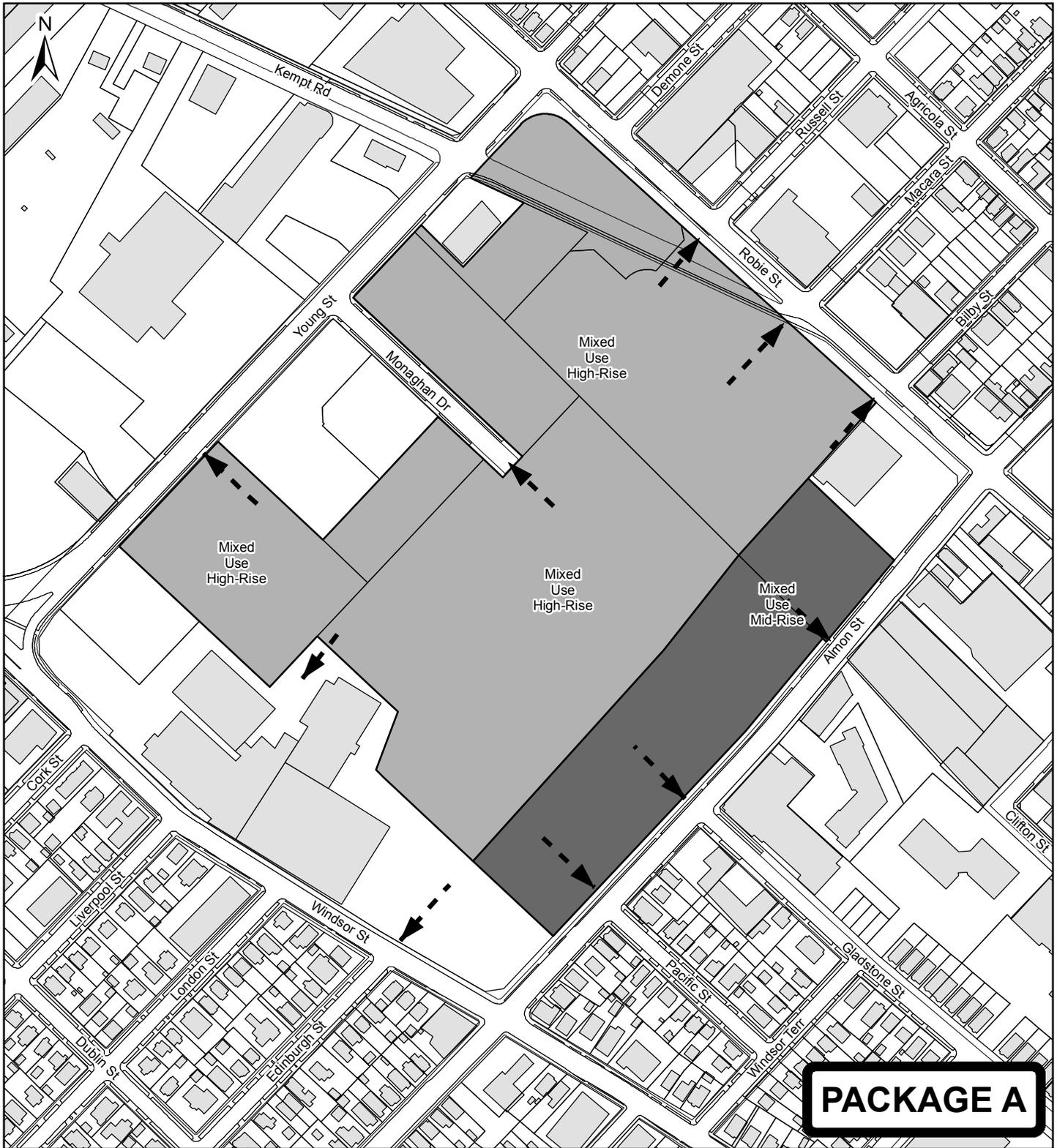
- Multi-Use Trail
  - ▶ Potential Street Pedestrian Access
- Neighbourhood**
- Area 1: Low-Rise to Mid-Rise Residential
  - Area 2: Mid-Rise to High-Rise Residential
  - Area 3: Mixed-Use Mid-Rise to High-Rise

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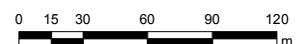


**Map 6: Future Growth Node  
Land Use Concept  
Young Street Superblock**

- High-Rise
- Mid-Rise
- Potential Street/Pedestrian Access

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