

HALIFAX

Community Design Advisory Committee

Introduction to the Draft Regional
Centre Planning Documents

2018-02-28



CENTRE PLAN 2017



DRAFT
REGIONAL CENTRE
SECONDARY
MUNICIPAL
PLANNING STRATEGY
PACKAGE A

CENTRE PLAN 2018

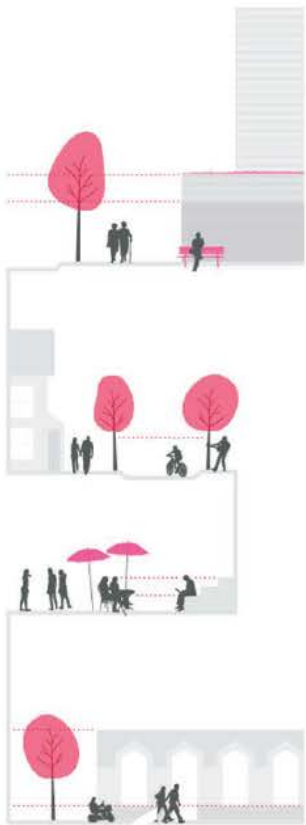
The following version of the Draft Regional Centre Secondary Municipal Planning Strategy - Package A has been prepared for public consultation purposes only. It does not contain comprehensive regulatory language and is subject to change.

Core Concepts

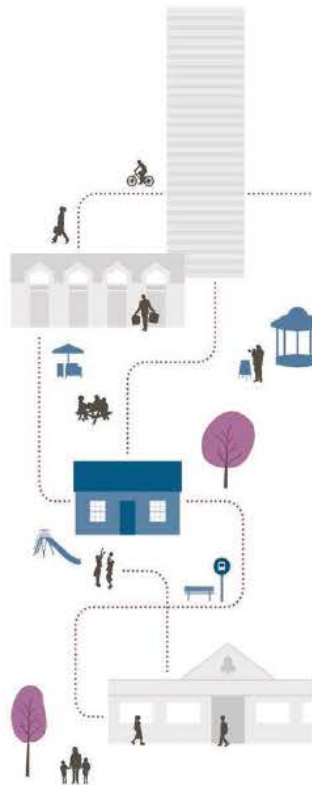
The Centre Plan is divided into four chapters that state the Goals, Objectives, and Policies that will guide staff in realizing the Core Concepts of the Plan.

The four core concepts are:

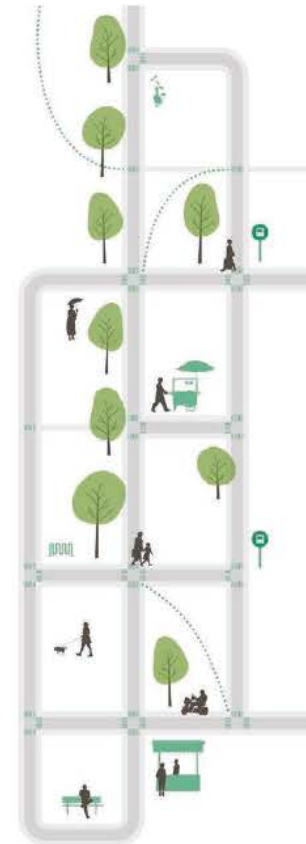
Human Scale Design



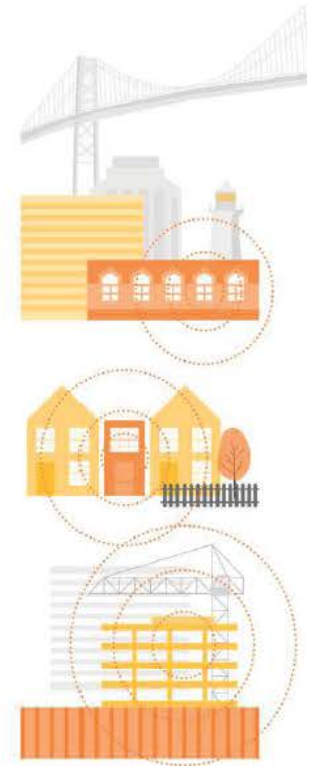
Complete Communities



Pedestrians First



Strategic Growth



HALIFAX

Themes We've Focused On

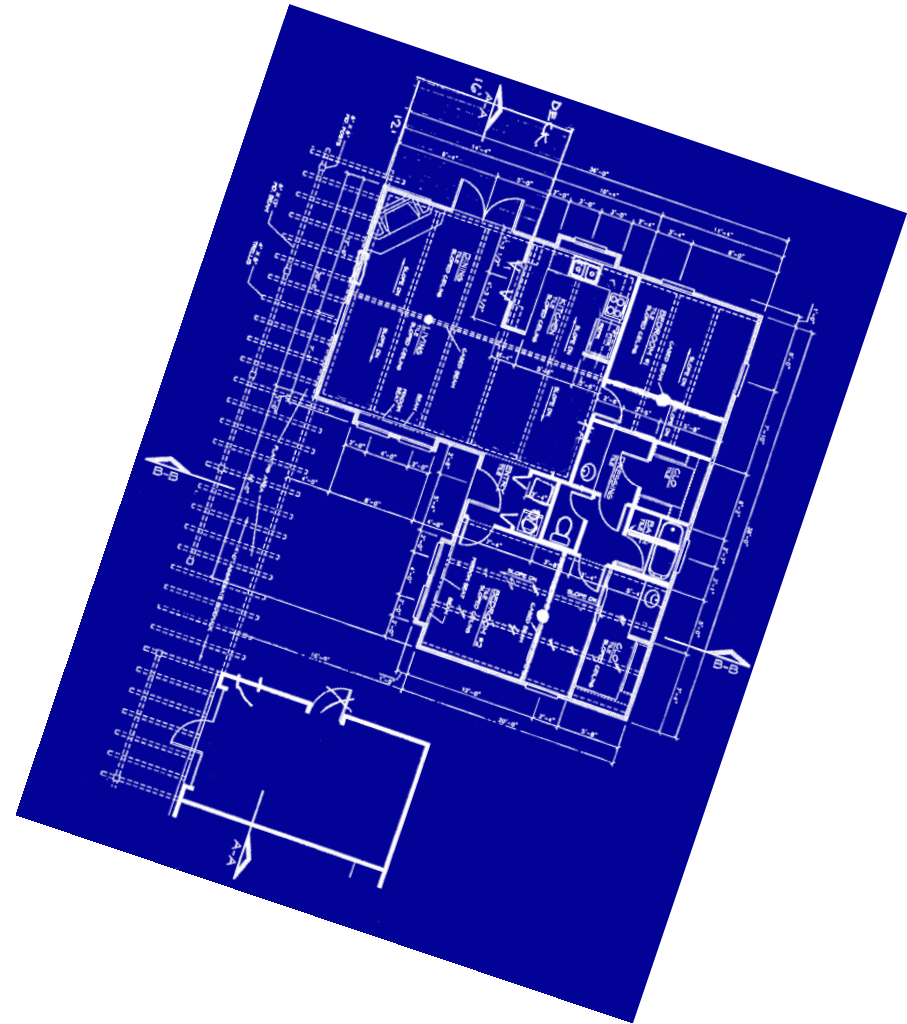
Cutting Red Tape

- Increase to 'As of-Right' Processes
- Expansion of Site Plan Approval leading to Faster Processing Times
- Fewer Land Use By-laws and Policies means increased staff efficiency
- A “web-ready” by-law that can be easily deployed in conjunction with online mapping tools
- A user guide aimed at both external and internal users



Simplified Approval Processes

- New zones are generally more permissive with more compatible uses allowed as-of-right
- No single-purpose zones like the existing “Bakery” zone
- Fewer site -specific plan amendments and development agreements



Housing Affordability

- Infill housing, secondary units and backyard suites
- Mix of unit types required in multi-unit developments
- Greater location choices for shared / special care housing uses
- No vehicle parking requirements for multi-unit developments in Centres and Corridors
- Reduced rent rental housing through density bonusing in developments over GFAR of 3.5 in 'Package A' areas
- Continued investigation of government and community partnerships to address affordable housing targets



Increased Focus on Urban Design

- Design Guidelines for Package A designations applied through Site Plan Approval
- Streetwalls, stepbacks, and setbacks part of updated requirements
- Transition regulations from mid-rise and high-rise buildings to low-rise buildings based on adjacent zones



Developer Entry to Market

- Centre Plan spreads density throughout Centres, Corridors, Future Growth Nodes, and Higher Order Residential Areas
- Corridors at roughly 4-8 storeys allows more individuals to enter the development market with smaller projects
- Increased unit variety, more property owners with increased development rights



Business / Economic Development

- A user-friendly zone/use table
- No minimum motor vehicle parking requirement for Centres and Corridors
- New permissions for emerging kinds of employment: home occupations, home offices, work-live units, local commercial, fabrication (i.e., maker-spaces), business incubators
- Enable Future Commercial Development Districts



Mobility & Transportation

- Modernized bicycle parking requirements and spacing
- Required off-street loading space for residential and commercial uses above a certain threshold
- Growth focused strategically in Centres, and Corridors with current and proposed high frequency transit
- Mixed-use buildings permitted in all Package A zones aiding in reducing the need for travel
- Policies to encourage and require traditional street-grid connections

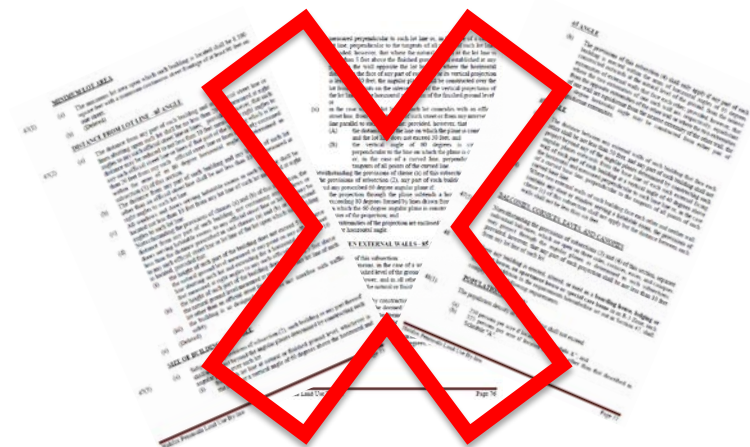


Complexity in Regulation

- Remove Angle Control as a Building Control
- Removal of Bedroom Related Density Counts
- Conversion clauses replaced with more permissive zones
- 1 definition of height
- Removal of 'Stacked Zoning'
- Overall reduction in the number of zones

The image shows a collage of regulatory tables from a zoning code. Several tables are annotated with a large red 'R-1' in the center, indicating a specific regulatory change or zone. The tables include:

- TABLE 1. R-1 SINGLE-FAMILY ZONING**: Lists regulations for single-family dwellings, including setbacks, height, and lot coverage.
- TABLE 2. R-1 SINGLE-FAMILY RESIDENTIAL ZONING**: Lists regulations for single-family residential dwellings, including setbacks, height, and lot coverage.
- TABLE 3. R-1 SINGLE-FAMILY DWELLING ZONING**: Lists regulations for single-family dwelling units, including setbacks, height, and lot coverage.
- TABLE 4. R-1 SINGLE-FAMILY DWELLING ZONING**: Lists regulations for single-family dwelling units, including setbacks, height, and lot coverage.
- TABLE 5. R-1 SINGLE-FAMILY DWELLING ZONING**: Lists regulations for single-family dwelling units, including setbacks, height, and lot coverage.



Differences from the 'Purple Document'

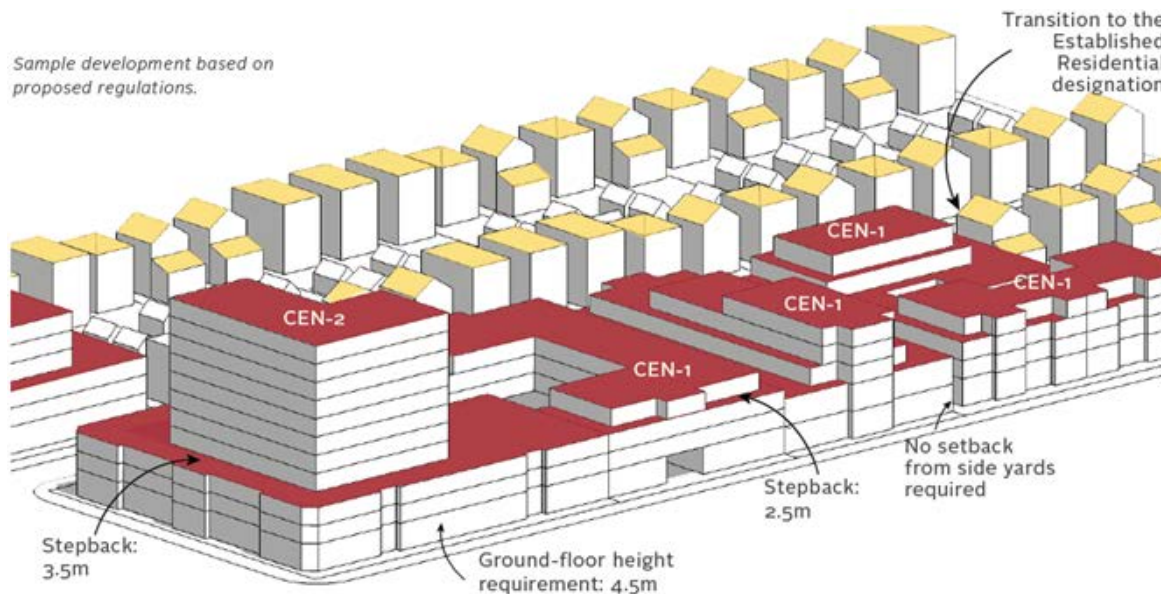
- The Regional Plan's vision for the Regional Centre has been rewritten and will require consideration of an amendment to the Regional Plan;
- Some direction from the draft 'Purple Document' have been incorporated into the LUB or the Design Manual as opposed to the SMPS policy document;
- Some designation name changes and designation map changes have been made;
- The Water Access Designation will be included in Package B to regulate development on infilled water lots as is currently the case in Halifax;
- Expanded use of Site Plan Approval process in Higher Order Residential, Corridors as well as Centres.



What's New to the Regulation?

Height and Built Form Framework

Beginning at LUB Section 78



- Proposed controls of Height, Gross Floor Area Ratio, Streetwall Height, Stepbacks, and Stepbacks
- Maximum Tower Floorplate size of 750 m²
- Maximum overall building dimension of 40-64 metres below streetwall and 35 metres in highrise buildings

Landscaping Requirements

Land Use By-law: Beginning in Section 142

- Enhanced landscaping requirements including:
 - Incentives to keep existing landscaping during a development project
 - Species diversity requirements
 - Requirements for soft landscaping, to aid in stormwater management
- Extending requirements for 'Green Roofs' outside of the downtown



Vehicle Parking Requirements

Beginning at LUB Section 149

- Centres, and Corridors have been selected in part for their good access to transit, employment areas, and commercial services
- Minimum parking requirements can be antithetical to affordability
- Minimum parking requirements in these designations have been removed.
- No minimums or maximums exist in Centres and Corridors

Bike Parking

Beginning at LUB Section 165

- Updated ratios for new defined uses
- Updated standards for spacing, access and location for increased usability

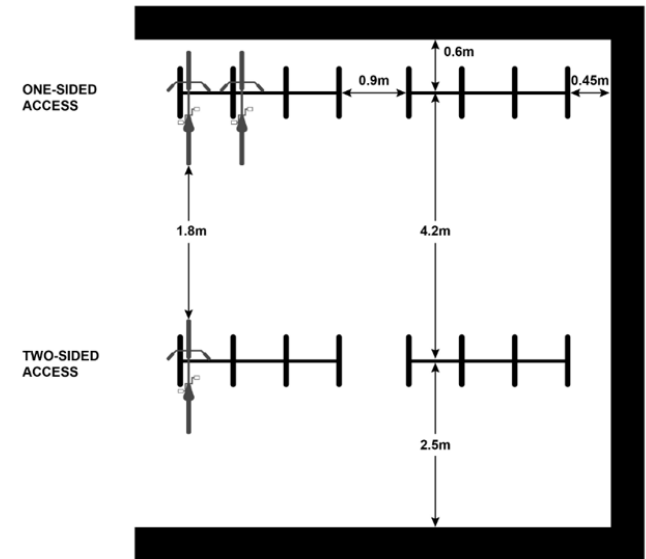


Figure 17: Bicycle parking space dimensions and rack spacing (2 of 3), per Subsection 166(4)

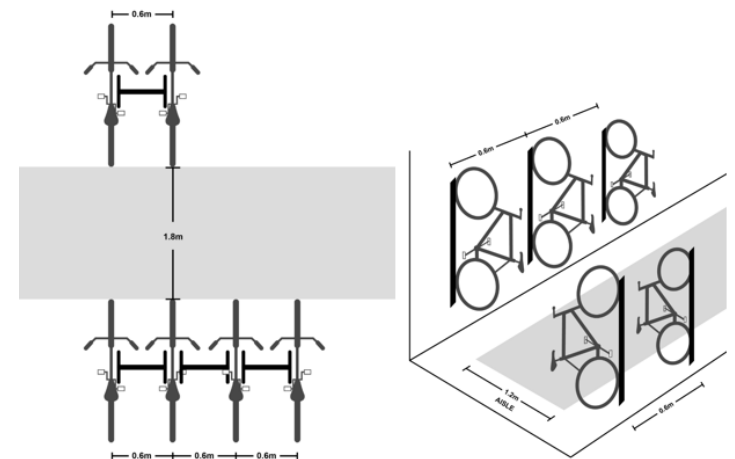


Figure 16: Bicycle parking space dimensions and rack spacing (1 of 3), per Subsection 166(3)

Illustrations = More Clarity

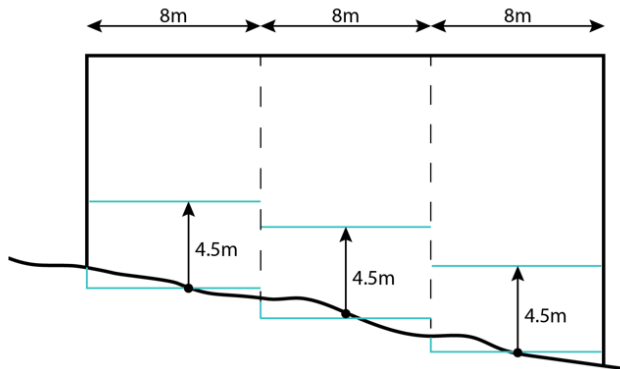


Figure 10: Method for determining streetwall height, per Clause 90(1)(b)

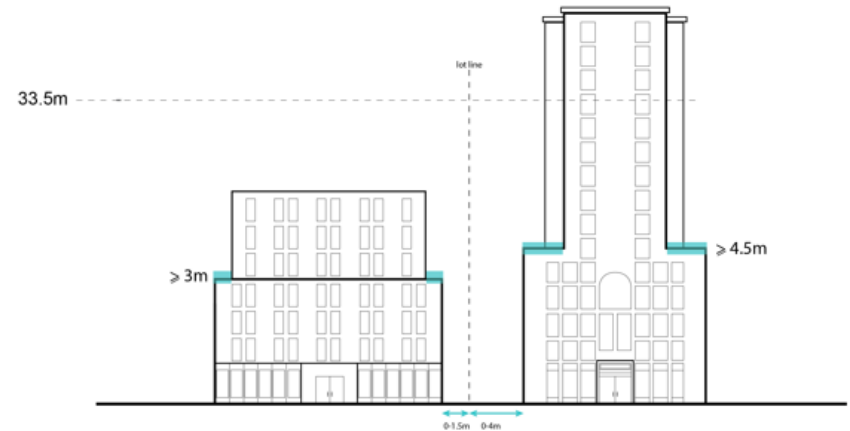


Figure 11: Minimum streetwall stepbacks, per Subsection 95(1)

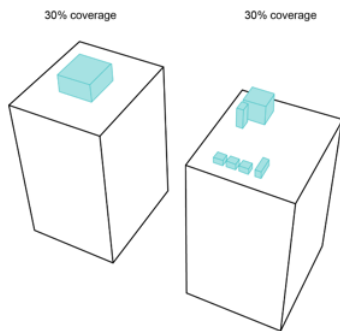


Figure 9: Rooftop area coverage limits, per Subsection 85(2)

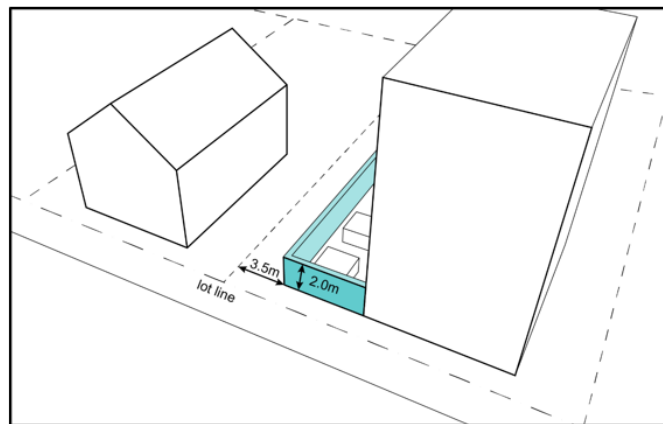


Figure 19: Screening requirements for solid waste management areas, per Subsection 137(13).

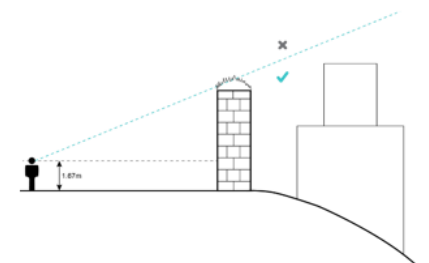


Figure 12: Rampart view plane requirements, per Subsection 125(2)

PERMITTED USES BY ZONE

LUB Permitted Uses Table

Residential	CEN-2	CEN-1	CCR	HR-2	HR-1
Single-unit dwelling use	*	*	*		*
Semi-detached dwelling use	*	*	*		*
Townhouse dwelling use	*	*	*	*	*
Stacked townhouse use	*	*	*	*	*
Two-unit dwelling use	*	*	*		*
Three-to-four-unit dwelling use	*	*	*	*	*
Multi-unit dwelling use (5-to units)	*	*	*	*	*
Multi-unit dwelling use (4-to units)	*	*	*	*	*
Secondary or backyard suite use	*	*	*	*	*
Mobile home use					
Supportive housing use	*	*	*	*	*
Bed and breakfast use	*	*	*	*	*
Single-room occupancy use	*	*	*	*	*
Halfway house use	*	*	*	*	*
Rooming house use	*	*	*	*	*
Home occupation use	*	*	*	*	*
Home office use	*	*	*	*	*
Work-live unit use	*	*	*	*	*
Grade-related unit use	*	*	*	*	*
Modular suite use	*	*	*	*	*
Commercial	CEN-2	CEN-1	CCR	HR-2	HR-1
Broadcast use	*		*		
Crematorium use					
Daycare use	*	*	*	*	*
Dealership use					
Drinking establishment use	*		*		
Local drinking establishment use (60 seats or fewer)	*	*	*	*	
Fabrication use	*	*	*	*	*
Financial institution use	*		*	*	
Fitness centre use	*		*	*	
Garden centre use	*				
Grocery store use	*		*	*	
Hotel use	*		*		
Kennel use					
Local commercial use	*	*	*	*	
Local commercial use on a corner lot	*	*	*	*	*
Micro-brewery or micro-distillery use	*		*	*	
Office use	*		*	*	
Power shop use			*		
Personal service use	*	*	*	*	*
Restaurant use	*	*	*	*	
Restaurant use on a corner lot	*	*	*	*	*
Retail use	*		*	*	
Self-storage facility use					
Service station use	*				
Service use	*	*	*	*	
All other commercial uses (if not prohibited above)	*				
Urban Agriculture	CEN-2	CEN-1	CCR	HR-2	HR-1
Farmers market use	*	*	*	*	*
Heritage farm use					
Keeping of bees as an accessory use	*	*	*	*	*
Keeping of chickens as an accessory use	*	*	*	*	*
Urban farm use	*	*	*	*	*

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**Introducing
Concepts in the
Draft Documents**

Transition Rules

Land Use By-law: Beginning at Section 109 as well as Sections 144 and 184

- Transition to Established Residential areas a key to the success of adding density to Package A Designations
- Transition Requirements include Setbacks, Stepbacks after a Streetwall, as well as Landscaped Buffers in some circumstances



Transition Rules

TRANSITION REQUIREMENTS

TRANSITION THROUGH ZONING

Zones, maximum heights, and gross floor areas will transition from higher-intensity uses and forms into smaller forms and less-intense uses that are more compatible with the established residential zones.

REQUIRED SIDE YARD

3.0 metres

REQUIRED REAR YARD

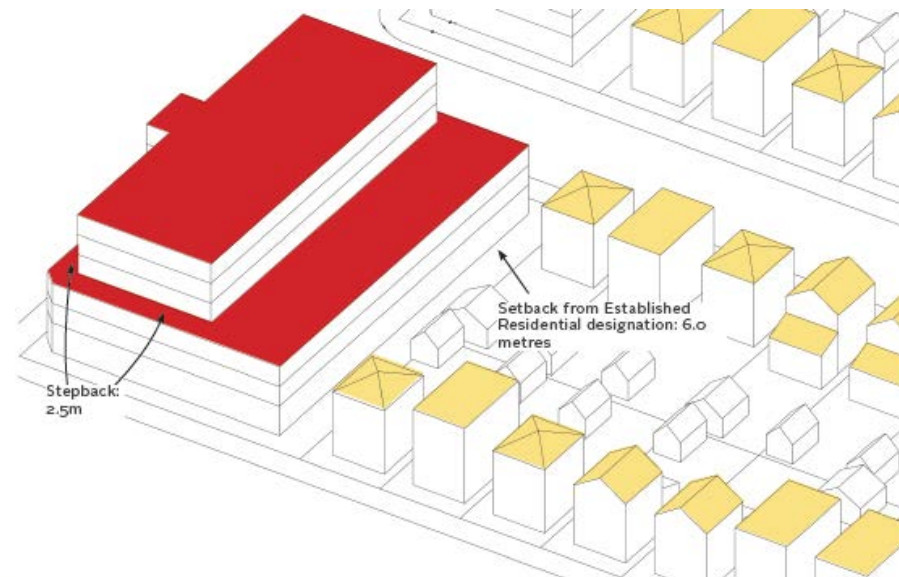
6.0 metres

SIDE & REAR STEPBACK Above 11 metre height

2.5 metres for mid-rise buildings
3.5 metres for high-rise buildings

If abutting an Established Residential-designated property, the setbacks on this page supersede the requirements outlined on the Centre, Corridor, and Higher-Order Residential zone summary pages.

*This document illustrates proposed requirements. For full details on the draft Centre Plan and Land Use By-law go to Centreplan.ca
This document must be read in conjunction with the Centre, Corridor, and Higher-Order Residential zone summary pages.*



Transition Rules – L1 & L2

BUFFERS ASSIGNED BY SITUATION

ZONE FOR PROPERTY BEING DEVELOPED	ABUTTING ER DESIGNATION
CEN-2	L2
CEN-1	L2
COR	L2
HR-2	L1
HR-1	L1



L1 - GENERAL LANDSCAPE BUFFER REQUIREMENTS

- 1 shrub for every 2.0 linear metres of buffer
- 1 tree for every 4.5 linear metres
- 50% of buffer ground area must be covered with salt-tolerant plants, or



L2 - SCREENED LANDSCAPE BUFFER REQUIREMENTS

- Evergreen shrubs and trees forming an opaque and continuous visual barrier
- 1 tree for every 4.5 linear metres
- 1.8 metre-high opaque barrier (shrubs, wood or masonry fencing)
- Remaining ground area must be covered with salt-tolerant groundcover plants with salt-tolerant plants

Transition Rules – Parking & Loading



SURFACE PARKING LOT ABUTTING A LOT LINE

- 2.5-metre-wide strip of soft landscaping that includes at least 50% salt-tolerant groundcover plants.
- 1 shrub for every 2.0 linear metres of parking lot edge, or one tree for every 4.5 linear metre of parking lot edge.
- 1.8 metre-high opaque barrier (shrubs, wood or masonry fencing)



OFF-STREET LOADING ABUTTING ER OR HR DESIGNATION

- 1.8 metre-high opaque barrier (shrubs, wood or masonry fencing) is required along edge

Pedestrian Oriented Streets / Ground Floor Commercial

Land Use By-law: Schedule 6

- Require Active Uses on ground floors of development on Pedestrian Commercial Streets (Land Use By-law Schedule 6)
- Minimum 4.5 metre floor to ceiling heights on ground floors to allow for easier future use conversion in Centres, Corridors, and Higher Order Residential zones



Grade-Related Units

Land Use By-law: Section 107

- Defined as a use in the Land Use By-law
“A dwelling unit that is part of a multi-unit dwelling accessible from a private entrance, and fronts and faces a streetline”
- Permitted in all Package A zones and encouraged within the Design Manual

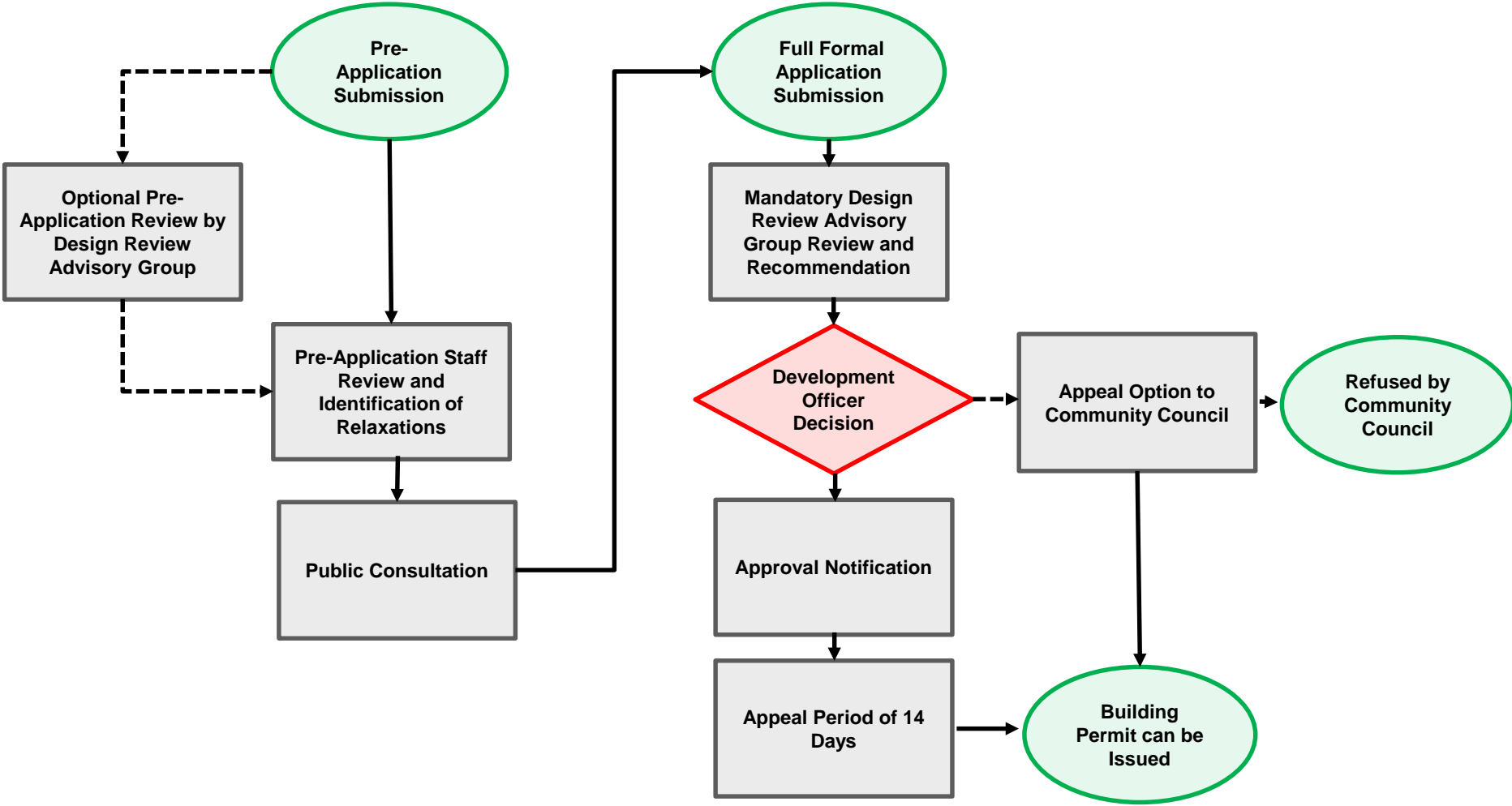


Figure 44. Individually accessed residential units with a landscaped front yard setback and raised entrances respond to surrounding neighbourhood form.

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**Draft Regional
Centre Plan
Approval
Processes**

Site Plan Approval Process



Changes to DRC

1. MPS Policy 116 allowing Council to establish an Advisory Committee to the Development Officer to advise on Site Plan Approvals
2. Design Review Committee geographic scope expanding
3. Possibility of forming a Regional Centre Community Council

Currently - Downtown
Halifax Site Plan
Approvals heard by
Regional Council

Proposal - Package A
area Site Plan Approval
appeals heard by
Community Council

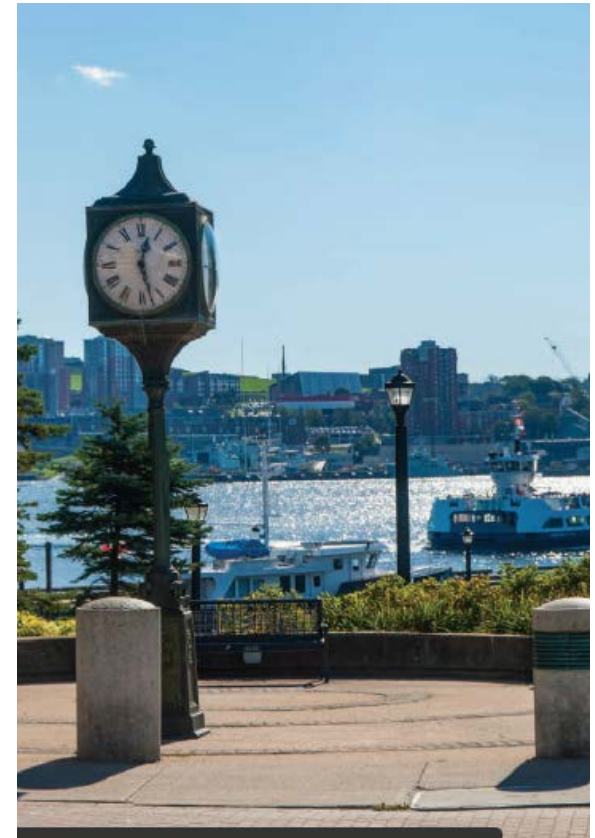
Design Manual Components

Urban Design Goals: express the urban design values of the Regional Centre, and are the source of the objectives and methods outlined in the document.

Objectives: A clearly stated design requirement that must be achieved by the design proposal through the methods outlined.

Objective Rationale: An explanation as to why the Design Objective is important for good design and how it is defined for these purposes.

Methods: A collection of best practices and proven approaches for good design, which are required to achieve the Design Objective.



Design Manual – Appendix 1

DESIGN OBJECTIVE SD3

STREETWALLS SHALL PROVIDE A COMFORTABLE AND ENJOYABLE PEDESTRIAN EXPERIENCE THAT ENCOURAGE PEDESTRIAN ACTIVITY.

RATIONALE

The streetwall is created by the continuity of adjacent buildings facing a street. A streetwall is understood as an indirect extension of the pedestrian realm and is successful when its design and uses at-grade reflect this.

A comfortable and enjoyable pedestrian experience can be achieved when the combination of streetwall placement, scale, design quality, and uses at-grade create a welcoming and interesting environment. Streetwall height is particularly important in achieving this; too high can be overbearing and appear disconnected from pedestrians, whereas too low can make the streetwall appear insignificant and take away any sense of street enclosure.

Pedestrian activity is promoted when the streetwall has features that attract people to enter or engage in activity immediately in front of the building.

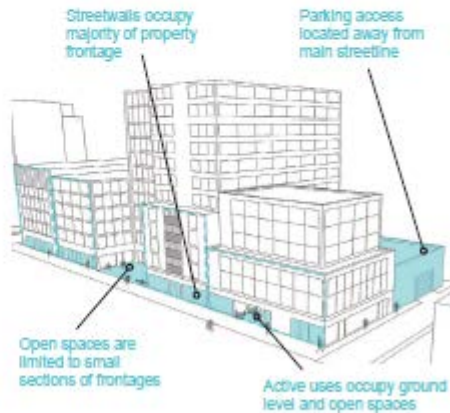


Figure 10. Design streetwalls to create comfortable and enjoyable pedestrian experiences

METHODS

1. Design the streetwall to define the street and frame vistas.
2. Relate streetwall setbacks to an area's established character and ensure an overall sense of enclosure.
3. Incorporate a well-defined rhythm of architectural components consistent with established area character.
4. Where development has a forecourt or streetwall setback, provide an inviting transitional public realm between the building wall and the sidewalk.
5. Locate uses that encourage the engagement of pedestrians at the sidewalk or ground floor of the building.
6. Avoid below-grade or raised ground floors, and inaccessible or dark, cavernous spaces.
7. Design building floors above the streetwall to accentuate the streetwall height.
8. Locate loading, storage, and trash pick-up areas out of view from public streets, public spaces, and residential areas.
9. Locate parking away from the streetline, either underground, inside, or to the rear of the building.
10. Locate drop-off areas at the side or rear of the site. When located at the rear, provide direct visual and physical pedestrian access to the streetline.
11. Incorporate active ground-floor uses into parking structures.



Figure 11. Barrington Street is characterized by a variety of shopfronts on the ground floor



Figure 12. Retail and commercial uses conceal the parking structure from the streetscape

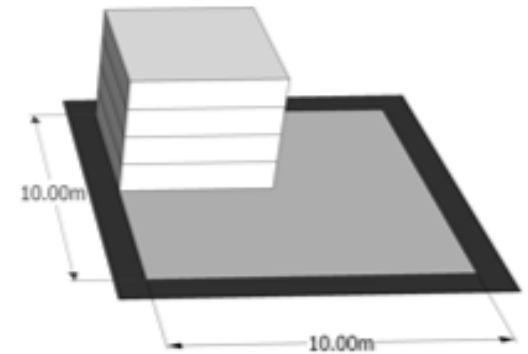
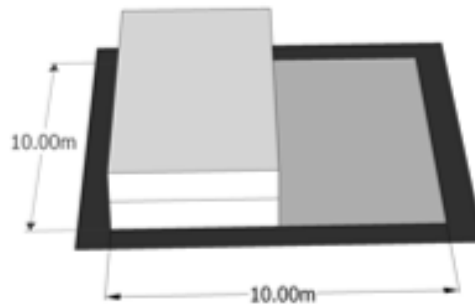
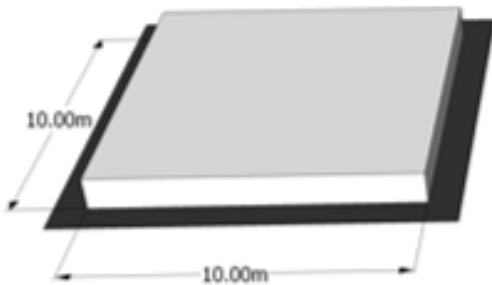


Figure 13. Internal parking that is concealed by ground-floor uses and located at the rear of buildings has a smaller impact on the streetscape

Floor Area Ratio

$$\text{FAR} = \frac{\text{Gross Floor Area (m}^2\text{)}}{\text{Total Lot Area (m}^2\text{)}}$$

An FAR of 1 indicates that the lot has been covered once with total floor space



Floor Area Ratio Snapshot

$$\text{FAR} = \frac{\text{Gross Floor Area (m}^2\text{)}}{\text{Total Lot Area (m}^2\text{)}}$$

4.4



5552 Kaye Street

0.2



2651 Windsor Street

9.5

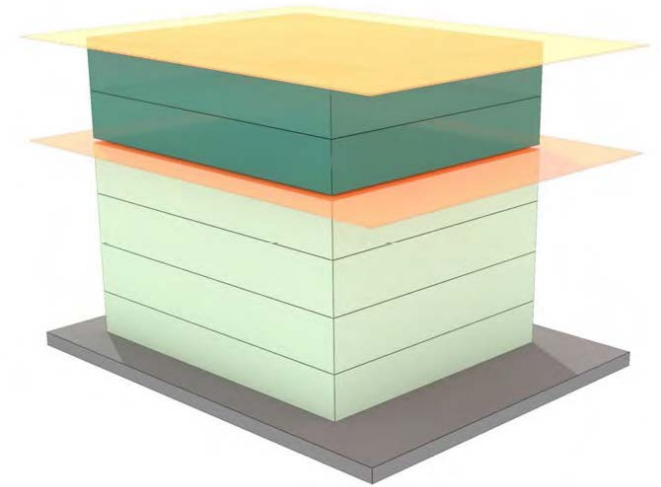


Maritime Centre

Density Bonusing

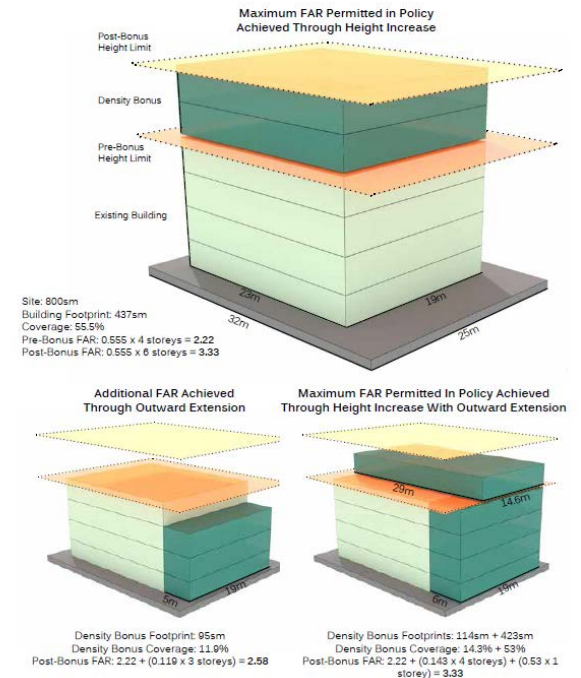
The HRM Charter defines
Incentive or Bonus Zoning as:

“requirements that permit the *relaxation* of certain requirements if an applicant *exceeds other requirements* or undertakes other action, *in the public interest*, as specified in the requirements”



Density Bonusing

- For developments over GFAR of 3.5, and up to the maximum GFAR and height
- A defined list of eligible public benefits (heritage, affordable rental housing, affordable community cultural space public art, open space)
- Mandatory inclusion of affordable housing for 75% of the required bonus
- The required value of public benefits will be based on updated local land values
- Development Officer will be able to approve the density bonus agreement



Density Bonusing Rates

Bonus Rate District #	Name of Bonus Rate District	Average market land value, 2015 (\$/square metre)	Density bonus rate, 2015 (\$/square metre)
1	South End Halifax (including Downtown Halifax)	\$400	\$268
2	Cogswell Redevelopment Lands	\$400	\$268
3	North End Halifax	\$260	\$174
4	Shannon Park	\$220	\$147
5	North Dartmouth	\$80	\$54
6	Downtown Dartmouth + Mic Mac/Penhorn	\$240	\$161
7	Woodside	\$80	\$54

Table 15: Density bonus rates and districts

Density Bonusing Example

An Application is Made for a Development on Quinpool Road with the following Characteristics:

Site Size	20,000 sq. ft. (1,858 sq. m)
Maximum Height	26 Metres
Maximum Density	4.25 GFAR
Maximum Buildable Square Footage Pre-Bonus	20,000 x 3.5 GFAR = 70,000 sq. ft.
Maximum Buildable Square Footage Post-Bonus	10,000 x 4.25 GFAR = 85,000 sq. ft.
Square Footage Requiring Bonus	85,000 sq. ft. – 70,000 sq. ft. = 15,000 sq. ft (1394 sq. m)

Density Bonusing Example

Table 15: Density bonus rates and districts

Bonus Rate District #	Name of Bonus Rate District	Average market land value, 2015 (\$/square metre)	Density bonus rate, 2015 (\$/square metre)
1	South End Halifax (including Downtown Halifax)	\$400	\$268
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5	North Dartmouth	\$80	\$54
6	Downtown Dartmouth + Mic Mac/Penhorn	\$240	\$161
7	Woodside	\$80	\$54

1. Identify your Density Bonusing District Rate
2. Multiply your Rate by your Square Footage Requiring Bonus
 $\$174 \times 1394 \text{ sq. m.} = \$242,556$
3. Equate to a Number of Affordable Housing Units

Assuming a \$1,250 / Month Market rent
 40% Reduction of \$1,250 = \$500 / Month
 2 Units @ 15 Years Reduced Rent = \$180,000 in Spent Amenity

Remaining Amenity is $\$242,556 - \$180,000 = \$62,556$
This Remaining Total to be Spent on Other Amenities or contributed towards an Affordable Housing fund

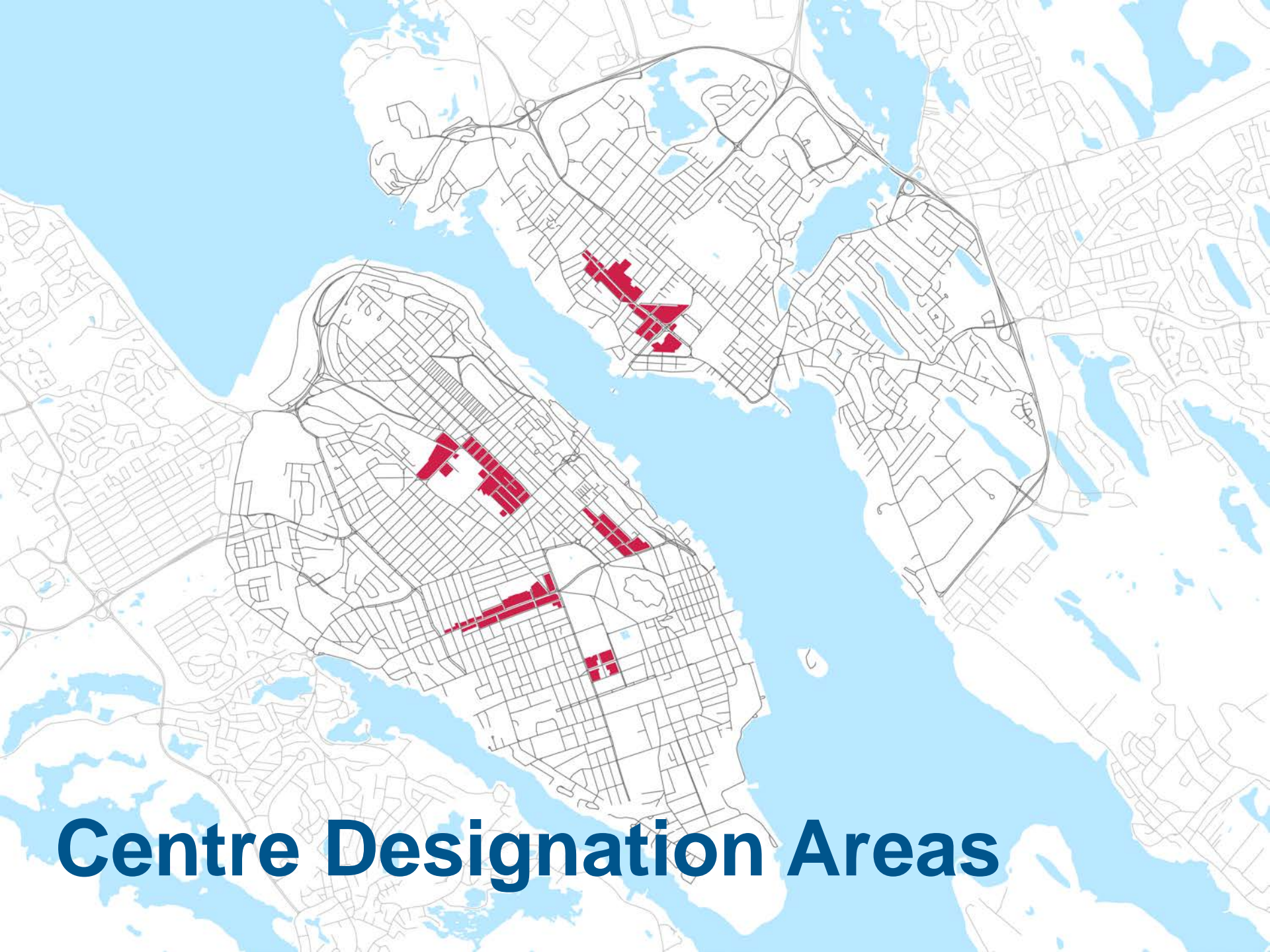
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**Understanding
Development
Rights on Your
Land**

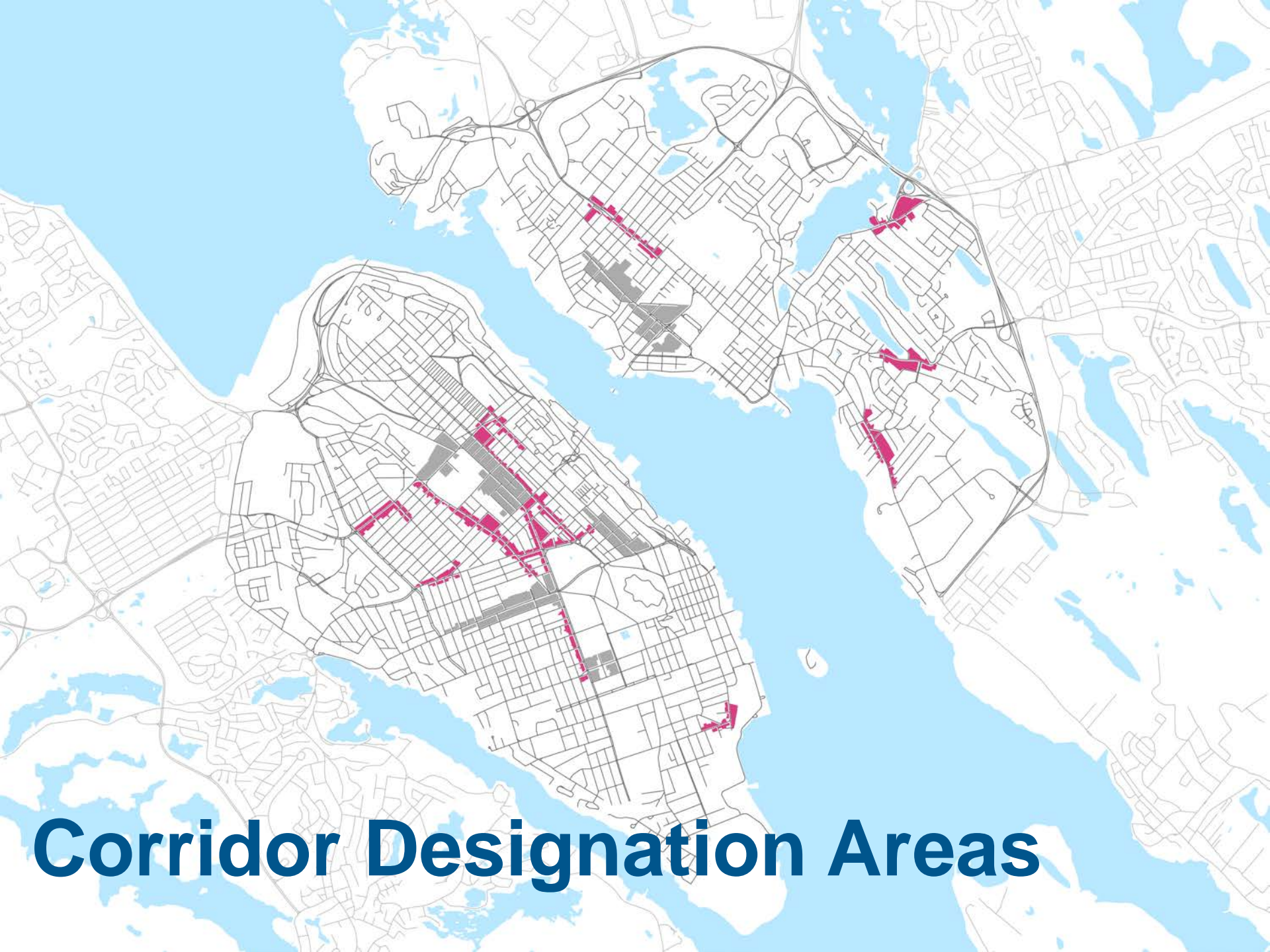
LUB Walkthrough

Identifying your Development Rights

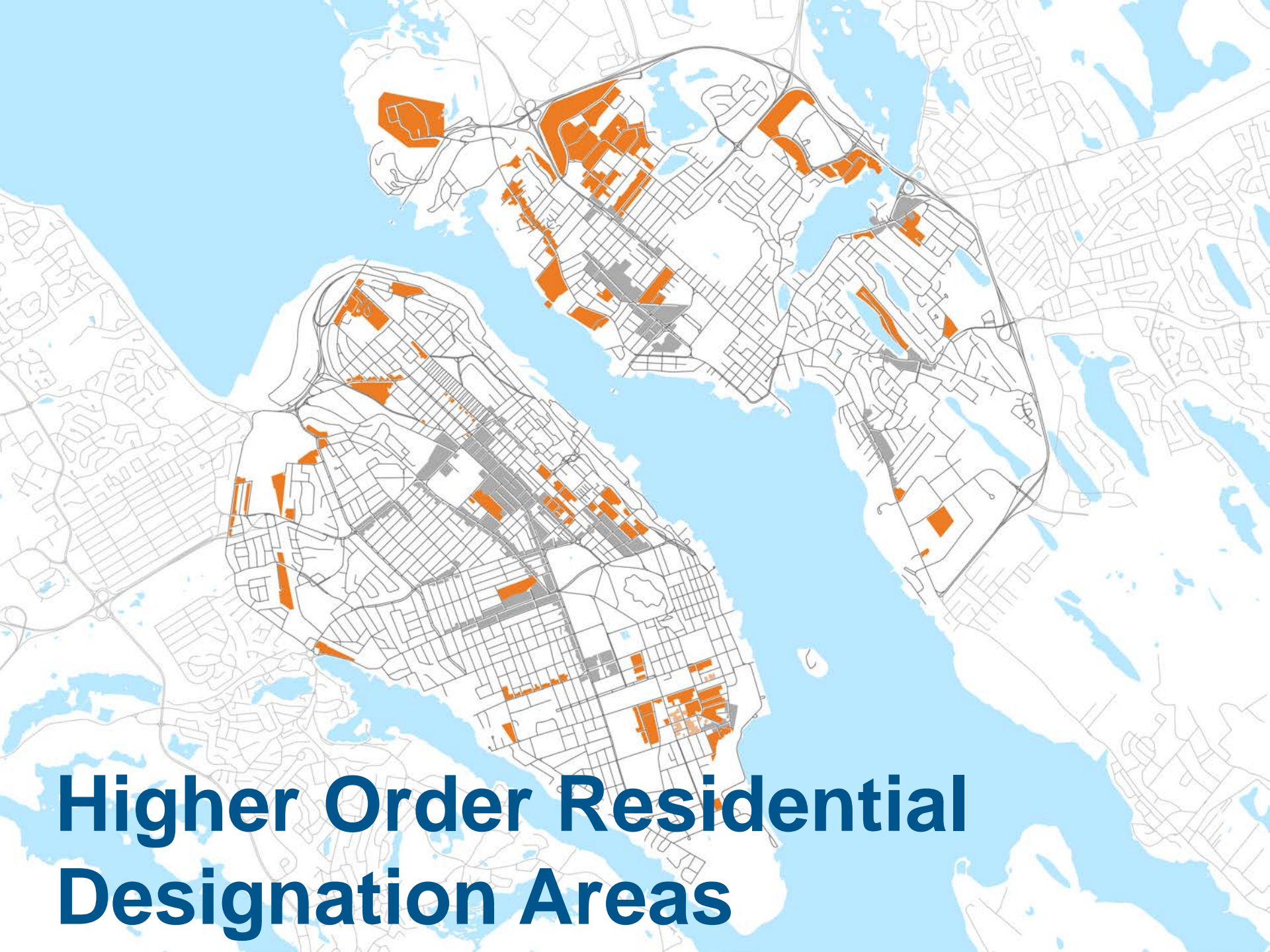
1. Reference the zoning map (Schedule 3) to identify your zone
2. Look up the zone to identify allowed uses (Chapter 2 - Table 1)
3. Look up land use and built form requirements in Parts 3 and 5
4. Identify approval process (Chapters 2 and 3)



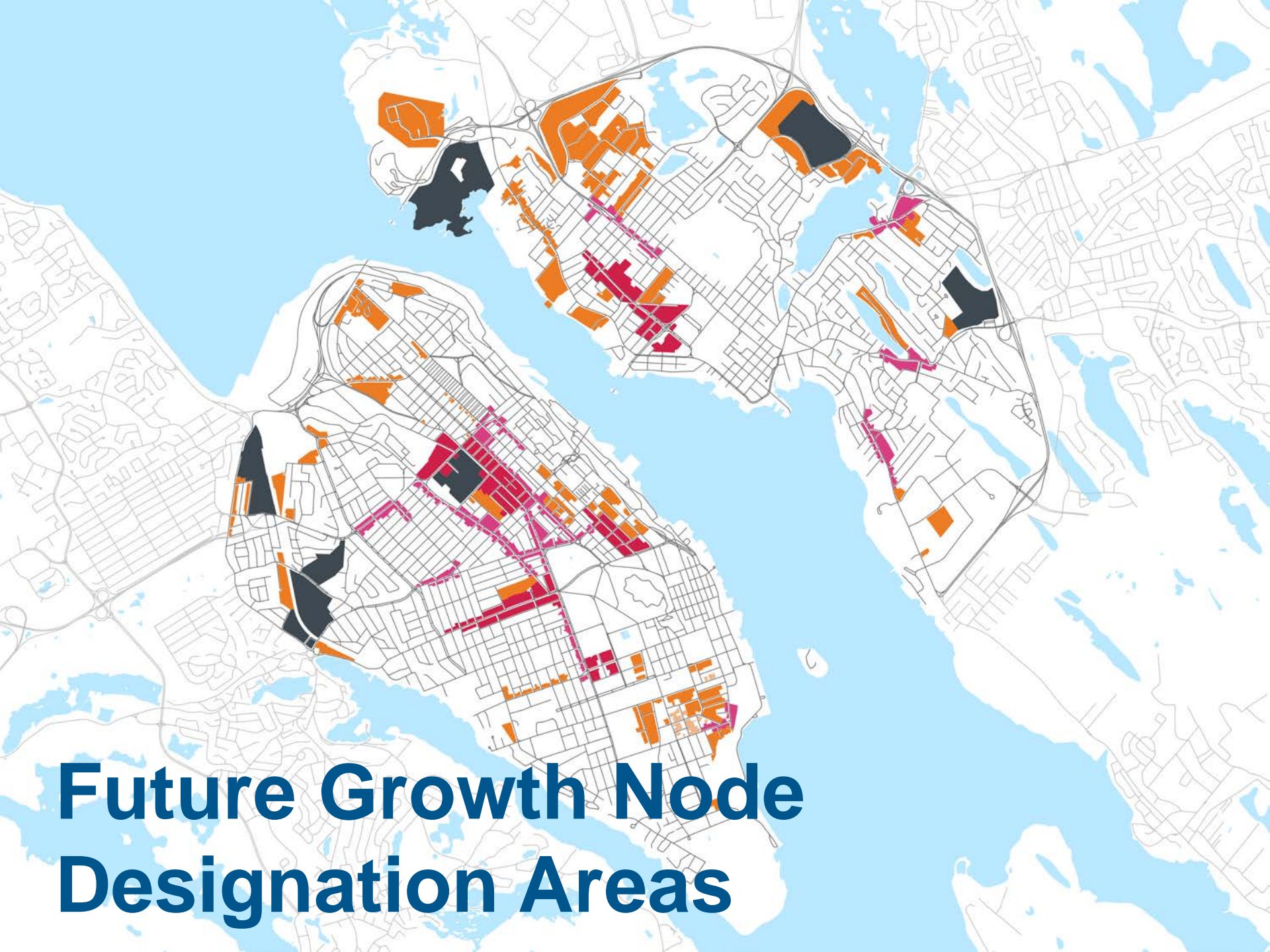
Centre Designation Areas



Corridor Designation Areas



Higher Order Residential Designation Areas



Future Growth Node Designation Areas

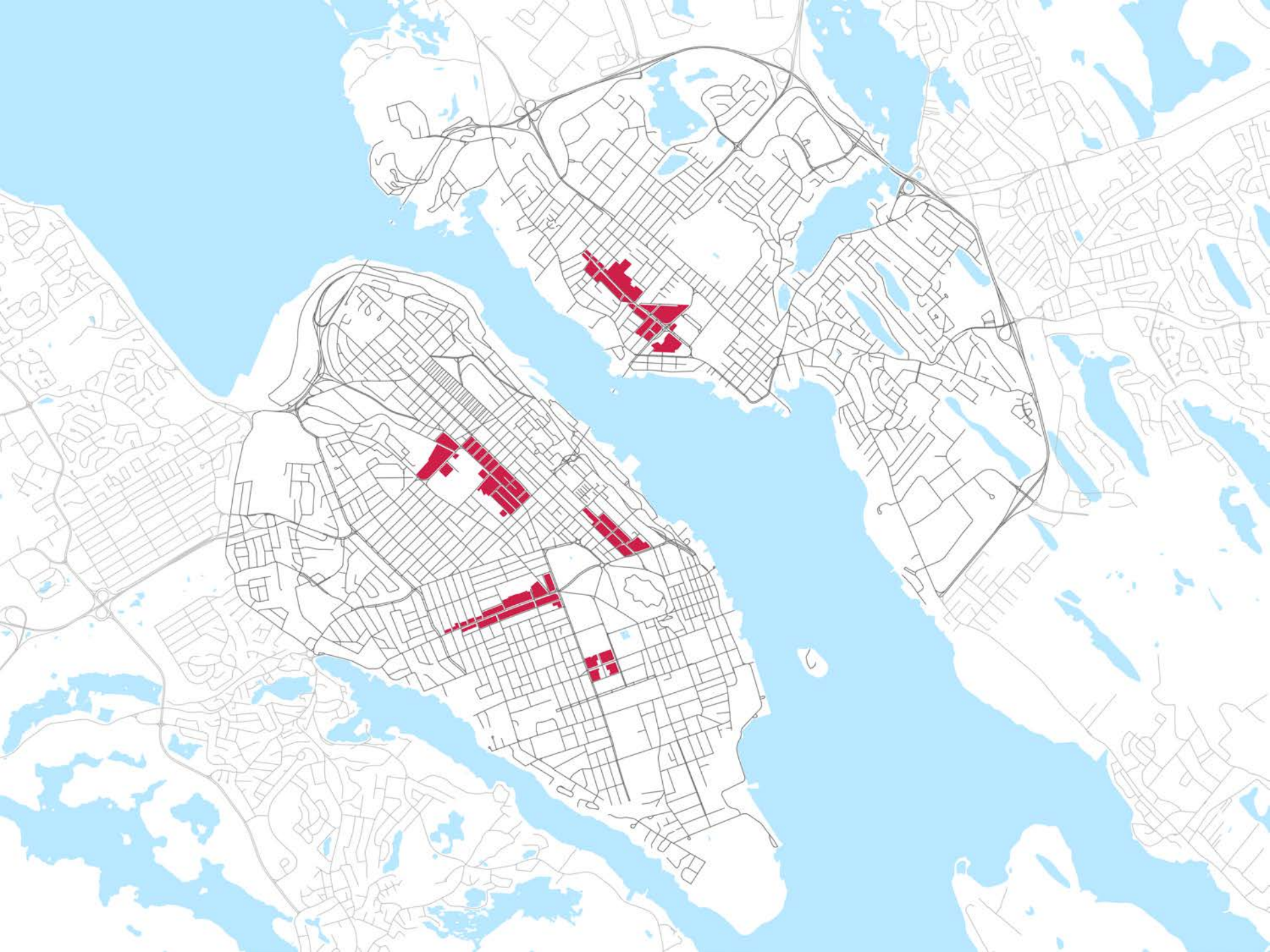
Centre Designation Areas

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

Centre Zones



- Lands within Centres have the potential to accommodate a significant portion of housing growth targeted for the Regional Centre by the Regional Plan.
- The streets that are the backbones of the Centres are served by public transit
- Could include diverse housing choices, commercial and entertainment opportunities.



Centre Zones

WHAT ARE THE CENTRE ZONES?

WHAT IS PERMITTED?

The Centre zones are the highest-intensity zones and permit mixed-use development in mid-rise and high-rise buildings.

Design controls permit a variety of building forms within the Centre designation from 3 to 20 storeys.

The Centre zones are mixed-use zones, permitting a range of residential, office, retail, commercial uses, personal service, restaurant, and institutional uses.

WHERE ARE CENTRE ZONES TYPICALLY LOCATED?

Centre zones are located in areas appropriate for increased density. They are in proximity to lower-density residential neighbourhoods and services such as transit routes.

Centre Zones

WHAT IS THE DIFFERENCE BETWEEN CEN-1 AND CEN-2?

CEN-1

CEN-1 is the lower-intensity zone within the Centre designation. It permits primarily residential uses with commercial uses limited to local commercial and personal services.

The CEN-1 zone is used to transition from the higher intensity CEN-2 zone to established residential uses (Established Residential designation).

The CEN-1 zone transitions to the established residential uses through lower heights and floor area ratios.

CEN-2

CEN-2 is the higher-intensity zone within the Centre designation. It permits mixed-use buildings (residential and commercial) within high-rise buildings.

The CEN-2 zone is focused along Pedestrian-Oriented Commercial Streets, permitting mixed-use development in mid-and high-rise buildings.

The CEN-2 zone contains the greater heights and Gross Floor Area Ratios.

Centre Zones

MINIMUM LOT AREA

371 sq.m *(unless otherwise specified on map)*

MINIMUM LOT FRONTAGE

12.2 m *(unless otherwise specified on map)*

MAXIMUM BUILDING
DIMENSION

Below streetwall - 64m
Above streetwall - 35m (max 750 sq.m)

MAXIMUM LOT COVERAGE

No requirement

MAXIMUM GROSS FLOOR
AREA RATIO (Mapped)

CEN-1 1.75 to 3.50
CEN-2 2.25 to 8.00

MAXIMUM HEIGHT (Mapped)

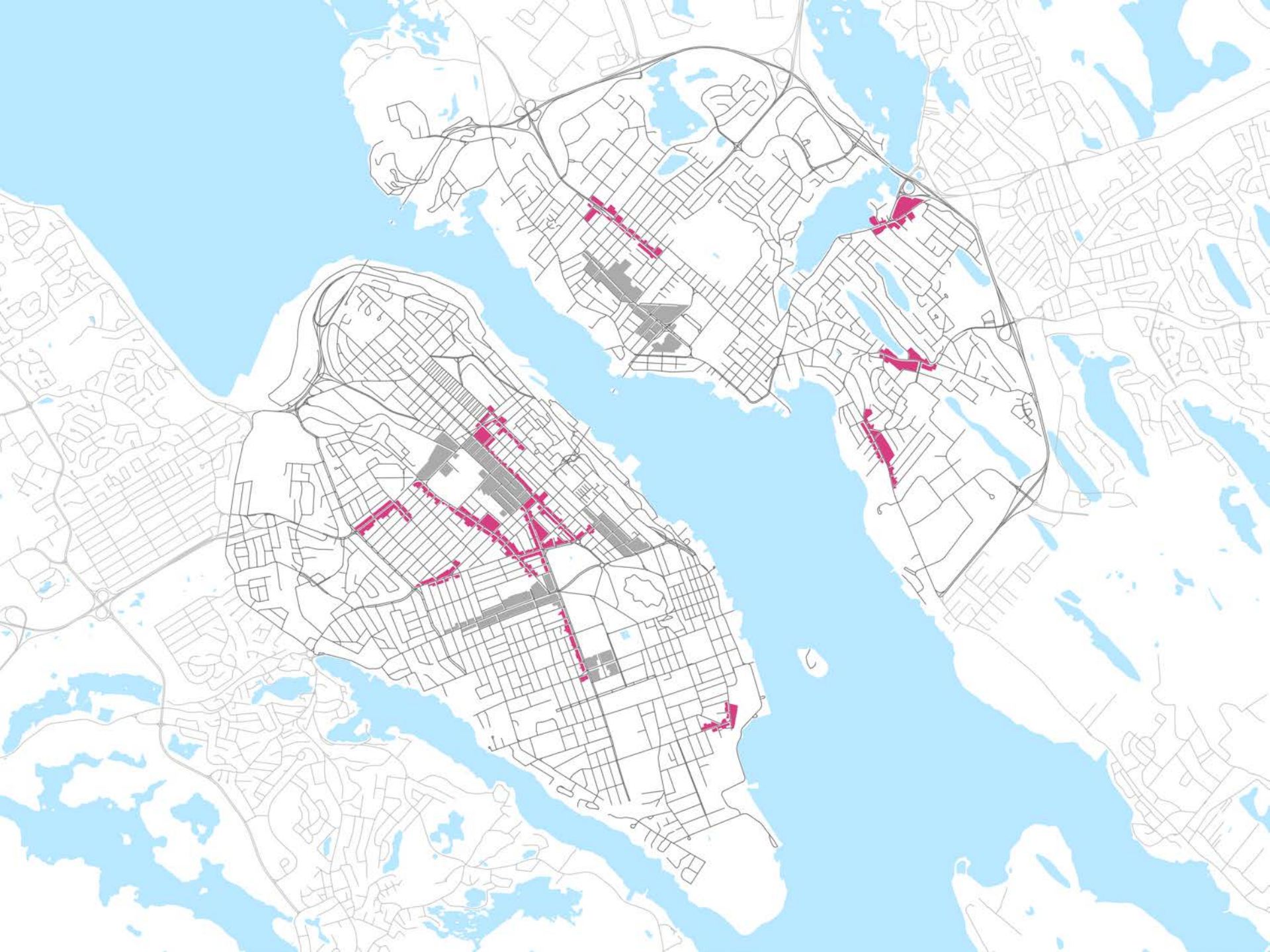
CEN-1 3 to 6 storeys
CEN-2 4 to 20 storeys

Corridor Designation Areas

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

Corridor Zone

- 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
- 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.
- The Corridor Designation is generally of lower scale and land use intensity than the Centre Designation.



Corridor Zones

WHAT IS THE CORRIDOR ZONE?

WHAT IS PERMITTED?

Permits mixed-use buildings (residential and commercial) within low- and mid-rise buildings, tailored to local context.

Eight-storey buildings are permitted where larger-scale buildings are appropriate.

The Corridor zone is permits the greatest mix of uses such as residential, office, retail, personal service, restaurant, and institutional uses.

WHERE IS THE CORRIDOR ZONE TYPICALLY LOCATED?

The Corridor zone is located along transit corridors, in proximity to lower-density residential neighbourhoods.

Corridor Zone

MINIMUM LOT AREA

371 square metres

**unless otherwise specified on map.*

MINIMUM LOT FRONTAGE

12.2 square metres

**unless otherwise specified on map.*

**MAXIMUM BUILDING DEPTH
(IN METRES)**

Below streetwall - 64m

Above streetwall - 35m (max 750 sq.m)

MAXIMUM LOT COVERAGE

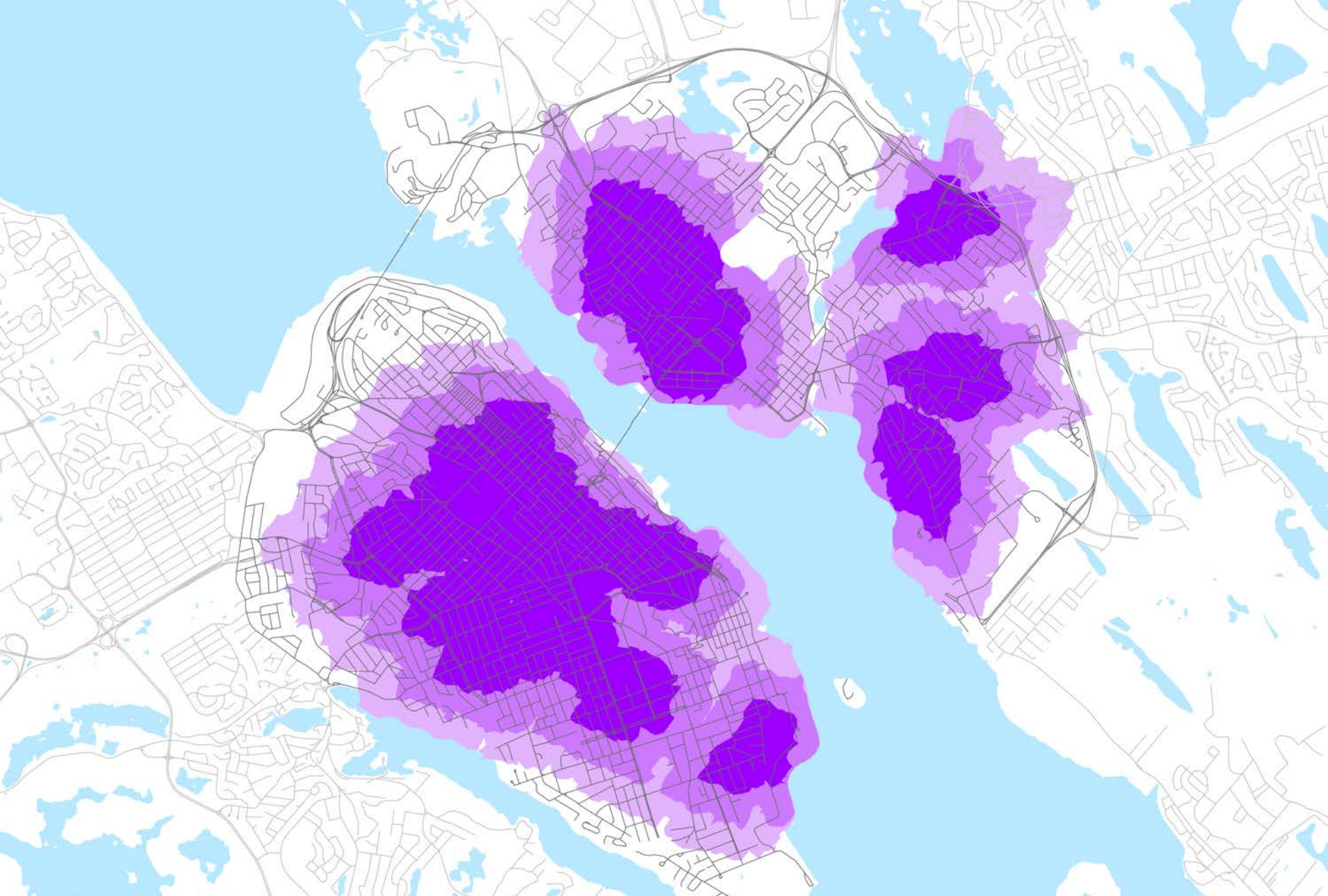
80%

**MAXIMUM GROSS FLOOR
AREA RATIO
(Mapped)**

2.25 to 3.50 (4.25 in limited areas)

**MAXIMUM HEIGHT
(Mapped)**

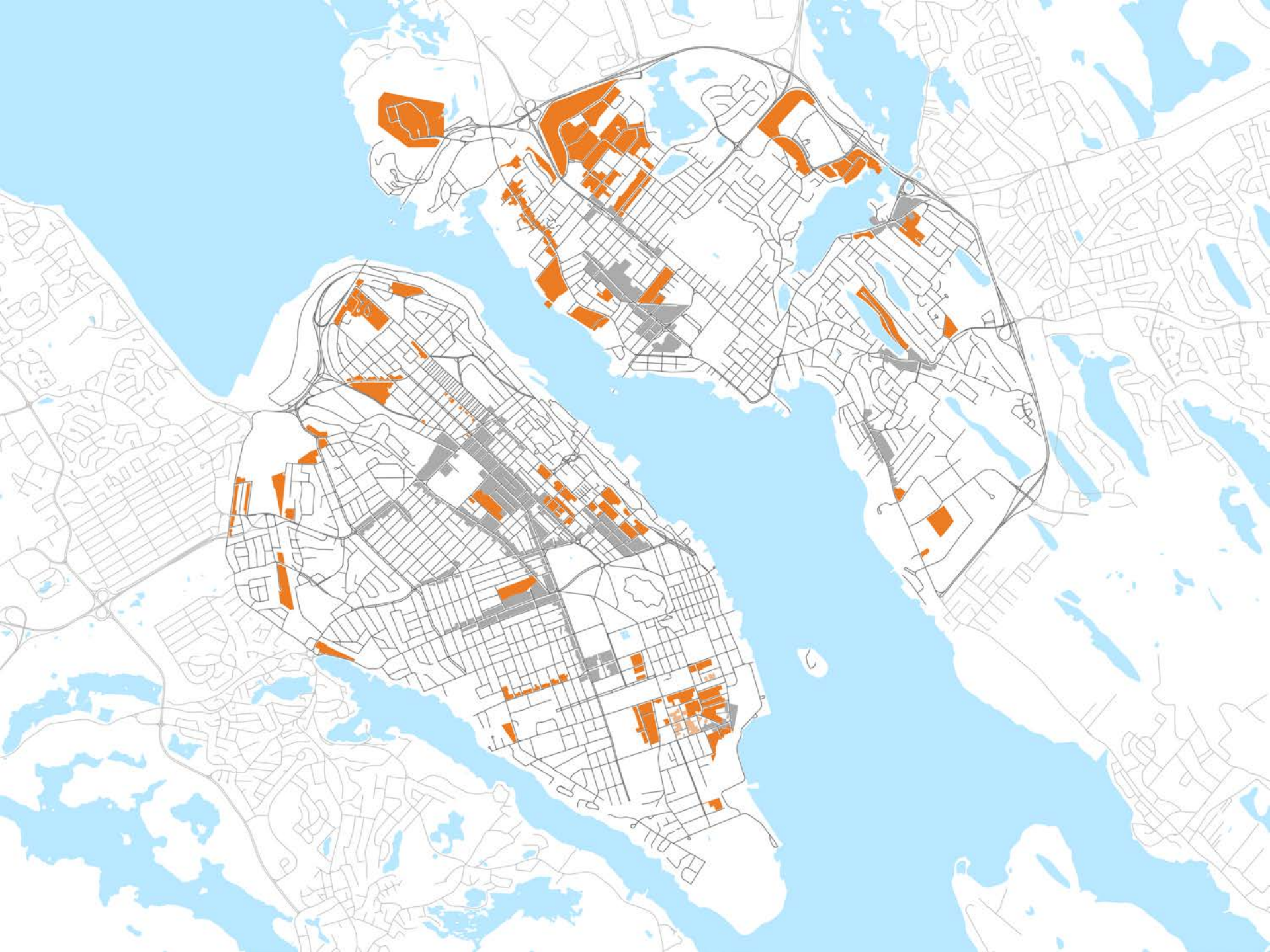
4 to 6 storeys (8 storeys in limited areas)



**Walking Distance to the nearest Centre or Corridor (5 min, 10 min, 15 min);
Downtowns were omitted for the purpose of Package A.**

Higher Order Residential Zones

- Encompasses neighbourhoods with a concentration of multi-unit residential buildings - both rental and condominium
- Many of these neighbourhoods are close to goods and services needed for daily living, places of employment and are well served by public transit
- Opportunities for additional housing vary with the scale and character of the neighbourhood.



Higher Order Residential Zones

WHAT ARE THE HIGHER-ORDER RESIDENTIAL ZONES?

WHAT IS PERMITTED?

The Higher-Order Residential zones encompass neighbourhoods with a concentration of multi-unit residential buildings, within low-rise and mid-rise forms.

Design controls permit a variety of building forms within the Higher-Order Residential designation, which range in height from 4 to 8 storeys.

The Higher-Order Residential zones are primarily higher-density residential zones with increased opportunities for work-live units, professional offices, local commercial, and other businesses appropriate to the neighbourhood.

WHERE ARE HIGHER-ORDER RESIDENTIAL ZONES TYPICALLY LOCATED?

Higher-Order Residential zones are located in areas close to goods and services needed for daily living as well as places of employment, and are well-served by transit.

Higher Order Residential Zones

WHAT IS THE DIFFERENCE BETWEEN HR-1 AND HR-2?

HR-1

HR-1 is the lower-intensity zone within the Higher-Order Residential designation, permitting *missing middle* residential forms (up to 12 units).

The HR-1 zone permits smaller multi-unit dwellings, townhouses, stacked townhouses, supportive housing, as well as single-, semi-detached, and two-unit dwellings.

The HR-1 zone transitions to adjacent established residential uses through lower heights and gross floor area ratios.

HR-2

HR-2 is the higher-intensity zone within the Higher-Order designation.

The HR-2 zone permits low- to high-rise multi-unit residential buildings, as well as stacked townhouses. Single- and two-unit dwellings are not permitted.

Within the Higher-Order Residential designation, the HR-2 zone permits greater heights and gross floor area ratios.

Higher Order Residential Zones

MINIMUM LOT AREA

558 square metres

**unless otherwise specified on map.*

MINIMUM LOT FRONTAGE

12.2 metres

**unless otherwise specified on map.*

MAXIMUM BUILDING DIMENSION

Below streetwall - 40m

Above streetwall - 35m (max 750 sq.m)

MAXIMUM LOT COVERAGE

50%

MAXIMUM GROSS FLOOR AREA RATIO (Mapped)

HR-1 2.25 to 3.50

HR-2 2.25 to 4.25

MAXIMUM HEIGHT (Mapped)

HR-1 4 to 6 storeys

HR-2 4 to 8 storeys

Future Growth Node Designation Areas

❖ Joseph Howe Rail Lands

❖ Penhorn Lands

❖ Mic Mac Mall Lands

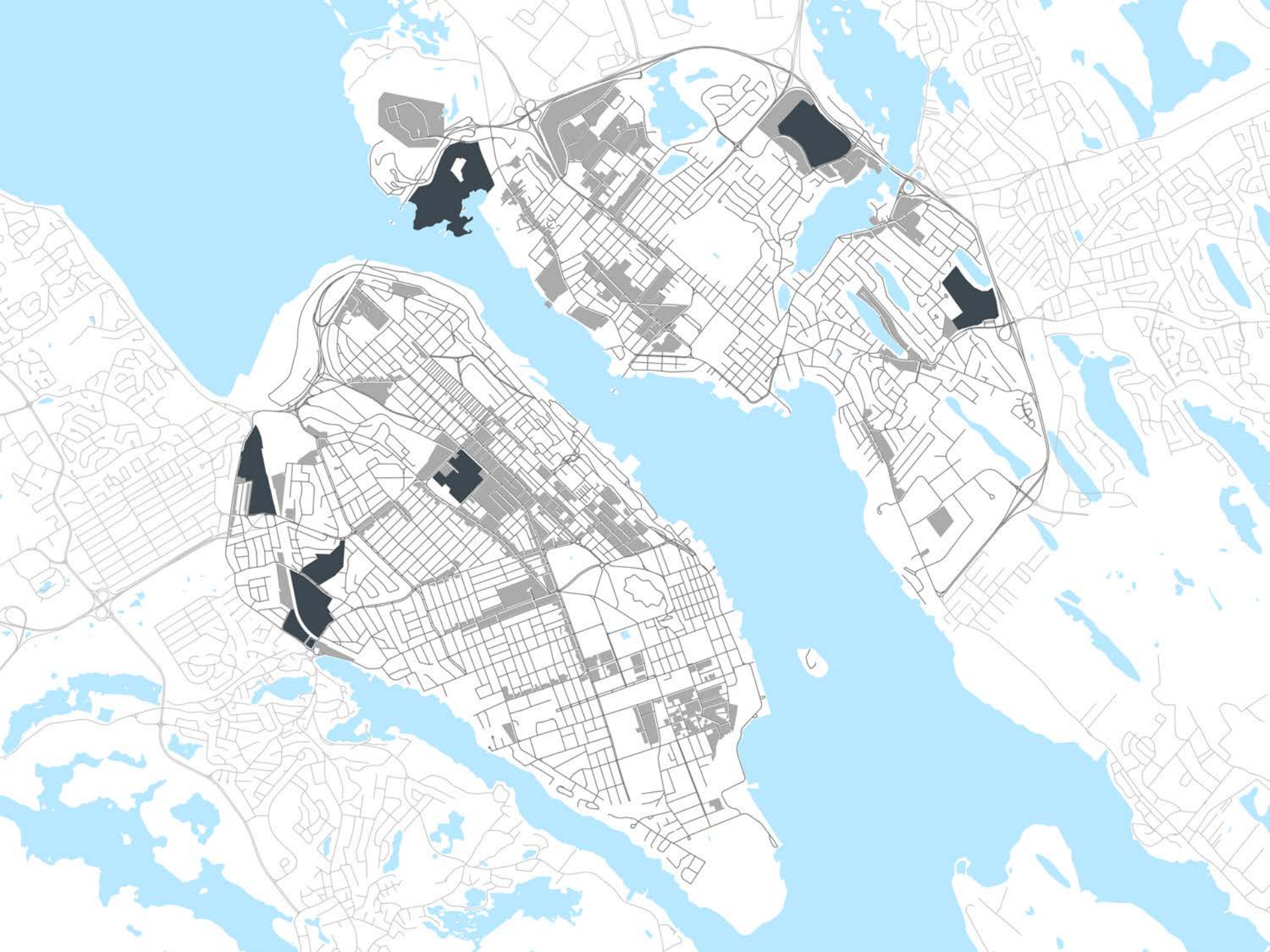
❖ Shannon Park Lands

❖ Mumford Lands

❖ Young Street Lands

Comprehensive Development District (CDD) Zone

- These areas have the potential to accommodate significant growth due to their size, location and proximity to services.
- The draft 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.
- Future Growth Nodes are proposed to be zoned as a Comprehensive Development District (CDD) zone to ensure a comprehensive redevelopment.



Future Growth Node Designation

WHAT IS A FUTURE GROWTH NODE?

WHAT IS PERMITTED?

The CDD zone will permit existing uses and up to 1,000 sq.m of commercial expansion. Additional expansion may be considered if potential for a comprehensive site redevelopment is not minimized.

A neighbourhood design plan for each Future Growth Node will be prepared to ensure the area's redevelopment as a complete community.

WHERE ARE FUTURE GROWTH NODES TYPICALLY LOCATED?

They are large sites that are currently under-utilized and are close to major road networks and transportation corridors.

These areas have the potential to accommodate significant growth due to their size, location, and proximity to services.

Future Growth Node Development Process

1. Designate lands as Future Growth Node

Zone the lands as CDD and include policy direction requiring neighbourhood design guidelines and a development agreement



2. Approve neighbourhood design guidelines

Requiring an amendment to the Centre Plan



CENTRE PLAN

Future Growth Node Development Process

3. Approve Development Agreement that includes:

- road & active transportation connections
- parks and open space
- infrastructure & phasing
- land use
- built form requirements

4. Proceed through Subdivision

discharge development agreement and apply zone regulations under the Land Use By-law.



CENTRE PLAN

Development Agreements in the Plan

- More as-of-right development as compared to the existing plans resulting in more transparency and clarity
- Development Agreements Limited to:
 - Sites Larger than 1 Hectare In Centre and Higher Order Residential Designations
 - Increased flexibility in use and built form in exchange for Heritage Registration
 - Future Growth Nodes to layout road alignment and park spaces and uses as per existing zones

Interactive GIS Map

Centre Plan 2018 [DRAFT] - Package A

Proposed Regulations

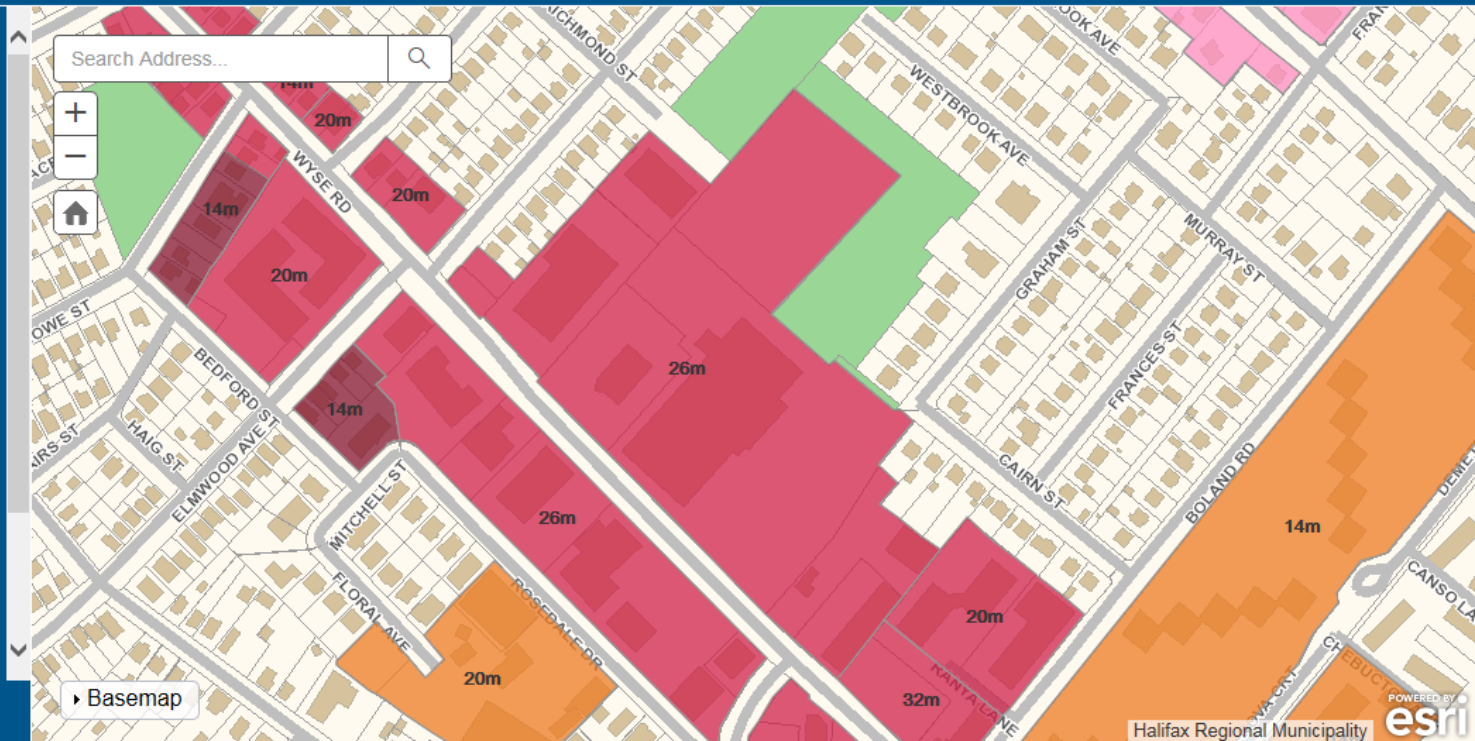
Zone: CEN-2
Designation: Centres
Max Gross Floor Area Ratio† (GFAR): 4.25
Max Height: 26m

*Maximum heights and GFARs on properties marked with an asterisk have not yet been determined.
†Gross Floor Area Ratio (GFAR) is generally defined as the gross aboveground floor area of all floors in a building, divided by the lot area.

Zone codes:

CEN-2: Centre 2
CEN-1: Centre 1
COR: Corridor
HR-2: Higher-Order Residential 2
HR-1: Higher-Order Residential 1
CDD: Comprehensive Development District

To see all proposed Centre Plan policies and regulations, additional maps, and upcoming public consultation dates, please



<http://www.arcgis.com/apps/InformationLookup/index.htm?appid=00a11a2ea9aa487382eb7a6473e6c33c>

CENTRE PLAN

HALIFAX

**What's to Come In
the Weeks Ahead?**

Public Engagement To-Date

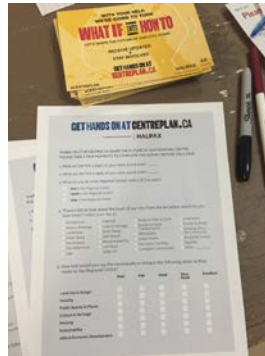
- 20 +Roadshow presentations to organizations around the Municipality
- Storefront at 5161 George Street, Halifax opened as of February 26th
- Centreplan.ca Zone 1-pagers, and other background documents
- Links to Shapyourcity.ca website containing fillable forms to receive feedback on SMPS, LUB, and Design Manual separately



CENTRE PLAN

Public Engagement Moving Forward

- Continue to implement the plan seen by CDAC in December 2017
- 1 Workshop Scheduled with Community Organizations in March
- 4 Workshops Scheduled with Developer Community over March and April
- 4 Workshops Scheduled with Design Community over March and April
- 9 Open Houses Scheduled / Roadshow Presentations to Continue post-release



Upcoming Open House Events

Public Open House

Monday, March 19, 2018 from 6:30 – 8:30 pm at St. Joseph A. McKay Elementary School - 5389 Russell Street, Halifax

Thursday, March 22, 2018 from 6 – 8 pm at NSCC Ivany (Waterfront) Campus, 80 Mawiomi Pl, Dartmouth

Monday, March 26, 2018 from 1 – 3 pm & 6 – 8 pm Dalhousie University SUB, McInnes Room - Halifax South

Wednesday, March 28, 2018 from 1-3 pm & 6 -8 pm at the Mic Mac Aquatic Club, 192 Prince Albert Road, Dartmouth

Tuesday, April 3, 2018 from 6 – 8 pm at the Halifax Forum, Maritime Hall, 2901 Windsor Street, Halifax

Thursday, April 5, 2018 from 1 – 3 pm (lobby) & 6 – 8 pm (multi-purpose room) at the Dartmouth North Community Centre, 105 Highfield Park Dr, Dartmouth

Decisions to be Made Moving Forward

- 1. Complexity in Downtown Dartmouth SMPS borders*
- 2. Community Council Governance*
- 3. Planning Advisory Committees and Boundaries*
- 4. Design Review Committee*
- 5. Finalization of Related Plans*
- 6. Timing of 'Package A' and 'Package B'*

WITH YOUR HELP, WE'RE GOING TO TURN

WHAT IF INTO HOW TO

LET'S SHAPE THE FUTURE OF OUR CITY, TODAY

GET HANDS ON AT CENTREPLAN.CA

HALIFAX

Questions, Comments, or Feedback:

planhrm@halifax.ca

HALIFAX

CDAC Feedback

Integration of Previously Provided
Comments

CDAC Feedback - Site Specific Issues

	Comment	Action / Response
1	That PID # 00233551, 15 Prince Albert Road (St. James's Church), Dartmouth be considered for inclusion in the Shubie Canal Cultural District.	The Shubie Canal Cultural District does not exist currently but the area will be considered in the secondary planning strategy review for Downtown Dartmouth.
2	That 233 Portland Street, 32 and 34 Pleasant and 221 Portland be reclassified from Downtown to Established Residential. 221 Portland Street could be split with Established Residential on Pleasant and Downtown on Portland to protect the Five Corners Streetscape.	233 Portland St., 32–34 Pleasant St. are now Established Residential. 221 is a vacant lot and has been left as Downtown.

CDAC Feedback - Site Specific Issues

	Comment	Action / Response
3	That 3, 5, 7, 15, 16, 18, 20, 22 and 26 Newcastle Street as well as 3 Albert Street, Dartmouth be reclassified as Established Residential as opposed to Downtown.	All but 3 Newcastle St. have been redesignated to Established Residential. 3 Newcastle St. is under common ownership with 28–34 Maitland St. and 212 Portland St. to the north, which are all designated as Downtown, and has therefore been kept as Downtown to match.
4	That 1 and 2 Renfrew Street, Dartmouth and 269 Pleasant Street, Dartmouth be considered as part of the Pleasant Street corridor. That further consideration be given to extending the Pleasant Street corridor to the Dartmouth Hospital where employment intensive uses begin.	1–2 Renfrew St. and 269 Pleasant St. are now designated Corridor. 271–277 Pleasant St. are now designated Higher-Order Residential which permits office and other commercial uses along with residential.

CDAC Feedback - Site Specific Issues

	Comment	Action / Response
5	<p>That the Park Avenue Heritage District also include 18 North Street as well 22, 24 and 26 Edward Street, Dartmouth.</p>	<p>The Park Avenue Heritage District does not exist currently but the area will be considered in the secondary planning strategy review for Downtown Dartmouth.</p>
6	<p>That the Five Corners Heritage District include Pleasant Street from Erskine Street to St. George's Lane and Portland Street from Pleasant Street to Old Ferry Road or Portside Lane. Further, that the Five Corners Heritage District also include Albert Street as the section of houses within these areas encapsulates a wide array of historically significant residential architecture.</p>	<p>The Five Corners Heritage District does not exist currently but the area will be considered in the secondary planning strategy review for Downtown Dartmouth.</p>

CDAC Feedback - Site Specific Issues

	Comment	Action / Response
7	That the parkland zoning and usage at Prescott Street and Massachusetts Avenue in Halifax be retained as is.	A parks and open space zone can be retained at this location in Package B.
8	That consideration to a policy that protects residential lots abutting the Agricola and Windsor Street Corridors.	Most abutting residential lots are designated and zoned Established Residential. Further, transition requirements exist in the draft Land Use By-law to increase compatibility. Many residential lots included within corridor boundaries are limited in their height and GFAR

CDAC Feedback - Site Specific Issues

	Comment	Action / Response
9	That consideration be given to removing Robie Street from Cherry to Binney Streets, Halifax from the proposed corridor for the area.	The Corridor designation has been retained, in order to permit a wider range of uses, but heights have been reduced to 11.0 metres (from a more typical 14–20 metres) between Bliss St. and Jubilee Rd.
10	That consideration be given to maintaining the Chebucto Road corridor as a low height commercial corridor.	Heights in the Chebucto Road corridor are proposed to range from 14 – 20 metres. All Package A zones contain a diverse complement of uses with no zones restricted to exclusively commercial uses.

CDAC Feedback - Former Places of Worship

	Comment	Action / Response
11	That consideration to a policy which regulates the re-development of former places of worship to ensure that building height is consistent with the proposed density and zoning for the area.	<p>Policies and regulations related to internal conversions of places of worship and similar institutional buildings in residential areas will be addressed in Package B given the Institutional use.</p> <p>Registered heritage properties will continue to have access to a development agreement.</p>

CDAC Feedback - Parking and Transportation Infrastructure

	Comment	Action / Response
12	That further consideration to potential park and ride and parking infrastructure within the Centre Core area.	<p>Policy 99 of the draft MPS for the Regional Centre will phase out park and ride areas, but these will be replaced by new transit initiatives, including:</p> <ul style="list-style-type: none">•providing high ridership services by expanding mid-day, evening, and weekend service;•prioritizing transit service, including Transit Priority Measures, in areas with higher ridership potential (the Centres, Corridors, Higher-Order Residential, and Future Growth Node Designations);•improving mobility across the Halifax Harbour;•integrating future transit hubs, and terminals with on-site commercial and residential development to make transit more accessible, attractive, comfortable, and easy to use.

CDAC Feedback – Urban Agriculture

	Comment	Action / Response
13	That further consideration be given to the usage of roadside market stalls in community garden sites.	The draft Land Use By-Law for the Regional Centre will allow Urban Farms broadly within the area, with a few zones exclusions.

CDAC Feedback – Floor Area Ratio

	Comment	Action / Response
14	<p>It is the view of the committee that the FAR concept should be more broadly communicated and discussed in future stages of review and consultation, including discussions at CPED and Regional Council. This powerful and important regulation requires more discussion.</p>	<p>A public forum on the GFAR concept was held in on June 1st, 2017. The refinement of GFAR as a density and built form control will be a major focus of Package A public consultations.</p> <p>Staff conducted extensive testing of GFAR based on the initial height framework ranges provided by the Centre Plan document and lot parcels, and tested it with applications. Staff is satisfied that there is a strong correlation between the proposed Max. GFARs and Max. Heights (generally 3 m per storey, and additional 2 m for the ground floor).</p>

CDAC Feedback – Key Objectives

	Comment	Action / Response
15	Confirm compliance with objectives in the Centre Plan Document. It is the understanding of the committee that objective 1 is more or less reflected in the Draft Centre Plan.	A compliance check has been conducted and many policies have been cross-referenced.
16	Identify and deal with gaps between the intention of the Regional plan and the Centre Plan Draft.	Staff believe that most gaps have been addressed. Planning documents cannot commit Council to financial expenditures or incentives but the SMPS does provide policy support for such programs.

CDAC Feedback – Managing Expectations

	Comment	Action / Response
17	<p>The Centre Plan document should control expectations. Where complex issues like heritage and affordable housing are addressed... these issues usually require far more than planning changes or by-law adjustment for successful outcomes to be achieved. Centre Plan measures should always be put in the proper context.</p>	<p>Both the introduction and specific preambles set the context for the scope of planning documents and indicate the need to work with other levels of government, community partners, and where appropriate the need for additional studies.</p>

CDAC Feedback – Completeness of the Plan

	Comment	Action / Response
18	The Centre Plan must include greater definition of development guidelines, including bylaw changes and potential new bylaws.	The draft Plan and By-law provide greater detail and clearer policy statements.
19	The Centre Plan must establish how we intend to administer new applications.	The draft Plan and By-law set out the administration mechanisms for new applications (as-of-right, site plan approval, and development agreements).
20	It is the understanding of the committee that the next draft will contain greater detail and clear policy statements (the shalls and shall-nots) required of a complete plan.	Both the draft Secondary Municipal Planning Strategy and the draft Land Use By-law contain greater detail than was found in the Centre Plan 2017 document.

CDAC Feedback – Measuring Regulatory Impact

	Comment	Action / Response
21	<p>The cost to business and the cost to government of administering new regulations related to the centre plan should be estimated in some way. Council should know the rough cost of the plan and its impact on business climate before it can be considered for approval. One option would be to use the “Standard Cost Model” developed by the Office of Regulatory Affairs and now in use across the provincial government.</p>	<p>Given the complexity of the development context such analysis has not been conducted. The impact of setting clear development rights and land use regulations administered through a development permit as opposed to discretionally planning approval is anticipated to be significant.</p>
22	<p>A fiscal analysis that estimates the impact of the centre plan on future municipal revenues should be developed.</p>	<p>This may be considered at a future time.</p>

CDAC Feedback – Measuring Regulatory Impact

	Comment	Action / Response
23	HRM's approach to regulation should be consistent with new Provincial Principles on regulation.	The current framework is simplified as well as modernized to reflect to community values and a desire for community outcomes indicated in the Core Principles.
24	The Centre Plan should be fully consistent with the Red Tape Reduction approach established by HRM Council in October.	Staff reviewed the approach and believe the proposed regulations support the Red Tape Reduction initiative.
25	While the Centre Plan provides a conceptual background for moving forward, its full impact cannot be assessed before new land use regulations are developed. In the committee's view, the Plan is not complete until these regulations have been developed and then debated by the committee, developers and the public.	Package "A" includes draft land use regulations (see draft Regional Centre Land Use By-law).

CDAC Feedback – Impacts on Development

	Comment	Action / Response
26	Clearly articulate how the centre plan will be a substantial improvement on the current approach within the Centre Plan document.	This will be articulated in all communications materials including today's presentation.
27	Provide bylaws changes and additions as part of the plan approval process to allow for the development community to adequately predict chances of project approval and from city staff to adequately anticipate the economic impact of the plan.	Package "A" includes draft land use regulations (see draft Regional Centre Land Use By-law).

CDAC Feedback – Urban Structure: Affordability

	Comment	Action / Response
28	Incorporate the recommendations of the density bonusing plan into the Centre Plan	<p>The recommendations have been incorporated with the following adjustments:</p> <ul style="list-style-type: none">- Affordable housing units 1 bedroom or greater will be accepted based on feedback from stakeholders that smaller units are required;- One level of affordability has been proposed (40% average HRM market rent reduction) as opposed to two levels to simplify the program and achieve lower rent units;- The minimum affordability period has been set at 15 years, from initial proposal of 25 years. This was changed to achieve a greater number of units

CDAC Feedback – Urban Structure: Affordability

	Comment	Action / Response
29	That the limits of planning alone to effectively manage affordable housing issues be addressed in the plan.	Staff believe this has been addressed.
30	The potential exists for market forces to constrain supply of new apartments given density bonusing restrictions. In this case, a few people may pay less for apartments in new building but the effect on supply may increase prices for everyone else. In other words, the DB policy has the potential to backfire.	The proposed density bonusing program will be a major focus of upcoming public consultations.

CDAC Feedback - Monitoring

	Comment	Action / Response
31	The monitoring of the Centre Plan should take a page from the Halifax Index and state for each indicator.... why it is important.	Agreed. The Monitoring Framework may need to be further refined and possibly aligned with Regional Plan Key Performance Indicators.
32	A yearly monitoring document should be accompanied by an effective narrative to tell the story of Centre Plan progress.	
33	Consider integration of an annual Regional Centre report with the Halifax Index...staff effort and publication, The Jobs & Economic Development Section of Centre Plan should be very complementary in its approach to the economic strategy.	

CDAC Feedback - Monitoring

	Comment	Action / Response
34	Indicators should be benchmarked against other comparable jurisdictions where possible as a measure of Centre Plan Performance.	Agreed. The Monitoring Framework may need to be further refined and possibly aligned with Regional Plan Key Performance Indicators.
35	Indicators should be presented in a time series and not a snapshot to better articulate trends.	
36	HRM should consider undertaking an independent review of Centre Plan progress at appropriate intervals.	
37	The Centre Plan should set targets for each indicator so that the extent of progress can be demonstrated.	
38	The number of indicators should be reduced with a focus on including key and easily measurable indicators.	

CDAC Feedback - Monitoring

	Comment	Action / Response
39	The Monitoring section should be called Monitoring and Reporting... reflecting that is more than just monitoring but also communicating the results.	Agreed. The Monitoring Framework may need to be further refined and possibly aligned with Regional Plan Key Performance Indicators.
40	Review of the plan should start earlier than 5 years out. 5 years will come very quick and really means getting things started on the review after 3.5-4.5 years.	The draft document does not prescribe yearly targets for reviews but reviews can be initiated by Council at any time, including when strategic opportunities or challenges arise.
41	Monitoring should begin in year 1.	

CDAC Feedback – Jobs & Economic Development

	Comment	Action / Response
42	Connection of the Centre plan to the economic strategy must be strengthened.	Clear connection has been established
43	There needs to be a significant effort in the industry retention and expansion efforts targeting the Regional Centre. This should be addressed in the Centre Plan and is a potential connection to the economic strategy.	Greater permissions for commercial activity, including shared economy and the establishment is part of the proposed regulations as is the establishment of a Commercial Development District. This can be used to retain and attract various industries as part of the Economic Strategy.

CDAC Feedback - Jobs & Economic Development

	Comment	Action / Response
44	Update the Priorities Plan section on page 6 to reflect the current economic strategy.	Priority Plans are referenced in various parts of the Plan, but do not form an official part of the Plan.
45	There should be more language that features ideas of economic clusters...and efforts to retain and enhance these. In this respect, the language around incubators is important and represents an opportunity to add context and language around industry clusters.	Noted.

CDAC Feedback - Vision

	Comment	Action / Response
46	Find a way to frame the vision in a more inspiring way.	A revised wording for Vision has been provided and if accepted by CDAC, community and Council it can be used to amend the Regional Plan when the Plan is presented for adoption.

CDAC Feedback – Future Proofing

	Comment	Action / Response
47	Clarify the current population, the base on which growth is based, and year by year population growth expectations.	Noted and included.
48	Provide an estimate of the population of the regional centre in 2016....to be used as a starting point for the plan.	Updated data included.
49	While the future is difficult to predict, there are trends and developments that should be anticipated and addressed in the plan. This issue could be addressed through a more extensive “futures” section of the Centre Plan. This is an opportunity for leadership.	Preambles speak to Regional Centre as an innovation hub, shared economy, home occupations and work/live units, reduced need for parking, autonomous and automated parking, the future potential of district energy, urban agriculture, climate change, and sea level rise etc.

CDAC Feedback – Future Proofing

	Comment	Action / Response
50	Rework section 1.3.2 “The Regional Centre in 2031” into a more complete over the horizon review.	Noted.
51	Review of the plan should start earlier than 5 years out. The committee would recommend that review should begin in year 1.	Council can initiate a review at any time.
52	Climate change should be a policy consideration in the Draft Centre Plan.	Noted and incorporated in Introduction. The LUB implements Regional Plan policy on coastal and watercourse setbacks, storm surge protection etc.

CDAC Feedback – HRM

Culture & Resources

	Comment	Action / Response
53	There should be a more comprehensive accounting of resource requirements....more like a business plan costing. This could occur as part of the Centre Plan or as part of a Centre Plan Implementation Document.	Noted.
54	Connections to other plans and to existing programs should be made clear.	Noted and implemented.

CDAC Feedback - Pedestrian First & Services Standards

	Comment	Action / Response
55	<p>The pedestrian first theme is a powerful differentiator for the plan and is uniquely suited to the Centre Plan. Given the current and likely growing prominence of pedestrian modes of active transportation in the regional centre, this should be featured in the centre plan through specific strategies and best practice as it occurs in other centres potentially including the development of a pedestrian master plan.</p>	<p>CDAC may recommend that a Pedestrian Priority Plan be included as an amendment to the Regional Plan, but the Integrated Mobility Plan (IMP) addresses pedestrian movement.</p> <p>The SMPS Implementation Chapter provides policy support for future investments in streets, streetscapes, maintenance etc.</p>

CDAC Feedback - Pedestrian First & Services Standards

	Comment	Action / Response
56	<p>Service standards need to be addressed by some language in the Centre Plan. This is supported by the Regional Plan's third objective addressing the development of a Centre Plan. P76 <i>"Prepare capital and operating expenditure programs that enhance development within the Regional Centre"</i>.</p>	<p>Planning documents cannot commit Council to financial expenditures or incentives but a central goal of the SMPS is to encourage growth and development within the Regional Centre</p>
57	<p>Look to elements of Halifax's current pedestrian safety strategy to fill out the pedestrian section of the centre plan with more policy detail.</p>	<p>Centre Plan needs to align with but not duplicate directions of other Priority Plans, such as the IMP.</p>

CDAC Feedback – Government Coordination

	Comment	Action / Response
58	The Centre Plan should better articulate the approach to coordinating with other levels of government on social and physical infrastructure investment. The Centre Plan should articulate an intergovernmental strategy around this issue.	Noted and incorporated in policy direction on affordable housing and place-based neighbourhood action plans.
59	This should be an identified responsibility in corporate business plans at HRM.	Noted.

CDAC Feedback – CDAC Committee

	Comment	Action / Response
60	A timeline and process be established that allows CDAC to report to CPED as required by the committee mandate. Representatives of CDAC to be part of this presentation.	CDAC Chair presented the Centre Plan Direction to CPED. A similar report may be provided at future milestones.
61	Written recommendations from the CDAC committee should be developed and approved at key times.	Noted and staff agree.

CDAC Feedback – CDAC Committee

	Comment	Action / Response
62	A list of committee members, past and present, should be included in the preamble of the Centre Plan.	The draft Plan includes an Acknowledgement section. This can be expanded in future versions.
63	A signoff letter from the Chair and Vice Chair representing all committee members should be developed for inclusion in the final Centre Plan document.	Noted for further discussion.
64	The Committee should be involved in and present at all presentations to the Community Planning and Economic Development Committee, and Regional Council.	Noted and agreed.

CDAC Feedback – CDAC Committee

	Comment	Action / Response
65	Staff continue to display a high level of preparation for all meetings of CDAC.	Noted.
66	Perspectives of Committee members should continue to be treated with appropriate respect and consideration.	Noted.

CDAC Feedback – Heritage Preservation

	Comment	Action / Response
67	That the limits of planning to effectively manage historic preservation objectives be addressed in the plan. Expectations need to be managed in the document.	Noted.
68	An international best practice analysis of heritage preservation approaches be developed.	This will be part of the Culture and Heritage Priority Plan and future heritage conservation district and cultural landscape studies.
69	Without significant new incentives from each level of government as in the United States and Community Design Advisory Committee other jurisdictions...it is likely that the loss of heritage resources will not be deterred by regulatory policy alone.	Noted. Incentives may be introduced as part of future heritage conservation districts such as Schmidville and Old South Suburb.

CDAC Feedback - Heritage Preservation

	Comment	Action / Response
70	That further consideration be given to ensuring that Registered Heritage properties are appropriately zoned to the envelope of existing surrounding structures and that a similar policy is implemented for the proposed Dartmouth Heritage Districts.	Heights have been reduced on registered heritage properties. Additions and redevelopment of a registered heritage property are to be considered by development agreement under the draft Regional Centre Secondary Municipal Planning Strategy.
71	In our discussion of the Centre Plan, CDAC continues to be concerned that Heritage protection may require more attention. No consensus emerged in CDAC's discussion on heritage in the context of the Centre Plan other than a conviction that it needs more attention and greater investment of financial and human resources than now proposed.	See above. A staff report has been requested by CPED regarding options and financial implications to enhanced support for protection of heritage buildings in HRM, that shall include consultation with the Heritage Advisory Committee as appropriate, and include but not be limited to: tax relief; tax lift; grants , a holding bylaw and other tools.

CDAC Feedback - Harbour

	Comment	Action / Response
72	The Harbour should be a central feature of the Centre Plan not just contextual.	Noted. Implemented through protected surveyed view corridors and use specific Harbour Related Industrial Zoning.
73	Add the requirement of a long-term economic impact analysis to the conversion of harbour industrial lands to other purposes.	Not incorporated at this time but would be part of a plan amendment process that would need to consider objectives of the Plan.
74	Add in language around the vital importance of retaining a working harbour.	Noted and implemented.
75	Link to working harbour provisions of the regional plan.	Noted and implemented.

CDAC Feedback - Corridors

	Comment	Action / Response
76	Rename “corridors” or combine corridors with higher order residential	The Corridor Designation has been maintained. The difference between the COR, HR-2 and HR-1 zones are the greater range of permitted commercial uses.
77	Where streets are narrow and flowing through low to medium density residential neighbourhoods consideration should be given lower density development than “corridors”....drop the Chebucto Rd. corridor.	Densities and heights have been adjusted to reflect the local context and lot sizes.
78	Corridors reflect the character of a city in the same way downtowns do. Some consideration should be given to the perseveration of elements with historic significance along corridors and in higher order residential neighbourhoods.	GFAR and heights have been lowered on sites with registered heritage properties.

CDAC Feedback - Corridors

	Comment	Action / Response
79	<p>The Committee expressed a view that Corridors in the Centre Plan were different from the typical definition used in other jurisdictions. Indeed, the committee did not see much difference between Corridors and Higher Order Residential designations within the plan. More importantly, the Committee expressed concerns, as did many in the community that the Chebucto Road Corridor may not lead to an appropriate form of development in that area.</p>	<p>See 76 above.</p>

CDAC Feedback – Uniformity of Heights

	Comment	Action / Response
80	Provide greater clarity on the administration of the plan...particularly heights.	Greater detail is provided in the draft Plan and LUB.
81	Local circumstances should be a consideration in the approval process. Strict height precincts could lead to very unattractive form and considerable uniformity of development over time.	While Max GFAR is included in the Plan, the heights are included in the LUB and can be relaxed as long as maximum GFAR is not exceeded.
82	Building design is far more important to residents of the regional centre than height. The Centre plan should reflect this concern with design in both the plan and its implementation.	The extensive application of site plan approval, which allows for the regulation of the external appearance of structures reflects the importance of design to residents.

CDAC Feedback – Urban Structure

	Comment	Action / Response
83	Modify the language and the definitions of urban structures so that there is greater differentiation.	Completed, along with establishment of land use zones and built form regulations.