

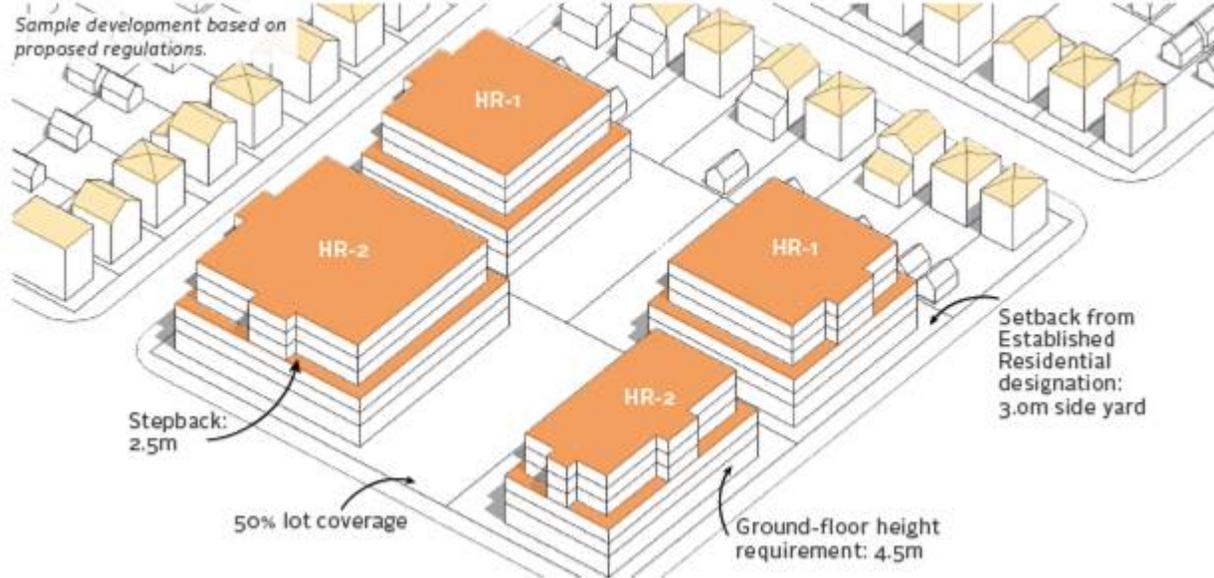
# Centre Plan Package A | Feedback Past Deadline Submissions

(Post May 8, 2018)

Number	Contact	Comment	Attachment
LATE001 2018-05-09	Michael Barton	<p><b>General Centre Plan Package A Feedback</b></p> <p><b>Michael:</b> First, I think growth of the city is not a given, if Council allows and provides for growth, it will happen. The planning document assumes that it is a given. The municipality has control over how and when growth will happen. Halifax's streets can be allowed to become more congested and dangerous or development can be channelled in such a way that alternatives to driving are encouraged. The draft plan does not make that clear.</p> <p>There is very little in the plan on bicycle infrastructure and the problems caused by allowing extensive development of the major corridors. As well, there are "warm fuzzies" about ecological sustainability and affordable housing but I am not seeing anything that ensures that these aspects are considered (aside from the mention of negotiation around a height bonus). The plan must have measures in place, a few catch phrases are not enough.</p> <p>The current height restriction of 35' is likely too restrictive, but the plan basically gives developers carte blanche to put up buildings twice that height, taking from the city, but not giving anything back. Large buildings on the corridors will remove light, increase wind and increase traffic congestion. The idea in 3.5.2 of negotiating height bonuses (additional green space, more affordable units etc.) is a good one, but the basic starting height should be 35'. Developers going over that are taking from the quality of the city, so they should also give something, and the municipality is in a position to negotiate that. That negotiation could take place as part of a development application process that will allow desirable development without placing unreasonable obstacles, but still ensuring that adverse impacts are mitigated.</p> <p>Currently, side streets are used as shortcuts by drivers attempting to avoid congestion, this means that the side streets have heavy, high speed traffic at times. In the process those very drivers slow down the traffic in the corridors (as they attempt to reenter traffic flow), as well as being a hazard for pedestrians and bicyclists. The plan does not say anything about traffic calming on these streets, developers who put up large buildings on the end of a street should be responsible for maintaining the quality of the local neighborhoods by paying for traffic calming, pedestrian walkways etc.</p> <p>Halifax is currently a very livable city but that is changing as streets become busier and the city grows. We need a plan that recognizes what is good about it, and preserves and improves that.</p> <p>In conclusion, I would say that the draft Centre Plan is not acceptable as it stands.</p>	

LATE002 2018-05-09	George Borgal	<p><b>Comments Concerning Draft Centre Plan Chebucto Corridor</b></p> <p><b>George Borgal:</b> Hi Carl, Thanks for meeting last week. Attached are my comments, with apologies later than Monday. For the Clerk, would you please distribute to the addressed Councillors?</p>	Appendix A  Document
LATE003 2018-05-16	Peggy Cameron Friends of Halifax Common	<p><b>Friends Halifax Commons comments on Centre Plan</b></p> <p><b>Peggy Cameron:</b> Hi Jacob, Carl and HRM Centre Planning staff, Please find attached FHC's comments on the Centre Plan. As intended, we hope you find these helpful to your work.</p>	Appendix B  Letter
LATE004 2018-05-09  LATE009 2018-05-09	Jeremy Galilee	<p><b>Centre Plan - HRM Business Units Workshop</b></p> <p><b>Jeremy:</b> Hi Kasia, No problem – if you are categorising my comment – it is more about the views from residential units themselves and the immediate context of residential units, rather than indirect access to green space. I just found my notes from the workshop in which I related such spaces or consideration for views to density bonusing or development agreements?</p> <p>Another <i>personal</i> comment I had was whether there are any density bonuses or other incentives to redirect shrinking apartment sizes - both in terms of floorspace and in terms of number of rooms – ensuring that, apartment units in particular, can cater for people at all stages in their lifetime – families requiring 3 bedrooms (or more) shouldn't have to leave the centre to find an apartment suitable for them.</p> <p><b>Kasia:</b> Great – thanks!</p> <p><b>Jeremy:</b> Hi Kasia, Thanks for considering my response. Whether the submission is treated as a staff response or resident response is up to you, but it isn't an official Transit response. I had one foot in each camp when writing it!</p> <p><b>Kasia:</b> Jeremy – thank you for your comments. I am not able to answer you questions at this time but we will be doing that through the Community Design Advisory Committee. I certainly appreciate your thoughts and interest in the Centre Plan. We definitely heard a lot about green space in our consultation. Would you like your submission to be treated as coming from staff, or as a resident?</p> <p><b>Jeremy:</b> Hi Kasia, I've heard you are wrapping up consultation - Sorry I'm a little late responding to this workshop. It was an interesting session and I can see there are very delicate balances at work. My view on minimum Vs maximum Vs no parking requirements keeps changing as I think about it from a different angle!</p> <p>I've still been unable to go through every detail, but I think one thing we are perhaps lacking is requirements which will help create buildings people want to live <i>in</i>. A lot of emphasis (perhaps rightly so) is about how buildings will look from the street and what the interaction with the street is. It is clear a lot of thought has gone into how</p>	

	<p>developments are viewed from neighbouring properties and the street. The plan also identifies corridors which would work functionally well with transit, but will people want to live in these developments? If we want to encourage more people to live in denser urban environments rather than moving to a house in the expanding suburbs, we need to think about the potential views <i>from</i> the new buildings. Too many current residential developments in Halifax offer the option of a view of the street or a view of a parking lot. Can the centre plan do something to redirect this design?</p> <ul style="list-style-type: none"><li>• Is there anything I'm missing which might encourage developers to use 'yards' as green or garden space rather than parking?</li><li>• Future Growth Nodes clearly offer opportunity for master plan designs with parkland but is there anything which might encourage developers to work with neighbouring developers to create something they couldn't create on their own?</li><li>• Referring to the higher-order residential zones fact sheet (Reference A below) and assuming the four blocks shown represent four different developers, is there anything which could encourage developers to build these together (perhaps in a semi-continuous U shape, with a park in the centre?)</li><li>• Although on a much larger scale, I'd also like to refer to Park Central (Birmingham, UK) as an example of high density urban residential built with green space in mind (Reference B below)</li></ul> <p>On a functional level I think the Centre Plan interacts well with transit and encouraging transit use, but I think it needs to think more about how residential spaces will be <i>homes</i> which people want and provide <i>views and settings</i> which might encourage people to consider these developments over something further afield which may provide more space but encourages car usage. People may trade private garden space for semi-private or enclosed public green space but not for a view of the street or a parking lot.</p> <p>What do you think?</p> <p>(Reference A)</p>	
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(Reference B)



LATE005 2018-05-08	Karla Makhan and Mark Gosine	<p><b>Karla Makhan and Mark Gosine:</b> Dear Councillors and Planning Committee Members,</p> <p>We were very disappointed to learn of the proposed draft Secondary Municipal Planning Strategy and draft Regional Center Land Use By-law. We urge you to reconsider the vision for Halifax set forth in Centre Plan, which, in our view, falls short of protecting Halifax’s character and history and instead divides neighborhoods, promotes traffic congestion, and fails to balance density throughout Halifax, Dartmouth and Bedford.</p> <p>Our family is very fortunate to live in a part of Halifax’s rich history. Caldwell-Hill House was built in the 1840’s for one of Halifax’s early mayors, William Caldwell, by prominent Halifax architect and entrepreneur, Henry Hill. William Caldwell was the first mayor of Halifax elected by direct vote of the people of Halifax. The house is a rare example of Neo-classical style architecture in Halifax. Since we purchased the house, we have made great efforts to restore the house to its former stature by reconfiguring it to a single family home from the three apartment configuration it had been converted to.</p> <p>Caldwell-Hill house is also know in Halifax folklore as the “Haunted House” because of a window painted black on the south side of the house. It has long captured the imagination of local Haligonians, and on a Saturday morning in the summer, it is not uncommon for a walking tour group stop on Jubilee Road and learn about the “black window” or for a passing Harbour Hopper tour to tell tales of the many stories thought to have caused the glass to turn black. The truth of the matter is less dramatic and more architectural, but we revel in the legends woven in this community.</p> <p>We continue to improve and maintain Caldwell-Hill House with pride of home ownership and pride for the historical significance it has in our city and our neighbourhood. We are very concerned that the new amendments will permit developers to build large imposing structures in what were traditionally low-rise historic neighborhoods. The Centre Plan would up-zone the Robie St. corridor, jeopardizing our home and encouraging the removal of other historic homes opposite the health complex. To replace those pieces of architectural history with apartment buildings would forever alter the character of the neighbourhood.</p> <p>To what purpose is this change to be undertaken? If it is to increase density in the central core of the city, but given how few additional units this Robie St. up-zoning will create, is it worth risking heritage homes and this stable neighbourhood for a handful of small apartment blocks? In our opinion, it is not worth the trade-off.</p> <p>Halifax failed to protect the historic homes on Robie, south of what is now the Atlantica Hotel, and in their stead, a block has sat vacant for more than two decades. Adopting the proposed zoning for Robie St. seems to reward the bad behaviour by developers, behaviour which, in this example, allows the destruction of housing. There must be a better way to develop our city without obliterating our history.</p> <p>We believe Halifax is, and should continue to be a welcoming community and encourage sustainable new businesses, student housing opportunities, and revitalization projects. These, however, should not and do not need to come at the cost of eliminating the very elements that make central Halifax beloved.</p>	
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		We therefore oppose the proposed amendments and urge you to re-think Centre Plan. Halifax's zoning needs examination, but heritage homes and heritage streetscapes should be protected in Centre Plan.	
LATE006 2018-05-08	Judy Haiven	<p><b>The Centre Plan</b></p> <p><b>Judy:</b> Many aspects of this plan concern me. First I'm alarmed that owners/developers on Robie St from South St. to North St will be entitled to increase the heights of their buildings to six storeys. This "corridor" will affect 14 streets as well as Robie St.</p> <p>What this means is that 200 residences of historic note (on Robie) will be turned into 4, or 6 or more unit apts -- which will destroy the look and feel of a very lovely street. The six storeys will create a uniform 'wall' on the street.</p> <p>I'm also upset to see that the Common could be encircled by high rises. The Common should lead to existing residential buildings and areas. Most land use specialists and urban planners note that mixed use areas, low buildings, smaller apt buildings, flats and nice streetscapes add to a city's livability.</p> <p>The development at Spring Garden West is a case in point. Here the developers have tried to stave off the worries of residents who fear a gigantic new development , which is not warranted by population increases, will destroy neighbourhoods and existing communities. Only now do we see that one building could be 30 storeys and at least one other 16-20 storeys. All on a tiny parcel of land. This makes a wind-scape rather than a nice streetsape-- Any green space in the development is 'private' for those who live in the high rises-- not public. What's public is the ever present shopping -- the myriad of street level shops. These are not public spaces. There is no need for the high rises as our population growth (even looking ahead) does not warrant this mega-development. However, we will see the interesting shops and restaurants now along Spring Garden Rd disappear, and iconic buildings -- with flats and housing on the second and third floors -- destroyed in order to make a sterile, high rise area in what was an interesting and low rise area.</p> <p>I am worried about many of the ideas of the centre plan. Despite the 'open town halls' many people in Halifax don't seem to know what is proposed...</p> <p>I was just in Montreal. In many parts of downtown there are tall high rises, and concrete office buildings among the remnants of Victorian houses and early 20th c. two storey shops and cinemas -- evidence of no serious planning. Green space barely exists, there is concrete everywhere. Halifax has changed dramatically from even a decade ago. Some of the changes have been for the worse -- especially the lack of concern for built heritage, and community spaces.</p>	
LATE007 2018-05-10	Julien Lacroix		Appendix C  Document
LATE008 2018-05-09	Marion McNab	<b>North and Oxford</b>	

		<p><b>Marion:</b> To Mr. Carl Purvis. Dear Sir, It has come to my attention recently that there are some proposed changes to the Chebucto Corridor Land Use By Laws that concern me greatly! It would seem that once again the height restriction of 4 storeys for new development buildings is being challenged and up to 6 storeys is now being considered.</p> <p>In January 2017 I was much relieved to learn that our city councillors had voted, almost unanimously AGAINST a 7 story development proposal by Mythos Developments. There had been a Herculean effort by the surrounding residents of this development to communicate, vociferously, their dismay at such an incongruously tall building in this long established Halifax neighbourhood of predominately single family homes.</p> <p>I understand that this relief is now threatened. I find it difficult to comprehend why this would be so. Is the city not listening to the people they represent?</p> <p>May I reiterate that I am completely against any new development in this area of more than 4 storeys....for all the many and varied reasons ALREADY expressed prior to the January 2017 vote.</p>	
<p>LATE010 2018-05-20</p>	<p>Peter Polley  Polycorp</p>	<p><b>Centre Plan / Polycorp land inventory - PID 148429</b></p> <p><b>Peter Polley:</b> Jacob, Thank you for the response to my follow up enquiry regarding fixing the mistake on the Centre Plan mapping with respect to our PID #148429 not being noted with the “higher order residential” [or any other] designation. Many people have the mistaken belief that our land is greenspace, but as I have mentioned to staff several times, we have an existing development permit for the site.</p> <p>I believe that correction of a mistake that has been specifically addressed with Centre Plan staff several times should be handled with a different process than the public consultation type feedback/comments. I do not believe that the CDAC would expect that they would get dragged into reviewing the status of a specific PID that has been simply missed, not do I want this correction - which is of critical importance - to be subject to making it onto the agenda for CDAC meetings that no doubt are going to be jam packed with agenda items.</p> <p>I will ask again. How do we fix this mistake at the staff level <u>NOW</u> to make certain that it gets done and does not get missed again because staff are busy with the process, and CDAC is overwhelmed with volume of comments to review ?</p> <p><b>Jacob:</b> Peter, After discussing internally why it was not included we can confirm that it simply was missed between 2016 and 2018. I believe your question about a formal process is asking essentially “how do we make sure HRM doesn’t miss this again?”. This is a fair question, and I am happy to be able to respond.</p> <p>As mentioned, this is something that we missed between 2016 and 2018. We are aware of it now and have confirmed that the requested change is in our collected comments and inputs on the Draft materials.</p> <p>When drafting new policy for the Regional Centre our process does include a special committee of Council who is responsible for reviewing our work (the Community Design Advisory Committee is that committee). With this version of the Draft Planning Documents we will be reviewing in detail the comments received during the public consultation period (February 23 – May 4, 2018), this will include your communication on the referenced PID. As the</p>	

documents get more detailed (e.g. Draft Land Use By-Law vs. Draft Policy Direction”) so too does the review. This will be a detailed review and would be an opportunity to catch publicly the absence of the input you provided to staff.

Following review with the Community Design Advisory Committee we will work again to update the Planning Documents (the Plan and Land Use By-Law) and then begin an adoption process. The adoption process will have opportunity for public review of documents again, and public feedback through Public Hearings where folks will have the opportunity to speak at Council. This will be an opportunity to voice any issues that are remaining for you after the next release of the Planning Documents.

I hope this helps you understand the various layers of review and input that are still remaining in the process and alleviates some of the concern regarding the designation on this property.

**(Duplication of developer feedback DEV097 & DEV035)**

**Peter:** Jacob, I wanted to follow up again as this is a very important matter for us, and I am sure that you can appreciate that the Centre Plan not designating this parcel for development would be a financial disaster for any property owner.

**Peter:** Jacob – Is there a formal process to get this checked ?

**Jacob:** Peter, With respect to PID 148429, I can’t speak to any specific reason why this property was left out again. I know your request had been made and I appreciate you making the request again.

I will speak to the team over the next few days to try to get an understanding if there was any specific reason why this property was left out, but my expectation is that it may have been something we missed – even with your repeated requests and our best efforts.

If it was not just missed, and there was a reason for omission I will get back to you with that detail.

**Peter:** Carl, Thank you. Can you or Jacob specifically respond regarding PID 148429 and why it is still – after several requests to HRM staff members – not labelled with an appropriate designation for development, given the existing R-3 zoning, the existing approved Development Permit and its location between two large scale multi-unit residential developments ?

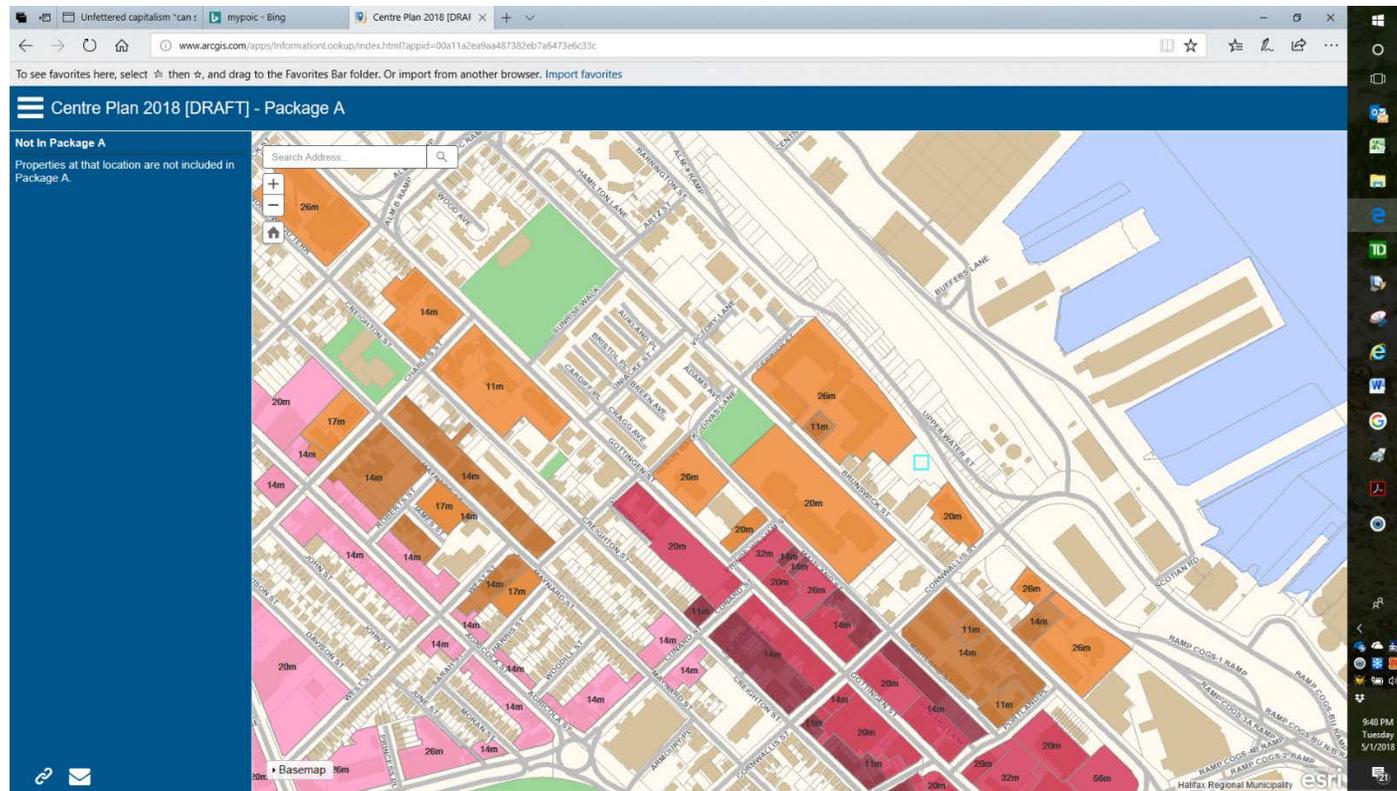
**Carl:** Hi Peter, On behalf of Jacob, please let me confirm receipt of this email. Some of your more broad comments are certainly ones we’ve heard on multiple occasions from multiple individuals, and are aspects of the draft plan we’ll need to reconsider moving forward. As mentioned within our engagement meetings, we will be consolidating the feedback we’ve received from all of our stakeholders over the past months and presenting it to our committee

of Council (the Community Design Advisory Committee). This process will begin at the start of June as we work towards creating a new draft document to provide to Council for their consideration.  
A sincere thank you for your letter, and participation in many of our events and workshops over the past weeks.

Peter: Jacob

1. I wanted to follow up re our land on Barrington Street. PID 148429. When we met last year, we discussed that it is not shown as labelled for development. You indicated when we met that this was a mistake. It is still not labelled for development. It is not parkland or required open space. I have mentioned this PID to several staff members several times, see screen shot below. It has not been fixed and needs to be fixed. The Spice Condos project next door is more than 25 meters tall, and the site should transition up to the approx. 20 story tall towers beside it. The site is subject to a view plan that will limit development height to approx. 100 feet tall on most of the site. A Centre Plan height in the 10 story range would be appropriate, with some of it being carved back by the overriding View Plane legislation. The “shadow effect” of St. Patrick’s church allows heights on the site to be built above the nominal view plane heights on the property.
2. As well, at one of the industry consultations I questioned the requirement for pedestrian oriented/ground oriented suites on limited access streets such as North Barrington Street. Our land at Mont Blanc Terrace/Glebe Street/ Barrington Street – in addition to facing a 50 foot grade differential – does not make sense to have suites oriented to a high speed limited access highway type street. Staff indicated that they would review and agreed that this does not make sense for limited access streets like this that have no pedestrian streetscape..
3. When we met, you indicated that provision would be made in the Centre Plan for sites which are awkward/abnormal shapes and that have abnormal grade conditions. This has not been done in the Centre Plan and is a major problem as it will hinder hill side sites and irregular shaped parcels of land as undevelopable based on criteria developed for flat, squarish pieces of land.
4. A FAR of 2.25 on our lands on Kencrest Avenue and Glebe Street is simply absurd. The land is zoned R-3 now. The Centre Plan represents a significant down-zoning from the current zoning status.
5. When we met a year ago, we also discussed the 2 properties on Kencrest Avenue between 3775 Kencrest Avenue and Mont Blanc Terrace as being appropriate to be higher order residential. We have ongoing discussions with the property owners re these properties, and running the higher order residential to the corner would be appropriate, given the significant amount of parkland abutting and the existing transit service in the area.
6. As well, when we met, we discussed at length the inclusion of our highly insulated exterior wall systems in the FAR mathematics as a major problem with the FAR being done on a gross floor plan basis. Essentially, it

penalizes builders building well insulated buildings and actually encourages thin, uninsulated exterior walls – in direct conflict to the movement in building codes and environmental/sustainable development practices..



Jacob: Peter, You are correct, we didn't connect for a face to face meeting.

We are quite busy prepping for the release of our draft plan materials over the next few weeks, I believe we discussed the “white areas” and I mentioned that these were mostly intended to hold a similar level of intensity in the future for some of the non conforming residential apartment houses and that we would clarify that in our next release as all areas are “designated” in the Urban Structure that we will be proposing to hold in policy.

Can we set up a meeting for late in the week of October 24<sup>th</sup>? As we are just releasing our first draft of the proposed policies there is still plenty of opportunity to input on the project.

I've copied Kim Carver on this email, she can set up a specific meeting time / place if that week will work for you.

		<p><b>Peter: Jacob</b></p> <p>We had exchanged voice mail messages over the summer, which by far too quickly.</p> <p>As I had indicated in my voice mail message to you at the time, we have interests in several pieces of land on the peninsula and close to the peninsula which are either currently zoned for high density residential development, or which are appropriate for high density residential development – but which are coloured white on the latest version of the Centre Plan. One of the parcels of land is approximately an acre of land – which is a large tract in terms of peninsula land holdings – and my guess is that HRM staff have just missed realizing that it is actually surplus to another property. Some of the others are occupied by 50+ year old R-3 and other uses which are at the end of their feasible lifespan.</p> <p>I would like to meet to discuss how these sites which are coloured white on the Centre Plan drawing would interact with future zoning and land use considerations. When are you available ?</p>	
<p>LATE011 2018-05-09</p>	<p>Linda Schertzinger</p>	<p><b>comments re The Centre Plan</b></p> <p><b>Linda:</b> In my view, the Halifax Regional Municipality needs:</p> <ul style="list-style-type: none"> <li>- more green space, parks, community gardens, and walking/biking networks</li> <li>- more promotion of solar energy and solar access within the city</li> <li>- to preserve the character and neighbourhoods of the city</li> <li>- to make better use of vacant and underutilized commercial lots in the city</li> <li>- to distribute density throughout the urban core.</li> </ul>	

## **Comments Concerning the Draft Centre Plan's Chebucto Corridor**

To:

Carl Purvis and Jacob Ritchie, HRM Planning Department

Councillors Lindell Smith, Shawn Cleary and Waye Mason

I am writing to state my concerns respecting the Chebucto Corridor and its North St extension, described in the most recent draft of the Centre Plan of April 2018..

The draft plan has maintained this extension, even though neighbouring residents have consistently, since 2014, voiced strong opposition at various public meetings to any development over 4 stories which would not respect the existing character of the adjacent residential areas. These views were supported in subsequent decisions reached by the Planning Advisory Board, the Halifax and West Community Council, and Regional Council.

General guidelines within this Corridor allow for both low-rise (up to 3 stories) and mid-rise (4 to 6 stories) development, when the conditions are in line with proposed Land Use Bylaw requirements. At the last public information session and during recent meetings with Carl Purvis of HRM's Planning Department, I've learned that specific site development along Chebucto Rd will now be limited to a height that equates to a maximum of 4 stories, thus acknowledging the concerns of neighbouring residents and allowing for design options that readily accommodate respectful transition. However,

the Draft Centre Plan continues to include a higher height limit of 6 stories along North St, largely in response to owner-developer pressure seeking to maximize the density of their assembled lot at the north-east corner of Oxford St and North St (the site of the former Convent plus two residential houses).

In the Draft Centre Plan document, Goal 1(b) on p. 37 of Package A requires that development “ ... **prioritizes** the relationship between private buildings, private spaces and the public realm”. Further, Objective CO2 on p, 38 states that the development concept must “... support a built form that **clearly** reflects the character and surrounding context and allows for transition to adjacent residential neighbourhoods.” A 6 story development at the corner of North and Oxford satisfies neither the ‘priority’ nor the ‘clarity’ requirements.

Corridor guidelines stipulate development is intended to be limited to being 1 lot deep. Nevertheless, current planning will allow development of the whole block between North and Seaforth to be a 6 story level structure along Oxford, resulting in a relatively massive structure completely out of character with surrounding buildings. The streetwall on Seaforth, in particular, would be an abrupt change from that which now exists, even allowing for a setback at the third story level. The same building mass concern exists with adjacent residential building along North St. Such development would simply overpower its neighbours and change dramatically the established neighbourhood character. There would be no respectful transition.

It bears emphasizing that the low-rise residential area bounded by Quinpool Rd, Connaught Ave, Windsor St and Bayer's Rd represents a multi-generational and very well established family-oriented neighbourhood, at the centre of which lies the busy pedestrian and traffic crossroads of North, Oxford and Bayer's. This crossroads acts a neighbourhood centre for four residential quarters, with parks, schools, homes and small businesses which have supported each other for more than a century. With one notable exception on Summit St (a planning anomaly that would not now be permitted), all family, apartment, small business or institutional renewal has conformed with the existing character of the integral neighbourhoods. This district needs to be seen as a heritage area of considerable maturity, which a responsive Centre Plan should seek to recognize and preserve. The draft Chebucto Corridor concept, if approved as is, will create a mid-rise development out of keeping with the existing character of its adjoining neighbourhood, and which will as well act as a future precedent for similar mid-rise expansions down North and along Oxford.

The Chebucto Corridor Land-Use Bylaw should only allow a maximum of 4 story development, thus continuing an orderly revitalization of streets in conformity with their existing character. Such renewal guidelines will result in buildings that transition effectively to the existing adjacent stock, maintaining the continuum of neighbourhood that currently exists.

HRM's Planning Department is urged to revise the Draft Centre Plan so that any development within the planned Chebucto Corridor is limited to a maximum of 4 storeys. Otherwise, we are destined to repeat the error that 6425-6477 Summit St represents, and permit an incongruent domineering structure that will overwhelm it's immediate surroundings.

Respectfully,

George Borgal

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[georgeborgal@gmail.com](mailto:georgeborgal@gmail.com)

09 May 2108



*"for the use of the inhabitants of the town of Halifax as Common forever" (1763-2013)*

May 15, 2018

Dear Carl, Jacob and Centre Plan staff,

### **Re: Comments on the Centre Plan**

Friends of Halifax Common support the principles of the Centre Plan but find many of the current directions in need of balancing the goal of densification with the broader public benefit with multiple economic, social, cultural and environmental objectives.

As Friends of Halifax Common we are especially concerned that the Centre Plan offer support for the 1994 Halifax Common Plan, that is to retain, recapture and not give up lands on the Halifax Common. We ask that this be a priority moving forward by planning for the entire Halifax Common not just the city-owned land. And we ask that the Centre Plan create additional parks, green networks and public open space to support the needs of an increasingly urbanized, densified population.

In that vein we offer comments and suggestions found below with details organized under the following themes:

**Respect Halifax's Existing Character and Urban Form**  
**Balance and Distribute Density**  
**Protect Halifax Common, Increase Green Space, Parks and Playgrounds**  
**Address Climate Change**

We would be pleased to meet with you to discuss these further. Good luck with your further work.

Regards,

Friends of Halifax Common

## 1. Respect Halifax's Existing Character and Urban Form

Halifax is the San Francisco of the east coast. There is a serious need within the Centre Plan for better protection of the existing urban form, neighbourhoods and character of the city. That is what attracts tourists, residents and students (30,000+) to the city. Many of the various main streets are complete communities; their attributes can be built on through thoughtful densification. The Centre Plan's increase in height and massing limits to allow greater densities and to stream-line the approval process for developers outside of the downtown core will contribute to rapid transformation and homogenization, and inflated land value and property tax. Under the Centre Plan hundreds of low-rise, mixed-use Victorian and Georgian character buildings with low and moderate-rent apartments and commercial spaces will be able to be demolished for development.

Once destroyed these buildings will never be replaced- in their stead will be streetscapes designated as targeted growth areas, corridors etc. with 20-storey or 6-storey buildings and fewer trees. This will be a drastic change for the look, living, diversity and walkability of Halifax but there is no evidence this rapid change in the form will produce the behaviours or characteristics HRM Planners say they want.

By contrast there is evidence that neighbourhoods containing a mix of older, smaller buildings of different ages support greater levels of positive economic and social activity than areas dominated by newer, larger buildings. They also provide better affordable housing options, support diversity, better social inclusion and equity. See data findings from Preservation Green Lab on older, smaller, better neighbourhoods here: <https://www.slideshare.net/PreservationNation/toolkit-oldersmallerbetterfindings140515jr>

Respecting the present built form does not mean there cannot be development, only that there must be better justification for the form the Centre Plan favours in the targeted growth areas. As suggested by the Willow Tree Group approximately 3,000 residents can be added to Quinpool Road with 5-6 storey buildings. This has the advantage of building on the main street character of the street rather than demolishing it. Data for Schmidville demonstrates low-rise development can achieve the desired population.

In certain instances the Centre Plan proposes to have neighbourhoods intensively surrounded or ringed by corridors and higher order residential streets. This will cause an edge effect that will eventually degrade the "interior" neighbourhoods, most of which are already highly dense and small-grained. Some examples (not complete) of this over-intensive "development encircling" that should be re-thought are:

- Compton, William and Welsford; Clifton, Hunter, Charles and Gladstone;
- Willow between North, Robie and Agricola;
- West, June, Moran, Davidson, John between Charles to Cunard. [Please note: Garrick Lane should extend through the O'Regan's Property as although it was

traded to the city in the early 1990s for frontage on Robie Street, there was a public commitment that the street would continue to be used by the public.]

- South West Spring Garden Road on the Halifax Common where Carlton Street, a heritage streetscape will be surrounded by high-rises. (Note: There is a heritage house on College St that is not yet noted on the maps.)

These are only *some* examples of where the new urban form proposed will negatively impacting not just heritage, but the historic character of much of the city that is needed for context. The Halifax Explosion, the 3,000 buildings lost as part of Cogswell and Scotia Square and the thousands demolished subsequently for development have already seriously decimated the Halifax's built environment.

## 2. Balance and Distribute Density

**A) Balance Planned Population increase** between the Halifax Peninsula and Dartmouth. Presently the Centre Plan is weighted too heavily to densifying the Halifax Peninsula with very little targeted towards Dartmouth.

**B) Distribute Density throughout the Halifax Peninsula.** The Plan is presently too heavily weighted towards targeted growth centres, higher order residential and corridors at the expense of quality of environment in adjacent neighbourhoods and the streetscapes of these density targets themselves. There does not seem to be any reference to real research that indicates the density of different areas under consideration. That leads to there being no prioritization to densify areas that are the least populated and to only favour larger scale projects, too often where developers already own land and want to proceed for their own benefit; but planning is about interaction with and benefit to the whole community to just the wishes of individual owners.

The concentration of high-rises in pockets of targeted growth areas or strips of corridors etc. in cities such as Vancouver and Toronto are louder, more polluted and unhealthy. They have not supplied the [missing middle / gentle density](#), ground oriented housing most citizens prefer. A more uniform and less disruptive increase in density can and should be achieved by:

- Incentivizing in-fill on the many vacant or under-utilized commercial lots.** In general vacant lots with or without parking generally degrade main streets and neighbourhoods. Some examples of incentives could be lowered development fees and taxes for infill development to reflect the lower costs of providing public services in those areas; reduced and more flexible parking requirements; and infrastructure development that favors infill development.

- ii) **Prioritizing planning and development of Cogswell and future growth nodes now** ahead of targeted growth centres, corridors etc. by giving greater emphasis and clarity to these and incentivizing their development first rather than promoting demolition by targeting existing built corridors, higher order and growth centres. Include requirements for public parks and green corridors for cycling and walking in these areas.
- iii) **Supporting a careful and considered relaxation in current R1 areas** of the Centre of requirements for single family use only, lot size, and frontage for medium density projects with compatible buildings that are context sensitive. This will maintain neighbourhoods, and importantly decrease pressure on chosen Centre Plan “targets”, higher order residential streets and corridors, with the benefit of increased affordability.

At present when Centre Plan maps are compared to those in a new Dalhousie study, [Halifax: a City of Hotspots of Inequality](#) which present incomes based on 2015 census tract data it seems that the Centre Plan will disproportionately affect areas of middle and low income, especially Inglis/South and Robie, Agricola and Gottingen north. (the exception is South West Spring Garden Road which is a bastion of seniors and younger single males).

Here is a great film by two Vancouver professors that demonstrates density can be added to neighbourhoods to strengthen them and increase their complexity while providing the missing middle / gentle density ground oriented housing – that city has much higher real estate costs so the economic feasibility of doing such developments in Halifax should be even greater. <https://www.youtube.com/watch?v=36rjxnruk4>

- iv) **Ensure affordability and diversity** by working with the provincial government. For example establish an Affordable Housing Trust based on a 1-2% tax on construction cost. Proceeds from such a Trust could be used to leverage capital for affordable housing units or help first-time low-income homebuyers with down payments and closing costs.
- v) **Regulate Demolition Permitting** by requesting that the provincial government to amend the City Charter to allow the city this power. Toronto’s former chief planner Jennifer Keesmat stated that Toronto has tenancies protection such that if a re-development project displaces affordable housing units, the new project has to contain that same number of units at that same rate. Friends of Halifax Common have proposed that and a number of other criteria in letters to the Mayor and the Premier. <http://www.halifaxcommon.ca/write-now-you-can-help-amend-city-charter/law-amendments-submission-bill-177-1/>

### 3. Protect Halifax Common, Increase Green Space, Parks and Playgrounds

We need nature for our mental and physical health and for helping us to deal with climate change. Green space is important for dealing with heat island effect and increased precipitation from extreme weather, growing food, providing habitat, reducing stress on storm water pipes etc. With up to 30,000 new residents proposed for the Centre Plan area, public open green space needs to be significantly increased. Concentrating development around the public green space degrades the experience of being on the open space by increasing wind, shadow and obstructing the views of trees, sky and openness. Undertaking ecological restoration such as daylighting Freshwater Brook, is an important aspect of what needs to be considered in dealing with seasonal or climate-related disruptions.

**A) Protect the entire Halifax Common.** As Canada's oldest and largest common the Halifax Common is a special place distinct from normal parks. The 1994 Halifax Common Plan committed to a Masterplan for the entire Halifax Common, including all institutional and private land, but until now public consultation for the Halifax Common is considering only the city-owned left-over bits and pieces not the entire Common. And although the Centre Plan has designated the Halifax Common as a cultural landscape it is targeting growth on the Common at South West Spring Garden Road, and next to the Halifax Common with a targeting growth area at the Willow Tree and corridors on South Street and Robie Street- this is not in keeping with the 1994 Halifax Common Plan. We agree with the Centre Plan designation of the Halifax Common as a cultural landscape and ask that the Centre Plan follow the 1994 Halifax Common Plan's commitment to re-capture and retain land on the Halifax Common. Its vision should be to extend public green space from the North Common to the South Common.

**B) Protect Neighbourhoods on and next to the Halifax Common.** The Centre Plan has designated the Halifax Common as a cultural landscape but it needs to integrate the 1994 Plan. We need to protect rather than densify residential areas adjacent to and within the Halifax Common- its bordering streets such as Robie and South, South Park and North Park should not have increased height limits to become corridors. These areas are already highly dense with mixed-use and mixed affordability.

South West Spring Garden (Robie, Spring Garden, Carlton, College, & Summer St area) should not be the site of high-rise towers just because developers say so. Killam Properties already has an approved 18-storey high rise next to Camp Hill Cemetery. Infill with 4-6 storeys in this and other areas is appropriate and can achieve the same density targets without destroying existing buildings.

Affordable, historic, low-rise Schmitzville has one of the city's highest densities. New buildings on the hospital and university lands on the Halifax Common should also conform to this height restriction.

- C) Reduce Surface Parking.** At least 20-25% of the Halifax Common is used as surface parking-this should change as part of a city-wide initiative to reduce reliance on cars This can't happen by accident- [Oslo, Norway's downtown will be car free by 2019](#). Strategies could include creating high-frequency bus networks with complete priority along main roads by banning private cars; requiring car-shares; requiring underground parking for new institutional developments such as hospitals; adding congestion fees; and introducing strict landscaping guidelines for existing surface parking lots such as adopted by the city of Toronto in 2007: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/greening-surface-parking-lots/>
- D) Create New Parks-** one easy example is the city-owned St Pat's which should become the new location for the Common Roots Urban Farm. This location can mark the beginning of a planned green network from the Halifax Common to the north west arm. The Common can also be extended eastwards with a green network leading through Cogswell to the waterfront. The outcome of such a vision would be a green network from the Halifax Harbour to the Northwest Arm.
- E) Create Green networks to increase walkability / cycle-ability and reduce reliance on cars.** Build on what is already working. Halifax is one of Canada's top walking and ride-sharing cities. According to [2016 Stats Canada Halifax](#) has out of 35 Canadian municipalities the second highest percentage of citizens who commute to work by walking (Victoria is higher but both are well above to double the rest); the 5th highest rate of car-pooling; the second lowest rate of single-occupancy vehicle. And although HRM bus ridership is down slightly from 2011 (a contributing factor has been the big lift) at 11% it is still higher than the national average for municipalities of its size - 9.5% and it is about the same as the national average for all municipalities - 11.5%. For cycling Halifax is at 0.9% compared to the 1.2% average for cities of the same size (0.5-1.0 mill). This is not bad given that it is only recently HRM has had a dedicated fund for bike lanes and that it has taken since 1999 to finally get a plan for fixing the MacDonald Bridge pathway.

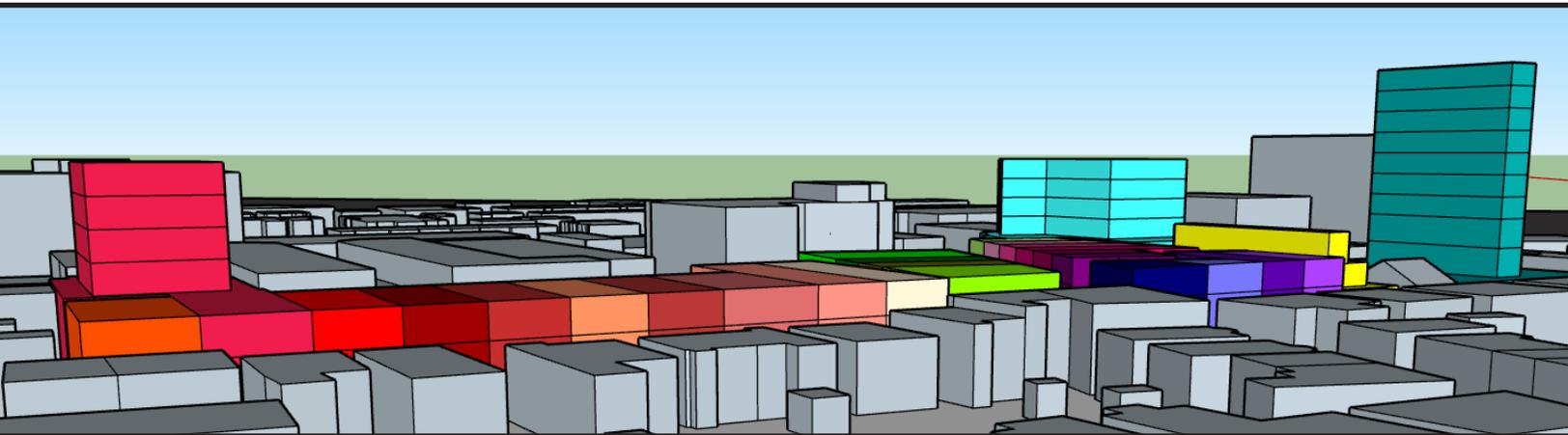
Improve the walkability and bikeability by increasing green networks, stopping parking space requirements in large developments, not permitting new surface parking, restricting the inventory vehicle dealers can park on the peninsula, supporting car-shares, and providing a more effective inner-city, short trip transportation system for central areas to encourage residency in the core. Do not turn Robie Street into a corridor-this is already a highly walkable human-scale visually pleasant route.

## 4. Address Climate Change

- A) Set targets for GHG Emissions Reduction.** The Centre Plan needs to foster awareness and policies to deal with climate change throughout. Take an example from Vancouver’s [Greenest City Action Plan](#) and improve on it. In the meantime start with setting targets for ghg emissions reduction and defined measures and timelines for ensuring success. Along with reducing reliance on individual car ownership below are just a few important ideas to support the transition to being fossil fuel free.
- B) Demolition Permits** – As briefly described previously in take control and develop policy for demolition permits (see 2Bv) to stop wasting existing building-stock, the advantage they offer (see Section 1) and the opportunity they offer (see Section 2B iii). [Re-use almost always has less environmental impact than destroying existing building to rebuild](#). And it is good for the economy on average creates twice as many jobs and uses half as many materials. Support re-use by adopting a comprehensive adaptive reuse program with more flexibility in building and zoning codes to reduce red tape. Support tax reform for building re-use. Incorporate this into a housing policy so communities retain affordable units. [“It takes 10 to 80 years for a new building that is 30 percent more efficient than an average-performing existing building to overcome, through efficient operations, the negative climate change impacts related to the construction process.”](#)
- C) Promote Solar - Protect Solar Access** - Enact regulations to promote and protect the use of solar energy systems. These should limit the amount that new construction and additions (or vegetation) can shade adjacent properties. Solar electricity, thermal and hot-water heating are the most democratically available low-carbon electricity and the way of the future-let’s start now. Several states including Massachusetts and New Mexico have legislation to protect solar access as well as many cities. Here’s an (older) example from Boulder, Colorado <https://bouldercolorado.gov/plan-develop/solar-access-guide>
- D) Improve lighting design standards and regulations** to increase energy savings, reduce GHG emissions and reduce negative effects from over lighting, glare, trespass and night blindness. Toronto’s 2017 Best Practices for Lighting policy document can be found here: <https://www.toronto.ca/wp-content/uploads/2018/03/8ff6-city-planning-bird-effective-lighting.pdf> Lighting in public places such as the Halifax Common can be more effective with proper design as well as more aesthetically pleasing, see: <http://www.halifaxcommon.ca/letter-to-the-coast-glare-and-present-danger/>

# Centre Plan Review

## Modelling select lots using draft Centre Plan Provisions



Prepared by Julien Lacroix

May 10<sup>th</sup>, 2018

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## Purpose

The draft of the Halifax Regional Municipality's (HRM) *Centre Plan Package A* was released to the public for evaluation and comment. There are concerns over the impact of the new land use by-law (LUB) on the heritage buildings and historic character of the North End of Halifax. There are also concerns over the general applicability of some of the new provisions throughout the city. In order to explore what the built form allowed under the new *Centre Plan* provisions would look like, a simplified model of select areas was developed to visualize the maximum building envelopes. Select segments of roads were modelled where there was most concern about the new LUB provisions. Within those segments, individual lots were also modelled.

Zoning provisions being considered when creating the model include, but are not limited to, lot size , height, setback & stepback, and the Gross Floor Area Ratio (GFAR).

Please note that the colours used in the models do not signify a certain zone or land use provision, but are simply used to better distinguish the different buildings. The models that have been created do not represent developments that have been proposed or approved, they simply represent the possible building envelopes using the provisions from the draft *Centre Plan*.

Each example in this report includes a summary of concerns, a summary of the LUB provisions of the site, an image of the modelling and an image of the current context of the site.

# Squiggle Park

The lots on the corner of Gottingen and Falkland (including Squiggle Park) have been zoned to allow for the construction of a six-storey building. The concern on this site is that the building would be abutting two-storey homes. Since the corner lots are zoned CEN-2 and the Falkland St homes are zoned CEN-1, 100% lot coverage is permitted, meaning the six-storey building could be built right up to the lot line of the homes.

**Lot size (3 consolidated lots along Gottingen south of Falkland): 820m<sup>2</sup>**

**Zone: CEN-2**

**Maximum Height: 20m (mid-rise)**

**Streetwall Height Maximum: 8m**

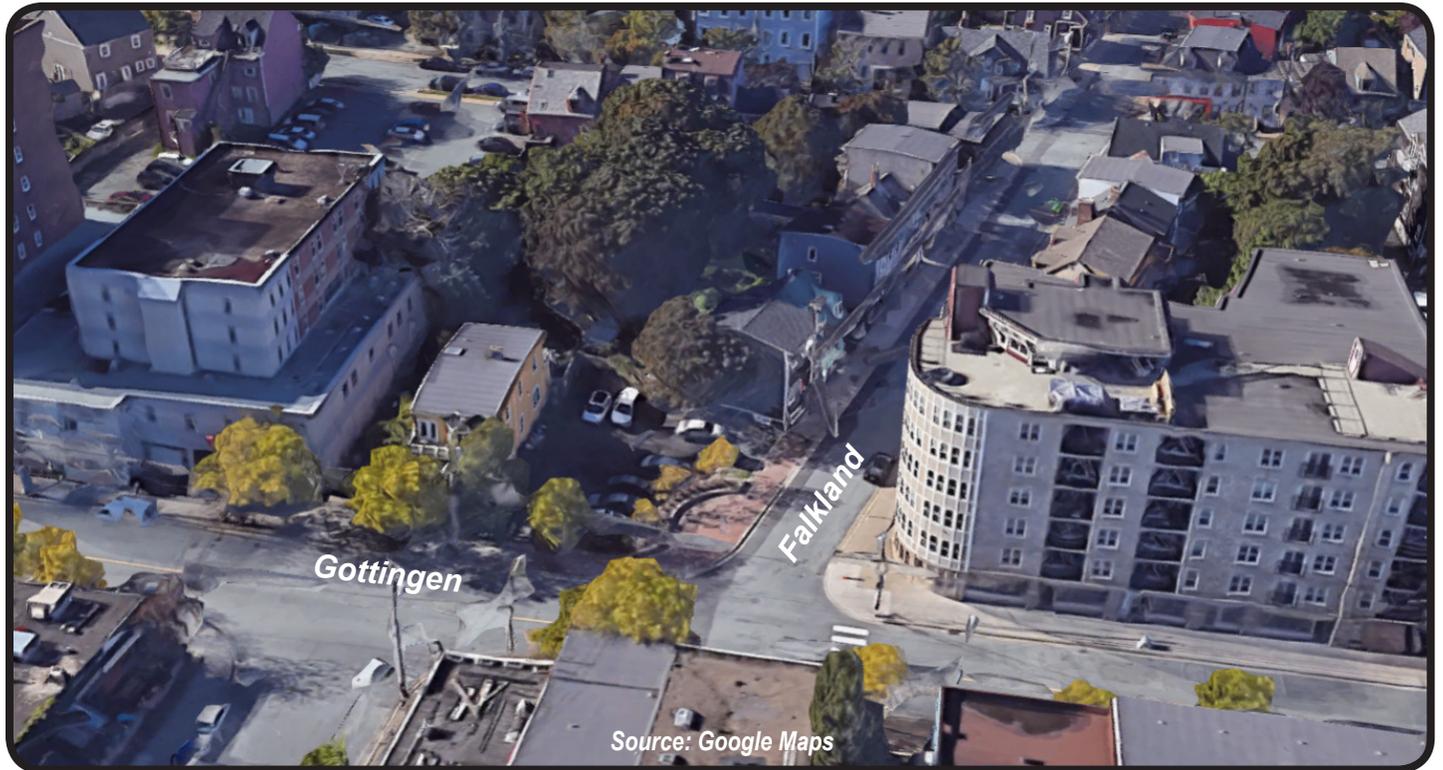
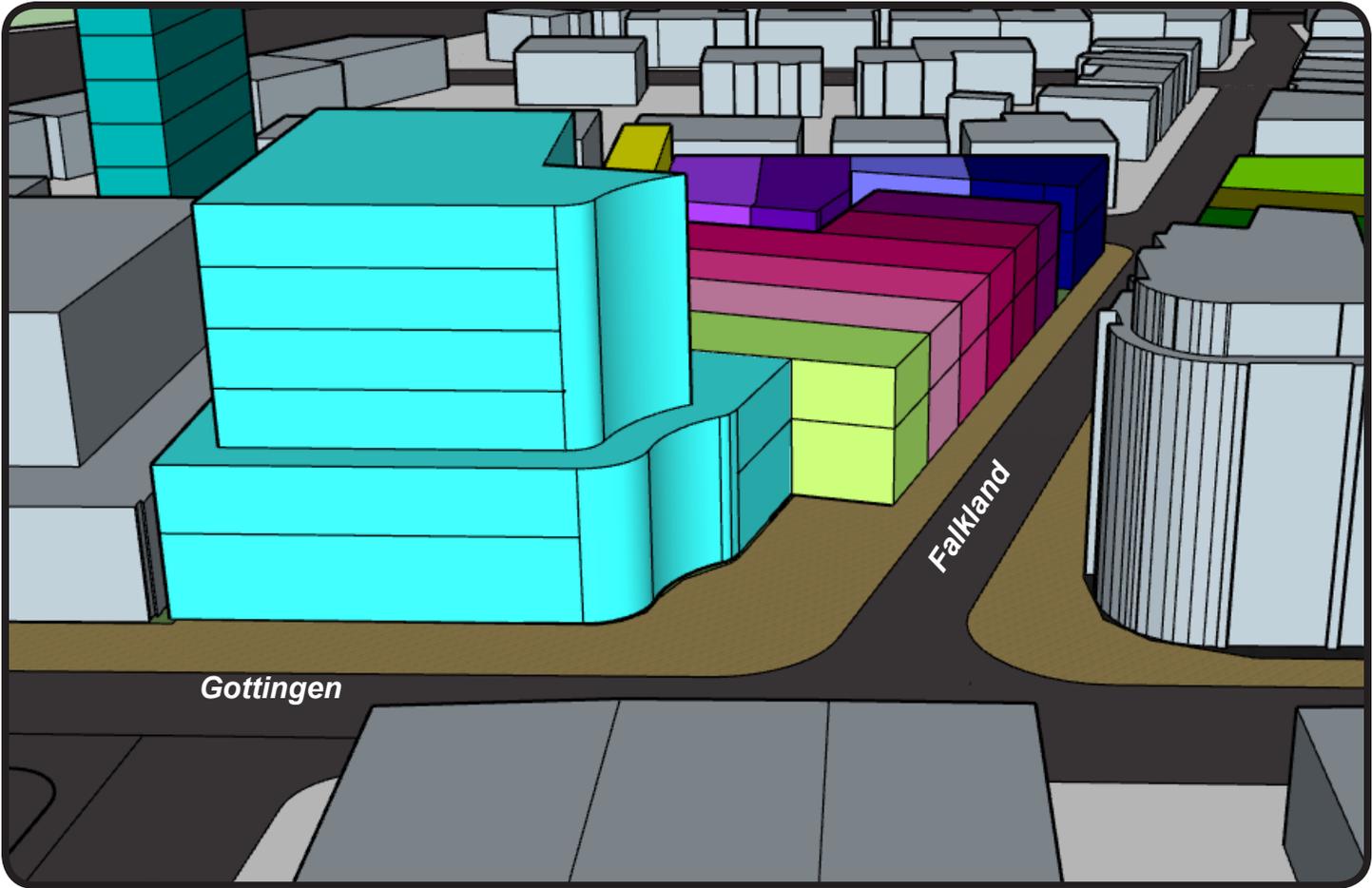
**Streetline Yard Minimum: 1m (Gottingen), 0.5m (Falkland)**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall)**

**Side Yard Stepback: None**

**GFAR: 3.50**



Source: Google Maps

## Falkland Street (south side)

The initial concern with this block was that the consistent character of two-storey homes would be lost due to consolidation of lots to build larger buildings.

However, it would appear that the proposed zoning will encourage the retention of the older homes due to provisions allowing for similar sized structures as currently exist.

In the model, the zoning provisions allow for 100% lot coverage, however once the GFAR was applied to the buildings, it made more sense to have identical first and second floors.

**Zone: CEN-1**

**Maximum Height: 11m (mid-rise)**

**Streetwall Height Maximum: 8m**

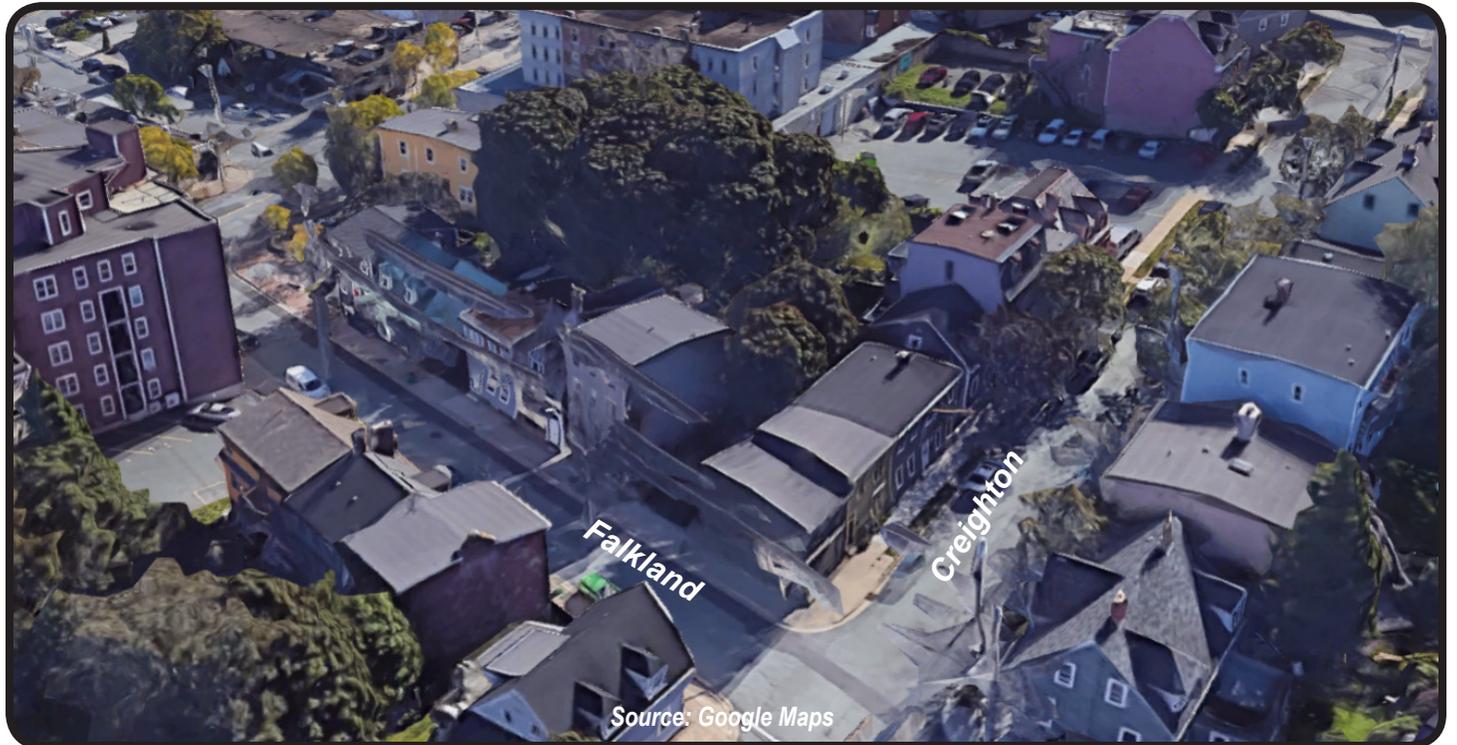
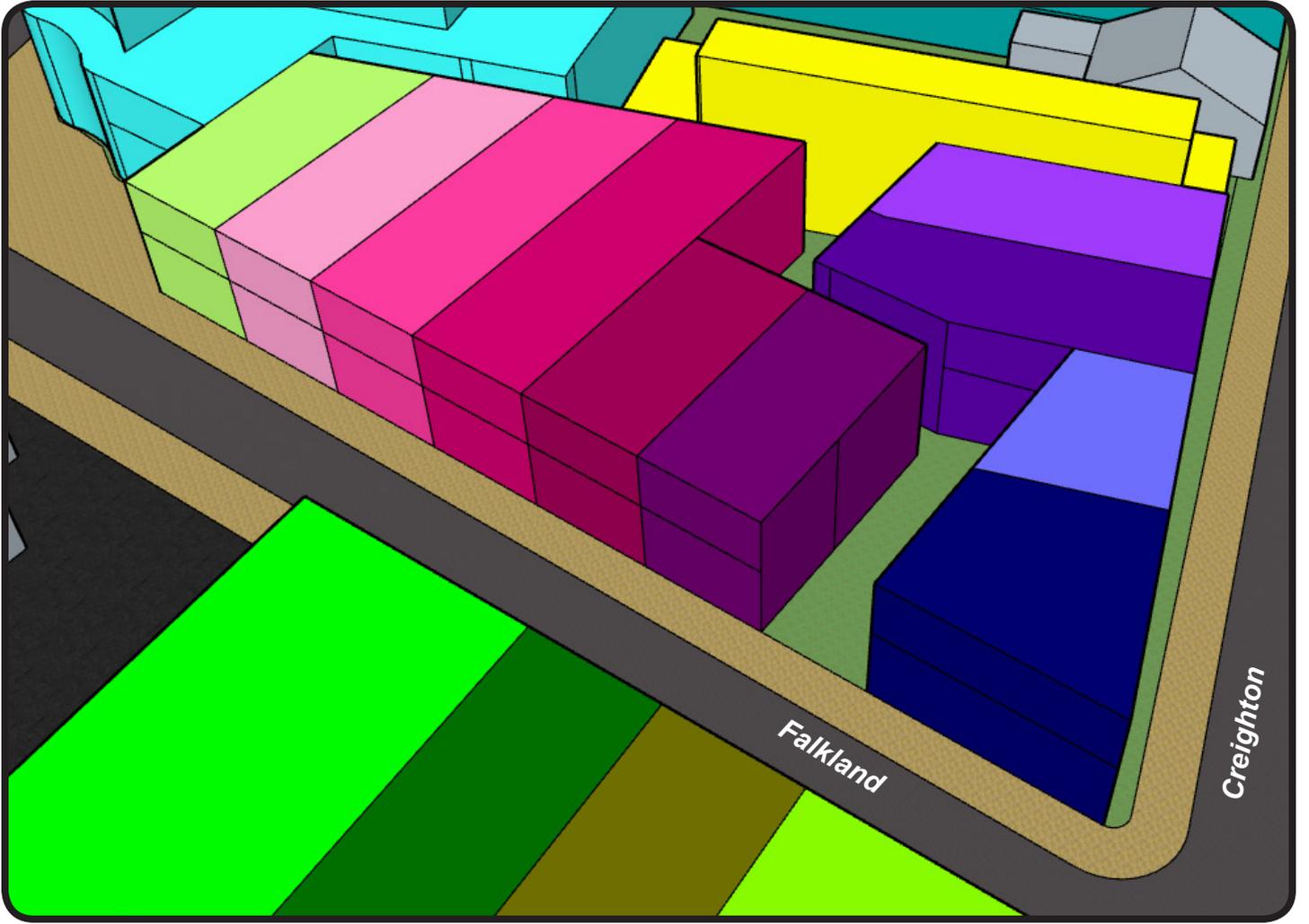
**Streetline Yard Minimum: 0.5m (Falkland)**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall)**

**Side Yard Stepback: None**

**GFAR: 1.75**



## Falkland Street (north side)

This side of the street had the same concerns as the south side (see page 4).

Another concern that was raised for this street was the provision requiring buildings with 4 units or less to accommodate parking, while buildings with over 4 units would not require parking. This could easily make it more appealing to consolidate lots and develop a larger building to avoid the parking requirement. In discussions with HRM planning staff, it would appear that this provision will be changed and remove all parking requirements from CEN-1 and CEN-2 zones.

**Zone: CEN-1**

**Maximum Height: 11m (mid-rise)**

**Streetwall Height Maximum: 8m**

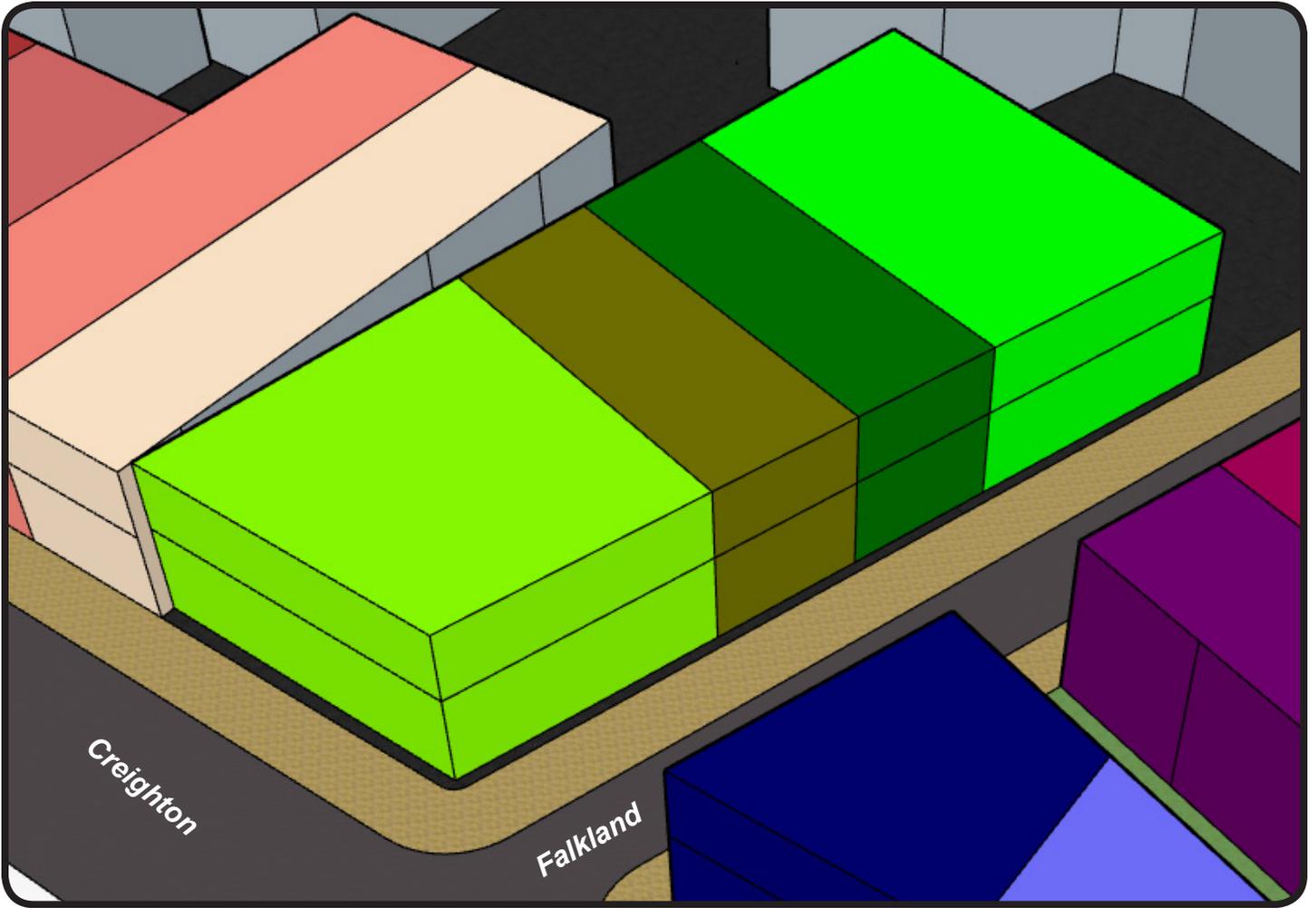
**Streetline Yard Minimum: 0.5m (Falkland)**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall)**

**Side Yard Stepback: None**

**GFAR: 1.75**



## 2019 Creighton

The main concern for this site was the fact that the new provisions allow for a 10-storey building to be constructed next to a 1.5 storey heritage property.

Upon further evaluation, it would not be viable to build a tower on this site. The permitted GFAR for the site is 5.00. However, when applying the land-use provisions, the resulting GFAR for the largest possible building is only 1.84.

The provision resulting in narrow tower would be the interior lot line setbacks of 12.5m. This provision is meant to have a buffer of 25m between towers. Although this provision's intention is to maintain high quality of living in towers, a high-rise building on this site is simply not achievable.

The analysis of the site begs the question why would the lot be zoned for this height when it would be impossible to build to that height. A model of a building envelope applying mid-rise building provisions was done to explore other options for this site. Please see page 33 for a complete breakdown of the number for the high-rise and mid-rise options.

**Lot size: 2335.86m<sup>2</sup>**

**Zone: CEN-2**

**Maximum Height: 32m  
(high-rise)**

**Streetwall Height  
Maximum: 8m**

**Streetline Yard Minimum:  
0.5m (Creighton)**

**Stepback (above  
streetwall): 3.5m**

**Rear Yard Stepback:  
12.5m (from interior lot  
line)**

**Side Yard Stepback:  
12.5m (from interior lot  
line)**

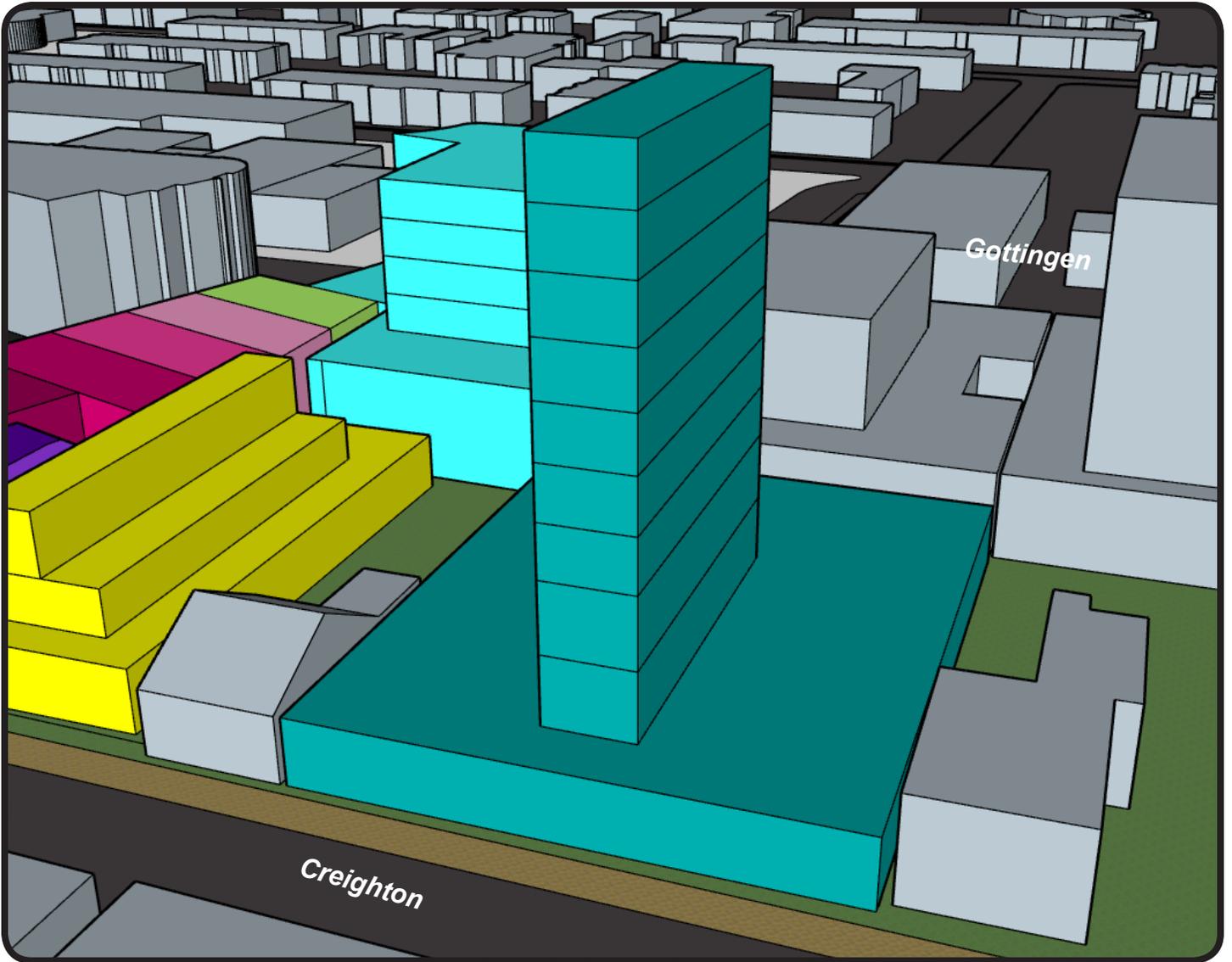
**Calculated GFAR: 1.84**

**Permitted GFAR: 5.00**

***Heritage Design Manual:***

**45 degree angle from the  
cornice line of heritage  
building**

**Streetwall to be similar  
to the cornice line of the  
heritage building**



## **Creighton Street (between Falkland and Cornwallis)**

Similar to Falkland, one of the concerns for this street was the threat to the existing character. Also like Falkland, the new LUB provisions have a maximum height of 11m and a relatively low GFAR of 1.75. This will encourage existing homes to be retained and renovated.

There is only one lot on this side of the street that is zoned for 20m maximum height, and based on the existing lot arrangements, the portion of the building above the podium would likely be placed in the rear of the lot, and not interfere with the character of the street.

**Zone: CEN-1, CEN-2**

**Maximum Height: 11m (mid-rise), 20m (mid-rise)**

**Streetwall Height Maximum: 8m**

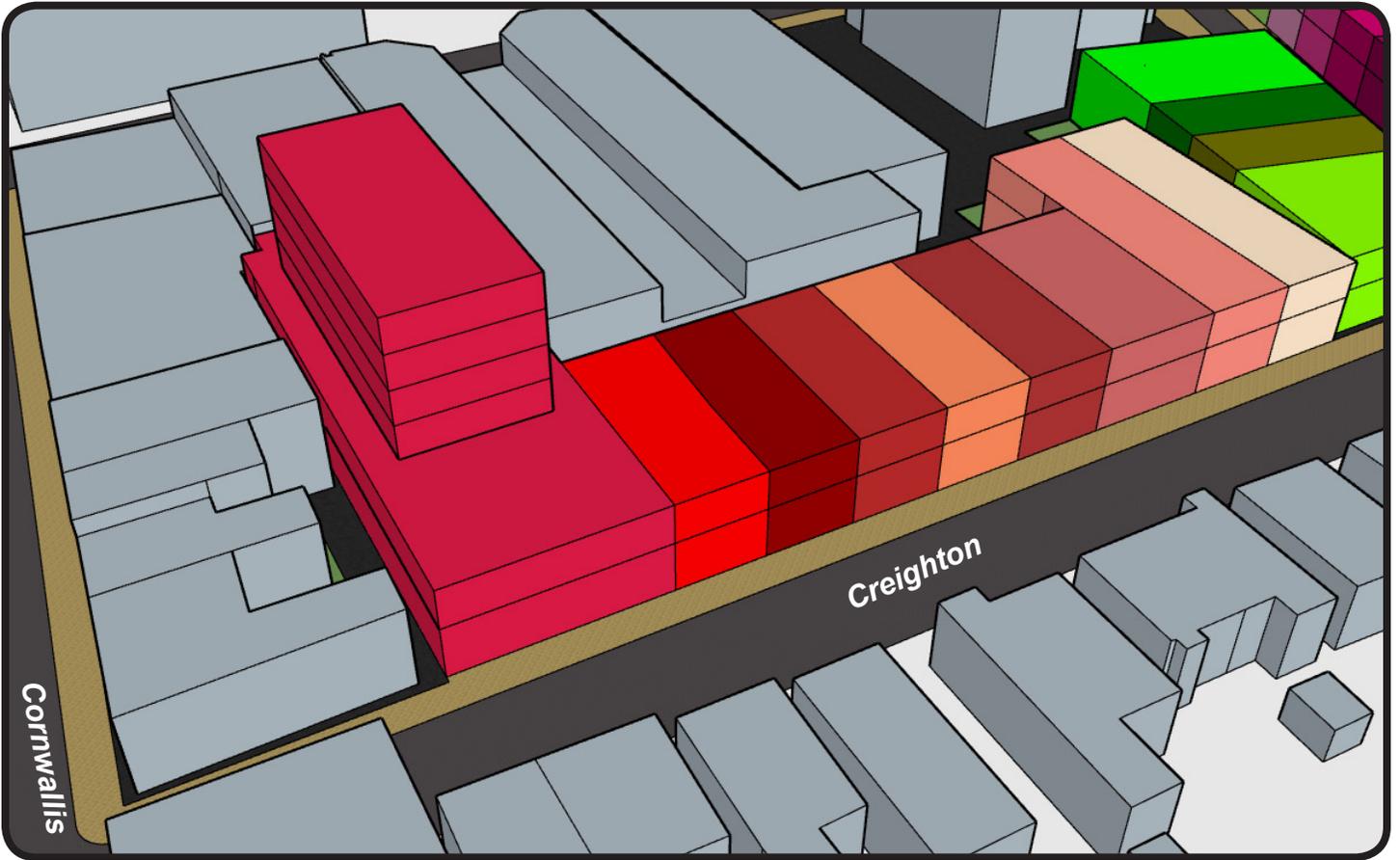
**Streetline Yard Minimum: 0.5m (Falkland)**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall)**

**Side Yard Stepback: None**

**GFAR: 1.75, 3.5**



## **Gottingen Street (between Cornwallis and Cunard)**

There were several things that are being recommended for change on this stretch of Gottingen. Firstly, the required 4.5m ground floor height should be reduced to about 3.75m. The streetline yard should also be limited to 1m.

The height that is permitted should be 17m (to reflect 5 storeys). The streetwall height could also be reconsidered here to reflect the existing 3-4 storey streetwall. In general, the feeling is that the zoning provisions for the area that currently exist should be retained to an extent.

The GFAR has greatly restricted redevelopment of individual lots. On lots where full coverage is permitted, a GFAR of 2.25 doesn't allow for buildings of a similar size to those that exist already. Gottingen could benefit from a slightly higher GFAR to allow for more feasible developments on smaller lots, which make up most of the street.

**Zone: CEN-2**

**Maximum Height: 14m (mid-rise)**

**Streetwall Height Maximum: 8m**

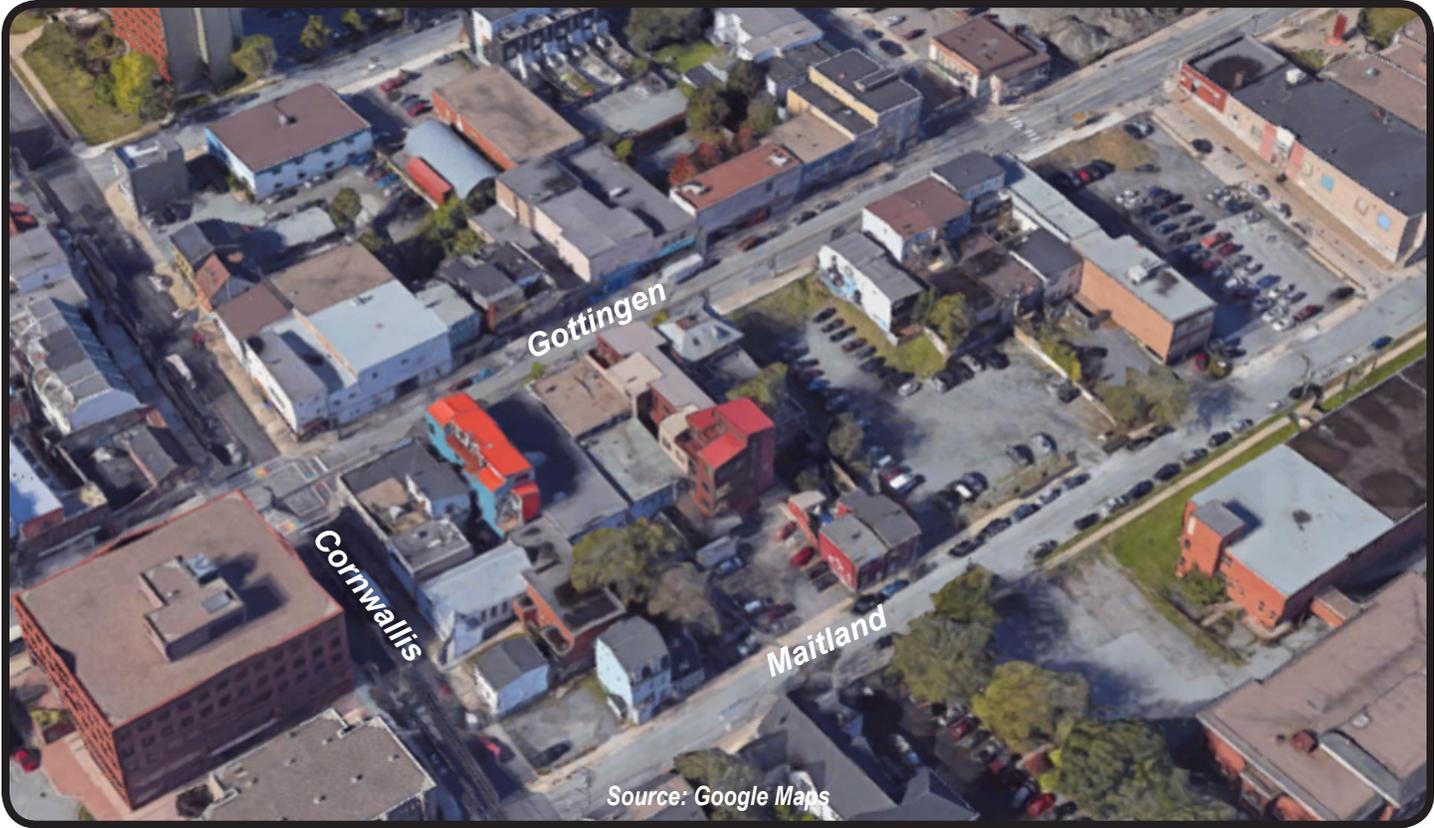
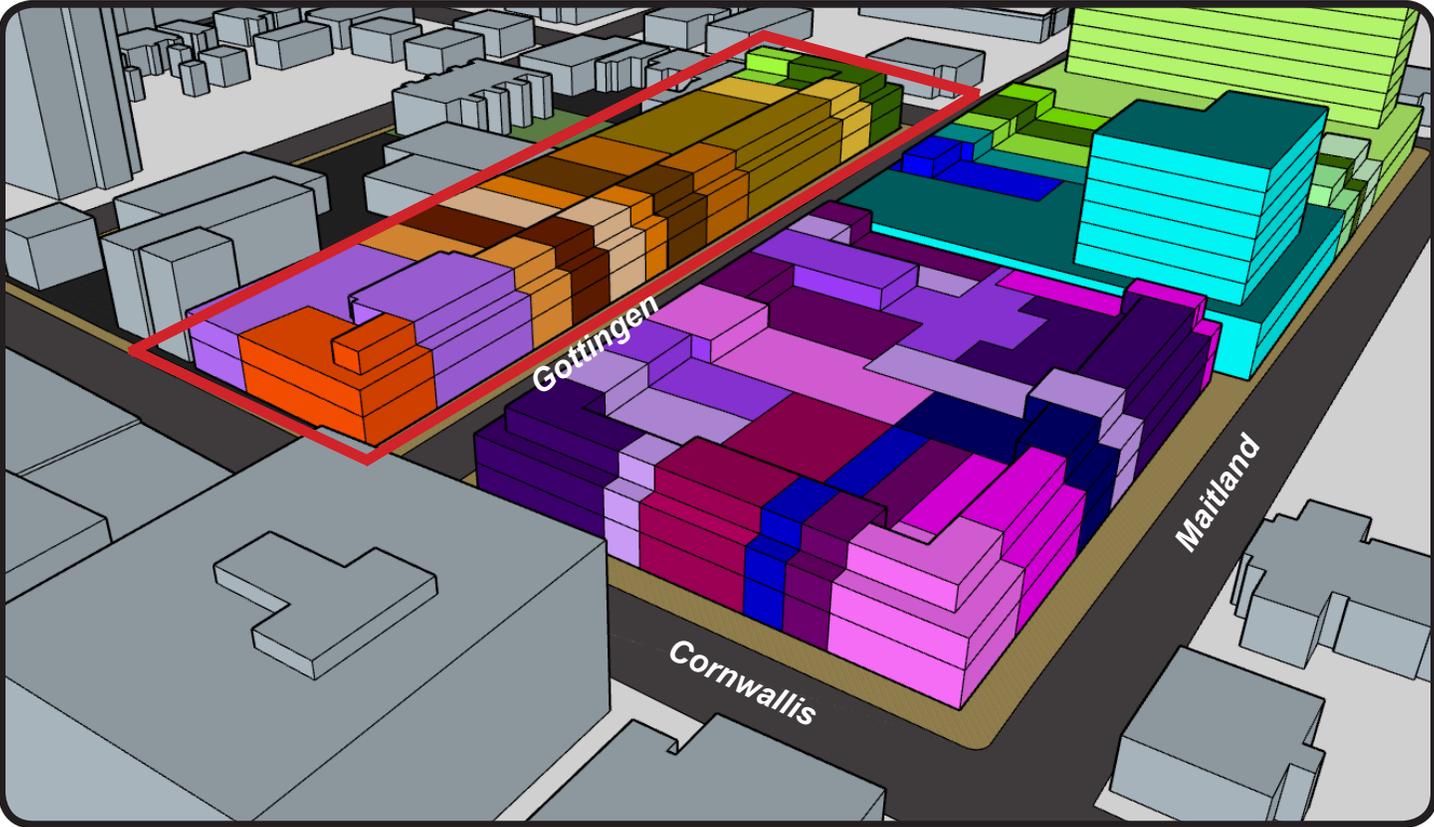
**Streetline Yard Minimum: 1m**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall)**

**Side Yard Stepback: None**

**GFAR: 2.25**



## **Gottingen Street (between Cornwallis and Prince William)**

This side of the street has the same concerns as on page 12. This side of the street simply has more diversity in terms of height limits and GFARs. The main concern would be the 2.25 GFAR for the buildings to the south of this block (in pink/purple). This means new buildings would actually be smaller than what currently exists or is allowed on many of the lots.

**Zone: CEN-1, CEN-2**

**Maximum Height: 14m, 20m (mid-rise), 32 (high-rise)**

**Streetwall Height Maximum: 8m**

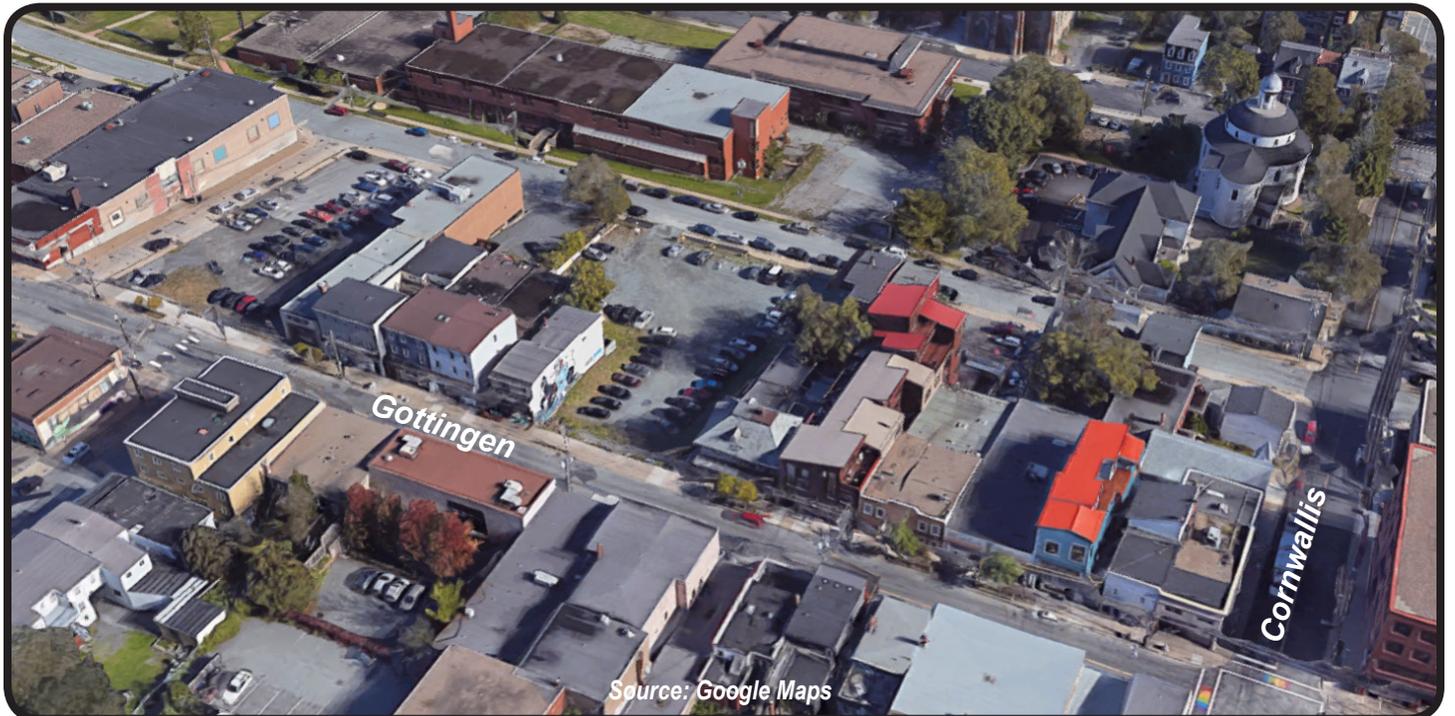
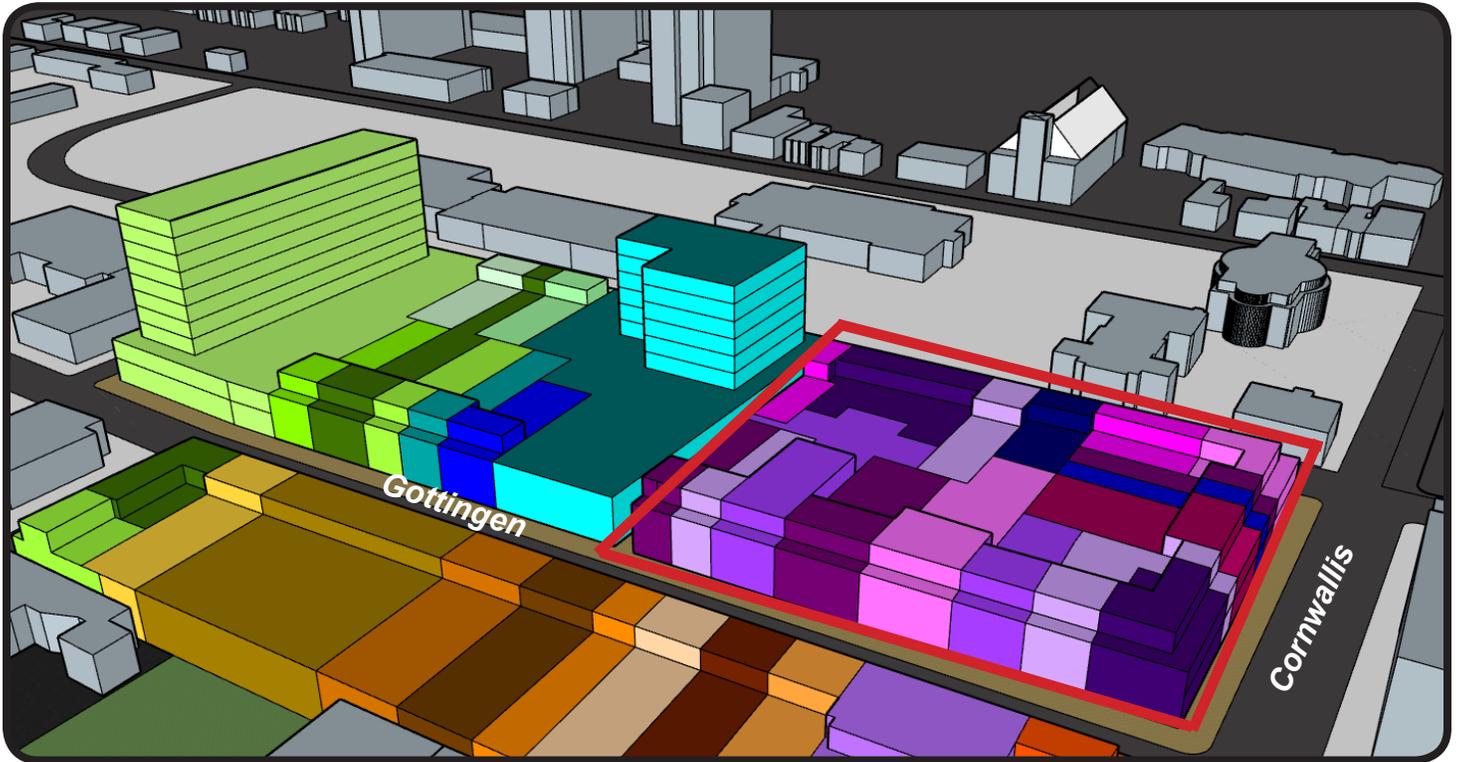
**Streetline Yard Minimum: 1m**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall)**

**Side Yard Stepback: None**

**GFAR: 2.25 - 5.00**



## Agricola between Cunard and Sarah

Agricola is one of the better preserved commercial streets in the city of Halifax. There is concern that the new zoning provisions being proposed for the street may detract from the overall character.

It is suggested that a Retail Formula Ordinance be established on Agricola in order to retain the local character, without necessarily restricting larger chains from establishing themselves here.

One advantage that many buildings on Agricola have is that they have a larger building footprint than what would be allowed under the new provisions meaning, in some cases, renovating buildings would be more attractive than tearing down and building new.

**Zone: COR**

**Lot Coverage: 80%**

**Maximum Height: 14m (mid-rise)**

**Streetwall Height Maximum: 8m**

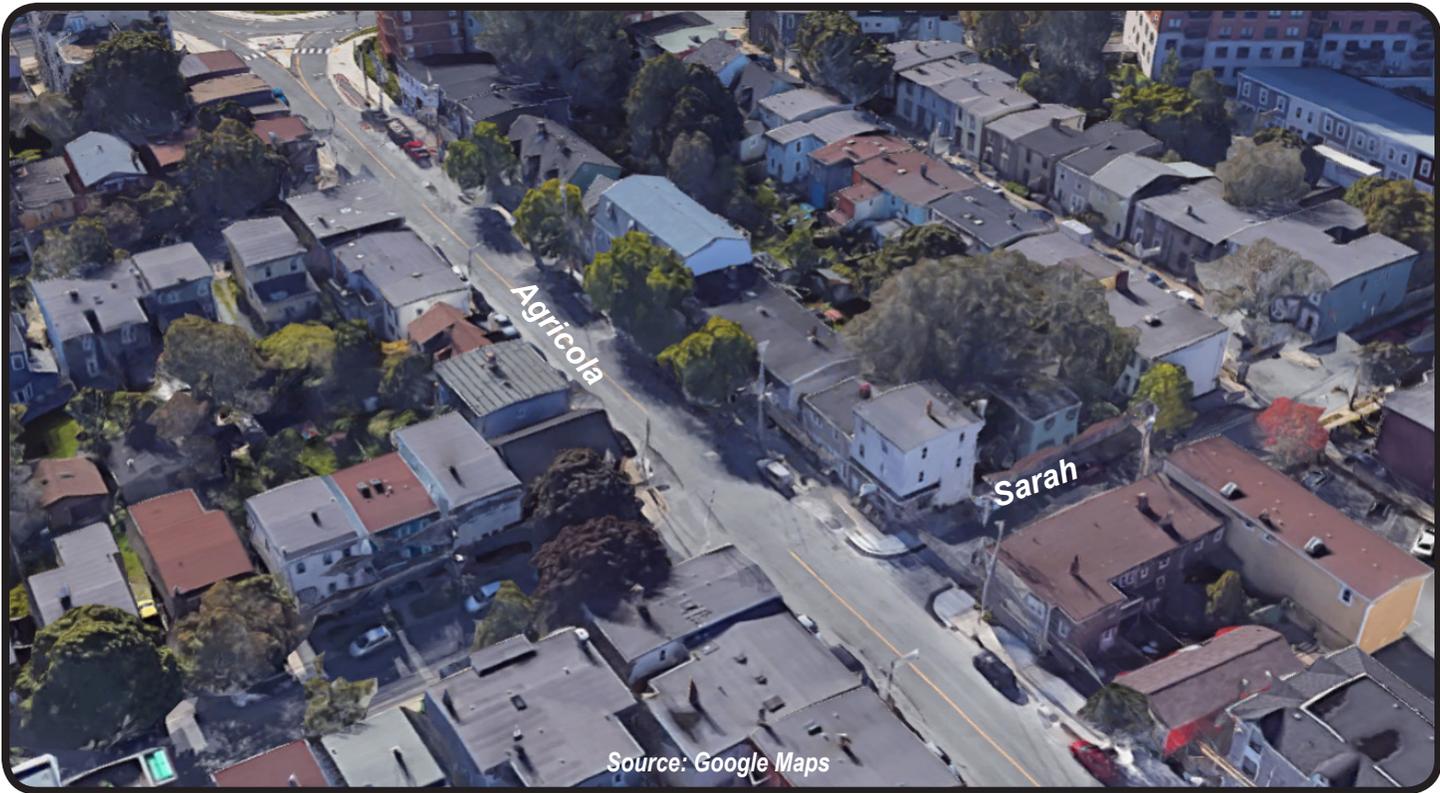
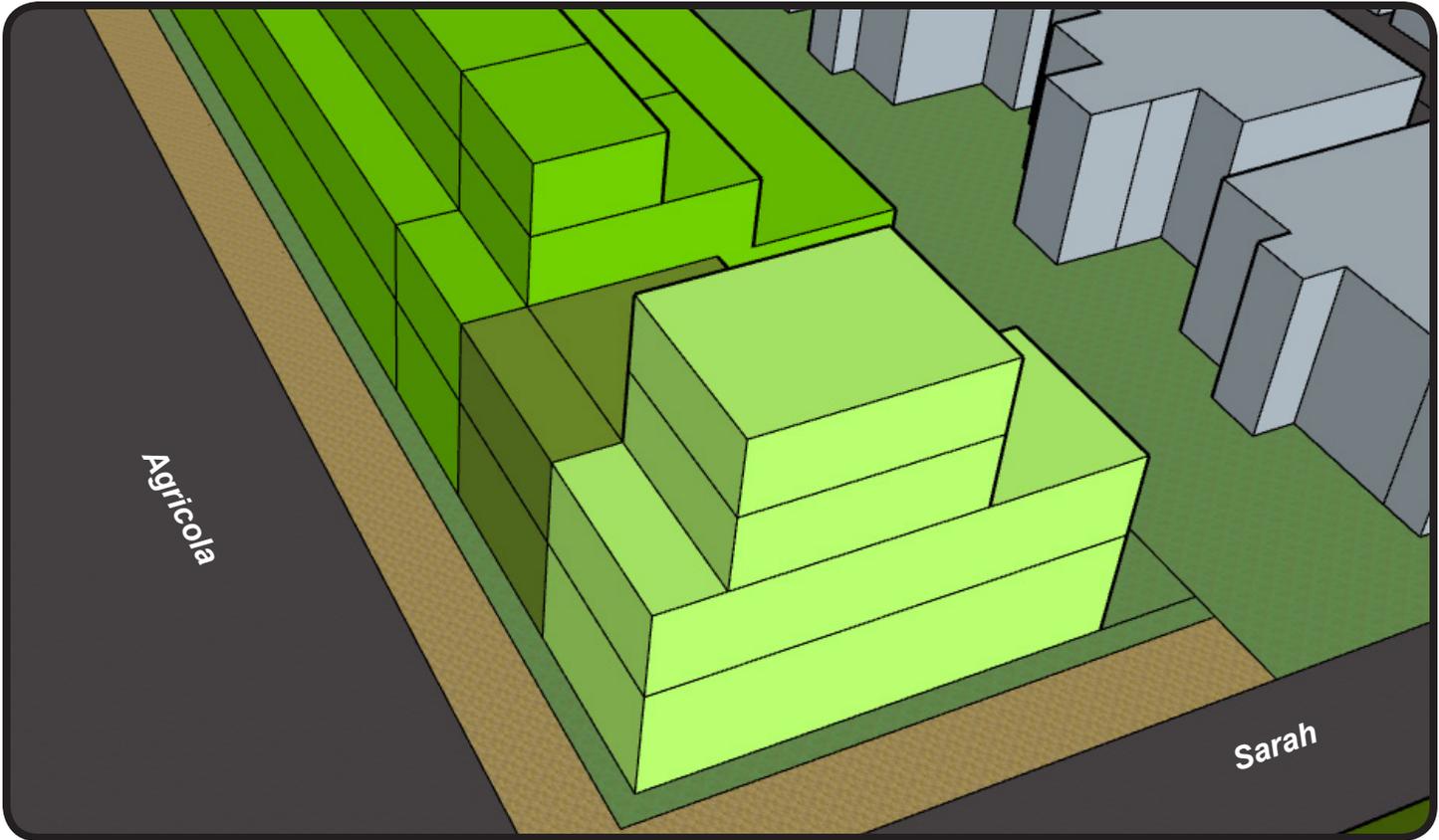
**Streetline Yard Minimum: 1m (Agricola), 1.5m (Cunard)**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall height)**

**Side Yard Stepback: None**

**GFAR: 2.25**



## Agricola between Woodill and Harris

The east side of Agricola between Woodill and Harris is a good example of how most of the existing buildings are larger than what would be possible to build. The lots on this street segment are very shallow (around 11.1m). In this case the rear setbacks would prevent any development over two storeys to be built, encouraging the retention of the existing buildings. Therefore, it may be best to re-evaluate the zoning of this portion of Agricola to better reflect the existing (and unique) character of the street.

Further more, the abutting lots to the east of this street segment are Established Residential, meaning that even in the long term, lot consolidation would not be possible to build a larger building using COR provisions.

**Zone: COR**

**Lot Coverage: 80%**

**Maximum Height: 14m (mid-rise)**

**Streetwall Height Maximum: 8m**

**Streetline Yard Minimum: 1m (Agricola), 1.5m (Cunard)**

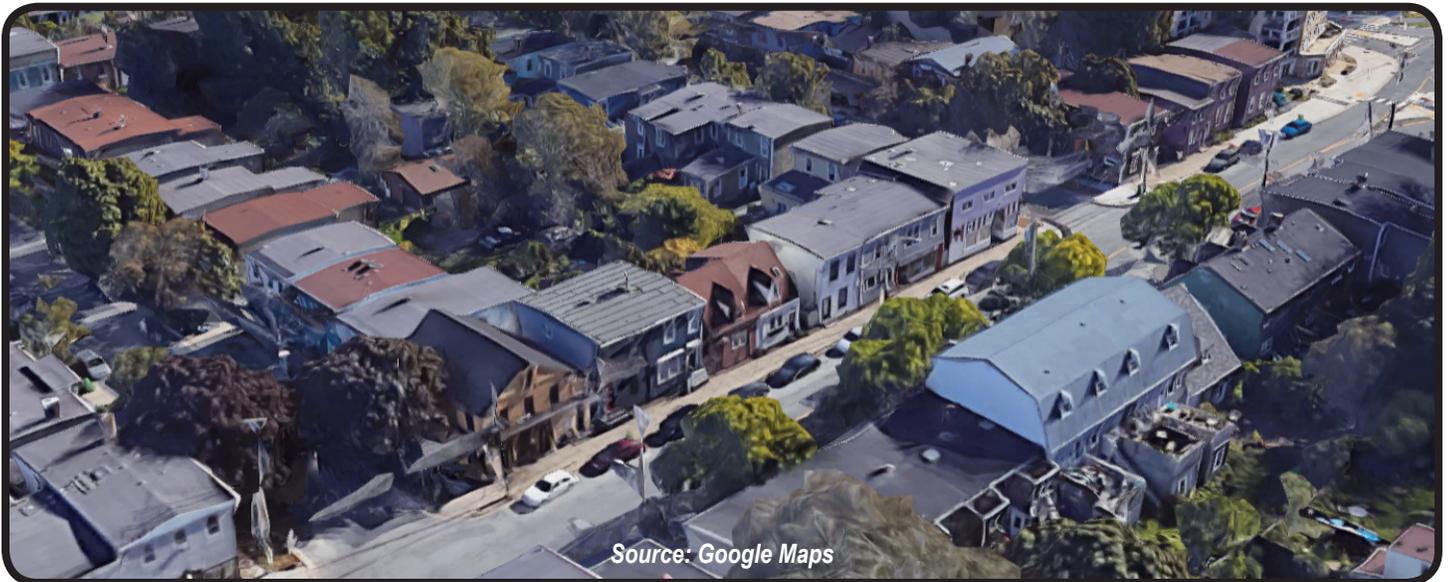
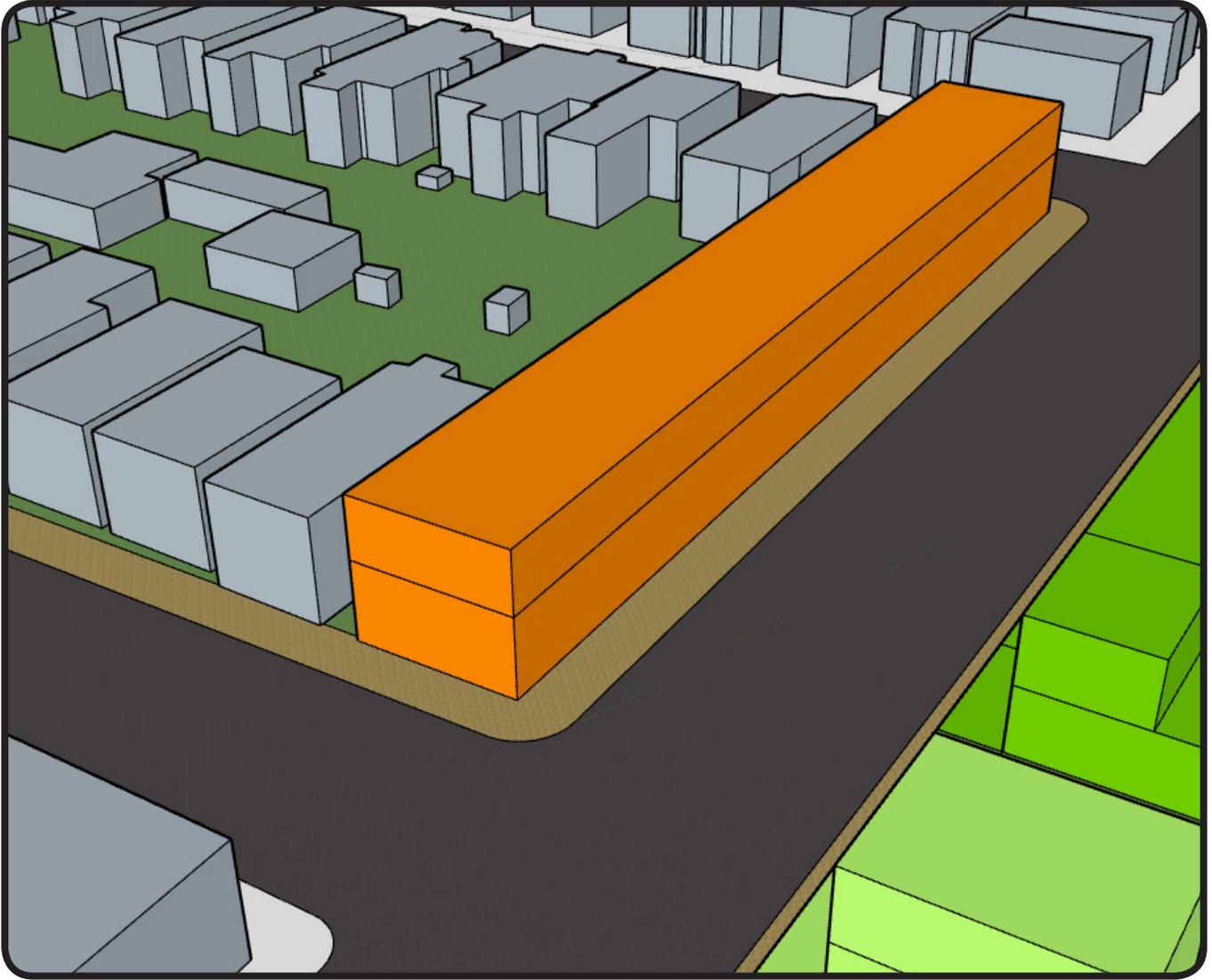
**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall height)**

**Side Yard Stepback: None**

**Permitted GFAR: 2.25**

**Calculated GFAR: 1.68**



Source: Google Maps

## Quinpool near Vernon

This area was modelled to demonstrate the number of lots would be required to achieve the height and GFAR outlined in the Centre Plan, while also achieving a viable building envelope. Based on high-rise provisions, there needs to be 12.5m setback from interior lot lines for the portion of the building above the streetwall height. Because of this, about 6 lots (at 9-10 metres wide) would be required to achieve both height and GFAR permitted in the Centre Plan. The modelled high-rise assumes that the 7 lots along Quinpool east of Vernon have been consolidated.

A comparison was made with the same modelled lot but using mid-rise provisions. Please see pages 36-37 for a visualization of this.

### Zone: CEN-2

**Maximum Height: 38m (high-rise)**

**Streetwall Height Maximum: 11m**

**Streetline Yard Minimum: 1.5m**

**Stepback (above streetwall): 3.5m**

**Rear & Side Stepbacks: (12.5m from interior lot lines)**

**GFAR: 5.50**

### Zone: CEN-2

**Maximum Height: 20m (mid-rise)**

**Streetwall Height Maximum: 8m**

**Streetline Yard Minimum: 1.5m**

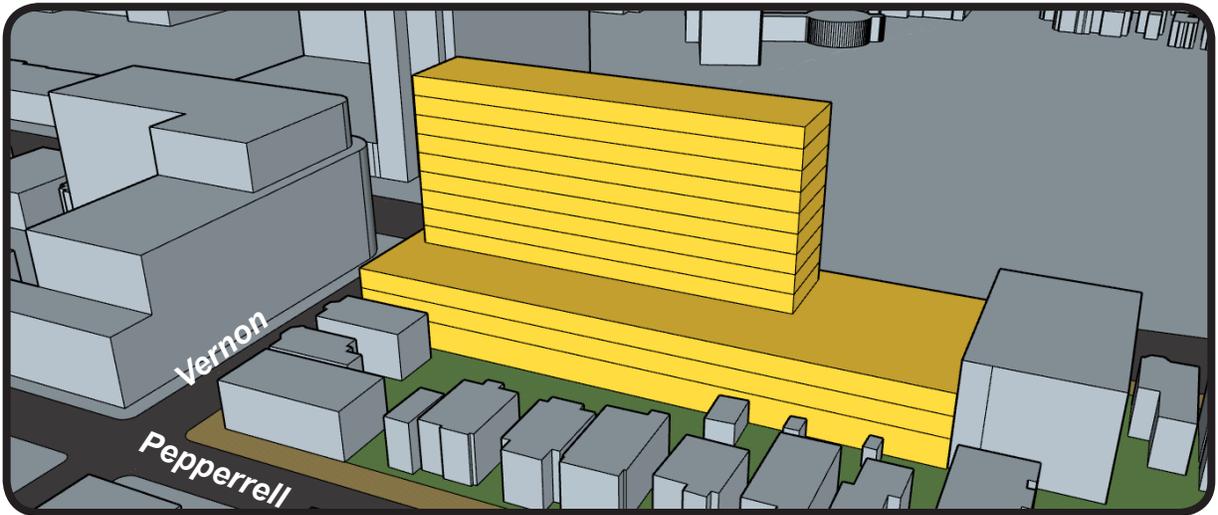
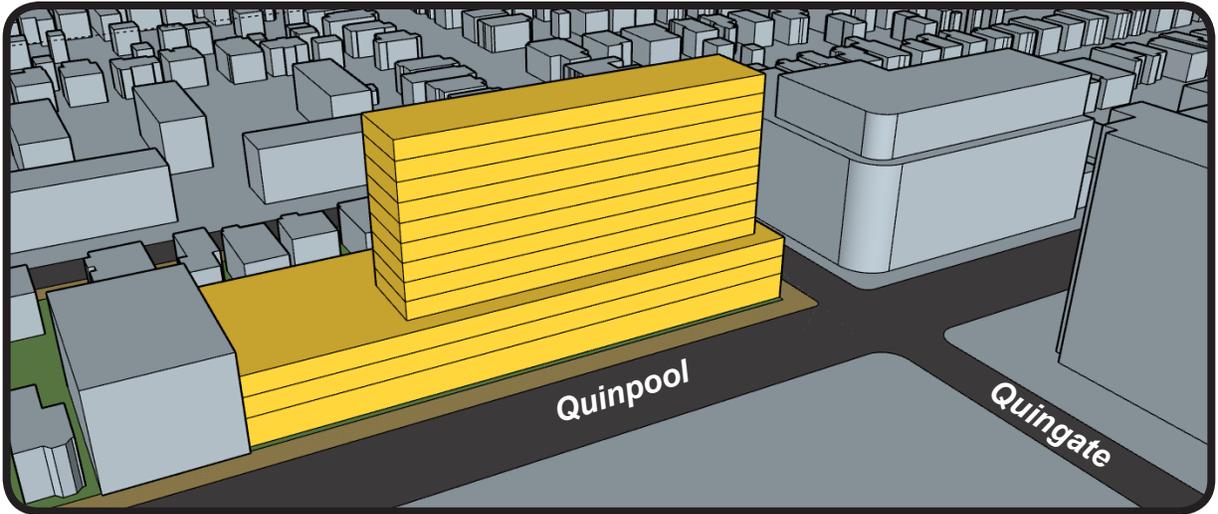
**Stepback (above streetwall): 2.5m**

**Rear Stepback: 6m (from rear lot line)**

**Side Yard Stepback: None**

**Permitted GFAR: 5.50**

**Calculated GFAR: 4.57**



## Corner of Gottingen and Falkland

Lot size: 820m<sup>2</sup>

Zone: CEN-2

Maximum Height: 20m (mid-rise)

Streetwall Height Maximum: 8m

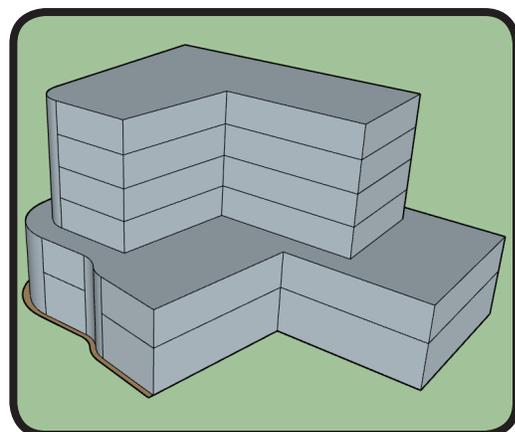
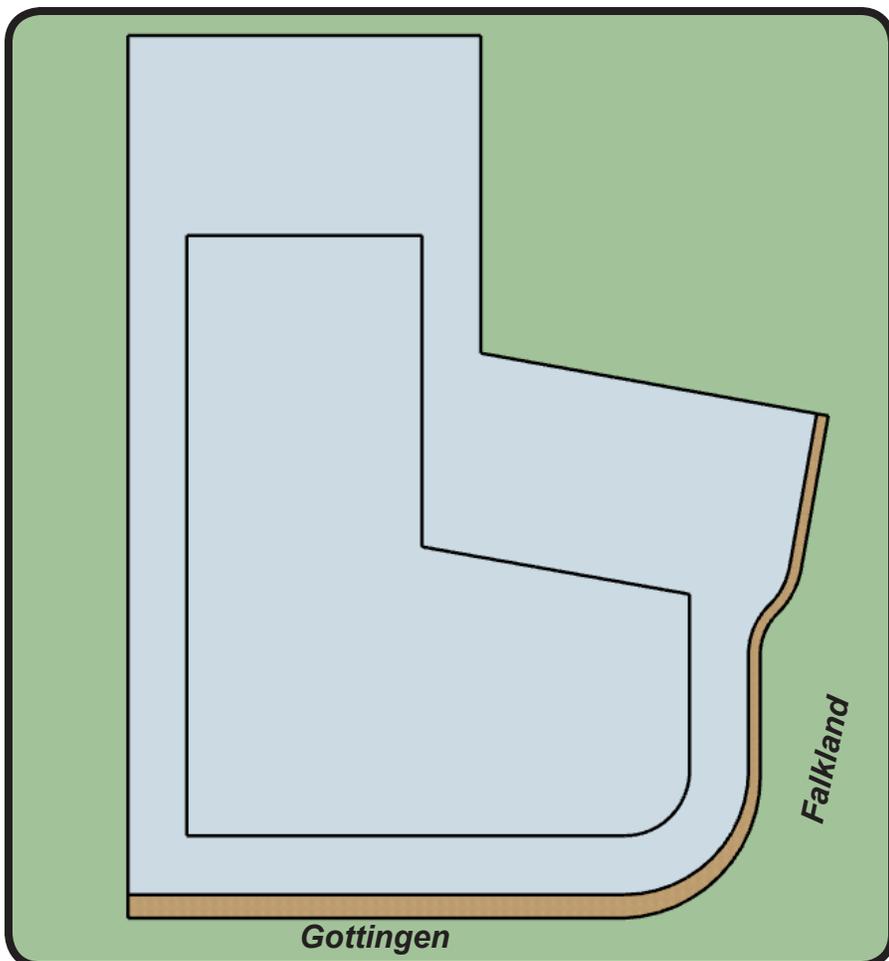
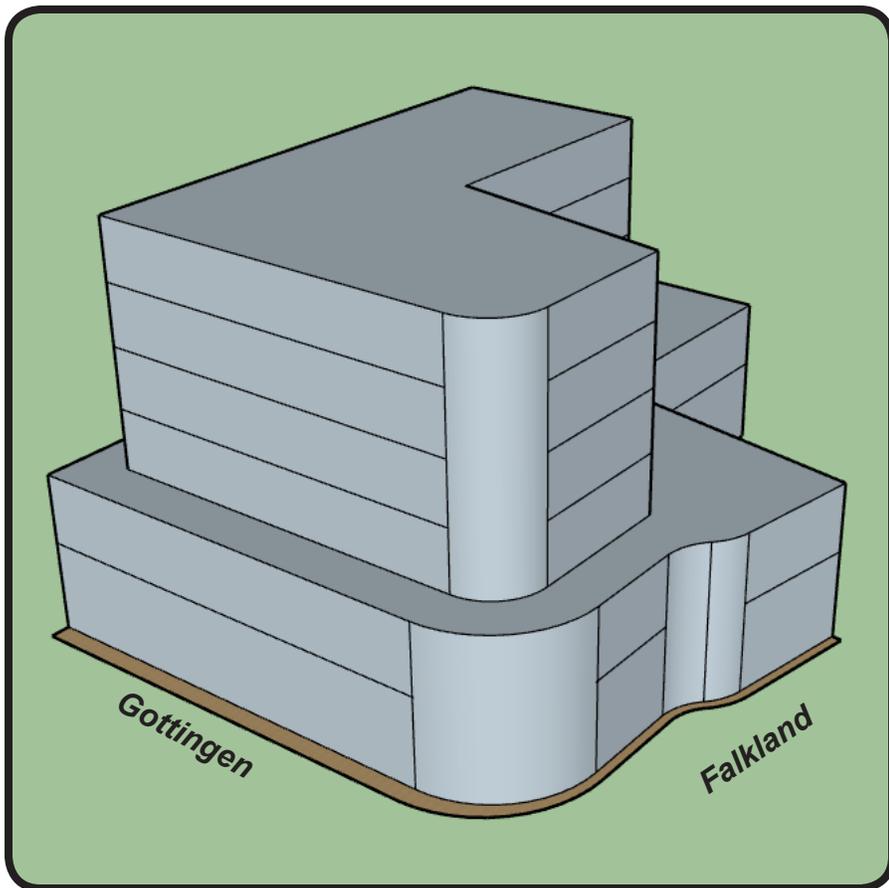
Streetline Yard Minimum: 1m (Gottingen), 0.5m (Falkland)

Stepback (above streetwall): 2.5m

Rear Yard Stepback: 6m (above streetwall)

Side Yard Stepback: None

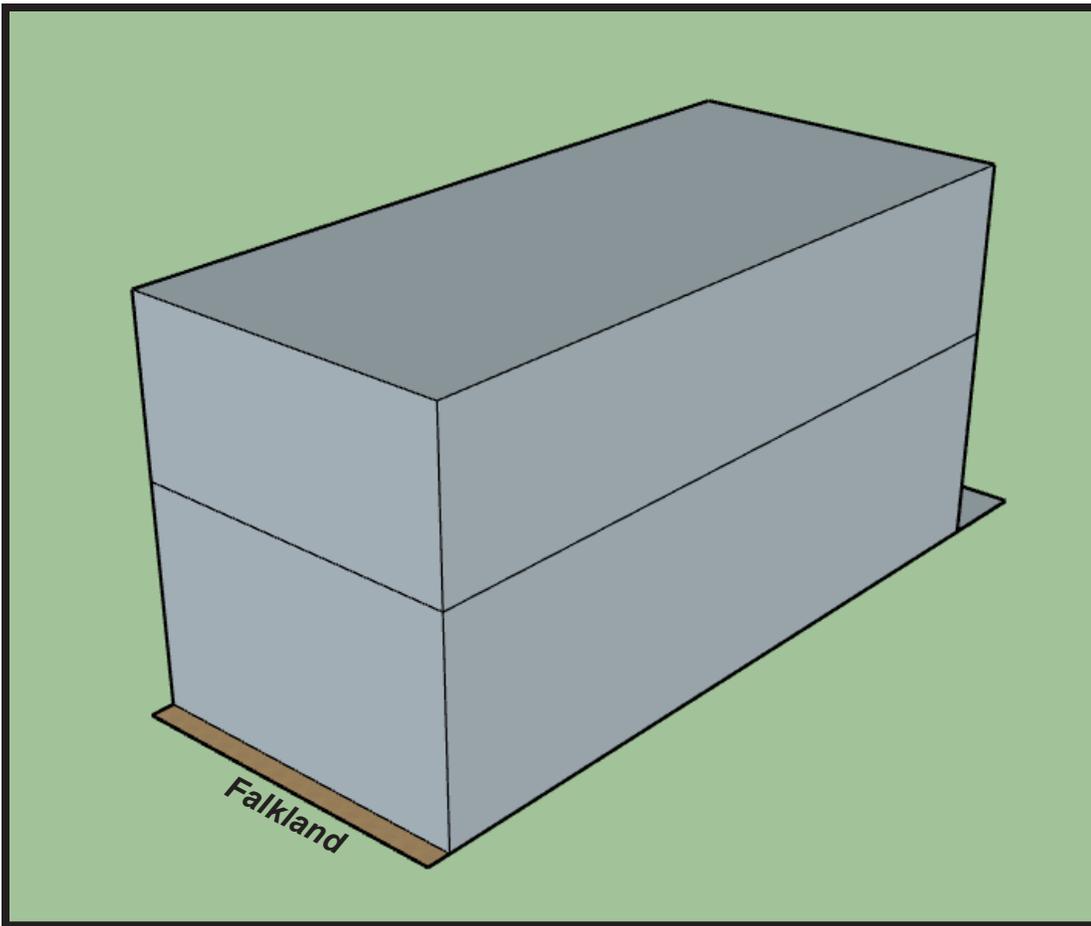
GFAR: 3.50





**Existing building floor area:  
221.52 m<sup>2</sup>**

**Future building floor area:  
3322.52 m<sup>2</sup>**



**5526 Falkland**

**Lot size: 126m<sup>2</sup>**

**Zone: CEN-1**

**Maximum Height: 11m (mid-rise)**

**Streetwall Height Maximum: 8m**

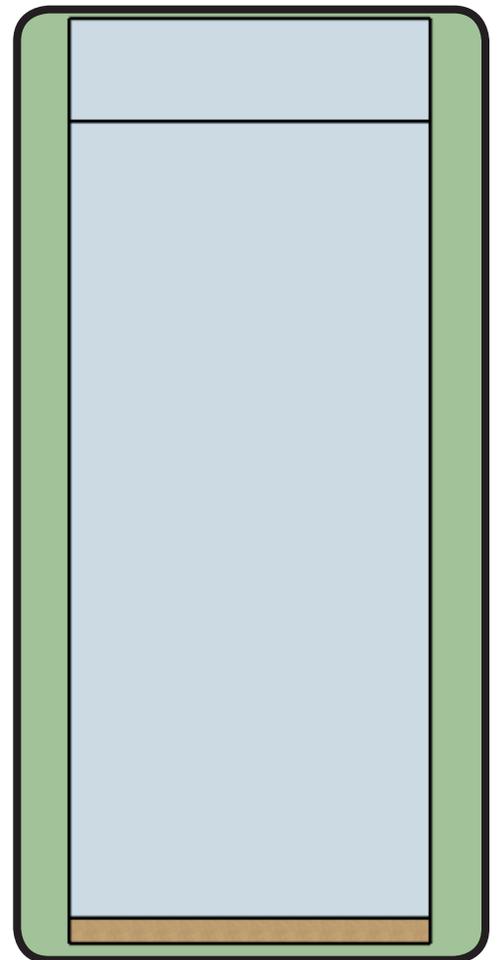
**Streetline Yard Minimum: 0.5m (Falkland)**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall)**

**Side Yard Stepback: None**

**GFAR: 1.75**





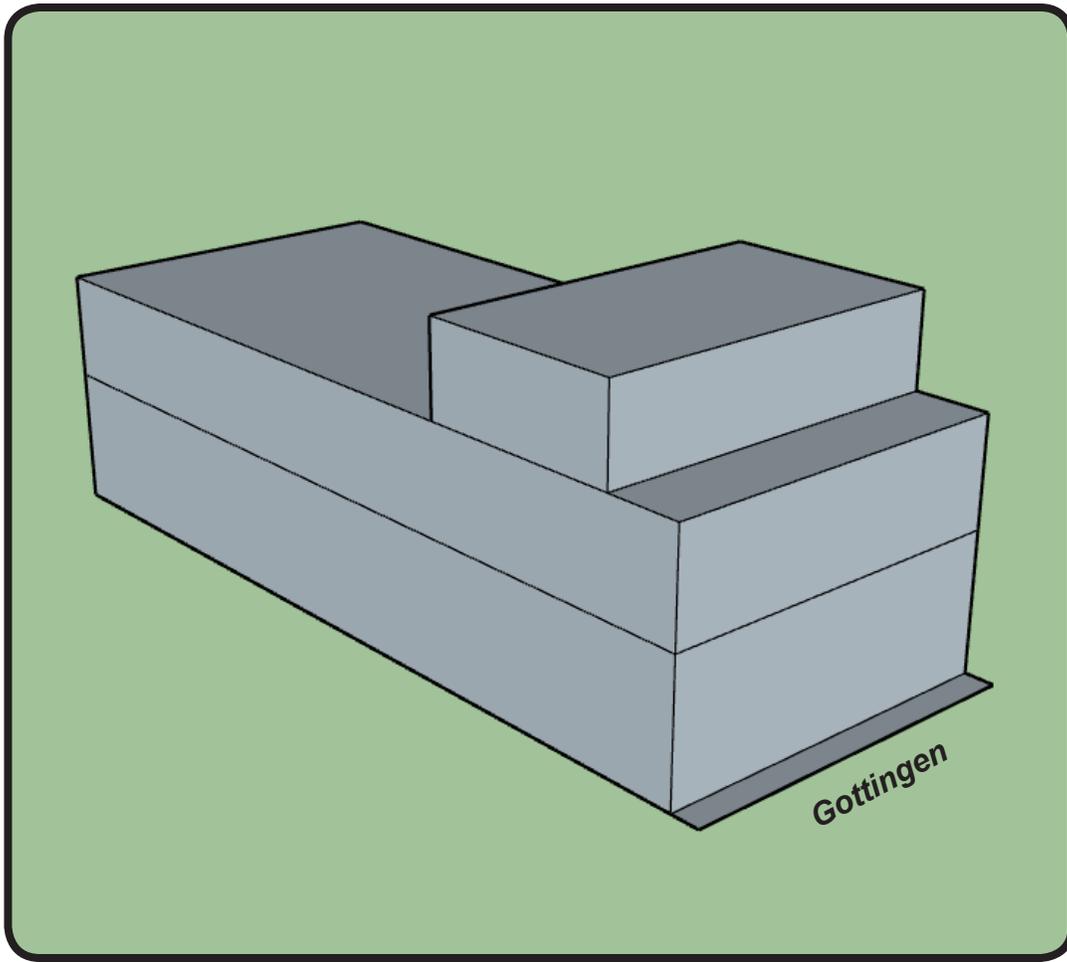
Source: Google Maps



Source: ArcGIS Online

**Existing building floor area:  
98.25 m<sup>2</sup>**

**Future building floor area:  
217 m<sup>2</sup>**



## 2165 Gottingen

**Zone: CEN-2**

**Maximum Height: 14m (mid-rise)**

**Streetwall Height Maximum: 8m**

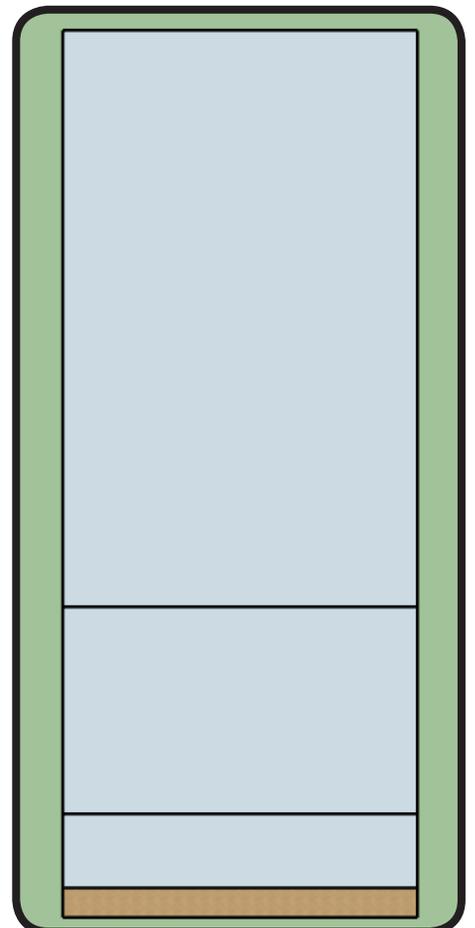
**Streetline Yard Minimum: 1m**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall)**

**Side Yard Stepback: None**

**GFAR: 2.25**

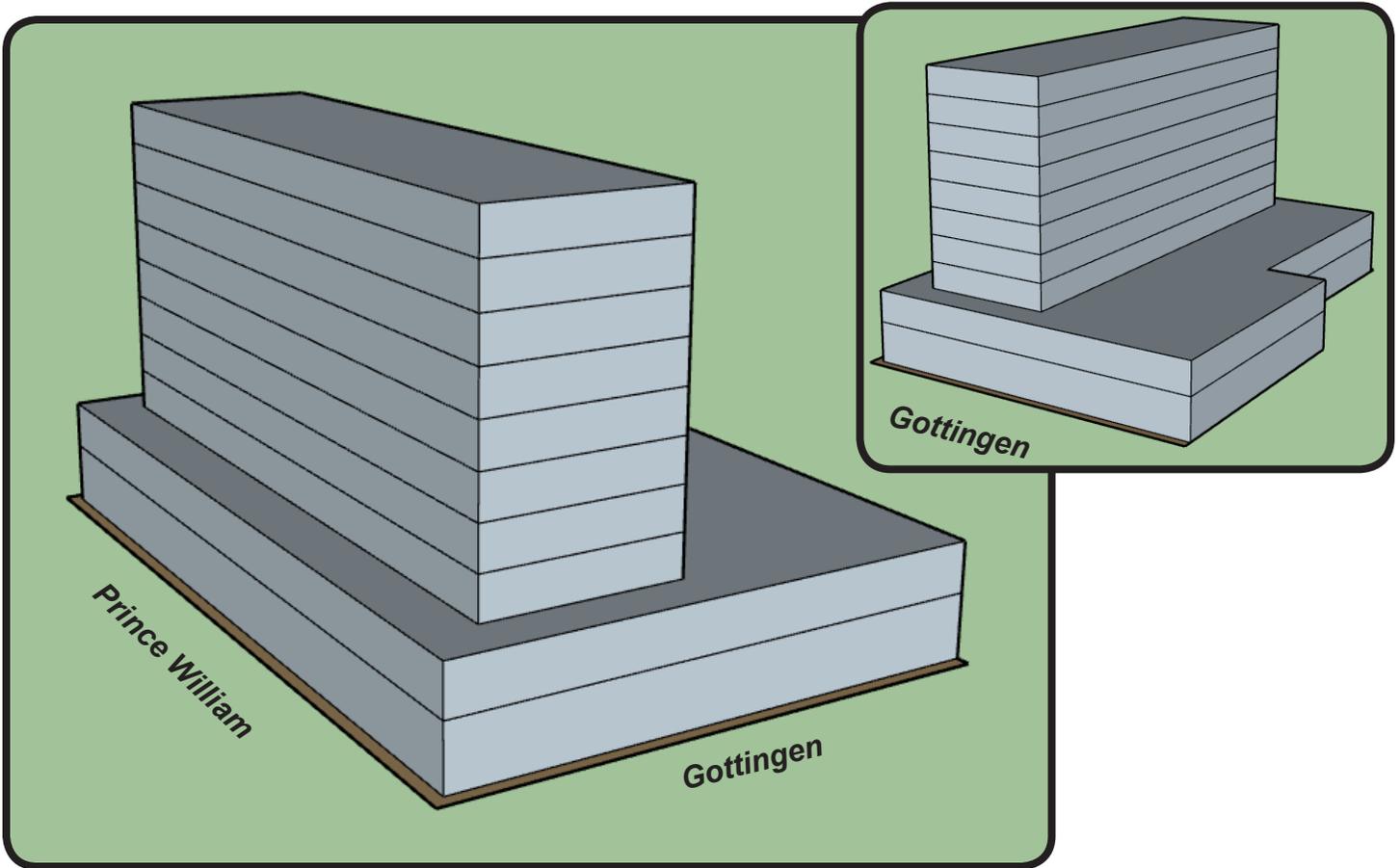


# Current Context



**Existing building floor area:**  
**705.1 m<sup>2</sup>**

**Future building floor area:**  
**789.1 m<sup>2</sup>**



**2215 Gottingen (Corner of Gottingen and Prince William)**

Lot size: 2120.98 m<sup>2</sup>

Zone: CEN-2

Maximum Height: 32m (high-rise)

Streetwall Height Maximum: 8m

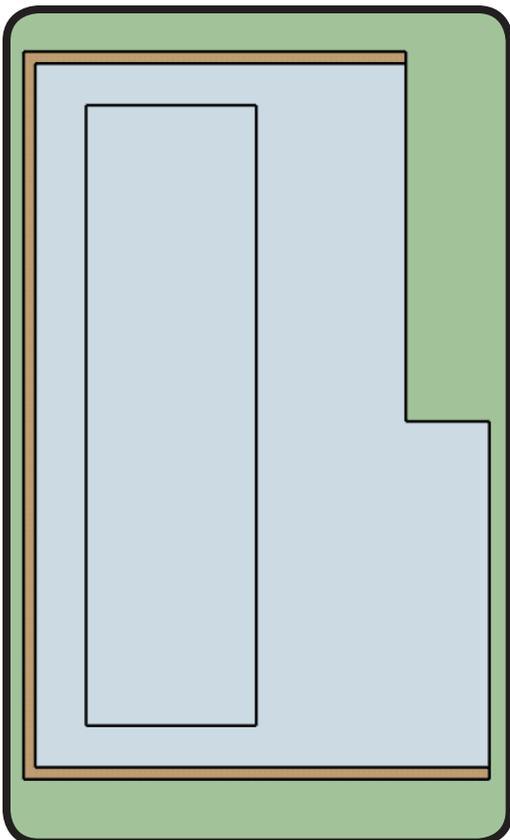
Streetline Yard Minimum: 1m (Gottingen)

Stepback (above streetwall): 3.5m

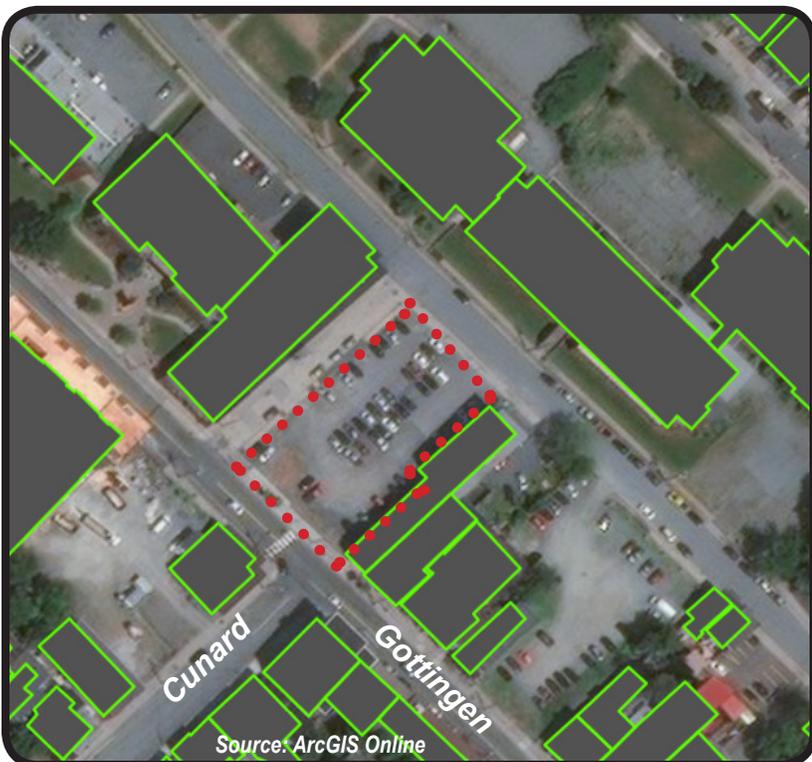
Rear Yard Stepback: 12.5m (from interior lot line)

Side Yard Stepback: 12.5m (from interior lot line)

GFAR: 5.00

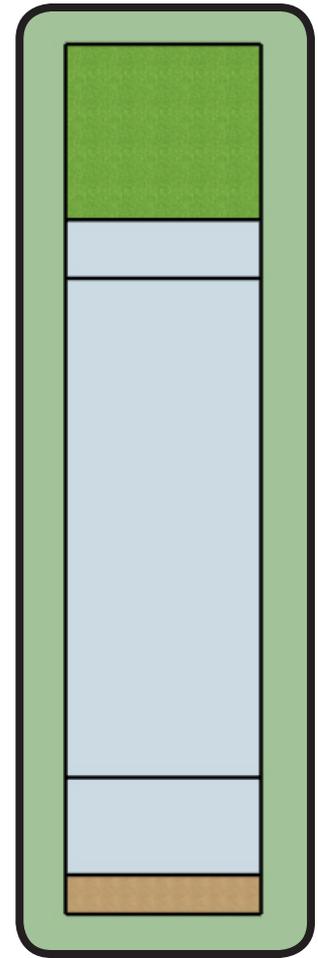
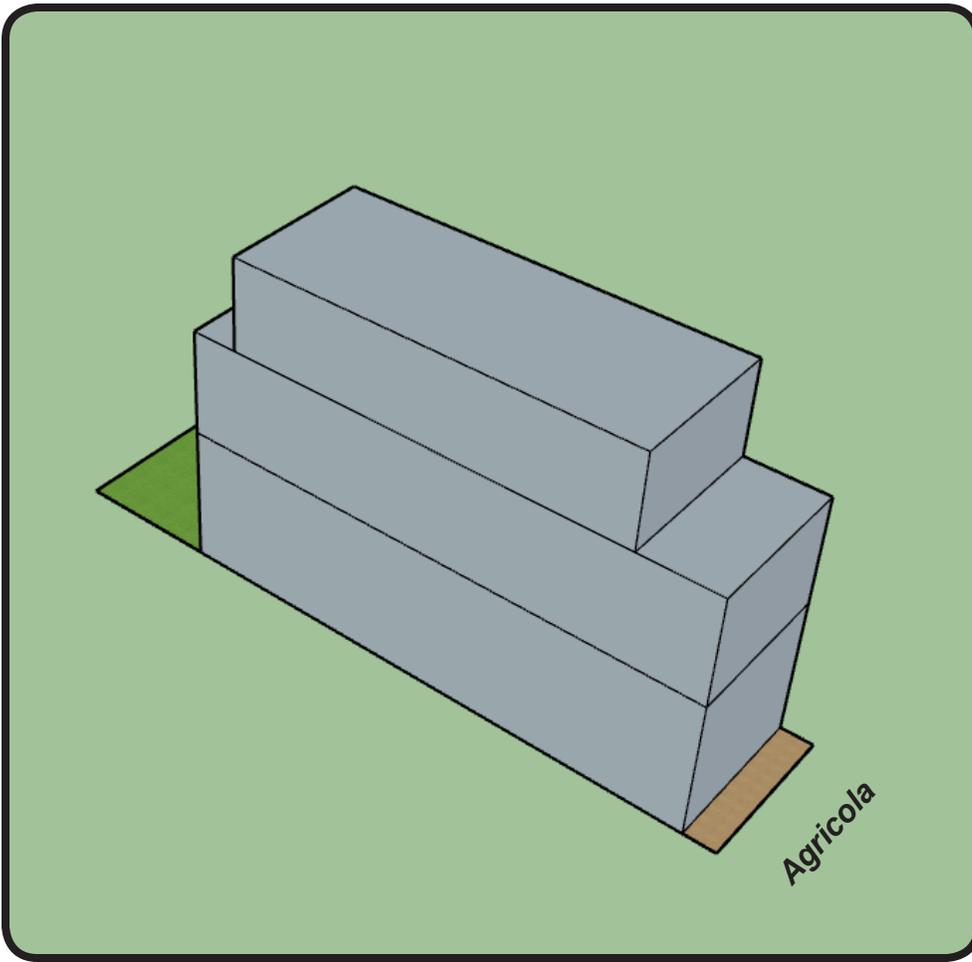


# Current Context



**Existing building floor area:**  
0 m<sup>2</sup>

**Future building floor area:**  
9992 m<sup>2</sup>



## 2358 Agricola

**Lot size: 111.5 m<sup>2</sup>**

**Zone: COR**

**Lot Coverage: 80%**

**Maximum Height: 14m (mid-rise)**

**Streetwall Height Maximum: 8m**

**Streetline Yard Minimum: 1m**

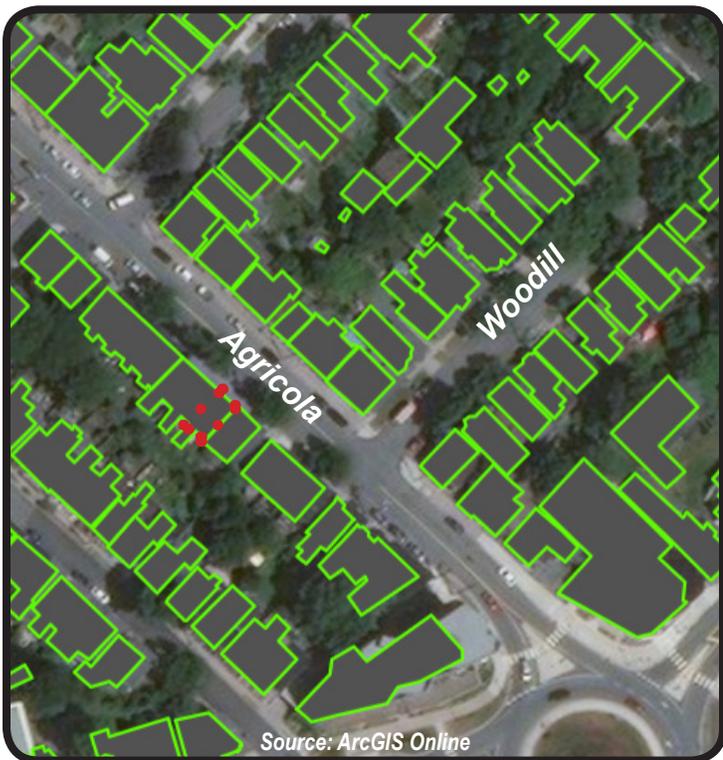
**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above streetwall height)**

**Side Yard Stepback: None**

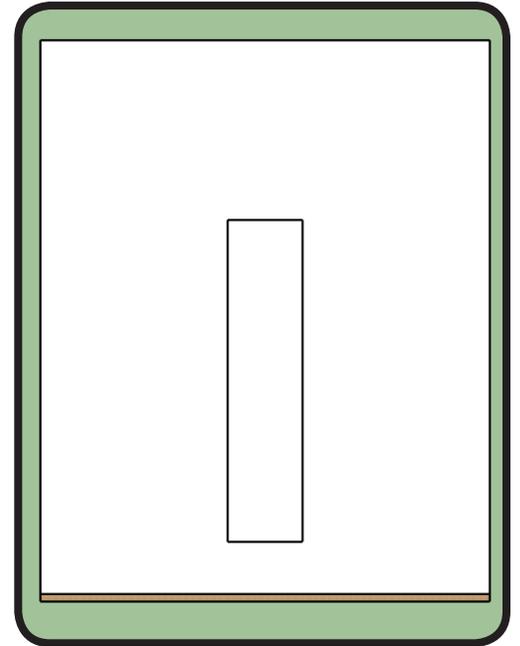
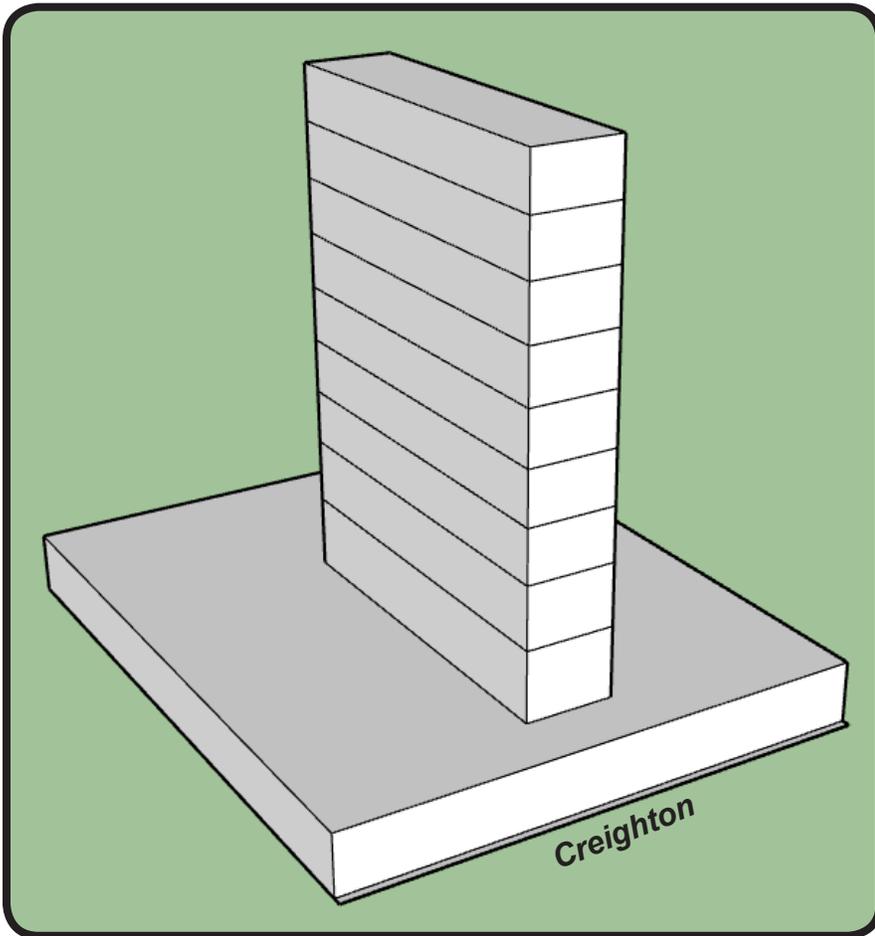
**GFAR: 2.25**

# Current Context



**Existing building floor area:  
138.75 m<sup>2</sup>**

**Future building floor area:  
232 m<sup>2</sup>**



## 2019 Creighton (High-rise option)

**Lot size: 2335.86m<sup>2</sup>**

**Zone: CEN-2**

**Maximum Height: 32m (high-rise)**

**Streetwall Height Maximum: 8m**

**Streetline Yard Minimum: 0.5m  
(Creighton)**

**Stepback (above streetwall): 3.5m**

**Rear Yard Stepback: 12.5m (from  
interior lot line)**

**Side Yard Stepback: 12.5m (from  
interior lot line)**

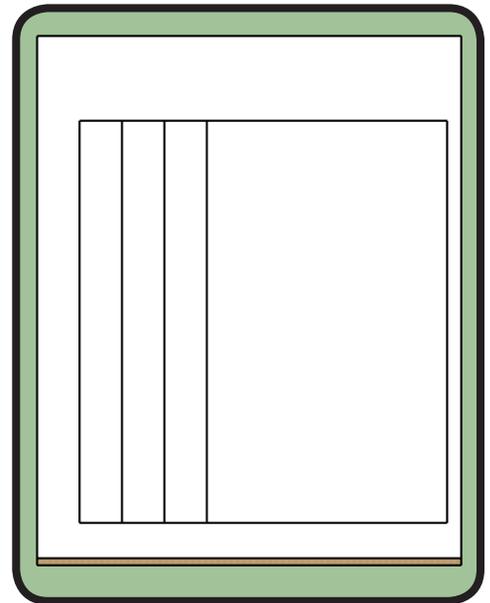
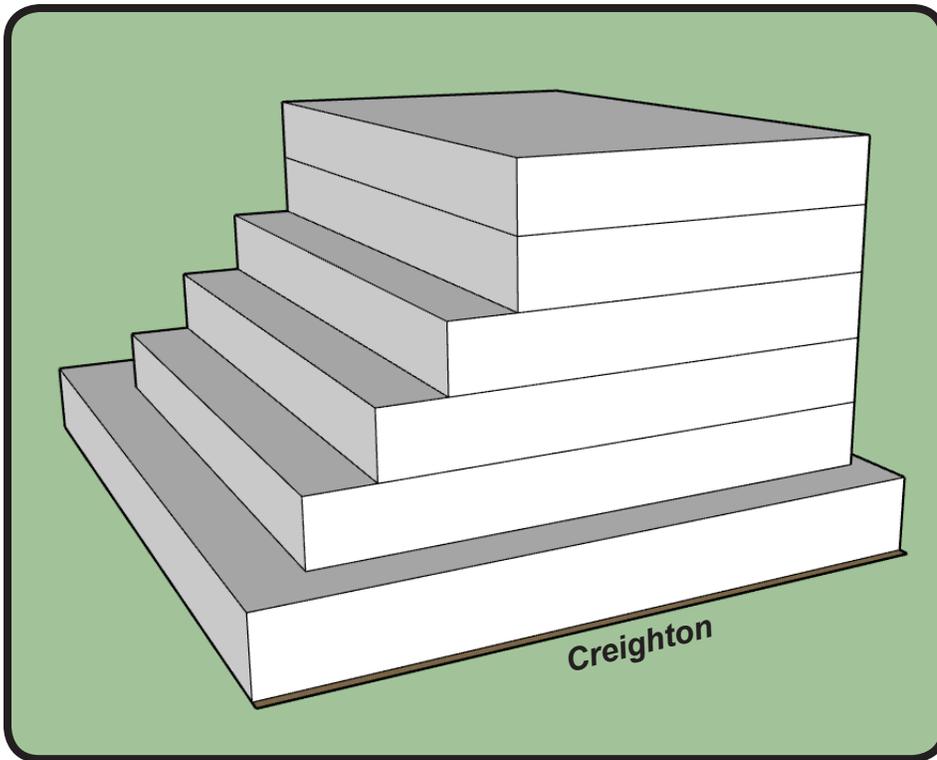
**Calculated GFAR: 1.84**

**Permitted GFAR: 5.00**

***Heritage Design Manual:***

**45 degree angle from the cornice line  
of heritage building**

**Streetwall to be similar to the cornice  
line of the heritage building**



**2019 Creighton (Mid-rise option)**

**Lot size: 2335.86m<sup>2</sup>**

**Zone: CEN-2**

**Maximum Height: 20m (mid-rise)**

**Streetwall Height Maximum: 8m**

**Streetline Yard Minimum: 0.5m  
(Creighton)**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6.0m (from interior  
lot line)**

**Side Yard Stepback: none**

**Calculated GFAR: 3.22**

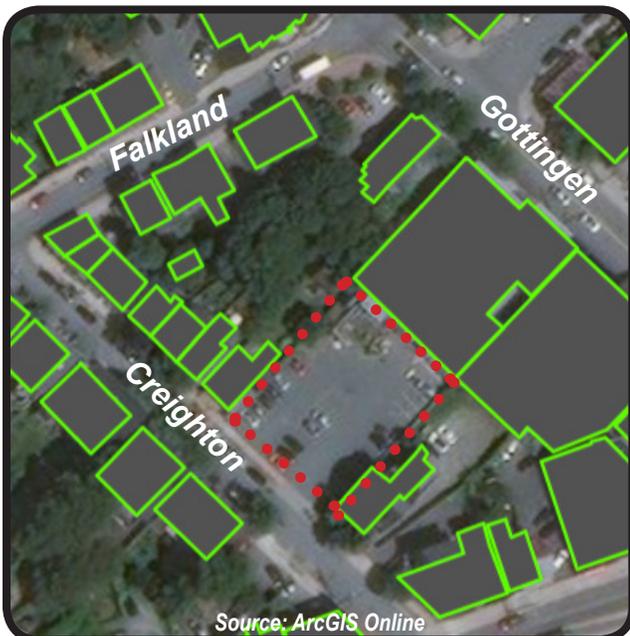
**Permitted GFAR: 5.00**

***Heritage Design Manual:***

**45 degree angle from the cornice line  
of heritage building**

**Streetwall to be similar to the cornice  
line of the heritage building**

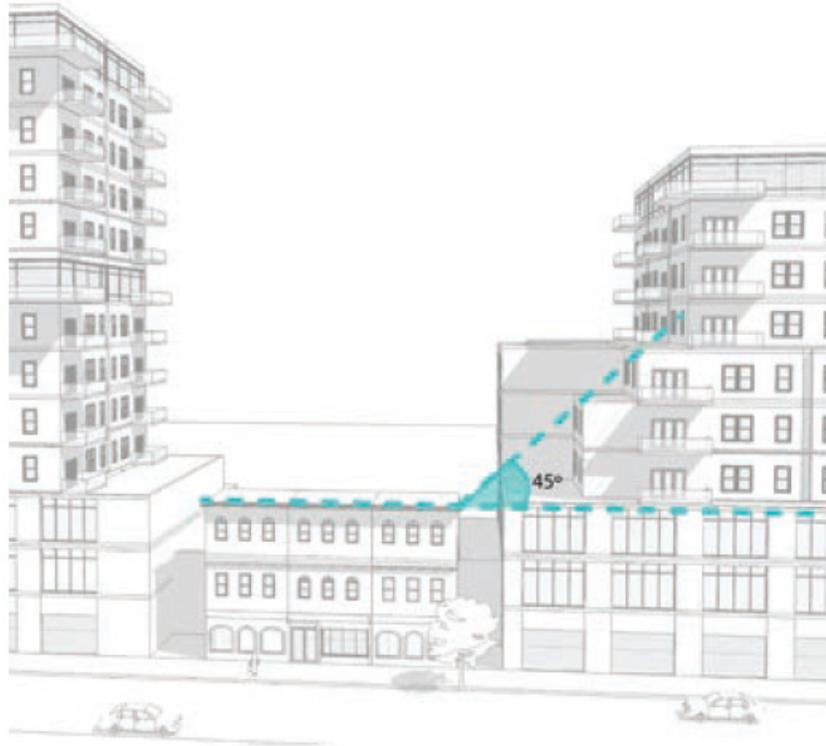
# Current Context



**Existing building floor area:**  
0 m<sup>2</sup>

**Future (high-rise) building floor area:**  
2077.5 m<sup>2</sup>

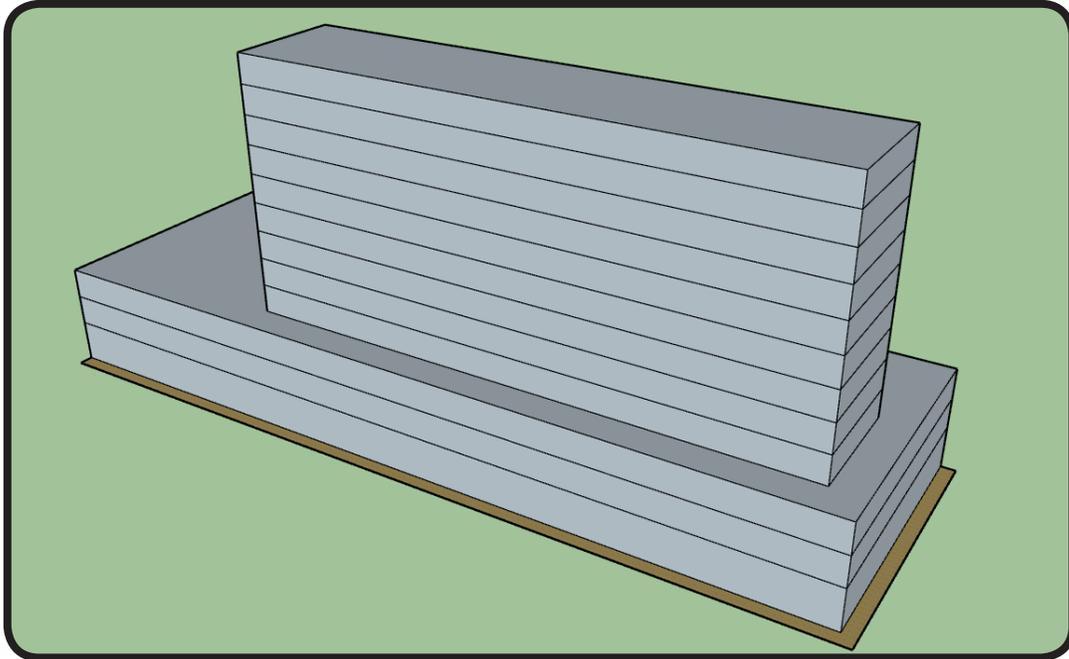
**Future (mid-rise) building floor area:**  
4045.5 m<sup>2</sup>



*Figure 68.* 45 degree height transitions are required in the streetwall plane of new developments abutting heritage structures

*Source: Centre Plan (draft) Design Manual*

## Quinpool near Vernon (High-rise option)



**Lot size (7 consolidated lots):  
2710.44 m<sup>2</sup>**

**Zone: CEN-2**

**Maximum Height: 38m (high-rise)**

**Streetwall Height Maximum: 11m**

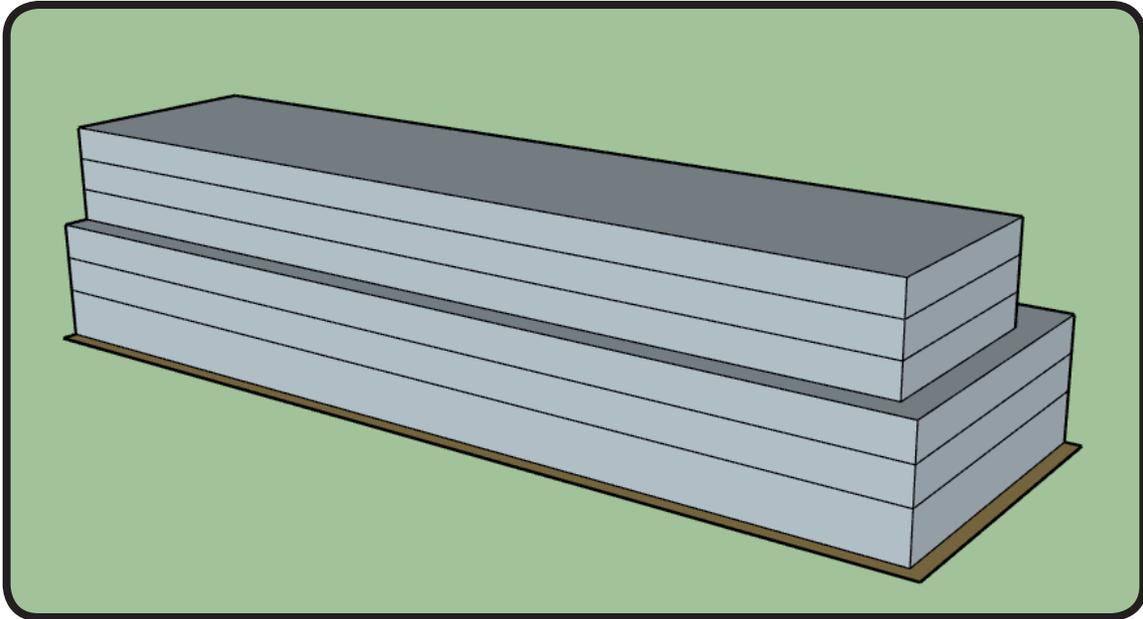
**Streetline Yard Minimum: 1.5m**

**Stepback (above streetwall): 3.5m**

**Rear & Side Stepbacks: (12.5m from interior lot lines)**

**GFAR: 5.50**

## Quinpool near Vernon (Mid-rise option)



**Lot size (7 consolidated lots):  
2710.44 m<sup>2</sup>**

**Zone: CEN-2**

**Maximum Height: 20m (mid-rise)**

**Streetwall Height Maximum: 8m**

**Streetline Yard Minimum: 1.5m**

**Stepback (above streetwall): 2.5m**

**Rear Stepback: 6m (from rear lot line)**

**Side Yard Stepback: None**

**Permitted GFAR: 5.50**

**Calculated GFAR: 4.57**



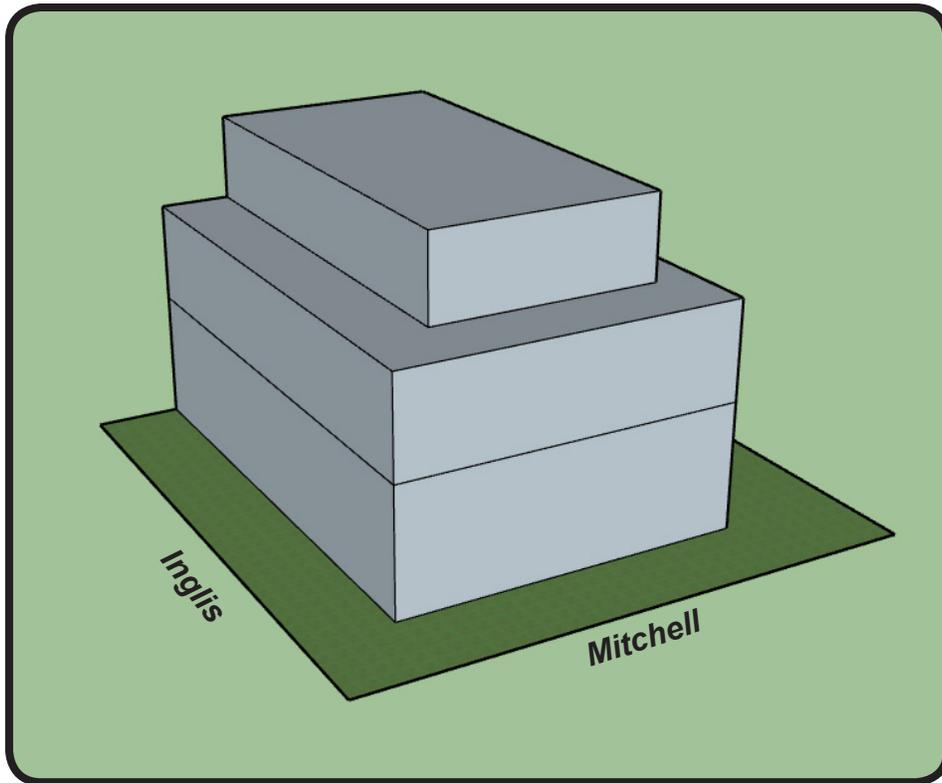
Existing buildings floor area:  
2794.19 m<sup>2</sup>

Existing buildings floor area:  
2794.19 m<sup>2</sup>

Future high-rise building floor area:  
14,311.9 m<sup>2</sup>

Future mid-rise building floor area:  
12,735.36 m<sup>2</sup>





**5396 Inglis**

**Lot size: 412m<sup>2</sup>**

**Zone: COR**

**Lot Coverage: 80%**

**Maximum Height: 11m (mid-rise)**

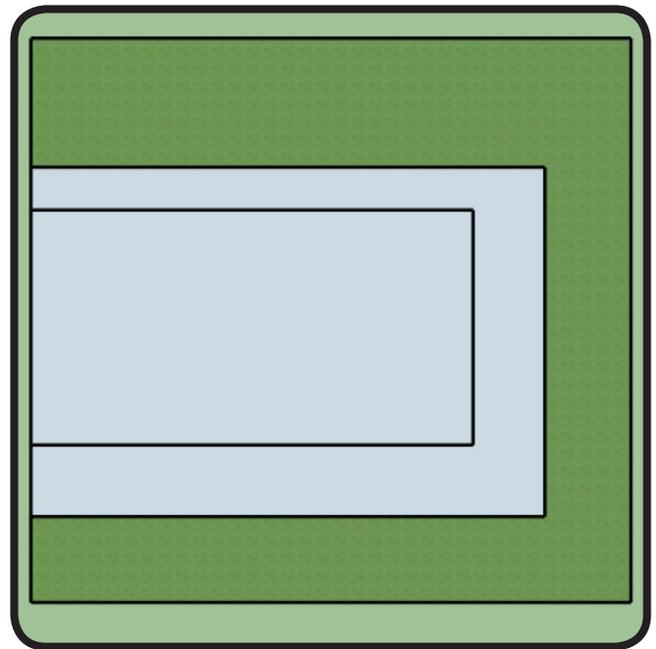
**Streetwall Height Maximum: 8m**

**Streetline Yard Minimum: 3m**

**Stepback (above streetwall): 2.5m**

**Rear Yard Setback: 4.5m**

**Rear Yard Stepback: 6m (above streetwall height)**



**Side Yard Setback: None**

**Calculated GFAR: 1.36**

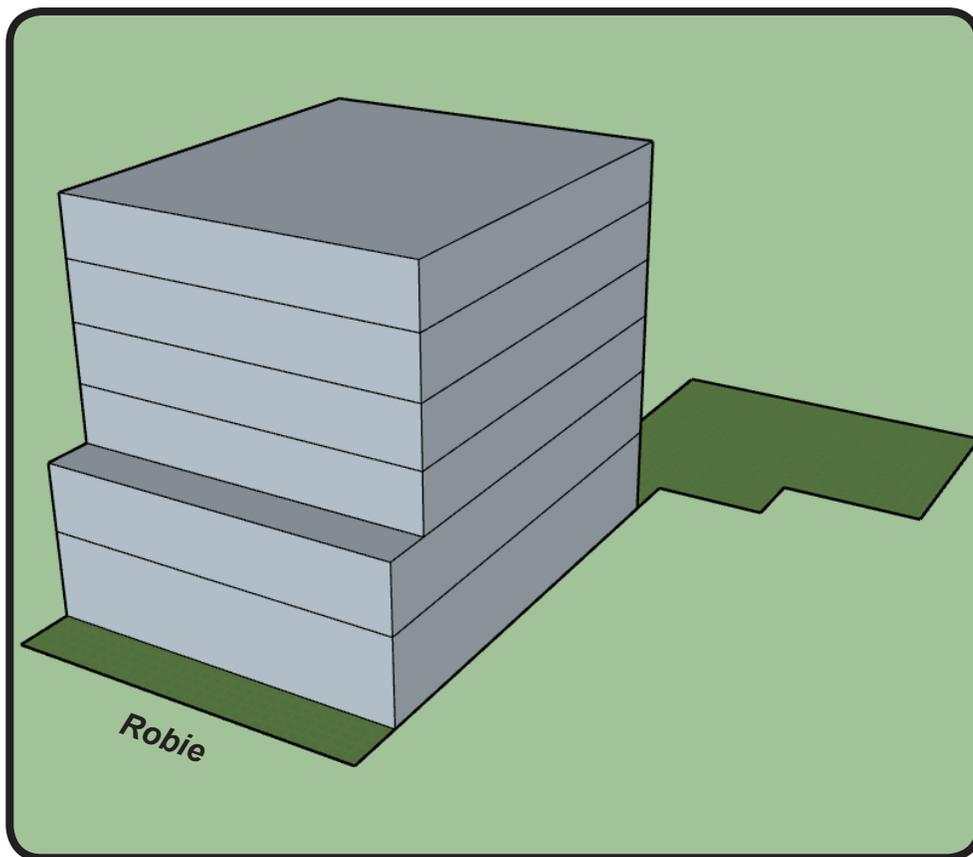
**Permitted GFAR: 1.75**

# Current Context



**Existing building floor area:**  
482.8 m<sup>2</sup>

**Future building floor area:**  
563 m<sup>2</sup>



## 1714 Robie Street

Lot size: 895m<sup>2</sup>

Zone: COR

Lot Coverage: 80%

Maximum Height: 20m (mid-rise)

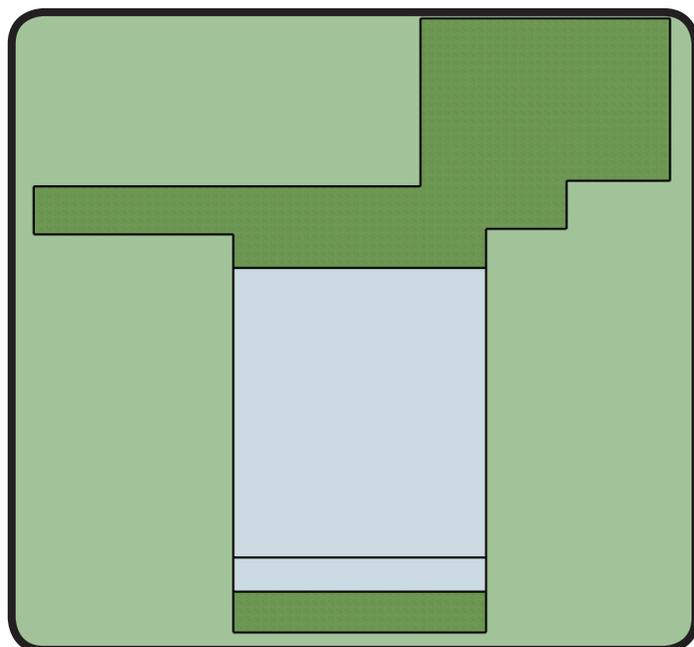
Streetwall Height Maximum: 8m

Streetline Yard Minimum: 3m

Stepback (above streetwall): 2.5m

Rear Yard Setback: 6m

Rear Yard Stepback: 6m (above streetwall height)



Side Yard Stepback: None (abutting COR zones), 3.0m (abutting ER zones)

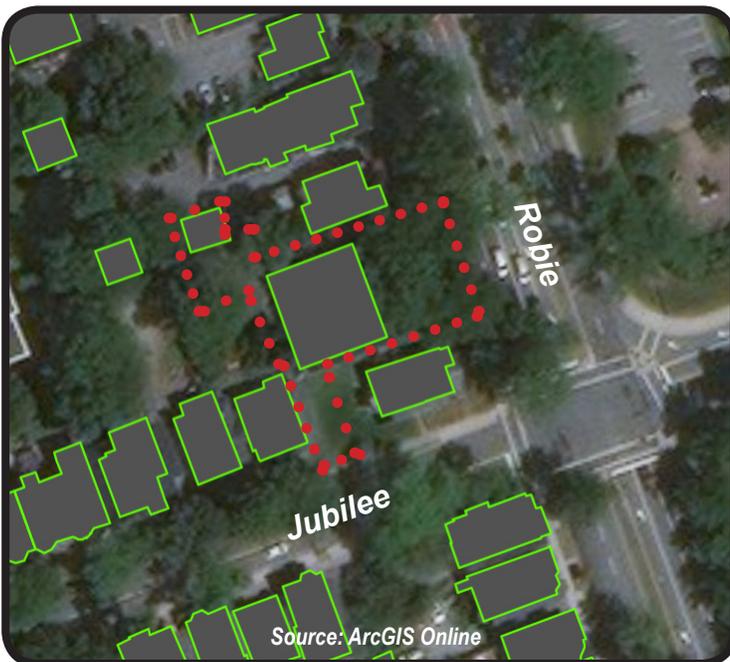
Calculated GFAR: 2.75

Permitted GFAR: 3.50

# Current Context



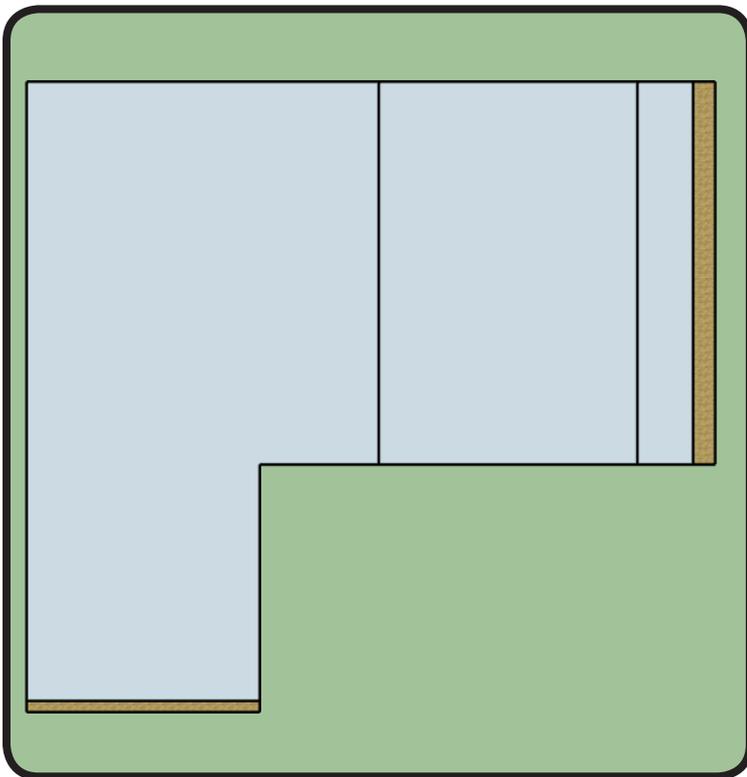
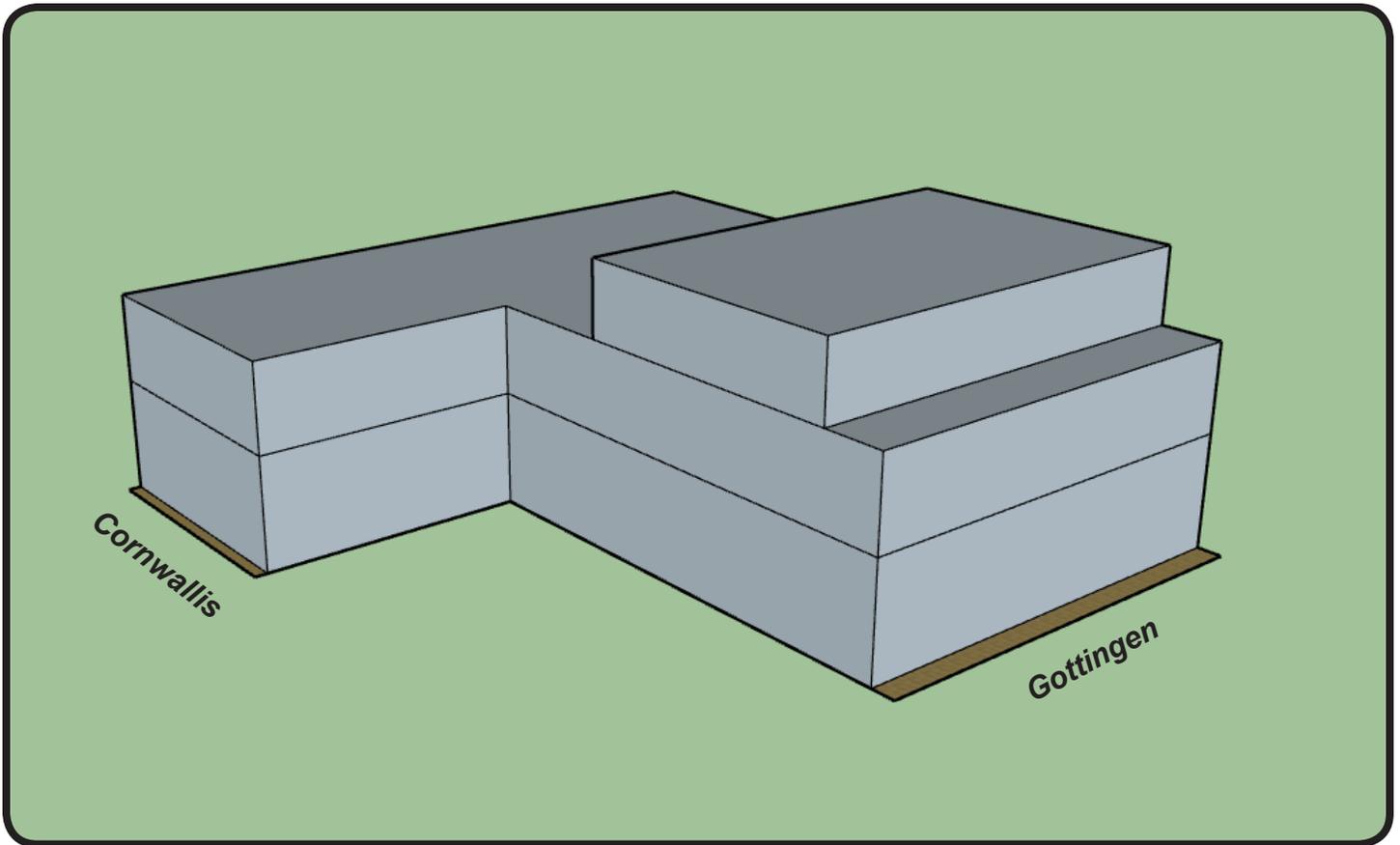
Source: Google Maps



Source: ArcGIS Online

**Existing building floor area:  
240.4 m<sup>2</sup>**

**Future building floor area:  
2018.24 m<sup>2</sup>**



**2158 Gottingen Street  
(Mi'kmaw Native  
Friendship Centre site)**

**Lot size: 651.8m<sup>2</sup>**

**Zone: CEN-2**

**Maximum Height: 14m (mid-rise)**

**Streetwall Height Maximum: 8m**

**Streetline Yard Minimum: 1m  
(Gottingen), 0.5m (Cornwallis)**

**Stepback (above streetwall): 2.5m**

**Rear Yard Stepback: 6m (above  
streetwall height)**

# Current Context



Source: Google Maps



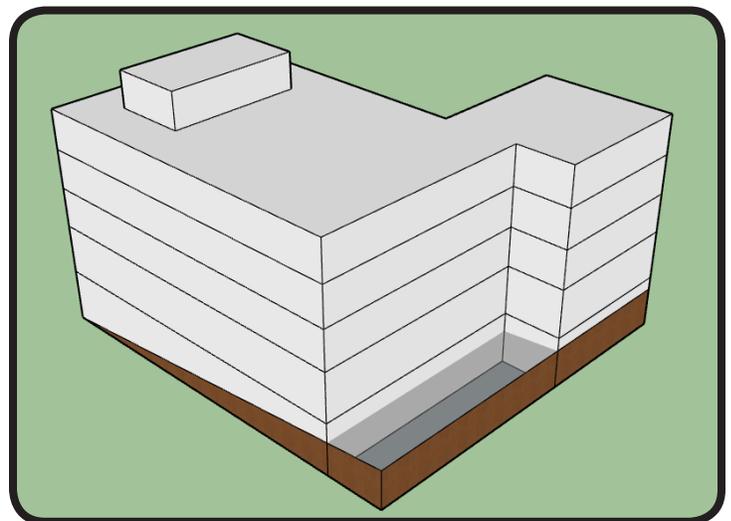
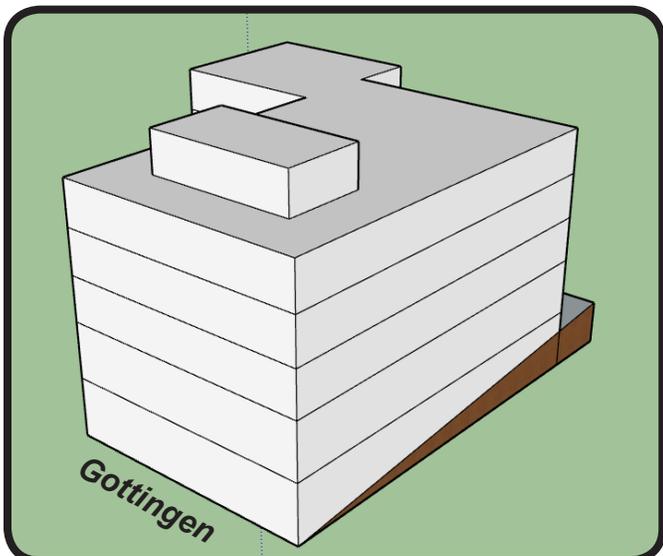
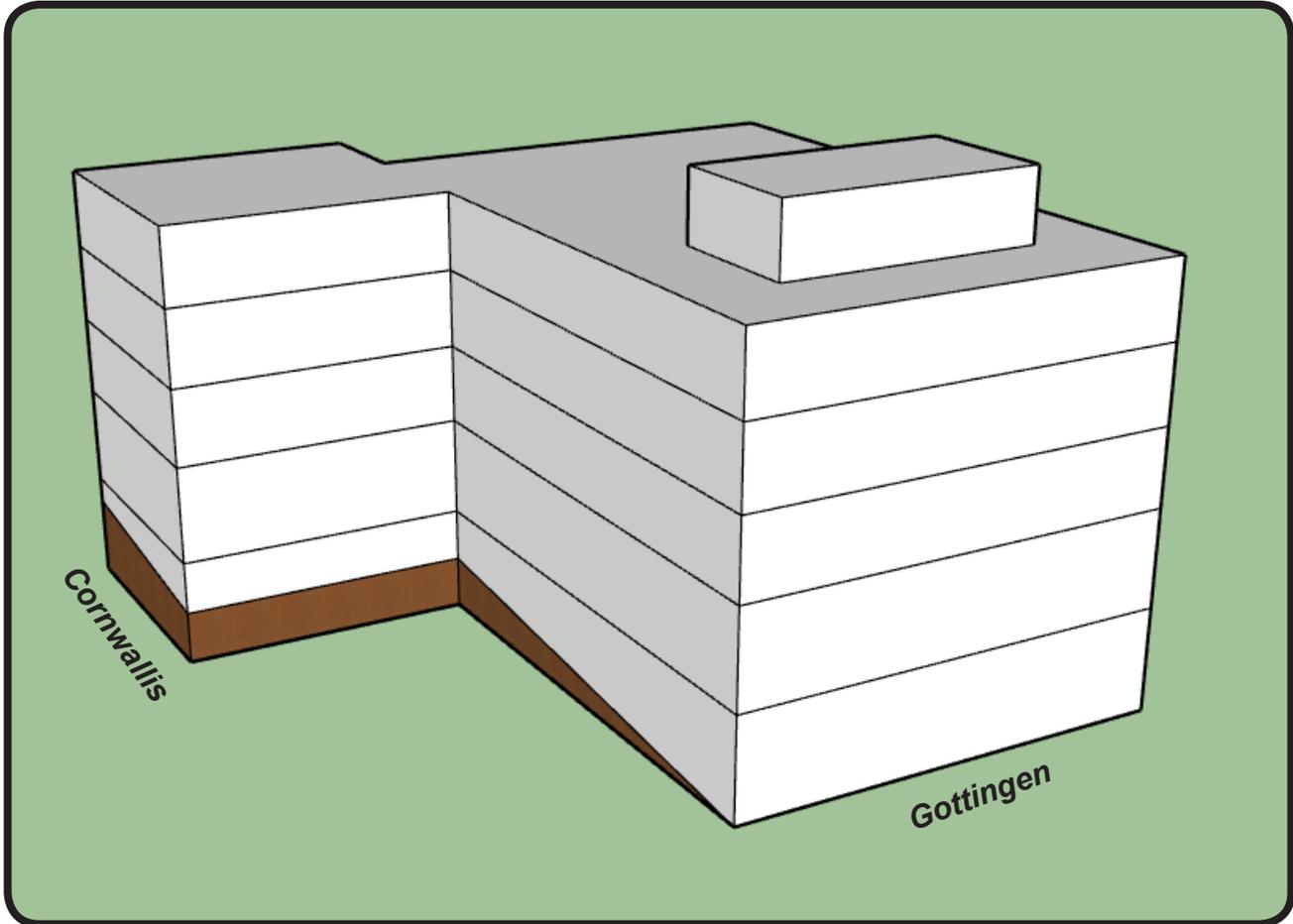
Source: ArcGIS Online

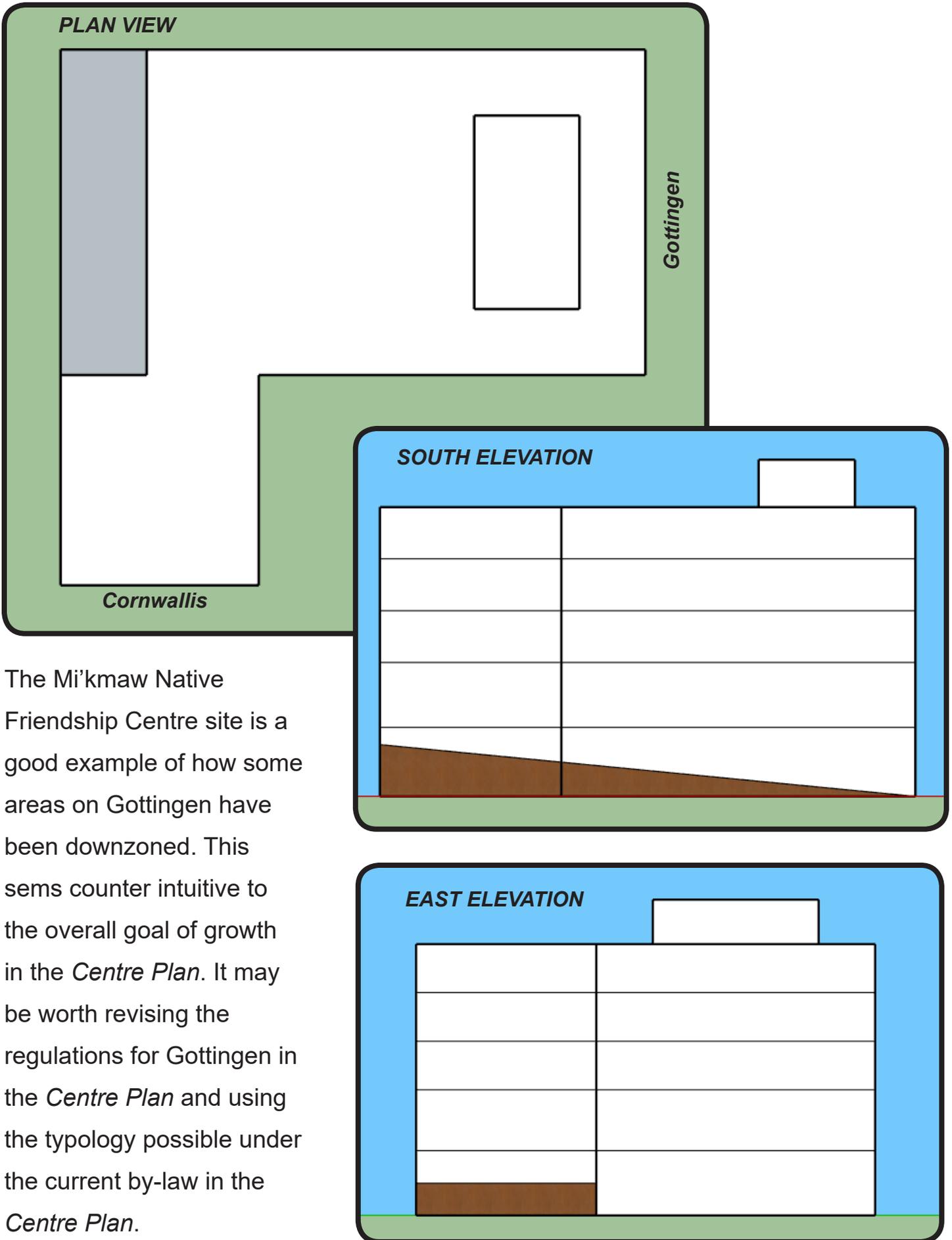
**Existing building floor area:  
1604.25 m<sup>2</sup>**

**Future building floor area:  
1459.62 m<sup>2</sup>**

# Appendix C

The following images show what would be possible under the current zoning regulations for Gottingen Street with a 50 ft height (starting at the midpoint of the grade on site, in this case 5 ft, total height from street is 55 ft), and a 10% penthouse. 15 ft was left at the rear of the building to allow for windows and units. The brown represents the change in grade on the site.





The Mi'kmaw Native Friendship Centre site is a good example of how some areas on Gottingen have been downzoned. This seems counter intuitive to the overall goal of growth in the *Centre Plan*. It may be worth revising the regulations for Gottingen in the *Centre Plan* and using the typology possible under the current by-law in the *Centre Plan*.