

Centre Plan - Package A (Downtown Dartmouth) - What We Heard - Oct. 22- Nov. 9, 2019

Row ID	Number	Source	Comment	Category
row00043	DT004	Email/Letter	The details of the Design Manual and LUB need to be replaced with corridor-specific inventories based on the existing built form and anchor tenants	Character studies
row00007	DT000	Public open house	How confident are you in this plan not changing over time?	General inquiry
row00008	DT000	Public open house	Will the public benefits through density bonusing actually be beneficial to the community?	General inquiry
row00012	DT000	Public open house	Please include the name "Dartmouth" in the plan name.	General inquiry
row00024	DT000	Public open house	There may be a Mi'kmaq burial ground near Prince Albert/Portland/Alderney	General inquiry
row00048	DT005	Email/Letter	Developers, Architects, and Consultants should complete an on-foot walkabout to familiarize themselves with the area	General inquiry
row00066	DT013	Email/Letter	Currently no protection for unregistered heritage buildings (e.g., four churches, Queen St. PO). Suggest a policy permitting conversion to non-institutional uses on these properties; this ability is lost if the properties are demolished.	Heritage - general policy
row00021	DT000	Public open house	Will the DD HCD extend all the way to Park Ave?	Heritage - HCD boundaries
row00022	DT000	Public open house	HCD boundary may cut a property owned by Urchin Properties on Portland St. in half	Heritage - HCD boundaries
row00047	DT005	Email/Letter	Concern about the inclusion of "as of right" development designation in the Downtown Dartmouth Centre Plan	LUB - approval process
row00051	DT005	Email/Letter	All new development in the Downtown Dartmouth area must take into consideration development vacancies in the surrounding area	LUB - approval process
row00014	DT000	Public open house	In the LUB, measure height from natural grade, not finished grade.	LUB - built form
row00017	DT000	Public open house	17 metres is too tall overlooking Pine Street Park; not safe for children	LUB - built form
row00020	DT000	Public open house	Canopies should not require an encroachment permit	LUB - built form
row00034	DT001	Email/Letter	Less condo towers in downtown Dartmouth and more low-height, affordable housing, and urban green space/increased walkability	LUB - built form
row00044	DT004	Email/Letter	LUB, Sch 11 - GFAR in Corridors should have a split Commercial/Residential component	LUB - built form
row00045	DT004	Email/Letter	Downtown Dartmouth would greatly benefit from a minimum GFAR for sites, much like Seattle requires	LUB - built form
row00052	DT006	Email/Letter	Request for consideration of 28 Queen Street for an increase in GFAR from 6.25 to 10 or 14	LUB - built form
row00053	DT006	Email/Letter	Request for consideration of 134, 136 Portland & 2 Dundas Street for an increase in GFAR to 15	LUB - built form
row00054	DT006	Email/Letter	Request for consideration of 15/17 Prince Albert Road for an increase in GFAR to 6	LUB - built form
row00055	DT006	Email/Letter	Request for consideration of 21-25 Portland Street for an increase in GFAR to 6.25 or 10	LUB - built form
row00057	DT008	Email/Letter	Request for inclusion of 83 Tulip Street in the new HR-1 Zone with a height of 14m and a FAR of 4.0	LUB - built form
row00059	DT008	Email/Letter	Request for consideration of a 17m, 2.75 GFAR zoning for the next version of the Centre Plan draft (5688, 5684, 5670, 5662 West Street)	LUB - built form
row00060	DT009	Email/Letter	Request that the height maximum be set at 14 metres along the King Street frontage for a depth of 10m and the remainder of the lands be limited to 26 metres	LUB - built form
row00064	DT011	Email/Letter	Request that the height limit for PIDs 00152074, 41359829, 40545246, and 40545238 be increased to 17m to match the property adjacent to them	LUB - built form
row00065	DT012	Email/Letter	Request for 6.25 density on MaBelle's lot	LUB - built form
row00015	DT000	Public open house	COR zone on Prince Albert Road might lead to land assembly.	LUB - land use
row00016	DT000	Public open house	Refine D zone boundary along Portland St. east of Canal	LUB - land use
row00036	DT002	Email/Letter	Waterlots along the waterfront should be rezoned as Parkland	LUB - land use
row00038	DT003	Email/Letter	Prince Albert Road zoning, north of Irishtown Road, should remain R1-R2 as it currently is	LUB - land use
row00058	DT008	Email/Letter	Request for inclusion of 87 & 89 Rose Street in the new HR-1 Zone	LUB - land use
row00061	DT010	Email/Letter	Request that 83 Tulip Street be designated as an Opportunity Site within the upcoming Package A	LUB - land use
row00062	DT010	Email/Letter	Request that 87 Rose Street receive designation either as an Opportunity Site or a Higher Order Residential Site	LUB - land use
row00063	DT010	Email/Letter	Request that 89 Rose Street, Lot B Rose Street, and Lot F Rose Street be designated as Opportunity Sites within Package A	LUB - land use
row00009	DT000	Public open house	Will minimum parking requirements be included?	LUB - parking

row00049	DT005	Email/Letter	All transportation and parking issues must be discussed and approved by residents and businesses in the surrounding area	LUB - parking
row00019	DT000	Public open house	Not all the proposed view corridors are worth preserving	LUB - view corridors
row00050	DT005	Email/Letter	Consideration must be given to overshadowing and wind tunnelling in all historic areas and parks	LUB - wind/shadow
row00001	DT000	Public open house	Show building heights in storeys, not just metres	Mapping display
row00006	DT000	Public open house	Online mapping is misleading with what is coloured in green, as parkland, etc.	Mapping display
row00035	DT002	Email/Letter	The labeling of land zoned as Parkland is misleading (Green space and Parkland are both coloured green on the interactive map)	Mapping display
row00037	DT003	Email/Letter	Two maps (Centre Plan 2018 [Draft] Downtown Dartmouth Map and Centre Plan 2018 [Draft] Package A) appear to have contradictory information about the Prince Albert Rd/Esso Service Station Area	Mapping display
row00018	DT000	Public open house	Downtown Dartmouth needs parking; HRM should build a "MetroPark"	Public investments
row00025	DT000	Public open house	Dundas Street extension (proposed) may affect parking availability	Public investments
row00026	DT000	Public open house	Consider closing Portland St. west of intersection with Prince Albert Rd. to create community gathering space	Public investments
row00028	DT000	Public open house	Consider adding a public boat launch somewhere along the Downtown Dartmouth waterfront	Public investments
row00031	DT000	Public open house	Consider adding an "Art District" in Dartmouth	Public investments
row00032	DT000	Public open house	HRM should consider providing a "floral planetarium" along the Dartmouth waterfront	Public investments
row00033	DT000	Public open house	HRM should consider providing a city museum in Dartmouth	Public investments
row00030	DT000	Public open house	SMPS should include mention of accessibility considerations	SMPS policy - accessibility
row00042	DT004	Email/Letter	HRM Planning should include a policy statement in Centre Plan that recognizes the integrity of the planning control metrics in combination	SMPS policy - built form
row00067	DT013	Email/Letter	Suggest a DA for the Queen Square corner at Queen/Edward to ensure a good design	SMPS policy - DA
row00027	DT000	Public open house	Why has Dartmouth Cove not been included?	SMPS policy - Dartmouth Cove
row00056	DT007	Email/Letter	Request that the Dartmouth Cove area be advanced and included in the near-term amendments coming forward for consideration	SMPS policy - Dartmouth Cove
row00005	DT000	Public open house	Can energy efficiency be one of the public benefit categories?	SMPS policy - density bonusing
row00011	DT000	Public open house	The only public benefit we accept should be affordable housing	SMPS policy - density bonusing
row00023	DT000	Public open house	Affordable housing units in buildings is better and more inclusive than cash that will be devoted to building "housing projects" elsewhere	SMPS policy - density bonusing
row00046	DT004	Email/Letter	Centre Plan Policies 119 and 120 need to be changed to allow for the affordable housing benefit to be optimized at a site elsewhere in the Regional Centre	SMPS policy - density bonusing
row00002	DT000	Public open house	How is climate change being considered in the plan?	SMPS policy - environment
row00004	DT000	Public open house	Can you include an energy conservation requirement?	SMPS policy - environment
row00010	DT000	Public open house	How is environmental protection of Dartmouth's lakes being considered in the plan? Can you bring in policies from the Purple Document about water quality monitoring? Consider banning fertilizers.	SMPS policy - environment
row00013	DT000	Public open house	Include more detail on district energy in the SMPS.	SMPS policy - environment
row00039	DT004	Email/Letter	Do not remove Dartmouth from its traditional Harbour East Community Council (voices will be drowned out by the larger-scale HFX Downtown business community)	SMPS policy - governance
row00040	DT004	Email/Letter	Dartmouth should have its own Dartmouth Planning Advisory Committee	SMPS policy - governance
row00041	DT004	Email/Letter	Dartmouth needs a VETO or 50% vote share quorum on the Design Review Committee for any Dartmouth sites	SMPS policy - governance
row00029	DT000	Public open house	One hectare lots policy/regulation: add a statement that if the large lot is subdivided, the properties revert to the underlying requirements of the zone, with no DA option available any longer.	SMPS policy - large lots
row00003	DT000	Public open house	How are ferry services being considered in the plan?	SMPS policy - transportation

Urich, Jennifer

From: [REDACTED]
Sent: Wednesday, October 24, 2018 8:52 AM
To: Regional Planning Office, HRM
Subject: Plans for downtown Dartmouth

Good morning,

I read in this morning's Metro newspaper about incorporating downtown and historical Dartmouth into the Centre Plan. What especially caught my eye was the news that there were to be NO height restrictions. I moved to Dartmouth almost 2 years ago from South End Halifax, and I'm appalled at how "developers" have destroyed (and continue to destroy) the character, aesthetic, and functionality of Halifax, not least the loss of a harbour view. They have thrown up condo towers with no thought for increased traffic volume, where these condo dwellers are going to park, or the strain on fresh water and sewer infrastructure.

Please don't turn developers loose in downtown Dartmouth to destroy our panoramic harbour views. No more glass condo towers, please: isn't King's Wharf still at least 30% vacant after 4 years? I've also noticed in Halifax that businesses simply don't want the ground-level retail space in those condo towers: they sit unleased and vacant year after year. Alderney Drive is a wicked wind tunnel most of the time due to tall stark buildings; we don't need more of those. What we do need is low-height, affordable housing (to buy or rent) and urban green space and increased walkability.

One thing HRM definitely got right was the upgrading (and beautification, albeit not finished yet) of the waterway (with fish ladder) from Sullivan's Pond park for an almost seamless walk down to the harbourfront, with walkways, green parks, shrubs and trees: THIS is what I would like to see more of—urban green space, an eye-level urban aesthetic, and walkability.

Yours truly,

[REDACTED]

Urich, Jennifer

From: [REDACTED]
Sent: Tuesday, October 23, 2018 10:47 AM
To: Regional Planning Office, HRM
Subject: Comments on Centre Plan

The Centre Plan is meaningless over the longer term. Thirty years ago when I moved downtown, I checked the existing plan. There was a height limit of 40 feet on the Kings Wharf site and view plan restrictions using the Dartmouth view plane from Brightwood golf course. I was unaware of waterlots. Now we have high rise buildings on the shipyard and a 35 story building in the centre of the former view plane. These are far from minor adjustments. No one planning a long term residence in central Dartmouth can trust any plan which is so easily revised, in my case for the worse.

The labeling of land zoned as Parkland is misleading. Green space which can be developed and parkland which is restricted are all coloured on green on the interactive plan. Green space zoning allows structures such as multi-story buildings and even a major road. Please correct the misleading information.

Public attention should be brought to the many acres of waterlots along the waterfront. These lots have the same zoning as the adjacent land. Anyone purchase a property for a water view and easy access should be aware of what is permitted on the waterlot between their property and the harbour. Rezoning the lots as parkland would be appropriate.

[REDACTED]

This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>

Urich, Jennifer

From: [REDACTED]
Sent: Tuesday, November 6, 2018 3:34 PM
To: Regional Planning Office, HRM
Subject: Centre Plan Dartmouth

Hello,

I have been resident in my home at [REDACTED] [REDACTED]. I was not able to attend the public information session in October but prior to this have attended many of the sessions where residents were actively involved in expressing what we wanted to see included in the New Centre Plan. Recently I was told by a neighbor who did attend the October session that there were plans to allow a 6 story building on the site of the current Esso service station.

I opened the Centre Plan website. I looked at the Centre Plan 2018 [Draft] Downtown Dartmouth Map and found a purple area on the Esso Site indicating a zone where a 6 story building could be erected. Furthermore I then noticed a pink area only including the north side of Prince Albert Road between Pleasant Street and Eaton Avenue indicating a zone for 11 meter high development. It was my understanding that the city would purchase the Esso service station property upon the end of useful life of the service station. This land was to then be included in the Sullivan's Pond – Flume House - Daylit Waterway Park which was partially completed this year. The second phase of the waterway extending from where it currently terminates in the old buried pipe which exits to the harbor via passage under the Portland – Prince Albert – Alderney intersection is to be completed possibly as soon as 2020 once all stakeholders have agreed on the plans and sourced funding to reformulate the intersection enabling completion of the daylight waterway and parkland.

The Park comprising the as yet to be completed daylighting of the waterway to the south of the Flume House down to Irishtown Road is a natural boundary between the corridor zone of Ochterloney Street and the residential neighbourhood along Prince Albert Road extending north from Irishtown Road. The Esso service station site should be included in the parkland surrounding it and NOT have any building other than park enhancements on the site. Prince Albert Road zoning, north of Irishtown Road, should remain R1 – R2 as it currently is, having the Parkland as a natural boundary between the Ochterloney Street corridor and the residential neighbourhoods to the east of Ochterloney Street.

Confusing the situation for me is the presence of another map immediately below the above mentioned map on the Centre Plan website. This one is labelled Centre Plan 2018 [Draft] Package A. This map shows the properties as they currently are along Prince Albert Road (no pink zone) and the Esso service station (no purple zone). This gives me hope.

Please take my above comments to the appropriate planner. Dartmouth is one of the pearls of HRM and development of this parkland bounded by lower density housing to the north of the park enhances the expansive experience enjoyed by all who use it. The Park is already well utilized by apartment and condo dwellers who do not have green space of their own in which to play with their families or sit quietly with a book. It is an important feature of a developing urban core, a place where people can relax and have room to play unorganized. Having lived in my home for many years, I have seen this neighbourhood cycle through its' worst and now rejoice in it's emergence as a part of the natural gem of a waterway which runs from the harbour to Lake MicMac and beyond. A place for international athletes to compete as well as an area that citizens of HRM can enjoy. When tourists come across the harbor from Halifax, Dartmouth will offer a complimentary experience to what they enjoy in downtown Halifax.

Which map is correct as far as future land use? If it is the one described in my second paragraph then please take my comments under advisement.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

Banook Area Residents Association (BARA) has been a strong promoter of Centre Plan. BARA was instrumental in Grahams Corner being designated a Corridor under the new Centre Plan. Centre Plan will speed up development opportunities and provide development by design review guidelines for commercial ground floor, walk-up, and residential apartments of 4 to 6 storeys. To be competitive in attracting investment, our area needs to have a streamline development process for positive growth and affordable apartment housing.

HRM Planning has been engaged for over four years in a complex process to arrive at Centre Plan Package “A”. Centre Plan – Package “A” is made up of a Secondary Municipal Planning Strategy (SMPS) (to supplement the existing Regional Municipal Planning Strategy), Design Manual – Appendix 1 to the SMPS, and Land Use Bylaws.

Of the several hundreds of pages making up Centre Plan Package “A”, BARA focused on Grahams Corner, Dartmouth and came up with 5 areas of concern, limited to 5-10 pages of the entire document. We see Centre Plan Package “A” as a strong success by HRM Planning for our area, but requiring key changes on all 5 points. We think these principles will benefit each of the Centre and Corridors in Dartmouth. There is a wider diversity of residential/commercial types on the peninsula and the below concerns may not adequately address concerns in those areas.

CENTRE PLAN – PACKAGE “A” – CHANGES REQUIRED

- A) PROPOSED GOVERNANCE/COMMUNITY COUNCIL CHANGES
- B) LAKE BANOOK PROTECTIONS
- C) DESIGN MANUAL & LUB (*only 5 pages out of several hundred – but requires custom face time in our business corridors*) - HARM TO DARTMOUTH ECONOMY
- D) FAR/GFAR – CORRIDORS – SPLIT RESIDENTIAL/COMMERCIAL COMPONENT:
- E) AFFORDABLE HOUSING POLICY

GOVERNANCE:

The WORST SUGGESTION in Package A is the notion of removing Dartmouth from its traditional Harbour East Community Council and lumping us in with Peninsular Halifax. Our Dartmouth voices will be drowned out by the larger scale HFX Downtown business community. DO NOT CHANGE the Community Council Governance Model. Similar impact is the request to have Dartmouth adopt the Halifax Planning Advisory Committee – Dartmouth should have its own Dartmouth Planning Advisory Committee (even though there will be a steep decline in Development Agreements under the new system). Lastly, Dartmouth needs a VETO or 50% vote share quorum on the Design Review Committee for any Dartmouth Sites.

FAR/GFAR – CORRIDORS – SPLIT RESIDENTIAL/COMMERCIAL COMPONENT:

LUB, Sch 11 - GFAR in Corridors should have a split Commercial/Residential component, so a minimum of stated GFAR scores is commercial for ground floor to enhance walkability in the Corridor. If a Developer goes with residential only (even in the early stages of a building's life), they should lose a 1.0 value of the GFAR. This will have developments match the true goal of a walkable Corridor.

Downtown Dartmouth would greatly benefit from a minimum GFAR for sites, much like Seattle requires. This puts pressure against empty lot holding and land speculation in the heart of our Downtown.

AFFORDABLE HOUSING - FAR/GFAR (Centre Plan, Section 10.6, Policies 119 and 120):

AFFORDABLE APARTMENTS fit different lives and most people at some stage of life: Students, Young Families, Singles, Separated, Accessibility Requirements, and Seniors. Please take the time to review this as it will impact your local community in the long term.

MIXING COMMERCIAL CORRIDORS with AFFORDABLE APARTMENTS increases housing options, reduces the need for automobiles, and gives walkable access to services and local jobs.

Banook Area Residents Association neither endorses nor rejects GFAR for Bonus Density. Our cost/sqm makes the calculation less relevant. BARA does not believe the GFAR Bonus Density link to affordable housing will yield effective long term results for HRM. The most effective long term results for affordable housing will come from 3-4 storey wood frame construction apartments in Corridors with KEY ANCHORS with low cost/sqm. Until HRM directs a policy shift to this type of density infill, which could be achieved by diverting the bonus density award in \$400/sqm areas to subsidize quality construction of affordable housing in our corridors, then we are only compounding the problem kicking the problem down the road by providing short term (15 year limit) units in high cost rent areas.

The federal government is providing financial incentive to HRM for Affordable Housing construction. Hopefully this is not a lost opportunity for material long term growth in affordable housing for 3-4 storey wood frame construction, but instead diverted to part of the gentrified short term affordable housing units that help enable the construction of intense densification of South End Halifax. Dartmouth wants stimulus to help provide reasonable densification and residents of South End want moderation on densification efforts. Hopefully a strong hand by HRM Council and the Director of Planning on affordable housing policy, including sign off for any federal funding can strike the right balance.

To effect this change, Policies 119 and 120 need to be changed to allow for the affordable housing benefit to be optimized at a site elsewhere in Regional Centre. It is most effective to provide funds to housing solutions that cater to a lower income or affordable housing space within the market. Or the funds could be directed to KEY ANCHOR amenities needed for low income areas. This is a missed opportunity to address needs imbalances within Regional Centre.

LAKE BANOOK:

SMPS s.3.4.1, Policy 22, 23, 24 and MAP 3: The YMCA Property off Brookdale Crescent is designated as Higher Order Residential-2, so this site will see potential future residential and/or commercial development, subject to the 35 foot height restriction.

SMPS s.4.1, Policy 58 allows for “certain exceptions to maximum heights... such as certain architectural features, solar panels and mechanical equipment. Minor relaxation to maximum heights may be considered through an amendment to the Land Use Bylaw, if the maximum GFAR is not exceeded.”

MISSING FROM Design Manual Article 5 Site Plan Variations – particularly Section 5.3 – MUST ADD “e. does not violate Lake Banook height restriction zone; and f. does not adversely impact heritage conservation districts and cultural landscapes.”

IF the Dartmouth Municipal Planning Strategies (DMPS) and Dartmouth Land Use Bylaws (including the 35 foot height restricted area) are to be removed, there are key provisions within the DMPS for lake protections that need to be brought into the Centre Plan first.

EMPHASIS ON TRADITIONAL PLANNING CONTROL METRICS

The Regulation needs to identify the precedence of traditional planning control metrics over the design criteria and Design Manual. Working together to a combined result, maximum building heights, maximum GFAR's and step backs integrating into existing neighbourhoods will result in controls of bulk, scale, mass, size, lot size and lot coverage with an indirect result of controlling density. By moving away from direct regulation of density, the Regional Centre can unify its planning control approach whereas existing controls are piecemeal. HRM Planning should include a policy statement in Centre Plan that recognizes the integrity of the planning control metrics in combination so there is not a continuous effort to weaken the urban structure integrity of permissible built form for Centres, Corridors and Higher Order Residential Areas through eroding the importance of any one isolated or standalone planning control measure set out in the Centre Plan Land Use Bylaw.

DESIGN MANUAL – Appendix “1” and Land Use Bylaw (LUB):

The four years leading up to Draft Centre Plan did not focus or discuss a binding Design Manual. The local economics and cost per square foot along Wyse Road, Pleasant Street, Portland Street, or Prince Albert Road will not support same design criteria as downtown Halifax. This sets Dartmouth as a fundamental disadvantage. There should be a series of exemptions from the Design Review Manual, and/or a roadmap to gaining an exemption if key criteria are met. The Design Manual should not be given precedence over the traditional planning control metrics, but in fact should be clearly subordinated to those traditional planning control metrics.

DESIGN MANUAL – Appendix “1” and Land Use Bylaw (LUB) were first released this month and is an extension of Downtown (Halifax) by Design. At over \$400/sqm, the Design Requirements are affordable.

Wyse Road (\$80/sqm), Pleasant Street (\$80/sqm) and Graham Corner (\$240/sqm) Corridors will not support the same Design Criteria as \$400/sqm, and this new regulation will cripple our local businesses.

Some practical examples:

- 1) Lawrence Street Apartments – 3 X 35 unit Apartments built in the 1970's. Extremely good value affordable housing, one of three buildings having recently upgraded windows (Vinyl).
- 2) NAPA Auto – repurposed IGA store (sustainable development) – looks great, provides local jobs, products and services, (painted Stuccoed rigid insulation and vinyl windows).
- 3) Yuille's Auto Works – repurposed gas station – community scaled service, local jobs, looks great (tinted office windows – reduces heat loading from summer sun)

These examples would be grandfathered under the Centre Plan, but would be prohibited for new or renovated works based on Design materials: Vinyl Windows, stucco cladding, and tinted windows.

Not prohibited is raw concrete, painted or unpainted, or other similar industrial low end finishes. (In HRM Downtown, at \$400/sqm market forces would control to prohibit this downscaled choice – not in some areas for Dartmouth.

Tenants in the one renovated Lawrence Street Apartment with new windows appreciate the quality improvements. However, the tenants in the other two buildings would not be able to get window replacements until the cost of higher commercial grade metal windows could be budgeted in. Sometimes, the \$400/sqm design materials will force site redevelopment instead of sustainable and affordable refurbishment in our \$80 to \$240/sqm areas.

The Design Manual assumes a downtown “Grid Block Pattern” and “Reduced Demand for Automobiles and Parking Spaces”. Public transit is a part of Dartmouth life, and so are local shops and services. However, the majority of the population over 50 years old is dependent on their automobiles for shopping, commuting to work, health care, parenting, and leisure. Not respecting this need for our Dartmouth Corridors will be local commercial economic suicide.

The details of the Design Manual (contained in 5 to 10 pages out of several hundred pages) are TERRIBLE and IGNORE DARTMOUTH, rolling out DOWNTOWN HALIFAX into our communities. The details need to be replaced or scaled to recognize:

- 1) DARTMOUTH's \$80-240/sqm economic range;
- 2) NEED for Autos and Parking Spaces; and
- 3) “Strip Pattern” instead of a “Grid Pattern” for our Corridors – Automobile oriented
- 4) Custom leverage for the KEY ANCHOR's existing within each corridor, allowing for expansion and renovation for existing uses (not just grandfathering, but growth oriented)
- 5) Add Broadcast use to all zones – this is federal jurisdiction and cannot be restricted by Municipality (*ultra Vires*)
- 6) Remove Pawn Shop from permitted use at Grahams Corner – highlights the need to custom differentiate character and strengths for each Corridor
- 7) Ensure Wholesale and Auto Repair are permitted for Graham's Corner Anchor tenants

ADD CUSTOM PROCESS - INVENTORY of WINNING ANCHORS – recognize and support our existing ANCHOR AND SECONDARY Businesses in the Design Manual – this is a missed opportunity to be a cheerleader to our existing businesses. HRM Planning needs to take the time for each Centre and Corridor to sit down and customize each set of existing built form and business/residential mix:

- 1) Chain Grocery Store = KEY ANCHOR

- 2) Federal or Provincial Gov't Office = KEY ANCHOR (If the Province wants to get behind this Centre Plan model – put their money, offices and jobs where their mouths are – in our Corridors a real game changer)
- 3) Educational Institution = KEY ANCHOR
- 4) Bank/Credit Union = KEY ANCHOR
- 5) Medical Clinic = KEY ANCHOR
- 6) EVERY Business with over 10 years on Premise and/or over 5 full time employees = KEY ANCHOR
- 7) Existing Apartment/Condo over 15 units = KEY ANCHOR
- 8) Hotel over 15 units = KEY ANCHOR
- 9) Restaurant/Coffee/Donut Shop = Secondary Tenant
- 10) Personal Services = Secondary Tenant
- 11) Daycare = Secondary Tenant
- 12) Retail, Other = Secondary Tenant
- 13) Service Station = Secondary Tenant

The TERRIBLE (off the rack) DETAILS of the Design Manual and LUB need to be replaced with corridor specific inventories based on the existing built form and anchor tenants. DON'T GO CHANGING DARTMOUTH INTO DOWNTOWN HALIFAX - that is not sustainable or competitive for us. BUILD ON WHO AND WHAT MAKES DARTMOUTH GREAT.

Urich, Jennifer

From: [REDACTED]
Sent: Friday, November 9, 2018 4:39 PM
To: Lucic, Eric; Tota, Kasia
Subject: Draft Centre Plan Direction Review
Attachments: neighbourhood assc letter re central plan nov.wps

Attached please find a response to the draft centre plan for Downtown Dartmouth from the Downtown Dartmouth Neighbourhood Association. The letter is saved as a Word 2007 document. I am also copying it into the email

thank you
[REDACTED]
[REDACTED]

Downtown Dartmouth Residents Association

November 8, 2018

Re: July 25, 2018 Draft Centre Plan Direction Review

To Mr. Eric Lucic, Kasia Tota

As long-time residents in the Downtown Dartmouth area, we are deeply concerned that the following points have not been included in the draft Central Plan for the Downtown Dartmouth area.

First, and foremost, is the continued inclusion of the 'as of right' development designation. This needs complete removal from the Downtown Dartmouth Central plan. "As of right" development makes a mockery of the entire plan. It allows any type of development, anywhere, without the least need for public consultation.

We have a very fine example of an 'as of right' development outcome in our own neighbourhood. The "Avery" condominium building, fronting on Alderney Drive, presents a blank face to the houses on two adjoining streets. Other than the empty storefronts on the Alderney Drive side of the building, the only connection to the street is the large garage door through which residents enter and exit without any chance of meeting neighbourhood residents. These are older houses, many with long time residents, and fit charmingly into the existing neighbourhood. The Avery building offers no possibility of inclusion into the existing long established neighbourhood. It exists as an alien block in an otherwise people-friendly neighbourhood. Furthermore, and contrary to the Central Plan focus on increased population density in the area, the Avery remains far less than half-full a full year after its completion. This 'as of right' development resulted with no input whatsoever from the very people who now have it in-but not of- our neighbourhood. 'As of right' development MUST be excluded from the Downtown Dartmouth Centre Plan.

In order for development in the Downtown area to be successfully integrated into the existing community we consider the following points to be essential.

1. Developers, Architects, and Consultants must familiarize themselves with the area. This means an on-foot walkabout. This grounded research allows further plans to be informed by a real awareness of place. Meeting with residents and businesses in the surrounding area of proposed developments is also essential.

2/ All transportation and parking issues must be discussed directly with residents and businesses in the surrounding area of a proposed development, and approved by same.

3. All historic areas and parks must be protected. Consideration must be given, not only park lands themselves, but of development effects such as overshadowing and wind tunnelling.

4. All new development in the Downtown Dartmouth area must take into consideration development vacancies in the surrounding area. It is our observation that, currently, condo development in the area are resulting in fly-by-night air b&bs, and vacant units. What we do not observe is any positive contribution to existing, historic and well established Downtown Dartmouth neighbourhoods.

The high costs to purchase units in the so-called luxury condo development in our neighbourhood is ensuring not only a high vacancy rate, but also the exclusion of all by a wealthy demographic or, as noted, simply no new neighbours at all - simply travellers or empty places. Neither do anything whatsoever to contribute to our neighbourhood

The residents of Downtown Dartmouth are not 'anti-development'. We welcome greater density of population that results in a community with an inclusive, engaged, multi-generational and multi-ethnic population of residents. We welcome the possibility of a vibrant, bustling, viable, and liveable community. There are fine examples of business developments recently in the Downtown Dartmouth area that are compatible with the area and are community connected. This can be done.

Successful community development MUST engage the Community in a real. Respectful, grounded and well-intentioned manner.

Sincerely,



For the Downtown Dartmouth Neighbourhood Association

Nov 5, 2018

HRM Centre Plan Team
Planning & Development HALIFAX

1 Starr Lane, Dartmouth, NS
B2Y 4V7

CONTACT
Rob LeBlanc
president
t 902 461 2525

Re: 28 Queen Draft Dartmouth LUB

Dear Team;

This letter is a request on behalf of my clients who are looking to develop 28 Queen Street (PID 00108308) in Dartmouth. The recent proposed change in the Downtown Dartmouth Land Use Bylaw from the previous draft has decreased the post bonus height from 44m down to a FAR of 6.25. The site is about 120' wide and has frontage on a largwe length of Queen Street meaning the eventual design will likely be able to achieve a building footprint of 75-80% of the site footprint. This would mean a building height cap of about 8 storeys (24 m).

Landscape Architecture
Planning
Architecture
Civil/Transportation Engineering

This site is adjacent to Queens Square (17 storeys or 52m plus penthouse).

We would respectfully request consideration of 28 Queen Street for an increase in GFAR from 6.25 back to 10 (or the 14 storeys that was planned in last years draft). We believe the height is warranted given the surrounding context and given the need for density on strategic infill sites like this in the downtown.

Sincerely,



Rob LeBlanc, LPPANS
President, Ekistics Plan + Design



Map 3 - Downtown Dartmouth Secondary Planning Strategy

Nov 5, 2018

HRM Centre Plan Team
Planning & Development HALIFAX

1 Starr Lane, Dartmouth, NS
B2Y 4V7

CONTACT
Rob LeBlanc
president
t 902 461 2525

Re: 134,136 Portland & 2 Dundas

Dear Team;

This letter is a request on behalf of my clients who are looking to develop a land assembly at 134,136 Portland & 2 Dundas Street (PID: 00114165, 00114157, 00114140) in Downtown Dartmouth. During last years draft bylaw, the sites would have permitted 15 storeys of height (50m), and in this years draft the GFAR has been set at 6.25. The sites combined are small enough that we anticipate a 100 lot coverage, effectively reducing the height to 6-storeys.

The site is right across the street from the 13-storey Sea Coast Tower and is sandwiched between Portland Street and Alderney Drive looking across to Kings Wharf and the existing 4 13-storey buildings. Dartmouth Cove is also anticipated for significant height so creating a 6-storey development between these other much taller developments doesn't seem reasonable.

We think that the previous height of 15 storeys from the old draft (Or 15 GFAR on these combined sites) would be much more appropriate for redeveloping the current sites with 2 and 3 storey buildings on these properties. The economics of removing these 3 buildings for a 6-storey development would not make economic sense. Please contact me if you have any questions.

Sincerely,



Rob LeBlanc, LPPANS
President, Ekistics Plan + Design

- Landscape Architecture
- Planning
- Architecture
- Civil/Transportation Engineering



Nov 5, 2018

HRM Centre Plan Team
Planning & Development HALIFAX

1 Starr Lane, Dartmouth, NS
B2Y 4V7

CONTACT
Rob LeBlanc
president
† 902 461 2525

Re: 15/17 Prince Albert

Dear Team;

This letter is a request on behalf of my clients who are looking to develop 15/17 Prince Albert Road (PIDs: 41454455, 00233569) in downtown Dartmouth. We appreciate you including 17 Prince Albert Road in the new downtown zone now that Elliot MacNeil owns both properties. The current draft bylaw has a GFAR of 4.0 but with the configuration of the lot, the developer would appreciate a slight increase to 6.0 so he can develop a 7-storey building in this strategic location downtown. We have gone through some preliminary designs and we believe that an increase to between 5-6 GFAR would permit the 7-storey development that the developer is trying to achieve. Across the street is the 6-storey Canal Bridge and the 6-storey Marine House buildings.

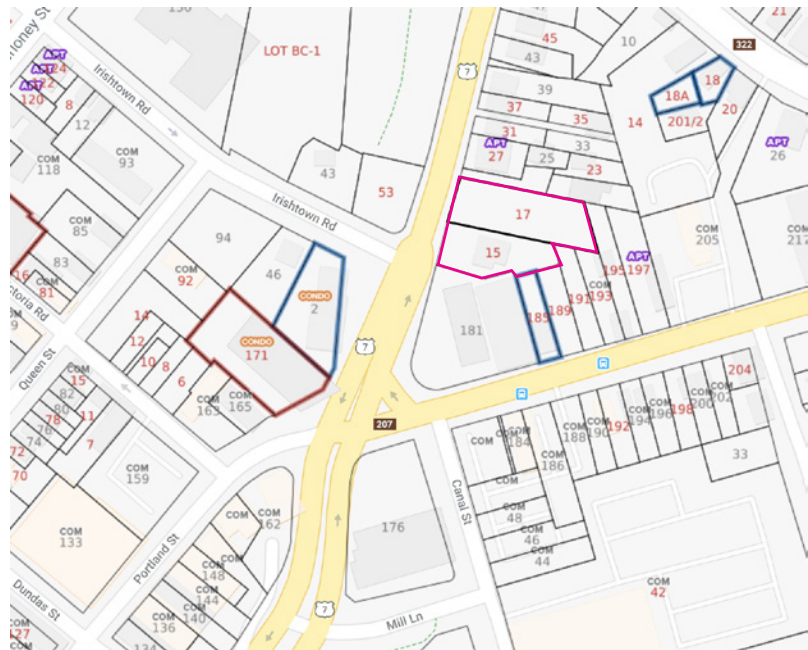
Landscape Architecture
Planning
Architecture
Civil/Transportation Engineering

We would appreciate your consideration of our request.

Sincerely,



Rob LeBlanc, LPPANS
President, Ekistics Plan + Design



Site Location

Nov 5, 2018

HRM Centre Plan Team
Planning & Development HALIFAX

1 Starr Lane, Dartmouth, NS
B2Y 4V7

CONTACT
Rob LeBlanc
president
t 902 461 2525

Re: 21-25 Portland Street

Dear Team;

This letter is a request on behalf of my clients who are looking to develop a land assembly at 21-25 Portland Street (PID: 00108209) in Downtown Dartmouth. The current draft has a very limited GFAR of 2.25 making its eventual redevelopment impossible (the 2 storey building could only ever be redeveloped with another 2-storey building). This is not a registered heritage building nor a signature building worth preserving in the future. It is just up the street from the 8-storey RBC building.

The property backs onto the same owners property at 28 Queen Street and so it would be beneficial to include this property which is currently designated at 6.25 GFAR but we have requested some additional height to a 10 GFAR in an accompanying letter.

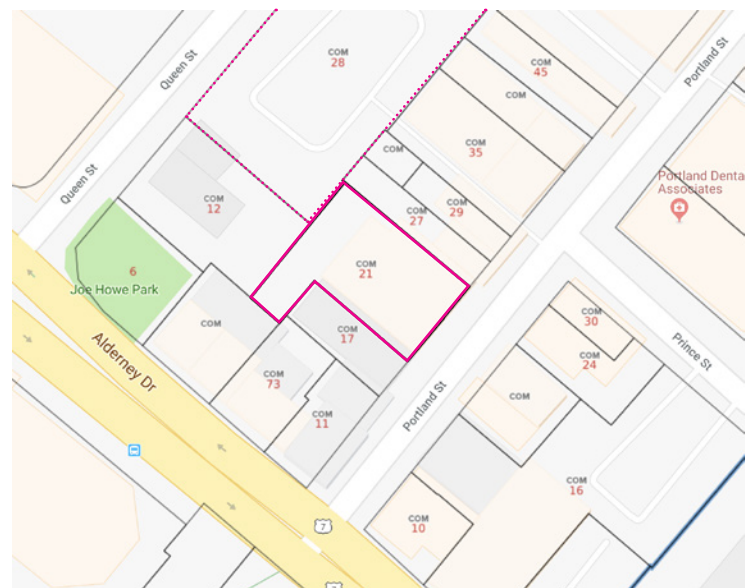
While the 6.25 GFAR would make redevelopment economically feasible, we would appreciate consideration to 10 GFAR like some of the properties on Alderney Drive. Please contact me if you have any questions.

Sincerely,



Rob LeBlanc, LPPANS
President, Ekistics Plan + Design

- Landscape Architecture
- Planning
- Architecture
- Civil/Transportation Engineering





Waterfront Development

The Cable Wharf
1751 Lower Water Street
Halifax, Nova Scotia
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Phone: 902.422.6591
Fax: 902.422.7582
Email: info@wdcl.ca
Web: www.my-waterfront.ca

November 8, 2018

Mr. Eric Lucic
Manager, Regional Planning
Planning and Development
Halifax Regional Municipality
PO Box 1749
Halifax, NS B3J 3A5

Dear Mr. Lucic:

Further to our conversations, it is our understanding that contemplated land-use planning changes to the Dartmouth Cove area have been removed from Centre Plan Package A, which includes the Dartmouth Downtown Plan Review. The Dartmouth Cove area will instead be dealt with at a later date in a subsequent package.

While we understand the many challenges and complications associated with the overall Centre Plan effort, Develop Nova Scotia is requesting that the Dartmouth Cove area be advanced and included in the near-term amendments coming forward for consideration.

Develop Nova Scotia (previously Waterfront Development) participated with the Halifax Regional Municipality in funding and carrying out a master planning exercise for Dartmouth Cove in 2011. Since the master plan's adoption in 2012, Develop Nova Scotia has been working with HRM planning staff on making the necessary changes to the municipal plan to enable Dartmouth Cove to be developed in an aligned and comprehensive manner.

At present, enabling changes to the plan and land use-bylaw are already three years past the anticipated date as discussed with staff. Given additional delays vis-a-vis the exclusion of Dartmouth Cove from Package A, our concern is the viability of the overall timeline for development in Dartmouth Cove, given the requirements to assemble building projects, make plans and secure approvals in addition to HRM's delayed timeline.

As a part of the emerging innovation district, Dartmouth Cove represents valuable development assets, which should be activated and are wholly in line with advancing the stated objectives of the city and the province.

Anything that can be done to advance this matter would be appreciated.

Yours truly,


Peter Bigelow
Director, Planning and Development

we're transitioning to

develop
NOVA SCOTIA



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2111 Maitland Street, Suite 300
Halifax, NS B3K 2Z8

November 6, 2018

Luc Oullet, MCIP, LPP
Planner III
Halifax Regional Municipality
Via Email: ouellel@halifax.ca

Re: Draft Downtown Dartmouth Plan - 101 King Street Opportunity Site

Dear Luc:

We are pleased to submit the following for your consideration in response to the draft Downtown Dartmouth Plan and Land Use Bylaw.

Understanding / Issue

Since 2012, EDM has engaged with HRM Staff on the status of the lands known as 101 King Street, a designated Opportunity Site in Downtown Dartmouth. In 2012 through to today, Staff have expressed their support for additional height and density on the site given its size, location, adjacencies and development challenges, as well as fulfilling the stated intent of the proposed Higher Order Residential designation. Under the current Downtown Dartmouth Plan, the subject lands are limited to up to 4 storeys in height and 40 units/acre by development agreement.

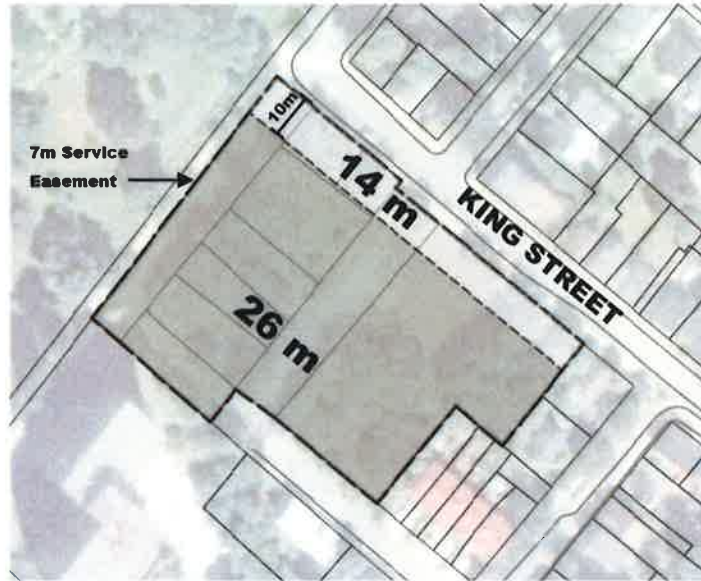
The Draft Downtown Plan (DDP) removes the long-standing Opportunity Site designation and replaces it with a by-right designation and zone (Higher Order Residential). The implied building form in the DDP appears to reflect the overall vision of the existing Opportunity Site through a lower height limit on King Street and a modest height increase on the back of the site. EDM does not disagree with this development form and has expressed support on numerous occasions (see letters to Centre Plan Team on December 2, 2016, July 13, 2016 and June 21, 2016). However, as expressed to Staff both in previous correspondence and in person at the Downtown Dartmouth Open House in October, the heights as proposed are problematic given the size of the site, the way in which height is defined, and the significant grade change across the site (more than 7 metres (25 feet) from the King Street side near Church Street, to the rear corner of the site abutting the Alderney Manor).

Request

Given the current Opportunity Site designation and physical characteristics of the site, we request the height maximum be set at 14 metres along the King Street frontage for a depth of 10m and the remainder of the lands be limited to 26 metres (see diagram below). This is a modest increase over the heights currently proposed in DDP (11meters and 20meters) and in line with the range of heights proposed within the Higher Order Residential areas. This will allow proposed buildings to better address the grade changes along both

King Street, Edward Street and along the boundary of the Dartmouth Common.

Given the grade on the back portion of the property, the additional 6 metres in height will have no significant impact on the low rise King Street frontage. Any building constructed at the rear portion of the property will be abutting Alderney Manor. The rear wall of Alderney Manor has no windows into habitable spaces (see image on the right). Any additional height on this portion will have no impact on the residents of the building and will serve to screen this large blank wall from view, offering a more visually pleasing view from Park Avenue.



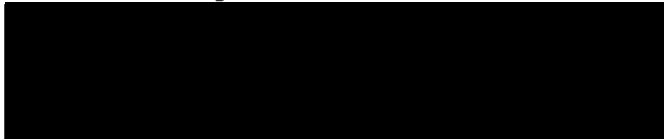
The proposed regulations for properties abutting Established Residential designations (“transition rules”) will require any 26 metre building to step down to or be set back from the 4 storey townhomes on Edward Street. On the Dartmouth Common side of the lands, an existing service easement (approximately 7 metres in width) establishes a significant setback from the Common and the public sidewalk/path linking Park Avenue to Alderney Drive. In this regard, we submit that the modest height increase will have no significant impact on the character of the area and allow for a future development to be better integrated into both the established residential area along the boundaries to the north and east and the Downtown areas along Alderney Drive to the south.



We submit that these requested changes are reasonable and modest in nature considering the properties long-standing recognition as an Opportunity Site that is situated on the boundary of major public space, a high-density Downtown business area, and a low-rise historic neighbourhood.

Please do not hesitate to contact us if you have any questions or require additional information.

Sincerely,
EDM Planning Services Ltd.



Jessica Harper, MCIP, LPP

cc: planhrm@halifax.ca

Nov 3 2018
HRM Centre Plan Team
Planning & Development HALIFAX



Re: 83 Tulip St Opportunity Site

Dear Carl, Kasia and the Centre Plan Team,

This letter is to provide feedback on a potential development at 83 Tulip street (PID 00074385) as part of the ongoing Centre Plan public consultation.

The lot is roughly 37500 sqft. We spoke with Elora and Jacob in the early fall of 2017 and were informed that the site was going to be designated as an Opportunity Site, and that we did not have to pursue an immediate DA because we would be able to develop on it in the future.

However, in a recent conversation with Kasia, it came to light that there has been consideration for downgrading the development potential on the site. One of the concerns that was raised is a question of access to the site.

The site is currently owned by the same proprietor as the adjoining properties to the north (PIDs: 00074716, 41204900, 41204918). We have a verbal agreement to purchase the four properties once the current proprietor is ready to let go of them. This will effectively give the opportunity site at 83 Tulip st, access from both Tulip St and Rose St.

Given the above, we believe the site merits moderate development potential up to 4-5 stories, which is the size of the adjoining property to the East at 79 Crichton St.

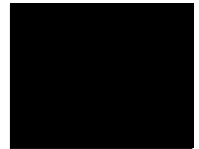
We are requesting for 83 Tulip st. to be designated as an Opportunity Site within the upcoming Package A.

Sincerely,

Joseph Arab
President
Arabbros

Benjamin Carr
Vice President
Arabbros

Nov 3 2018
HRM Centre Plan Team
Planning & Development HALIFAX



Re: 87 Rose St development opportunity

Dear Carl, Kasia and the Centre Plan Team,

This letter is to provide feedback on a potential development opportunity at 87 Rose street (PID 00074674) as part of the ongoing Centre Plan public consultation.

The lot is roughly 17000 sqft. It's currently vacant and does not add anything positive to its environment. The site is at the end of a small street, and the adjoining properties to the North and West are elevated. This effectively buffers surrounding properties from any potential development. There is an opportunity site across the street at 83 Tulip St, and a 4-5 story building nearby at 79 Crichton.

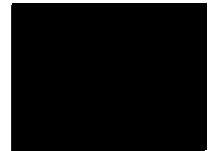
Given the size and context, 87 Rose St has good development potential. We are requesting it receive a designation that allows for moderate development, either as an Opportunity Site or as a Higher Order Residential Site.

Sincerely,

Joseph Arab
President
Arabbros

Benjamin Carr
Vice President
Arabbros

Nov 3 2018
HRM Centre Plan Team
Planning & Development HALIFAX



Re: 89 Rose St, Lot B Rose St, Lot F Rose St, development opportunity

Dear Carl, Kasia and the Centre Plan Team,

This letter is to provide feedback on a potential development opportunity at 89 Rose St, Lot B Rose St, and Lot F Rose St (PIDs: 00074716, 41204900, 41204918) as part of the ongoing Centre Plan public consultation.

We have submitted two other letters regarding adjacent properties (87 Rose st and 83 Tulip St). 87 Rose st is a property we own which we would like to be designated as a Higher Order site or as an Opportunity Site within Package A. 83 Tulip street is a property we have a verbal agreement to purchase, and which we would like to be designated as an Opportunity Site within Package A. 89 Rose St, Lot B Rose St, and Lot F Rose St are owned by the same proprietor as 83 Tulip St, and we intend to purchase them as well.

Given the above, we would like to request that 89 Rose St, Lot B Rose St, and Lot F Rose St be designated as Opportunity Sites within Package A. This would effectively connect 87 Rose (the property we currently own) with 83 Tulip street which will facilitate development potential on each site.

Sincerely,

Joseph Arab
President
Arabbros

Benjamin Carr
Vice President
Arabbros

Nov 3 2018
Community Design Advisory Committee
Planning & Development HALIFAX



Re: West St Development

Dear members of the Community Design Advisory Committee

This letter is to provide feedback on a development site on West St. in Halifax, as part of the ongoing Centre Plan public consultation. The PIDs in question are: 00152074, 41359829, 40545246, 40545238.

The properties are currently designated as Higher Order residential under the draft Package A, with a 14m height limit. However the adjoining property on the corner of Harris and Maynard st, is designated as Higher Order residential, with a height limit of 17m.

We would like to request that the height limit for the four PIDs above be increased to 17m to match the property adjacent to them.

Sincerely,

Joseph Arab
President
Arabbros

Benjamin Carr
Vice President
Arabbros