

Attachment O: Summary of Centre Plan Designations

Centre Plan Designations		
Designation	Description	Key Features
Downtown	<p>Downtown Dartmouth is a key part of the cultural, commercial, and civic heart of the Municipality. It will continue to accommodate residents, mixed-use developments, and support the rest of the region.</p> <p>Lands within the Dartmouth Designation are strategically located within the Regional Centre to be a major growth area within the Municipality where the most intense mix of uses and larger scale developments are supported, while also respecting the local heritage context and transitions to surrounding low-rise neighbourhoods.</p>	<p><u>Zone:</u> One Downtown (D) Zone</p> <p><u>Precincts & Special Areas:</u> The Downtown Designation includes four precincts, and three Special Areas (Portland Street, King's Wharf, and Waterfront Area), and one Heritage Conservation District.</p> <p><u>Views:</u> View planes from the Dartmouth Common and public views to the Halifax Harbour have been surveyed, and are maintained.</p> <p><u>Open Space:</u> Within Downtown Dartmouth, there are three recognized Cultural Landscapes, which are Dartmouth Central Common, the Shubenacadie Waterway, and the Avenue.</p> <p><u>Built form:</u> The proposed density within the Downtown Designation is to be regulated by Floor Area Ratio (FAR) with no height limit, as defined and detailed in the proposed Land Use By-law. However, it is important to note that low FARs are proposed over registered heritage properties, and the proposed Heritage Conservation District.</p> <p><u>Special Areas:</u> Portland Street Special Area, which limits maximum streetwall height to 8.0 metres and streetwall setbacks for high-rise buildings of 6 metres. Waterfront Special Area to permit certain harbour related uses and built forms.</p> <p><u>Development Process:</u> The development approval process to be regulated by development permit and site plan approval, with a limited use of ongoing development agreement in the King's Wharf Special Area, and registered heritage properties.</p>

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Centre	<p>The Centre Designation is established over portions of lands adjacent to the following major streets or intersections where major commercial nodes exist: Gottingen Street, Highfield Park Drive, Joseph Howe Drive, Quinpool Road, Robie Street and Young Street, Spring Garden Road, and Wyse Road.</p> <p>These important nodes, which do not immediately abut low-rise residential areas, are intended to be strengthened as mixed-use areas, accommodate much of the housing and population growth close to transit services, while transitioning to low-rise and mid-rise areas, and minimizing wind and shadow impacts on the public realm and prominent parks.</p>	<p><u>Zone</u>: Two zones, detailed as:</p> <ol style="list-style-type: none"> 1. CEN-2 Zone: an intense and permissive zone, which will be applied to lands fronting on the commercial streets, 2. CEN-1 Zone: a less permissive zone, which is applied to lands fronting on low-rise residential areas. <p><u>Land Uses</u>: A wide range of commercial, institutional and residential uses will be permitted in the zones, with more intense uses reserved for CEN-2 Zone.</p> <p><u>Built Form</u>: The built form volume is to be regulated by Floor Area Ratio (FAR), which will support high-rise, tall mid-rise, and mid-rise buildings that transition to adjacent Corridor Designations and low-rise residential areas.</p>
Corridor	<p>The Corridor Designation is established over portions of lands, typically one lot deep, adjacent to key and emerging commercial streets, and which are not already part of a Centre Designation. Each Corridor is described in the Plan. They typically abut low rise residential areas in the rear yard, and connect Centres and Higher Order Residential Areas, as well as other smaller commercial and community nodes.</p>	<p><u>Redevelopment</u>: Opportunities for infill and redevelopment opportunities that can attract new residents and businesses.</p> <p><u>Built Form</u>: The built form volume will be regulated by maximum height and will support low-rise, mid-rise and tall mid-rise in limited locations due to their proximity to low-rise residential areas.</p> <p><u>Transition Regulations</u>: Those regulations include setbacks and stepbacks in the rear yard, landscaping, buffering and screening requirements.</p> <p><u>Special Areas</u>: Agricola Street Special Area, which limits maximum streetwall height to 8.0 metres.</p>
Higher Order Residential	<p>The Higher Order Residential Designation includes neighbourhoods as well as some individual properties characterized by a concentration of multi-unit residential buildings but sometimes mixed in with other housing forms. The application of this designation on certain individual properties recognizes the existence of these buildings while maintaining the surrounding cohesive streetscapes, low-rise neighbourhoods</p>	<p><u>Zone</u>: HR-2 Zone and HR-1 Zone</p> <p><u>Land Uses</u>: Predominantly residential uses with built form regulated by prescribed height. Uses also include commercial uses that are permitted up to 25% of the building floor area</p>

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	<p>or commercial areas. The intent of this designation is to protect existing housing and provide opportunities for additional multi-unit residential forms. Opportunities will vary with the scale and character of the neighbourhood. While additional commercial uses are supported, this Plan seeks to maintain the overall residential character of these areas.</p>	
<p>Future Growth Node</p>	<p>The Future Growth Node Designation is applied to ten large sites that are currently largely vacant or contain predominantly single-use development such as shopping centres. These areas have the potential to accommodate significant growth due to their size, location and proximity to services. Future Growth Nodes are capable of transformative change as they have the land base to support population growth and new construction. The location of transit facilities and proximity to existing and future transit connections is a fundamental consideration for the development of each Node. Lands include:</p> <ul style="list-style-type: none"> • Dartmouth Cove, Dartmouth • Halifax Shopping Centre Lands, Halifax • Joseph Howe Rail Lands, Halifax • Kempt Road Lands, Halifax • Mic Mac Mall Lands, Dartmouth • Penhorn Lands, Dartmouth • Shannon Park Lands, Dartmouth • Strawberry Hill Lands, Halifax • West End Mall Lands, Halifax • Young Street Lands, Halifax 	<p><u>Zone:</u> Comprehensive Development Districts (CDD) Zone. Any development proposal under this zone requires to undergo master planning and a development agreement process to address future subdivision. Details are as follows:</p> <ul style="list-style-type: none"> • development under the zoning framework once subdivision is completed; • the zone is intended to develop as complete communities supportive transit services, pedestrian oriented streets, a mix of uses, services, and a blend of high-rise, mid-rise, and low-rise developments largely consistent with the land use and built form standards of the Land Use By-law; and • the inclusion of a Transportation Reserve Zone is identified in Dartmouth Cove for the Dundas Street extension project; • site specific CDD development agreement criteria are included for the Young Street, Shannon Park, Penhorn and Dartmouth Cove Future Growth Nodes.