

HALIFAX

Centre Plan “Package A”

Community Design Advisory Committee

April 17, 2019

Agenda

(continued from April 10, 2019)

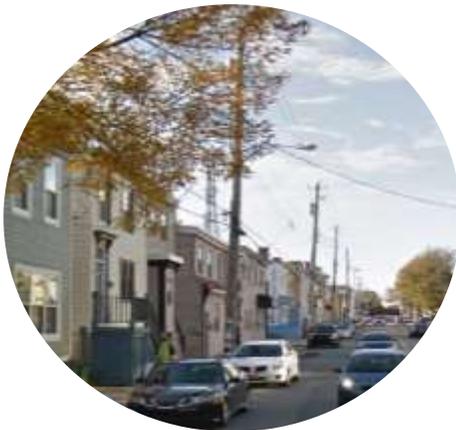
1. Accessibility & Mobility
2. Transition to the Plan
3. Adoption Path
4. Vision – Regional Plan and Centre Plan Update
5. Economic Development
6. Large Lot Development Agreements and Approvals Process
7. Design Requirements vs. Design Manual
8. Changes to Urban Structure

9 Accessibility and Mobility



Mobility & Transportation

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



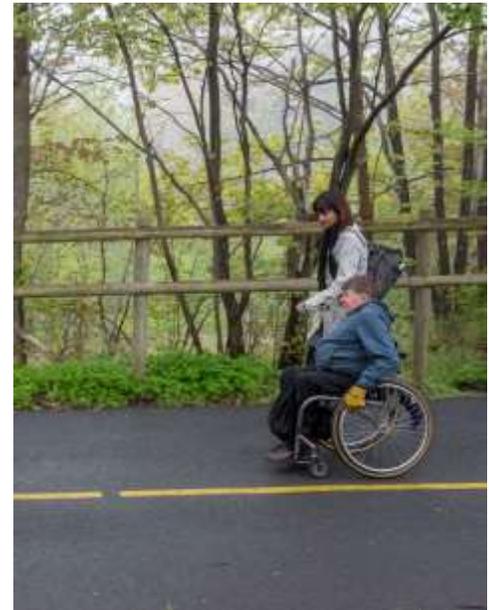
Alignment with Strategic Plans

- Regional Plan:
 - goal to reduce trips to work by private vehicle from 75% to 70%
- Regional Parking Strategy (2008): a 25-year Plan to guide the design, management and supply of parking in the Municipality
 - increase efficiency of the “parking system”
 - reduce parking demand
- Integrated Mobility Plan:
 - increase efficiency of parking supply in transit oriented communities
 - action A15: reduce or make optional parking requirements
 - conduct analysis of parking supply and demand, including off-street parking

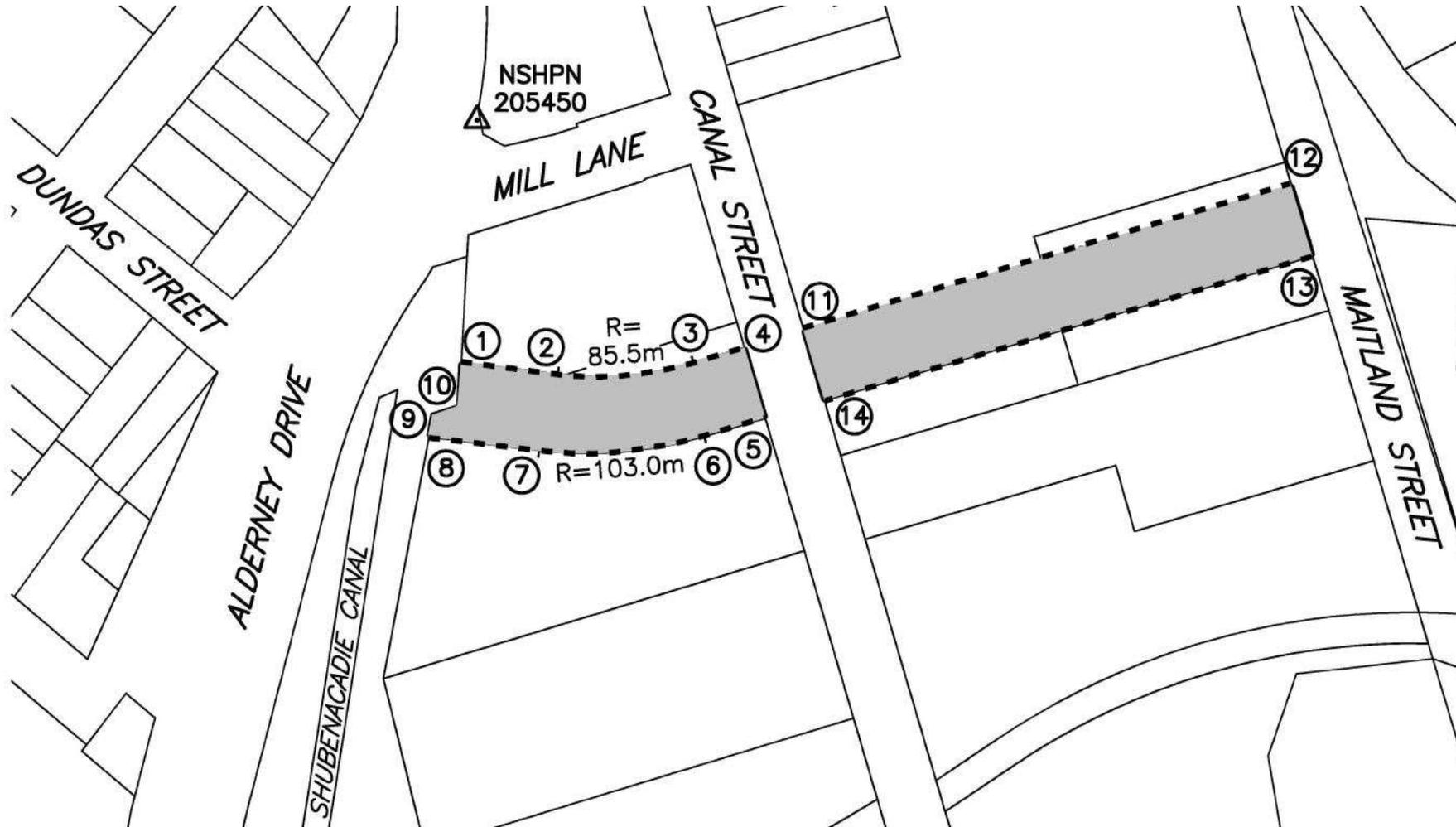


Accessibility

- Permitting accessibility ramps in required setbacks
- Site Plan requirements for accessible open spaces
- Requirements for barrier free at grade private open spaces and parking areas, where provided
- Direct connection from sidewalk to building entrances must be provided



Dundas Street Transportation Reserve



- Established on lands within Dartmouth Cove Future Growth node to extend Dundas Street from Alderney to Maitland Street.
- Minimum 1.5m and Maximum 3.0m Setbacks from TR Zone Boundary are established.
- Council must acquire the land within a specified time frame as per the HRM Charter.

Uses Near Railways

- New regulations will require a 15.0 metres setback from the centreline of any railway track to:
 - any new building located on a lot in a CDD Zone
 - any new high-density dwelling
- If the separation distance cannot be provided, a report by a Professional Engineer must be submitted to the Development Officer identifying measures that will be used to mitigate the crash risk, noise, and vibration of trains before a development permit may be issued.

Car Parking Requirements

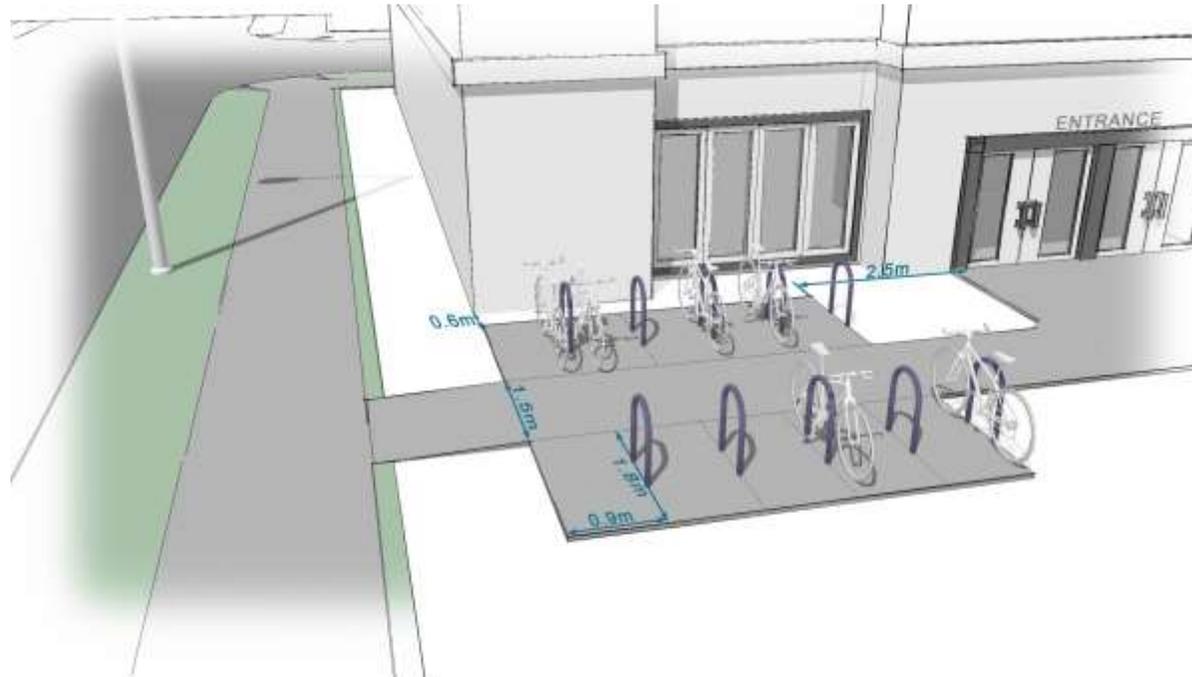
- In D, CEN, COR zones no parking is required for multi-unit dwellings, and most other housing forms
- D, CEN and CDD have no parking requirements for any use
- COR and HR have requirements for commercial, office, education and daycare uses
- Any required parking space may be used for car sharing
- Car parking spaces may be reduced up to 25% by providing additional bicycle parking, plus one additional space once enhanced bicycle facilities are provided

Bicycle Parking Requirements

- Type required is normally 80% class A and 20% class B
- Offices, hospitals, clinics, 50/50
- **Class A** means in a bike room, a roofed cage or locker outside a building or within a parking structure area reserved for bicycles

Bicycle Parking Requirements

- **Class B** means outdoor bike racks
- **Class B** must be visible from the street, and when abutting an AT route identified in the AT plan must be directly accessible from the ROW



10 Transitioning to Centre Plan



Transitioning to The New Plan – Complete DA Applications

- Complete applications for development agreements on file with the Municipality on or before Council's first notice of intention to adopt this Plan shall be considered under the policies in effect at the time the complete application was received.
- These applications shall include:
 - project commencement dates not exceeding 3 years;
 - completion dates not exceeding 6 years from the date the agreement is filed at the Land registry office; and,
 - within the King's Wharf Special Area, development agreements and any amendments must be received by September 5, 2029, and completed 20 years from the date the agreement is filed at the Land Registry Office.

Transitioning to The New Plan – Complete DA Applications

- Where a complete application for a development agreement is on file with the Municipality on or before Council's first notice of intention to adopt this Plan are withdrawn, significantly altered, or refused by Council, any new development applications shall be subject to all applicable requirements of this Plan and the Land Use By-law.
- If the complete application has not proceeded to First Reading within **24 months** of the adoption of this Plan it will be subject to all applicable requirements of this Plan and the Land Use By-Law.

Transitioning to The New Plan – Amendments to Existing Agreements

- Applications for amendments to existing development agreements shall be considered under the policies in effect at the time the agreement was approved.
- Applications for amendments to existing development agreements to extend the project start and completion dates shall have commencement dates not exceeding one year and project completion dates not exceeding two years.

Transitioning to The New Plan – Current Plan Amendment Applications

- For active applications seeking amendments to existing planning documents, a separate staff report will request Council direction if that application did not proceed to Public Hearing prior to Council's first notice of intention to adopt the Regional Centre Plan.

Transitioning to The New Plan – Non-conforming structure status

- HRM Charter S. 253 - Construction permit must be issued before the date of first notice of intention to adopt the new Plan
- Construction must commence within one year, and be completed within a reasonable time

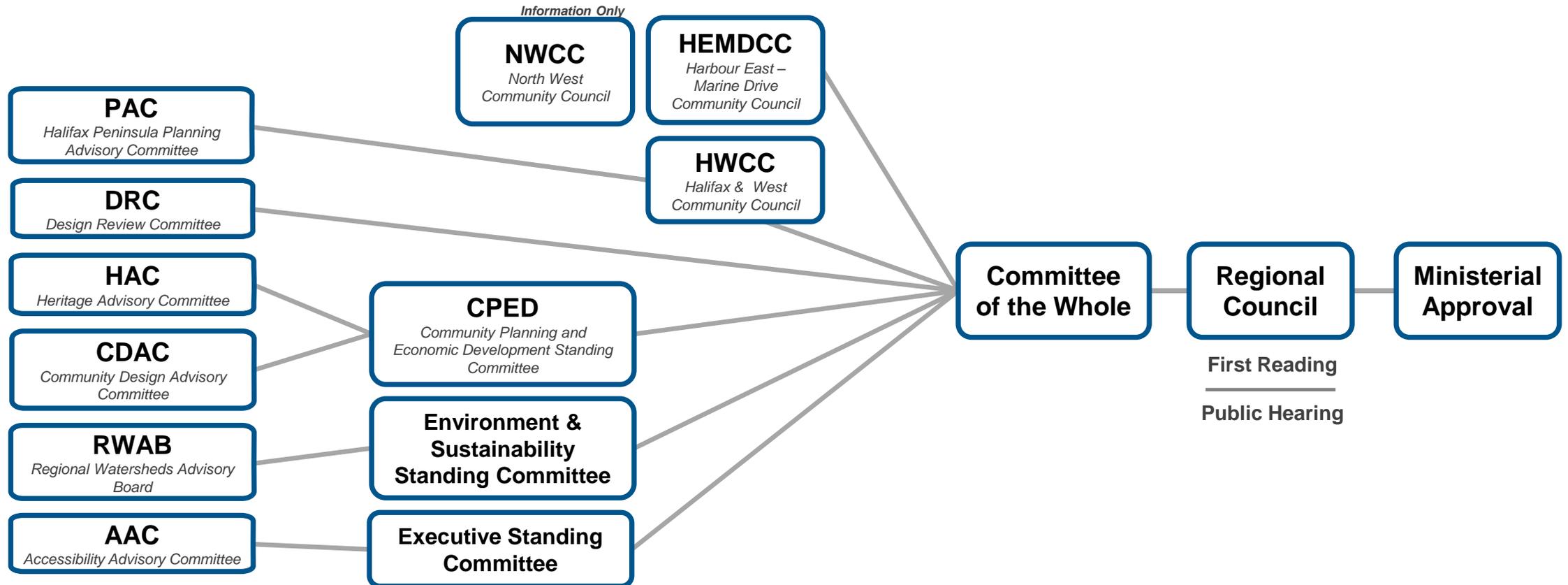
Summary

1. Many of development industry concerns have been addressed, including built form regulations, site specific questions, density bonusing, and more predictable approval processes;
2. Neighbourhood form and character, and heritage protection were addressed by changes to urban structure, built form regulations, Special Areas, heritage conservation design guidelines, and zoning over registered heritage properties and HCDs;
3. There is a stronger integration with parks planning, other municipal frameworks and priority plans, especially the Integrated Mobility Plan, Economic Plan, accessibility framework;
 - density bonusing can contribute to improvements to municipal parks, open space on Future Growth Nodes is a key component, and Package B will deal with this issue more comprehensively
4. Package B will be more focused on institutional uses such as health and education services and retention of employment centres;

Summary

5. The revised Plan draws a stronger connection between the Centre Plan and the Regional Plan long term planning and growth, as well as Provincial Statements of Interest;
6. Staff are currently preparing a separate staff report on stronger heritage supports, resources, and incentives are already under consideration by Council and should continue to be pursued in conjunction with adoption of the Centre Plan;
7. The Plan directly supports the Affordable Housing Work Plan, implements diverse housing policies, and maintains a strong component for affordable housing within the density bonusing framework; an affordable housing reserve fund is recommended;
8. The Plan and staff report indicate a need for public sector investment in the Regional Centre to meet the goal of complete communities;
9. Additional climate change adaptation policies and water lot infilling are recommended for Package B.
10. The proposed Plan seeks to balance the core concepts and policy objectives to support the Vision for the Regional Centre.

Adoption Path



Follow-Up Discussion

1. Vision Update



Regional Centre Vision

Regional Planning Strategy

6.2.1 Vision Statement

- i. The Regional Centre is the symbolic, historic and functional heart of the Halifax Regional Municipality. It is distinguished by its rich past as is evident in: its historic architecture, traditional neighbourhoods and national landmarks; its natural features as shaped by its grand parks, harbour, lakes, waterways and rolling hills; and its regional importance as an economic hub, capital district, educational centre, health focus and cultural heart.
- ii. The Regional Centre will build on its distinctions and assets to nurture an urban context that enhances quality of life, enriches urban living and becomes a global destination.
- iii. The Regional Centre will assert and affirm a legible and ordered urban structure that will reinforce the best qualities and characteristics of its unique neighbourhoods and districts.
- iv. The Regional Centre's cultural vitality is rooted in its diverse population and accordingly it will strive to be an open, safe, affordable, accessible and welcoming place to people of all walks of life.
- v. The Regional Centre's vibrancy, animation and economic health will be strengthened through the cultivation of a compact, civic inspired and human-scaled urban fabric of streets, blocks and buildings.

Centre Plan Vision

(Feb. 2018 Package A)

The goal of this Plan is to create complete communities that meet the needs of a diverse population while accommodating growth in a strategic manner. Based on public engagement, the Vision for the Regional Centre is proposed to be revised as follows¹ :

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

Centre Plan Vision

The Regional Centre is the civic, cultural and economic heart of the Halifax Regional Municipality.

It is a prosperous and resilient community that supports the needs, health, and well-being of a diverse and growing population.

New growth is located strategically to support the creation of complete communities, human scale design, and pedestrian comfort.

The Regional Centre is the core of the most liveable mid-sized municipality in Canada. It welcomes all who want to live, work, play and learn here.

Follow-up Discussion

2. Economic Development



Halifax Economic Growth Plan (2016-2021)



Centre Plan – Package A

- **Promote and Maximize Growth:** Plan promotes growth & clustering of jobs and people in strategic locations throughout Regional Centre
- **Attract and Retain Talent:** housing policies, diverse uses, clear and updated land use policies
- **Make Halifax a Better Place to Live and Work:** clear and updated plans use regulations, streamlined development processes, work-live units, diverse housing provisions, municipal investments to support growth
- **Align Economic Development:** mixed-use zones to support knowledge-based economy, Commercial Tax District policies, Waterfront Special Area, employment lands in Package B

Follow-up Discussion

3. Large Lot Development



Opportunity Sites (1 ha+ sites)

- Previously site plan approval was not a tool available to HRM outside Downtown Halifax
- Centre Plan + By-law are updated to reflect modern planning principles and current development trends based on Vision and Principles
- Centre Plan and Land Use By-law provide detailed form-based planning requirements and design standards in a more flexible and predictable approvals process vs. a development agreement

Development Agreement Use

- Previous 1 Hectare DA option
 - Heights and FAR already prescribed through the MPS/LUB
 - Zones were applied by the LUB which would require uses and building design to match LUB requirements
 - The Regional Centre LUB addresses issues formerly contemplated through the DA process in HRM
- DA options for Heritage properties and CDD zones still exist



Development Agreement Content

- Anything a land-use by-law may contain
- Hours of operation
- Maintenance
- Easements
- Grading of land
- Subdivision of land
- Administrative matters
 - Non-substantive amendments
 - Discharge

Development Agreement - Dartmouth Plan

Policy H-14 It shall be the intention of Council to consider a multiple unit dwelling, specifically designed for senior citizens, at 6 Admiral Street in Dartmouth, according to the development agreement provisions of the Planning Act. In considering such an agreement, Council shall have regard for the following:

- (a) the height, bulk, lot coverage and appearance (exterior design) of the building is compatible with adjacent land uses;*
- (b) site design features, including landscaping, amenity areas, parking areas and driveways, are of an adequate size and design to address potential impacts on adjacent land uses and to provide for the needs of the residents of the development;*
- (c) the site is located in reasonable proximity to community facilities, such as recreation areas and transit routes;*
- (d) municipal central services are available and capable of supporting the development;*
- (e) appropriate controls are established to address environmental concerns;*
- (f) traffic related matters such as traffic generation and circulation,*

- sighting distances, site access and egress and pedestrian safety are addressed;*
- (g) general maintenance of the development is addressed; and*
- (h) any other matters, including criteria listed in Policy IP-1(c), are addressed.*

Development Agreement – Halifax Plan

2.18.2 In considering a development agreement pursuant to Policies 2.18 and 2.18.1, Council shall consider the following additional matters:

- a) Adequate site landscaping features shall be provided at the ground and podium levels to allow for visual screening of portions of the building from abutting residential properties and useable open space areas for building residents shall be provided;
- b) Ground-level dwelling units along the portions of the building facing Normandy Drive and the public walkway between Normandy Drive and Lady Hammond Road shall have direct pedestrian access to the exterior of the building and adequate site landscaping shall be provided in these areas;
- c) High quality exterior building materials shall be utilized;
- d) Safe vehicular and pedestrian access and egress shall be provided;
- e) Sufficient vehicular and bicycle parking shall be provided for the development;
- f) There shall be suitable solid waste facilities; and
- g) There shall be adequate servicing capacity for the site.

Predictable Development Process

- Current plans did not contemplate today's development pressures
- The use of site specific development tools increases complexity, cost and time of project
- Centre Plan “streamlines” the development process for residents and developers
 - 12-24 months under a DA vs. 30-90 days through Site Plan Approval
- Greatly reduced need for site specific changes and planning exercises (ex: Development Agreements)
- More predictable and efficient process

Regional Subdivision By-Law

- General lot design requirements
 - Lot design requirements have new lots integrate in with the existing street network and lot fabric
- Form of a subdivision agreement and a parkland agreement
 - Dictates how services are to be installed and phased
 - Addresses streets, parks, water/sewer, sidewalks, street trees, lighting

Regional Subdivision By-Law - Parkland

- Requirements for municipal parkland acquisition at the time of Final Subdivision approval:
 - in the form of money on infill subdivisions;
 - in the form of land on subdivisions involving new infrastructure; or
 - combination of land and cash in some cases involving new infrastructure
- Land dedication requirements ensure parkland contributes to community liveability and connectivity
 - Requirement to acquire access to waterways
 - Park dedication must carry out intent of HRM recreation policies

Regional Subdivision By-Law - Streets

- Street design and acceptance requirements of both primary and secondary services
- New streets must continue the existing street network
- All new streets must be designed according to “Red Book” engineering standards

Subdivision/LUB Built Form Requirements

Subdivision will be influenced by LUB requirements:

- Min & max. front and flanking yards typically 1.5 m – 3 m (Schedule 9 & 10)
- Maximum building dimensions are designed to match traditional block size of the Regional Centre
 - 64 x 64 metres in D, CEN and COR Zones
 - 64 x 40 metres on a through-lot in HR Zones



Design Requirements

- Administered via the site plan approval process
- Design requirements when pedestrian connections are proposed
- Design requirements for grade floor including minimum number of pedestrian entrances, transparency, weather protection and more
- Heritage respected through heritage conservation design requirements

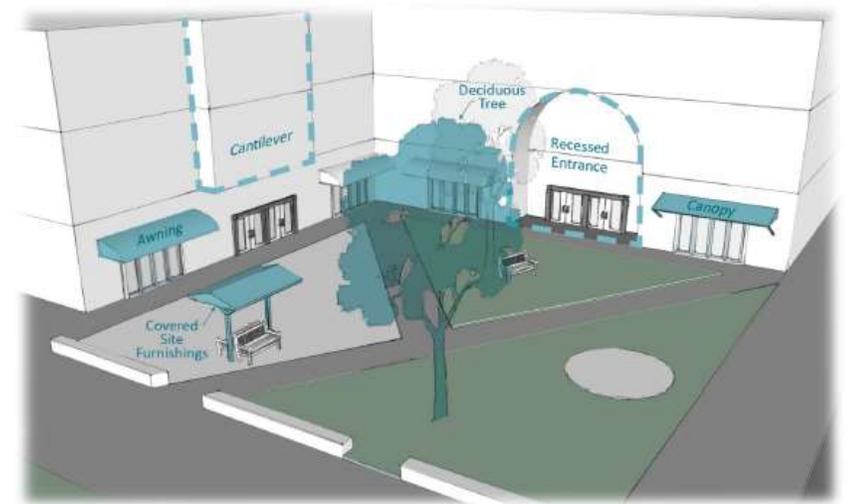


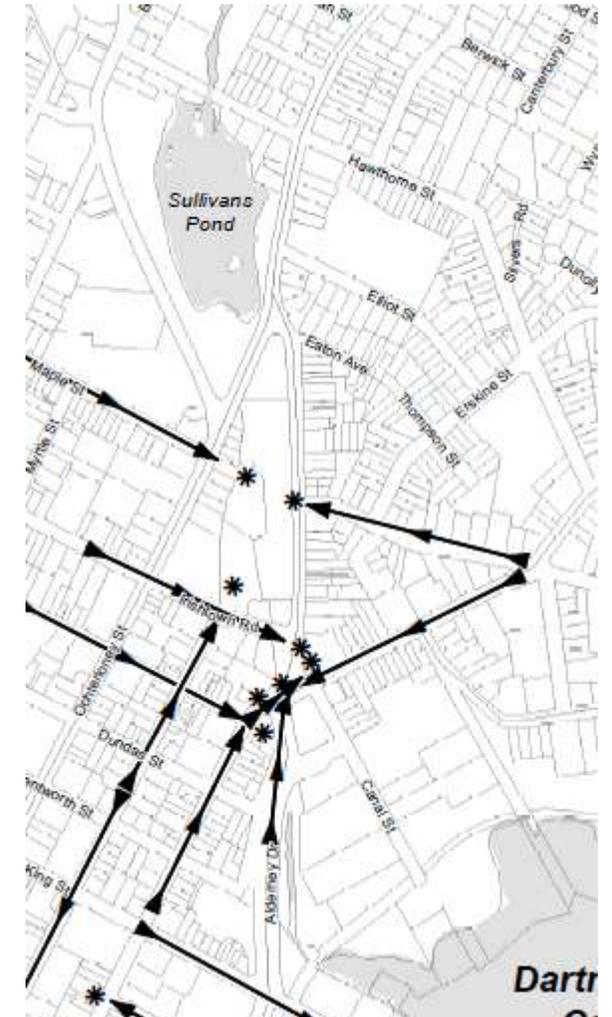
Diagram 7: Weather protection for private open spaces, as per Section 117

Design Requirements

- View terminus sites identified (Schedule 5), and must provide a design element at the visual terminus site
- Design Requirement

Design Requirement: Emphasis of View Terminus Sites

- 156 View terminus sites, as shown on Schedule 5, shall be emphasized perpendicular to and visible from a view line, by at least one of the following approaches:
- (a) extending the height of a portion of the streetwall, subject to Subsection 94(5) (Diagram 16);
 - (b) locating a clock tower, bell tower, rooftop cupola, spire, steeple, or minaret on the top of the building (Diagram 16);
 - (c) providing an open space (Diagram 17); or
 - (d) locating a public art installation, a landmark element, or a cultural artifact on a portion of the streetwall, or in an open space (Diagram 17).



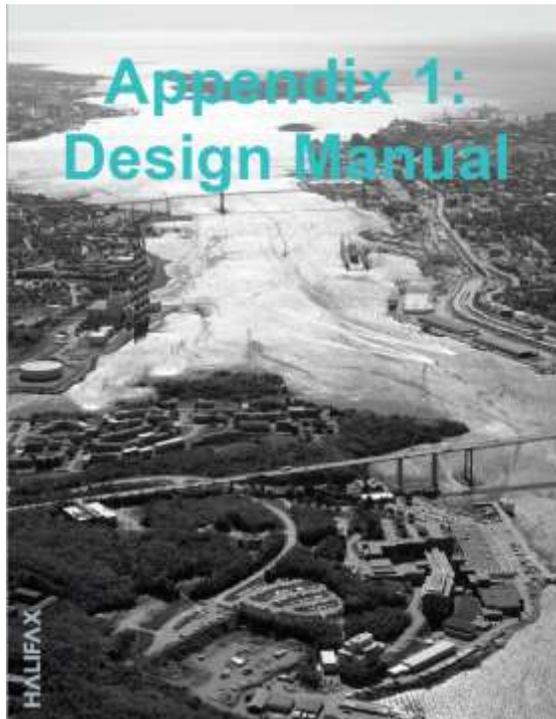
Follow-up Discussion

4. Design Requirements vs. Design Manual



Design Requirements

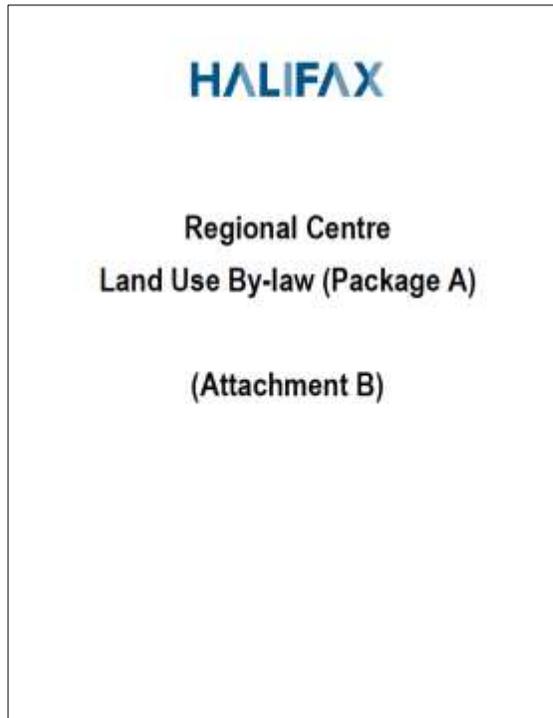
February 2018



- 23 Multipurpose Design Objectives achieved through 187 methods.
- Allowed for an alternative method to be considered for any or all or of the 187 methods, if the applicant could provide “a robust and convincing argument”.
- Variations enabling departure from quantitative standards with high level of subjectivity.
- No assurance of any specific design element on a building or site.

Design Requirements

April 2019



- 41 Design Requirements with some giving the applicant multiple options to achieve the requirement
- Requirements allow proponent to choose which design elements to employ
- Assurance that every building or site will provide specific design elements
- Variations enabling departure from quantitative standards for specific circumstances

Follow-up Discussion

5. Key Urban Structure Changes



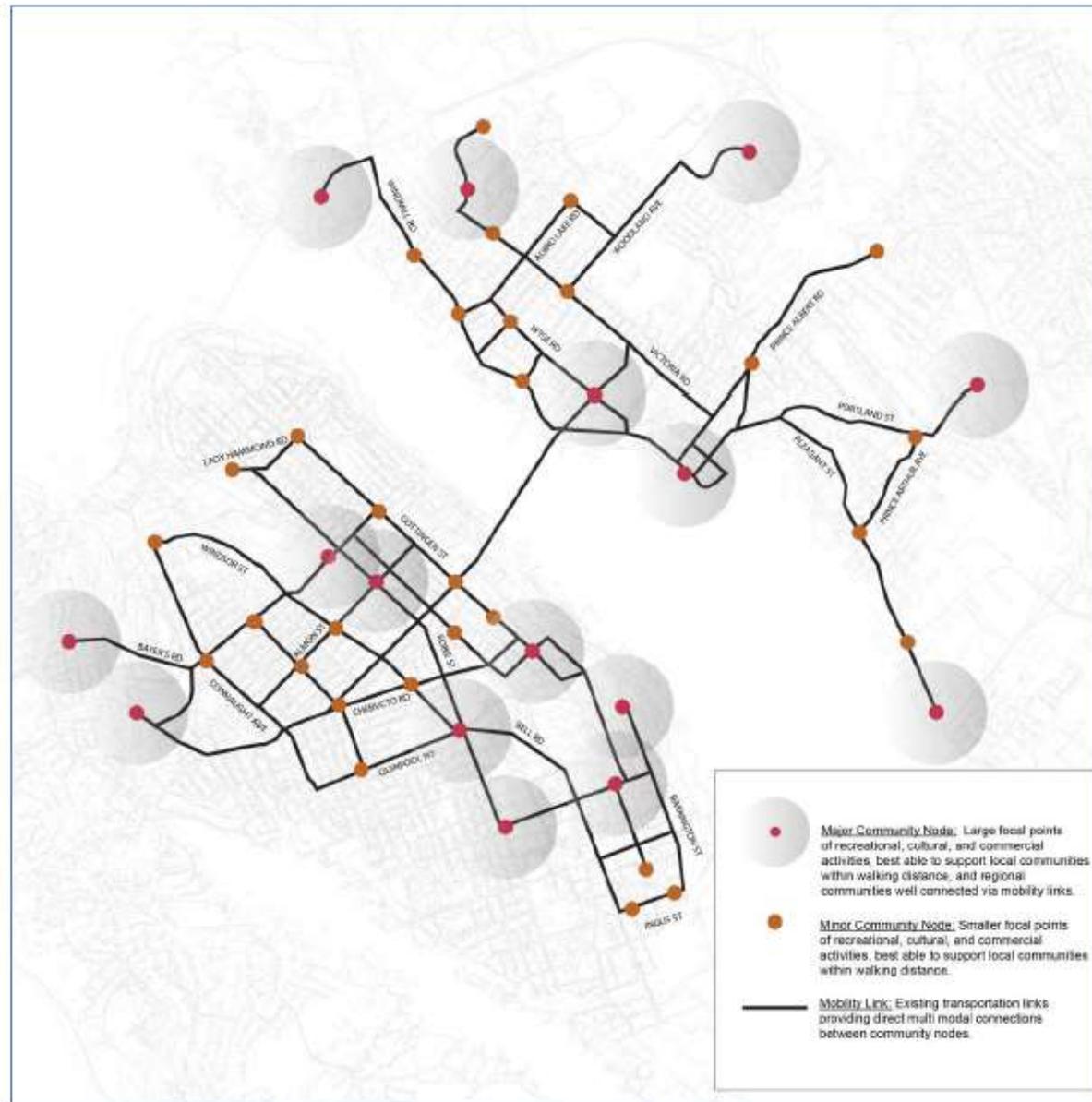
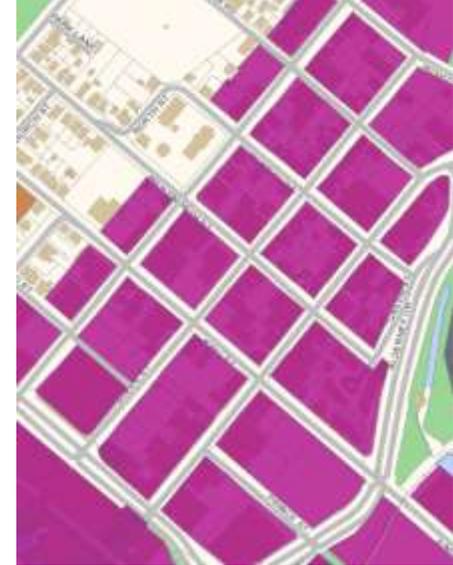


Figure 1: Regional Centre Urban System of Community Nodes and Mobility Links

Downtown/Centres

- Downtown Dartmouth Commercial Core
 - Complete Plan Update and align with Centre Plan
- Centres
 - Boundaries of Centres Focused around key nodes, self-contained blocks, limit adjacency to low-rise residential areas
 - Highfield Park Centre (re-designated from Higher Order Residential) to balance growth in Dartmouth; strategic access; provide services to residential community



Corridors

- Parts of Centre adjacent to low-rise residential areas
 - Quinpool Road, Wyse Rd., Gottingen Street
- Victoria Road
 - extended in the north, but reduced on the western side
- Windmill Road
 - Re-designated from HR; currently a mix of uses
- Prince Albert Road
 - Part of Downtown Dartmouth Plan Area; has existing commercial permissions



CENTRE PLAN

Higher Order Residential

- Joseph Howe Lands
 - Self-contained lot removed from FGN
- South End “HRX” designated as HR;
 - larger lots, containing multi-unit buildings included
 - smaller lots included in a proposed Heritage Conservation District, and Package B
- Other existing multi-unit parcels included lands
- Some “opportunity sites” within Downtown Dartmouth Plan area



Future Growth Nodes

- Future Growth Nodes
 - Dartmouth Cove
 - identified in 2012 Comprehensive Plan & Plan Update
 - Strawberry Hill
 - adjacent to residential community; extensive grade change from Kempt Road area
 - Kempt Road
 - adjacent to proposed Centre / not infill land
 - requires comprehensive planning
 - connectivity to surrounding area



Next Steps

- CDAC / staff identify additional key issues for more detailed presentation or review
- CDAC review any correspondence received
- CDAC can request to receive minutes from other Committees (e.g. HAC)
- Chair can present recommendations/alternatives to CPED
- CDAC role in Package B, including Community Engagement

Thank you!

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