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**Item No. 4**  
**Committee of the Whole**  
**June 18, 2019**

**TO:** Mayor Savage and Members of Committee of the Whole

**SUBMITTED BY:** Original Signed  
Denise Schofield, Acting Chief Administrative Officer

**DATE:** June 11, 2019

**SUBJECT:** **Regional Centre Secondary Municipal Planning Strategy (SMPS) and Land Use By-law (LUB) (Package A)**

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**SUPPLEMENTARY REPORT**

**ORIGIN**

- May 2, 2019, Harbour East and Marine Drive Community Council Item 13.1.3, Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package A), and a list of recommended amendments to the documents' maps and schedules relating to the urban structure, zoning, floor area ratio, heights, and precincts.
- May 13, 2019, Halifax and West Community Council Item 4.0, Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package A), and a list of recommended amendments to the documents' maps and schedules relating to the urban structure, zoning, floor area ratio, heights, and precincts.
- May 16, 2019, Community Planning and Economic Development Standing Committee (CPED) Item 12.1.2, Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package A), and a list of recommended amendments.
- June 6, 2019, Environment and Sustainability Standing Committee (ESSC) Item 12.1.2, Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package A), and a list of recommended amendments to the planning documents.
- June 7, 2019, Executive Standing Committee Item 4, Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package A), and a recommended amendment to the planning documents to establish an inclusive definition of the term "pedestrian" that includes users of wheel chairs, mobility scooters, assistive devices, and infant strollers.

**Recommendation on next page**

**LEGISLATIVE AUTHORITY**

- *Halifax Regional Municipality Charter (HRM Charter)*, Part I, The Municipality, Sections 23, 24, 25, 26, 27, 31A, and 32
- *HRM Charter*, Part III, Powers, Sections 58 and 59
- *HRM Charter*, Part IV, Finance
- *HRM Charter*, Part VIII, Planning & Development
- *HRM Charter*, Part IX, Subdivision
- Regional Municipal Planning Strategy (2014 Regional Plan), Chapter 6: The Regional Centre, Policy RC-3

**RECOMMENDATION**

It is recommended that Committee of the Whole recommend that Regional Council:

1. Accept the staff recommendations contained in:
  - a. Attachment A: Changes to draft Regional Centre SMPS and LUB recommended by staff;
  - b. Attachment B: Changes to draft Regional Centre SMPS and LUB not recommended by staff;
2. Direct the CAO to prepare a supplementary report and bring the amended Regional Centre Secondary Municipal Planning Strategy, the Regional Centre Land Use By-law, and amendments to the planning documents, as contained in Attachments A-K of the staff report dated April 3, 2019 back to Regional Council for first reading and to schedule a public hearing;
3. Direct the CAO to develop and return to Council with proposed amendments to Administrative Order Number 48 to remove the lands within Package A from the jurisdictional authority of the Halifax Peninsula Planning Advisory Committee, the Harbour East – Marine Drive Community Council, and the Halifax and West Community Council, and provide Regional Council full jurisdictional control over those lands following the adoption of the Regional Centre Plan Secondary Municipal Planning Strategy and Land Use By-law;
4. Direct the CAO to develop a new Administrative Order establishing a Design Advisory Committee for the Regional Centre Package A lands, and return to the Council for consideration;
5. Rescind the Regional Council December 13, 2016 motion, Item 9.2.2, Parts 1 and 2, with respect to developing an incentive or bonus zoning program for affordable housing benefits and negotiating with Housing Nova Scotia a Memorandum of Understanding, as outlined in staff report dated September 6, 2016;
6. Direct the CAO to develop a business case for a Regional Centre Incentive or Bonus Zoning Reserve, and an Administrative Order to direct future spending from the reserve within the Regional Centre and return to Council for consideration; and
7. Direct the CAO to prepare amendments to the various committee Terms of Reference as appropriate, to establish the Community Design Advisory Committee, the Community Planning and Economic Development Standing Committee, the Heritage Advisory Committee, the Halifax and West Community Council, and the Harbour East – Marine Drive Community Council as the only advisory bodies to the planning process for the Regional Centre Plan Package B area, and return to the Council or the necessary body for consideration.

## **BACKGROUND**

The proposed Regional Centre Secondary Municipal Planning Strategy (Plan) and the Land Use By-law (Package A) are the policy documents used to regulate land use in Halifax Regional Municipality. The content is the result of a planning process that included extensive analysis of the Regional Centre's physical, social and economic structure, and public engagement. They contain policies and regulations that seek to reflect the aspirations of the community. They also seek to balance multiple aspects of the public interest, such as strategic growth, predictability, and economic development with diverse housing choices and urban design that inspires, reflects the local context and prioritizes pedestrians.

The contents of the proposed Regional Centre Secondary Municipal Planning Strategy (the Plan), the Land Use By-law, and amendments to existing planning documents necessary to implement the Plan, were reviewed by a number of advisory committees of Council, Standing Committees of Council and Community Councils. This process allowed each review body the opportunity to consider the proposed Plan and Land Use By-law and identify additional recommendations for Regional Council's consideration.

Staff also reviewed correspondence received since the April 3, 2019 release of Package A, and had the opportunity to identify issues for clarifications, omissions and additional considerations. The Discussion section of this report summarizes key issues raised and recommendations put forth by each committee and Community Council. In addition, this report includes a detailed staff response and rationale on each issue and recommendation received through committees, Community Council, property owners, and staff. Attachments A and B contain staff's recommendations for further amendments to the final package for Council's consideration.

It is important to note that while many of the proposed changes in this report are relatively minor in nature, staff:

- have responded to all recommendations received from committees and Community Councils, as well as site-specific requests submitted from property owners through correspondence;
- have proposed clarifications and changes to the Plan and Land Use By-law; and
- seek direction from Council prior to First Reading.

## **DISCUSSION**

Reports and recommendations from each committee and Community Council are attached to this report. The key issues emerging from the review process as well as additional correspondence received (Attachment D) include the following:

- Recommendation to re-introduce a development agreement option for existing large lots (1 ha or larger) to provide limited built form flexibility, but not to provide additional height or Floor Area Ratio;
- Adoption of Design Guidelines for consideration in development agreements, variations and as general guide to desired urban design;
- Governance under the Centre Plan, including a recommendation to establish a new Community Council for the Regional Centre upon adoption of Package A;
- Recommendation that site-specific planning policy amendment requests for lands within Package B not be accepted during the planning process for this area;
- Changes and revisions to urban structure and built form;
- Concerns over additional inclusion of some lots in the Corridor designation ("corridor creep"); and
- Council direction on the remaining planning policy amendment applications in the Regional Centre.

In addition to the key issues raised above, there are requests for minor changes or clarifications that while important, may be more local in nature and do not compromise the core concepts of the Plan.

### Staff Recommendations to Regional Council:

Staff's response and rationale with regards to recommendations from committees and Community Councils, site-specific requests and staff-initiated changes are detailed as follows:

- **Attachment A** includes recommendations and site-specific requests received through the adoption path that are supported by staff, including housekeeping changes identified by staff;
- **Attachment B** includes recommendations and site-specific requests received through the adoption path that are either not supported by staff, or which require Council to provide additional direction or clarification;
- **Attachment C** provides additional supplemental information related to correspondence received from Develop Nova Scotia regarding the Dartmouth Cove Future Growth Node, as requested by CPED; and
- **Attachment D** includes copies of any correspondence received from property owners since the release of Package A on April 3, 2019.

### FINANCIAL IMPLICATIONS

There are no immediate budget implications resulting from the report recommendations. Details relating to policy directions are included in the staff report, dated April 3, 2019<sup>1</sup>.

### COMMUNITY ENGAGEMENT

An extensive public engagement program was undertaken in preparing the Regional Centre Plan (Package A). A summary of this program is included in the staff report, dated April 3, 2019. Details can also be found at <https://www.shapeyourcityhalifax.ca/centre-plan>.

### ENVIRONMENTAL IMPLICATIONS

Details on potential environmental implications are detailed in the staff report, dated April 3, 2019. Details can also be found at <https://www.shapeyourcityhalifax.ca/centre-plan>.

### ALTERNATIVES

Committee of the Whole may recommend that Regional Council to direct the CAO to:

1. Prepare additional amendments than those contained in Attachment A to the Regional Centre Secondary Municipal Planning Strategy and the Regional Centre Land Use By-law "Package A" and Attachments C-K of the April 3, 2019 staff report and bring the amendments back to Regional Council for first reading and to set a public hearing date.
2. Prepare amendments to the Regional Centre Secondary Municipal Planning Strategy and the Regional Centre Land Use By-law "Package A" to adopt some or all of Committee and Community Council recommendations, and site-specific requests that are not recommended by staff in Attachment B and bring the amendments back to Regional Council for first reading and to set a public hearing date.

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<sup>1</sup> Staff Report is available at: <https://www.halifax.ca/sites/default/files/documents/city-hall/boards-committees-commissions/190522aac912.pdf>

**ATTACHMENTS**

Attachment A: Changes to draft Regional Centre SMPS and LUB recommended by staff  
Attachment B: Changes to draft Regional Centre SMPS and LUB not recommended by staff  
Attachment C: Supplementary Information related to Dartmouth Cove Future Growth Node  
Attachment D: Correspondence

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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

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## Attachment A: Changes to draft Regional Centre SMPS and LUB recommended by staff

Recommendation	Source	Staff Recommendation	Rationale
<p>1) Enable an option for comprehensive site planning through the development agreement process for sites 1 hectare or larger existing at adoption of the Plan, excepting those fully or partially within the 35' Lake Banook height limit area, the intent of which is to allow Council consideration of projects that may be otherwise limited by the prescriptive built-form and variation provisions of the draft Land Use By-law but which achieve a high quality of design for their context. In establishing such policy, such agreements would substantially comply with built-form provisions and design requirement and allow no variance to maximum permitted floor area ratio, as applicable;</p>	<p>CPED</p>	<p>Staff support this recommendation for sites that are 1 ha in area or larger within the Downtown (D), Centre (CEN), Corridor (COR), and Higher Order Residential (HR) Zones; this will require a new section in the Plan and a reference in the LUB.</p>	<p>While the proposed Regional Centre SMPS and LUB address many of the design issues typically contained in a development agreement, a development agreement option can further support site planning and improved design of large sites. Some of the criteria and considerations that may be considered as part of the development agreement may include:</p> <ul style="list-style-type: none"> <li>• no change to maximum Floor Area Ratio shall be permitted through the process, and only minor changes in maximum height can be considered subject to the Urban Structure framework and Design Guidelines</li> <li>• additional mixed-use uses provided that any conflicts with surrounding areas are addressed;</li> <li>• the following limited flexibilities to built form requirements of the Land Use By-law may be considered to support high quality design and address unique site context: <ul style="list-style-type: none"> <li>- more than one building on a lot;</li> <li>- exemption from the 40 m maximum building dimension in HR zones on through-lots</li> <li>- minimum parking requirements</li> <li>- any variations to LUB quantitative requirements as provided in the LUB;</li> <li>- outdoor amenity space;</li> </ul> </li> <li>• the architectural design supports and complements heritage resources and streetscapes, established or proposed Heritage Conservation Districts;</li> </ul>
<p>2) Include additional variations to the prescriptive built-form requirements of the draft Land Use By-law to accommodate site specific</p>	<p>CPED</p>	<p>Staff support this recommendation</p>	<p>Staff propose the following additional variations to be considered by the Development Officer through the site plan approval process, which will require changes to</p>

Recommendation	Source	Staff Recommendation	Rationale
considerations that would result in a high quality of design;			Policy 10.8 and relevant sections of the Land Use By-law: <ul style="list-style-type: none"> <li>• variation to the streetline dimension of the portions of a main building below the streetwall height to a maximum of 88 metres along one streetline to allow for two towers on the same podium; and</li> <li>• variation of up to 5% for the maximum streetwall height.</li> </ul>

Recommendation	Source	Staff Recommendation	Rationale
<p>3) Include a Design Manual, which supports but does not contradict the quantified requirements of the draft Land Use By-law and which shall be referenced as the basis for evaluation of variations from By-laws and for development agreements for 1 hectare or larger lots and future growth nodes;</p>	<p>CPED</p>	<p>Staff support this recommendation for development agreements.</p>	<p>Staff support the adoption of a Regional Centre Design Guidelines document to serve as a reference when drafting development agreements for existing sites that are 1 ha in area or larger, and Future Growth Nodes. Staff provide the following rationale:</p> <ul style="list-style-type: none"> <li>• 42 site plan approval design requirements are included in the Part VI of the LUB for site plan approval applications and address urban design goals;</li> <li>• A supplementary Design Manual/Guidelines document can be developed for First Reading to serve as a guiding, aspirational and educational document that combines description of the local context, policy intent, design objectives and methods.</li> <li>• The Design Manual/Guidelines document can be used for development agreements but should <u>not</u> be used to evaluate additional variations to Land Use By-law requirements through site plan approval as these variations are quantitative in nature, and should not be interpreted through general guidelines. Proceeding with the contrary would result in compromising the clarity and predictability of the site plan approval process.</li> <li>• Staff are proposing two additional variations and others can be considered as part of Package B, or through further amendments if required.</li> </ul>

Recommendation	Source	Staff Recommendation	Rationale
<p>4) Establish a new Regional Centre Community Council to review, address, and deal with matters relating to appeals of site plans and variances for lands within Package A of the Regional Centre;</p>	<p>CPED</p>	<p>Staff support the establishment of a Regional Centre Community Council once Package B is adopted.</p>	<p>Section 25 of the <i>HRM Charter</i> allows Council to establish by policy one or more community councils. The powers and duties of community councils are outlined in Section 26, 29, 30, and 31 of the <i>HRM Charter</i> which includes the power to establish area rates, planning advisory committees, amend the LUB, and approve development agreements.</p> <p>HRM Order 48 establishes common terms of reference for all Community Councils. Therefore, a Community Council with a limited function could be established, and this would require change to the AO but would also need to be evaluated in terms of the <i>HRM Charter</i>.</p> <p>To ensure a consistent administration of a new plan and by-law, ideally the Community Council would hear not only site plan approval appeals and variances, but also development agreements and land use by-law amendments. In particular, land use by-law amendments should be considered by the same body as they can affect all parts of the Regional Centre.</p> <p>This would also require removing the areas of the new Community Council from Halifax &amp; West Community Council and the Harbour East Marine Drive Community Council jurisdiction for matters considered by the new Community Council.</p>
<p>5) After adoption of the Regional Centre Plan:</p> <p>a. ensure the preliminary plan for an approach to make affordable housing investments from the proposed reserve fund returns to</p>	<p>CPED</p>	<p>Staff support this recommendation</p>	<p>This is a key part of the Plan's implementation.</p>

Recommendation	Source	Staff Recommendation	Rationale
Council within six months of adoption of Package A;			
<p>b. require that the 2020/21 and subsequent budget and business plans for all business units, as appropriate, show linkage to the Centre Plan;</p>	CPED	Staff support this recommendation	<p>A clear process for including Centre Plan in Business Plans and criteria can help support the implementation of the Plan. This can include matters such as outlined in the Plan's implementation policies such as:</p> <ul style="list-style-type: none"> <li>• streets and streetscaping</li> <li>• improvements to Pedestrian Oriented Commercial Streets</li> <li>• needs assessment and master plans for parks and facilities within the Regional Centre</li> <li>• Regional Centre open space plan</li> <li>• establishment and incentives related to the proposed Heritage Conservation Districts</li> <li>• infrastructure studies</li> <li>• transit investments</li> <li>• establishment of one or more Commercial Taxation Districts</li> <li>• continued implementation of the Affordable Housing Workplan</li> <li>• continuation of Urban Design Awards</li> <li>• partnerships</li> </ul>
<p>c. within six months of adoption of Package B, provide an updated timeline for beginning the process of reviewing and replacing the MPSs and LUBs for the remaining areas within the Urban Settlement designation of the Regional MPS.</p>	CPED	Staff support this recommendation	<p>After the conclusion of the adoption process for Package B, staff will return to Council with details on the planning process required for initiating the review of the Urban Settlement designation. In addition, the 10-year review process of the Regional Plan (RP+10) can identify key priorities.</p>
<p>d. Pass a resolution directing the Chief Administrative Officer to,</p>	CPED	Staff support this recommendation.	<p>Consideration of site-specific plan amendments in Package B lands while the planning process for</p>

Recommendation	Source	Staff Recommendation	Rationale
<p>effective immediately, not accept requests for site-specific amendments to Municipal Planning Strategies in Package B areas while the planning process to adopt Package B is underway.</p>			<p>Package B is underway can detract staff as well as community and Council resources from the planning process. It can also introduce a level of complexity to the process, and public confusion. Package A lands are intended to direct growth.</p> <p>It is important to note that any exceptions of regional significance can still be brought forward for Council's consideration during the planning process.</p>
<p>6) Set the allowable height in the HR1 zone fronting on Wellington Street, Tower Terrace and Tower Road where presently proposed for 17m to the previously proposed 14m.</p>	CPED	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
<p>7) Amend the CEN-1 and Corridor Zones to allow for Grocery Stores and Garden Centres.</p>	CPED	Staff recommend adding garden centres as permitted uses to CEN-1 and COR zones.	<p>The LUB currently permits up to 200 square metres of local commercial uses, which could permit small grocery stores in CEN-1 therefore staff do not recommend adding grocery stores to CEN-1 as the definition is based on size.</p> <p>Staff recommend adding garden centres as permitted uses in CEN-1 and COR but these facilities will need to meet built form regulations.</p>
<p>8) Remove 386 Windmill Road and 4 Fernhill Drive, Dartmouth from package A and consider the zoning of these lots as part of Package B.</p>	CPED	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.

Recommendation	Source	Staff Recommendation	Rationale
9) Request a supplementary staff report concerning the issues raised by Develop Nova Scotia regarding Dartmouth Cove as outlined in the correspondence submitted to the Community Planning and Economic Development Standing Committee dated May 15, 2019.	CPED	<p>Staff recommend minor corrections and changes as follows:</p> <ol style="list-style-type: none"> <li>1) revisions to Map 14 and corresponding policy 3.37 (Neighborhood Design Guidelines);</li> <li>2) clarifications to Policy 3.28 with respect to the intent of the 20 metre height maximum for interim expansions; and</li> <li>3) further clarifying that the CDD development agreement process can exceed the maximum height of 20 m.</li> </ol>	<p>Please see supplementary response in Attachment C to the following issues:</p> <ol style="list-style-type: none"> <li>1. Neighbourhood Design Guidelines</li> <li>2. Maximum Heights – 20 m</li> <li>3. Approval Process for FGNS</li> <li>4. Marine and Mixed-Use Industrial Uses Infrastructure Renewal</li> </ol>
10) Downtown Dartmouth - Remove Downtown Zone from portion of 221 Portland fronting on Pleasant Street	HEMDCC	Staff support this recommendation	Staff determined that this request will require split-zoning the property. Considering the unique shape of the site, the portion fronting on Portland Street is recommended to remain as Downtown (D) Zone, while the remainder of the site fronting on Pleasant Street is recommended to be zoned under Package B.
11) Downtown Dartmouth - Add 12 and 14 Queen Street to Alderney precinct with a GFAR of 6.25	HEMDCC	Staff support this recommendation	Staff determined that this request will require removing these properties from the proposed Downtown Dartmouth Heritage Conservation District (HCD) as the low FARs were consistent with Policy 5.6
12) Downtown Dartmouth - Reduce height 21 Albert Street from 20 metres to 17 metres	HEMDCC	Staff support this recommendation	Staff determined that reducing the height to 17 metres will create more gradual built form transition to low rise residential areas.

Recommendation	Source	Staff Recommendation	Rationale
13) Dartmouth North - Remove Higher Order Residential Zone for 203, 207, 209, 211, 211 ½, 213, 215, 217, 219 and 221 Windmill Road.	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
14) Dartmouth North - Add Corridor Zone to 390, 396, 398, 400, 406 Windmill Road with a height limit of 20 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations. The properties identified are located along an extension of the Windmill Road Corridor, which includes a mixture of commercial and mixed-use uses.
15) Dartmouth North - Add Higher Order Residential Zone for 1 and 3 Fernhill Drive	HEMDCC	Staff support this recommendation with changes	Staff recommend the following for the properties: Site (1): 1 Fernhill Drive – re-designate as Higher Order Residential with a maximum height of 17 metre Site (2): 3 Fernhill Drive – re-designate as a Corridor with a maximum height of 20 metres as it is facing on Windmill Road.
16) Dartmouth North - Delete Higher Order Residential Zone for PID 40175887 and adjacent harbour infill	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations. This property will be removed from Package A.
17) Wyse Road - Reduce height for Higher Order Residential zoned lands 24, 28, 32, 34, 36, 38 Dawson and 17, 19 Faulkner from 20 metres to 17 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
18) Wyse Road - Reduce height for 2 and 4 Symonds from 26 meters to 20 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.

Recommendation	Source	Staff Recommendation	Rationale
19) Wyse Road - Reduce height for PID 41368655 and 1 Richmond Street from 26 metres to 20 metre	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
20) Wyse Road - Remove Higher Order Residential Zone for 36 Hester	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
21) Wyse Road - Remove Corridor Zone from PID 40611576 (Ropewalk Lane #s 6, 8, 10, 12, 14, 16 and 20)	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
22) Sullivan's Pond - Increase height for 55 Crichton Avenue from 11 meters to 20 meters	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations, and will reduce the non-conformity of the current building
23) Victoria Road - Remove Corridor Zone for 33, 35 Frances Street and 211, 213, 215, 217, 219, 221, 223, 225 and 229 Victoria Road	HEMDCC	Staff support this recommendation	Although this amendment would result in removing a significant portion of the Victoria Road Corridor, the character of the surrounding area is predominantly residential in nature and the Corridor designation may be premature.
24) Lancaster - Remove Higher Order Residential Zone for portion of PID 41113887 that is zoned R-1 (portion that wasn't rezoned as part of Case 21552)	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations. This request will be addressed by matching the rezoning line.
25) Lancaster - Consider 28 Viridian Drive as potential Higher Order Residential with a height limit of 14 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not affect the core principles of the proposed planning policies or land use by-law regulations. However, it is important to note that there is an existing development agreement on the site.

Recommendation	Source	Staff Recommendation	Rationale
26) Portland Corridor - Reduce height for 8A and 8 Lakefront to 14 meters	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
27) Portland Corridor - Remove Corridor Zone for 393, 395, 397, 401 Portland Street, 5 and 1 Joffre Street	HEMDCC	Staff support this recommendation	It is important to note that the removal of these properties from the Corridor designation will reduce development potential in this Corridor. However, staff acknowledge that this portion of the Corridor has an established low-density residential character and some of the properties do not directly front on Portland Street.
28) Portland Corridor - Remove Corridor Zone for 402, 404, 406, 408, 410, 412, 414 Portland Street, and 4 Gaston Road	HEMDCC	Staff support this recommendation	The removal of these properties from the Corridor designation will reduce development potential in this Corridor, however staff acknowledge that this portion of the Corridor has an established low-density residential character and Corridor designation may be premature.
29) Pleasant Corridor - Increase height for 2 Renfrew and 269 Pleasant to 20 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations. The site is located on a corner lot with abutting heights set at 20 metres and 26 metres and is located close to major institutions and employment areas.
30) Pleasant Corridor - Add Corridor Zone for 8 Renfrew with a height of 14 meters	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
31) Pleasant Corridor - Add Corridor Zone for PID 40181547 (Acadia Street) with a height of 20 meters	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
32) Pleasant Corridor - Remove Corridor Zone for 11A Renfrew	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed

Recommendation	Source	Staff Recommendation	Rationale
			planning policies or land use by-law regulations, and the site is part of a duplex.
33) Pleasant Corridor - Reduce height for 9 Renfrew to 11 metres	HEMDCC	Staff support this recommendation but recommend the max. height to be 14 metres	Staff determined that reducing the height from 20 metres to 14 metres, instead of 11 metres, has merits for consideration as the built form transition provisions require a streetwall stepback at a height between 6 metres and 11 metres. In addition, the site is located on a down-slope from adjacent low-density properties.
34) Pleasant Corridor - Reduce height for 5 Chadwick from 20 metres to 11 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
35) Pleasant Corridor - Reduce height for 4 Chadwick and PID 40265696 from 20 metres to 11 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
36) Pleasant Corridor - Reduce height for 173 Pleasant from 20 metres to 17 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations. The site is surrounded by maximum heights of 14 metres.
37) Pleasant Corridor - Reduce height for 175, 177, 179 Pleasant, 3 and 13 Southdale from 20 metres to 17 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations. The site is surrounded by maximum heights of 14 metres.
38) Pleasant Corridor - Increase height for Maplehurst apartments PID 05045916, PID 130450, PID 130468, PID 05045827 to 20 metres	HEMDCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations. These large sites have the potential to accommodate additional infill development.

Recommendation	Source	Staff Recommendation	Rationale
39) Add level 3 site plans to do direct mailouts to addresses within the notification area.	HWCC	Staff support this recommendation	This change will increase the public's access to information about the site plan approval process by increasing the notification for level 3 to 100 metres.
40) The prescribed Start time of 7:00pm change to "Starting at 6:00p.m. no later than 7:00 p.m.	HWCC	Staff support this recommendation	This change will increase the public's access to information about the site plan approval process.
41) Add Murray Warrington Park to Schedule 27.	HWCC	Staff support this recommendation	This request will have a positive overall impact on the area and reinforce the core principles of the proposed planning policies or land use by-law regulations.
42) Corner of Columbus and Isleville Street (remove 3292 Isleville Street) - Review for the Removal of HR-1 designation.	HWCC	Staff support this recommendation	Mapping error.
43) Corner of Stanly Street and Isleville Street (remove 5645 Stanley Street) - Remove the HR-1 (5601)	HWCC	Staff support this recommendation	Mapping error.
44) Young Street - Review properties 6461, 6457, 6461 and their designation	HWCC	Staff support this recommendation	There are multiple buildings on the same lot, and staff recommend that the portion of the lot facing Young Street be removed from Package A.
45) Charles Street and Windsor Street - Review 6168, 6174, 6172	HWCC	Staff support removing these properties from Package A.	Staff reviewed this request and recommend removal from Package A.
46) Windsor Street between North Street and Willow Street - Remove 6177	HWCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
47) Windsor Street and Duncan Street – Remove 6135	HWCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed

Recommendation	Source	Staff Recommendation	Rationale
			planning policies or land use by-law regulations and can be removed from Package A.
48) Windsor Street between Duncan Street and Lawrence Street - 6121 change 14 meters	HWCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
49) Windsor Street between Lawrence Street and Allen Street - Review properties not fronting Windsor Street	HWCC	Staff support this recommendation	Staff recommend removing 6121 and 6125 Allen Street from Package A.
50) North Street and Agricola Street - Change 5689, 5693, 2605, 2609, 2613 to 20 meters	HWCC	Staff support this recommendation	Staff accept that this request does not significantly affect the Urban Structure and core principles of the proposed planning policies or land use by-law regulations.
51) Oxford St. and Bayers Rd. (Old RCMP Site) - More flexibility on this site, possible DA	HWCC	Staff support this recommendation	Staff recommend the introduction of the 1-hectare development agreement policy which would allow for flexibility.
52) North Street to Almon Street - This was an area that seen the destruction of homes. (Homes Not Hondas) the designation for this area is very aggressive with established residential intertwined. Review these properties*. Correspondence submitted to CDAC	HWCC	Staff recommend change to increase FAR to some properties.	Correspondence from property owners was received with regards to this area as well and staff reviewed the zoning and proposed FARs.  The development pattern on May Street and Fern Lane consists of older stock low-rise residential development with buildings mainly containing a single residential unit, and a few multiple-unit residential buildings, as well as commercial spaces, vacant properties, and a car dealership. In addition, properties fronting Robie Street and on the block to its immediate west, are primarily commercial in nature containing a mixture of automotive sale and repair, restaurant, and retail uses, and a smaller number of residential dwellings due to the current and long-standing C-2 zoning. This pattern

Recommendation	Source	Staff Recommendation	Rationale
			<p>indicates that the character of existing properties within this area is diverse. Please refer to the <u>Information Report</u>, dated June 29, 2016, which provided information to Regional Council with regards to the “Homes Not Honda” petition.</p> <p>To reflect the desire of the community to retain some of the lower-rise residential character, as well as better integrate into the existing scale of development on streets such as Fern Lane and May Street, staff applied the CEN-1 and CEN-2 Zones with FARs ranging between 1.75 and 3.5 in this area. This intent was carried forward from the 2017 Centre Plan document, which identified this area as ‘low-density’ in the Centre Designation. Council adopted this document as a guiding principle for the Centre Plan project.</p> <p>However, based Council’s request to review these properties and correspondence received staff recommend that a FAR of 3.6 be applied more consistently to properties identified in correspondence from Dynamic Properties, with the exception of 2671 Fern Lane to provide for transition. It must be noted that a requirement for a streetwall height of between 8 metres and 11 metres will apply to any streetlines. This may encourage re-development and provide an opportunity for mid-block connectivity.</p>
53) Schedule 24: Bonus rate Districts - Add legend to map that corresponds with the Districts	HWCC	Staff support this recommendation	This change will provide additional clarity to the Schedule.
54) Request a supplementary staff report examining the recommendations outlined in the Memorandum from the Chair of the Halifax Peninsula	HWCC	Please refer to staff recommendations # 55 - 59 detailed below	.Addressed below.

Recommendation	Source	Staff Recommendation	Rationale
Planning Advisory Committee, dated May 7, 2019			
55) Include baseline values for indicators upon adoption of plan, where possible.	HPPAC	Staff support this recommendation	Staff will provide detailed baseline information as part of Appendix 1 of the Regional Centre SMPS, where possible.
56) Additional performance indicators for “human scale” core concept (only indicator noted now is dollars invested in public art, indicator 2.1).	HPPAC	Staff support this recommendation	Staff will explore additional indicators as part of Appendix 1 of the Regional Centre SMPS. Given the nature of the indicator good base-line data may not exist at this time and additional resources may be required to collect data.
57) Introduce incentives for ongoing proposals to conform with Centre Plan requirements.	HPPAC	Staff support this recommendation	By allowing additional flexibilities within built form variations and re-introducing a development agreement option for large lot sites the proposed amendments will incentivise proposals to conform with Centre Plan requirements.
58) Consider ensuring consistent language throughout the document to include pedestrian rather than only ‘walking’ and consider defining ‘pedestrian’ in an inclusive way.	HPPAC	Staff support this recommendation	Staff will study and propose revised language in the Plan and the Pedestrian First Core Concept to ensure that it includes inclusive personal mobility.
59) consider establishing an inclusive definition of the term pedestrian that includes users of wheel chairs, mobility scooters, assistive devices, and infant strollers	ESC	Staff support this recommendation.	The Plan currently speaks to “all ages and abilities” but the term pedestrian can be further clarified.

Site-Specific Requests	Source	Staff Recommendation	Rationale
<p>60) Edward Edelstein, EcoGreen Homes – Request for amendments to:</p> <ul style="list-style-type: none"> <li>a. allow for 6.0 FAR, instead of the proposed 1.75 FAR as part of a Heritage Conservation District (HCD); and</li> <li>b. remove the site from the proposed HCD.</li> </ul> <p><b>Site:</b> 2230 - 2242 Maitland Street, Halifax</p>	Correspondence	Staff support this request and recommend applying the CEN-2 Zone	<p>Staff considered the correspondence, including a letter of opinion from a qualified engineer on the structural condition of the remaining historic properties. Staff also consulted with heritage staff on the relative importance of these properties to the proposed Heritage Conservation District.</p> <p>Staff also recommend that the properties be zoned CEN-2 as the CEN-1 zone can only have a FAR of 3.5 based on the framework presented in Table 2 of the Regional Centre SMPS. Adjacent properties within this block are also proposed to be zoned CEN-2.</p> <p>To maintain consistency with Policy 5.6 (development within proposed Heritage Conservation Districts) staff also recommend removing the properties from Map 10 (Proposed Heritage Conservation Districts).</p>
<p>61) Blaise Morrison, Armour Group – Request to:</p> <ul style="list-style-type: none"> <li>a. re-designate and Re-Zone 1000 Micmac Boulevard (PID: 40173627) to Higher-Order Residential 2 (HR-2)</li> <li>b. reintroduce Clause 206 (or variation thereof) from the previous Draft LUB (February 2018): <i>“Development on lots larger than 1.0 hectare in a CEN-2, CEN-1, HR-2, or HR-1 zone shall be considered by development agreement (DA) only.”</i></li> </ul> <p><b>Site:</b> 1000 Micmac Boulevard, Dartmouth</p>	Correspondence	Staff support this request, and support increasing the maximum height to 38 metres (12-storeys) metres and 26 metres.	<p>The property is adjacent to the Mic Mac Future Growth Node, a number of existing and proposed larger developments, and is buffered from established residential neighbourhood.</p> <p>A split height can provide transition to the 17 metre max heights on adjacent lots. Table 2 of the RC SMPS establishes maximum heights in HR-2 zone to be 38 metres. Staff also recommend the re-introduction of the large lot development agreement policy option.</p>

Site-Specific Requests	Source	Staff Recommendation	Rationale
<p>62) Norman Nahas and Joe Metlege, JONO Developments Ltd. – Request for including a development agreement policy for the site rather than a prescribed height limit*</p> <p><b>Site:</b> Saint Patrick's Alexandra lands, Halifax</p> <p>*Received through CDAC</p>	Correspondence	<p>Staff recommend:</p> <ol style="list-style-type: none"> <li>1) re-introducing policy support and regulation to enable the consideration of development agreements on lots 1 ha or larger and</li> <li>2) amending the proposed maximum height on the site from 20 metres to 14 metres.</li> </ol>	<p>Staff conducted additional analysis of the site and concluded the following:</p> <ul style="list-style-type: none"> <li>• the presence of potential heritage resources on the site (historic portion of the school building);</li> <li>• the presence of registered heritage properties in proximity of the site;</li> <li>• the key role that this site can play in the proposed Brunswick Street Heritage Conservation District;</li> <li>• the request of HWCC to include Murray Warrington Park as a property on Schedule 27 (Shadow Impact Assessment Protocol – Identified Areas); and</li> <li>• staff modelling of the maximum site build-out at 20 metres revealed that this may not be the optimal development of the site and that additional community engagement may be beneficial to the design and development of the site.</li> </ul> <p>Staff concluded that a lower maximum height that more closely reflects the potential heritage resource on site and is more appropriate for the site.</p> <p>The property is currently zoned P (Parks and Institutional) under the HP LUB.</p> <p>The site could also be considered under large lot development agreement or, the Policy 5.6 heritage development agreement should the potential heritage resource be registered.</p>
<p>63) Request by Joe Metldge, JONO Developments to increase 5778 South Street to 38 metres</p>	Correspondence	Staff support increase in height from 20 metres to 26 metres	<p>Staff recommend increasing height from 20 metres to 26 metres on the subject property and subject properties facing South Park Street and the IWK hospital. This property is zoned HR-1 which according to the Urban Structure in the Plan can have a maximum height of 26 metres.</p>

Site-Specific Requests	Source	Staff Recommendation	Rationale
<p>64) Liam O'Rourke- Executive Director of Lake City Works – Request to remove the properties from Package "A" (Corridor designation and COR zone), allowing the designation and zoning to be considered through Package "B"*</p> <p><b>Site:</b> 386 Windmill Road (PID No. 41079799) and 4 Fernhill Drive (PID No. 41079807), Dartmouth</p> <p>*Received through CPED</p>	Correspondence	Staff support this request.	<p>4 Fernhill Lane was recently rezoned from R-2 (Two Family Residential) and R-3 (Multiple Family Residential – Medium Density) to C-2 (General Business) Zone (Case 21548). As such, additional consideration can be provided in Package B.</p> <p>Please refer to CPED Recommendation 10 in CPED in Attachment A.</p>
<p>65) Louis Lawen, Lawen Group, DEXEL – Request to change the proposed zoning from HR-1 to HR-2 and increase max. height to 38 metres</p> <p><b>Site:</b> 968 Mitchell Street, Halifax</p>	Correspondence	Staff support this request.	Staff recommend for this request as the site does not abut established residential transition lines, conforms with MPS Table 2 (max. height and FARs by designation and zone), and can support a broader range of uses.
<p>66) Ross Cantwell – Request to increase the maximum height from 11 metres to 14 metres.</p> <p><b>Site:</b> 5527 Cunard Street, Halifax</p>	Correspondence	Staff support this request.	Staff determined that this request does not significantly affect the Urban Structure, the proposed HCD, or the core principles of the proposed planning policies or land use by-law regulations.
<p>67) Erin Mackenzie, EDM Planning Services – Request to remove the transition line in the middle of the parcel</p> <p><b>Site:</b> 1256 Barrington Street, Halifax</p>	Correspondence	Staff support this request	Staff support this request as it was deemed to be a mapping error.
<p>68) Cesar Saleh, WMFARES Architects – Request to revise the height for the sites along Shirley Street to be</p>	Correspondence	Staff support this request.	Staff determined that increasing the height from 14 metres to 20 metres, has merits for consideration as the built form transition provisions require a streetwall

<b>Site-Specific Requests</b>	<b>Source</b>	<b>Staff Recommendation</b>	<b>Rationale</b>
<p>consistent with the site on the corner of Robie and Shirley (20 metres)</p> <p><b>Site:</b> 6008-14 Shirley Street, and 1834-40 Robie Street, Halifax</p>			setback of 6 metres at grade, and a stepback above the streetwall.
<b>Staff Initiated Changes</b>	<b>Source</b>	<b>Staff Recommendation</b>	<b>Rationale</b>
69) MPS Section 3.3	Staff	Delete "Joseph Howe Drive" on page 29	Error
70) MPS Policy 3.30	Staff	Staff recommend: amending Policy 3.28 and Policy 3.30 such that the maximum height limit on Map 3 and Schedule 7 of 20 m in CDD zones only applies to the permitted as-of-right limited expansion of existing uses, and the height limit can be changed through the DA process.	This change clarifies that a plan amendment process is not required following the completion of the development agreement, in particular for Future Growth Nodes that have neighbourhood design guidelines approved in the Plan.
71) MPS Policy 3.36	Staff	The reference should be changed to Policy 3.32 and not Policy 3.3.2	Referencing error
72) MPS Section 3.6.4.2 and policy 3.35 and Map 12	Staff	Staff recommend: (1) Updating the language pertaining to number	While the area will be largely regulated by built form, the approximate number of residents is helpful in establishing approximate desired density. The number

Staff Initiated Changes	Source	Staff Recommendation	Rationale
		<p>of people permitted in the Penhorn FGN as the estimate of 1,500 - 2,000 people was based on approximately half the site; update the number with 3,500 - 4,000 people (2)</p> <p>Changing area 4 on the Penhorn FGN to allow for the full range of densities, including High-rise.</p>	<p>in policy was an error as it was based on approximately half the development site and would not result in a strong transit-oriented community.</p>
73) MPS Section 4.6, Paragraph 2	Staff	<p>Replace "Open space shall use functional, durable and quality materials, can provide privacy for residential units, or can frame commercial uses." with "Other key factors include the use of functional, durable and quality materials, and elements that provide privacy for residential units or frame commercial uses".</p>	Clarifies intent
74) Table 2, CEN-1;	Staff	<p>delete N/A and replace with max. FAR subject to and maximum height of 90 metres</p>	Correction related to the addition of an overall height limit

Staff Initiated Changes	Source	Staff Recommendation	Rationale
75) MPS Section 5.2 - Table 3 and Map 10	Staff	Recommend renaming of the "Hydrostone District" (Section 5.2, Table 3) to "Historic Richmond and Hydrostone District". This should also be changed on Map 10.	Concern from community group
76) MPS, Map 10 5688 North Street, Halifax	Staff	Recommend adding subject property in the proposed heritage conservation district for the Bloomfield area.	This property has significant heritage value and currently falls just outside the boundary of the proposed heritage conservation district for the Bloomfield area.
77) MPS, Map 3: Maximum Height (CEN-2, COR, HR-1 and HR-2 Zones) 5682 North Street, Halifax	Staff	Recommend lowering the maximum height from 20 metres to 11 metres due to its inclusion in a proposed heritage conservation district for the Bloomfield area.	All other properties zoned COR and which are to be included in a proposed heritage conservation district have been assigned maximum heights of 11 metres.
78) MPS Map 14: Future Growth Node Land Use Concept -Dartmouth Cove	Staff	Recommend renaming the corridor precincts to 'Corridor A' and 'Corridor B'.	To eliminate potential future amendments to the Plan with regards to street name changes
79) MPS Policy 5.5	Staff	Should only refer to registered heritage properties and not HCDs.	Wording error

Staff Initiated Changes	Source	Staff Recommendation	Rationale
80) MPS Policy 5.6(c)	Staff	Remove 20 m reference	Would align with recommended site-specific change which did not conform with the general 14 m max height limit
81) MPS Section 10.10.2	Staff	Consider deleting based on Council direction on outstanding plan amendment applications.	Would provide clarity based on Council direction from a separate supplementary staff report; also staff recommend that any new policy adopted by Council for the plan amendment applications are deleted through the amendments package to ensure that only the current development agreement applications can be supported and amended based on policy preceding the Centre Plan.
82) MPS Policy 10.13	Staff	Add "except on a registered heritage property where the majority of required public benefit shall be allocated to the conservation of a registered heritage building on the site of the development".	Provides consistency with the Land Use By-law and communicated policy intent that on registered heritage properties only 10% of the density bonus public benefit needs to be allocated to housing, and the majority to heritage.
83) MPS Policy 10.25	Staff	Replace the words "Subject to" with the words "In addition to".	Clarifies intent
84) MPS Policy 10.26	Staff	Should refer to Policy 10.25 and not Policy 10.26.	Correction in cross-referencing

Staff Initiated Changes	Source	Staff Recommendation	Rationale
85) MPS Preamble 10.10	Staff	Remove the last sentence in the first paragraph.	Clarifies intent
86) MPS Policy 10.27	Staff	Delete "Subject to Policy 3.9"; also consider removing the policy or specify a time limit for amendments to existing DAs under the policies in effect at the time the agreement was approved. Consider either a maximum of 24 months from Council's first notice of intention to adopt this Plan, or consider a specific list of amendments that could be considered.	Correction to wording. Only non-substantive or other specific amendments should be considered for 24 months from date of first notice, except for commencement and completion dates. This would preclude major changes in built form from being considered.
87) MPS Policy 10.28	Staff	Add "in addition to Policy 27" and add clarification that only one application to extend project commencement and completion dates shall be considered per project.	Clarifies intent that multiple extensions are not intended as they extend the transition period to the Plan.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
88) MPS Section 10.10.2 Active Plan amendment applications and Atts. C-K	Staff	Delete or revise based on Council direction on approved and remaining plan amendments	Refer to separate reports on this item
89) MPS Policy 3.32 and other policies referring to development agreements	Staff	Include language that Design Guidelines need to be considered (large lots, heritage DAs, FGN DAs)	Would comply with CPED direction, if supported by Council.
90) MPS Policy 6.2	Staff	Add "and barrier free housing"	Would support AAC recommendation to include barrier free housing in projects supported through the density bonus funds.
91) MPS Policy 10.8	Staff	Add additional variations that can be considered by Development Officer through site plan approval to be enabled in the LUB	<p>Policy 10.8 and Land Use By-law:</p> <ul style="list-style-type: none"> <li>• variation to the streetline dimension of the portions of a main building below the streetwall height to a maximum of 88 metres along one streetline to allow for two towers on the same podium; and</li> <li>• variation of up to 5% for the maximum streetwall height to address sloping conditions</li> </ul>
92) MPS Policy 10.7	Staff	Increase notification area to 100 metres for Level III site plan approval applications only.	Enable recommendation from CPED to increase awareness of proposals and ability to appeal
93) MPS Built Form Policies for a high-rise building	Staff	Clarify intent that the requirements relating to the tower portion of	This proposed change would provide additional clarity to the reader.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
		a high-rise building shall not exceed 750 sm	
94) LUB Subsection 8(1)	Staff	Recommend adding to Subsection 8(1) - Development Permit Exemptions, the keeping of chickens and the keeping of bees as accessory uses.	This will provide a less burdensome approach for residents and businesses, who might want to keep chickens and bees as accessory uses.
95) LUB Clause 28(1)(a)	Staff	Add the words "in Table 4" at the end of Clause (a).	This will provide additional clarification by providing a cross-reference to Table 4.
96) LUB Subsection 28(1)	Staff	Recommend adding the ability for the Development Officer to consider a variation of up to 5% for the maximum streetwall height.	This measure will provide additional flexibility in the Land Use By-law, especially for sites with sloping conditions.
97) LUB Subsection 28(1)	Staff	Recommend adding the ability for the Development Officer to consider a variation to the streetline dimension of the portions of a main building below the streetwall height.	This measure will provide additional flexibility in the Land Use By-law to allow for two towers on a shared podium.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
98) LUB Section 30	Staff	Increase notification area to 100 metres for Level III site plan approval applications only.	
99) LUB Subsection 38(2)	Staff	Recommend deleting Subsection 38(2) due to issues in adopting maps as a digital file format for just Package A areas.	Staff will proceed with digital file format maps for Package B which will include contiguous areas and the entire Regional Centre.
100) LUB Table 1	Staff	Add "garden centre use" as a permitted use in the COR Zone.	CPED recommendation; staff recommend that this use fits with the intent of the COR zone.
101) LUB Table 1	Staff	Add "cruise ship terminal" as a permitted use in the D Zone.	This new use will allow additional flexibility for Downtown Dartmouth.
102) LUB Subsection 48(2)	Staff	Add the words "in use for longer than 24 hours" after the words "Outdoor storage areas".	Provides additional clarification.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
103) LUB Subsection 53(2)	Staff	Recommended for removal.	This subsection could be problematic for interior lots along pedestrian-oriented commercial streets or for corner lots along two pedestrian-oriented commercial streets where access would not be permitted. Staff is of the opinion that the proposed Land Use By-law contains sufficient controls for solid waste management areas [Subsections 53(1) and (2), Section 138, and Section 185].
104) LUB Diagram 19	Staff	Minor changes are being proposed to Diagram 19 to reflect outdoor solid waste management areas only being permitted on lots having buildings with heights not exceeding 11.0 m.	The building shown on Diagram 19 would appear to exceed 11.0 m.
105) LUB Clause 56(1)(a)	Staff	The "or" at the end of Clause (a) should be replaced by an "and".	The change will better reflect the intent of Subsection 56(1).
106) LUB Section 57	Staff	Recommended for removal.	Section 57 is not applicable to Package A areas.
107) LUB Section 58	Staff	Recommend adding another subsection to clarify that double counting will not be allowed for the 25% 2+ bedroom units and the 10% 3+ bedroom units.	This section pertains to unit mix in HR zones; the intent is to require 25% of two bedroom units, plus 10% of 3-bedroom units in high density buildings (13 units or more)

Staff Initiated Changes	Source	Staff Recommendation	Rationale
108) LUB Subsection 59(2)	Staff	The word "Subsections" should be singular.	This proposed change would provide additional clarity to the reader.
109) LUB Subsection 59(2)	Staff	Recommend adding a new Clause (b) and re-lettering the existing Clause (b) to Clause (c). The new Clause (b) should be as follows: (b) no linear dimension shall be less than 3.0 metres.	This proposed change would provide additional clarity to the reader.
110) LUB Section 60	Staff	Recommend rewording as follows: "In any D, CEN-2, CEN-1, COR, HR-2, or HR-1 zone, where a streetline does not abut a pedestrian-oriented commercial street identified on Schedule 6, any residential use that exceeds more than 50% of the width of the ground floor facing that streetline shall be either grade-related units, work-live units, or a combination of the two."	The proposed change will provide additional clarity to the reader.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
111) LUB Subsection 62(3)	Staff	The word "cattle" should be removed from Subsection 62(3).	Cattle is already included under the term "ruminants".
112) LUB Section 64	Staff	Recommend replacing Subsection 64(1) with the following: The keeping of chickens is permitted as an accessory use to a permitted use in a zone. Adding a new Subsection 64(2) as follows: Excluding heritage farm uses, the number of chickens is limited to a maximum of six hens per lot. Subsection 64(2) should be renumbered to Subsection 64(3).	The proposed changes will provide additional clarity to the reader.
113) LUB Diagram 1	Staff	The notation at the bottom of the diagram should specify at "ground level".	Bee hives will also be permitted on rooftops.
114) LUB Diagram 2	Staff	The shaded area shown on Diagram 2 should go all the way to the house. In addition, the cross-referencing should point to Subsection	This will ensure that the diagram is not in conflict with Section 64, as amended above.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
		64(3), instead of Subsection 64(2).	
115) LUB Subsection 66(5)	Staff	The third "or" should be converted to a "nor".	This correction will remove an inconsistency in Subsection 66(5).
116) LUB Section 68	Staff	Add the words "on a property" after the word "or".	The proposed change would provide additional clarity to the reader.
117) LUB Header for Section 69	Staff	Add the words "or a Heritage Conservation District" after the word "Property".	This proposed change will make the header consistent with the section that it relates to.
118) LUB Section 69	Staff	Adding the word "on" before the words "a property abutting the boundary of a heritage conservation district".	This proposed change will make the section flow better.
119) LUB Subsection 75(2)	Staff	Recommend rewording to the following: When a lot faces the outside of a curve on a street, the minimum frontage requirements of Subsection 75(1) may be reduced by: (a) 30%; or (b) for interior townhouse units, 30% provided the lot measures a minimum	The proposed change is to prevent a conflict with the Regional Subdivision By-law in terms of minimum lot width requirements as they relate to reduced frontage on a curve.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
		distance of 6.1 metres along a line joining points on the side lot lines which are the lesser of 6.1 metres from the street or the maximum front yard.	
120) LUB Clause 77(1)(a)	Staff	The term "wheelchair ramps" should be changed to "access ramps".	The term "access ramps" is more inclusive than the term "wheelchair ramps".
121) LUB Subclause 77(1)(d)(i)	Staff	The term "first storey" should be replaced by the term "ground floor".	The proposed change would correct an inconsistency in the Land Use By-law, as the term "first storey" is not otherwise used elsewhere in the document. On the other hand, the term "ground floor" appears frequently in the document and is even a defined term under Section 243.
122) LUB Subsection 81(3)	Staff	Add the words "Up to" at the beginning of the subsection.	This proposed change would provide additional clarity to the reader.
123) LUB Subsection 91(2)	Staff	Recommend adding grade-related units as an exemption to the requirement to meet a floor-to-floor height of 3.5 metres at the ground floor.	This measure will provide additional flexibility in the Land Use By-law, especially for sites with sloping conditions.
124) LUB Subsection 91(9)	Staff	Remove cross-reference to	These two subsections have no real relationship to each other.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
		Subsection 92(2) in Subsection 91(9).	
125) LUB Clause 94(2)(b)	Staff	Remove the words "shall be established" at the end of Clause (b).	The words identified for removal are redundant in the overall scheme of Subsection 94(2).
126) LUB Subsection 94(3)	Staff	Recommend adding a diagram to help clarify the subsection.	Clarify intent
127) LUB Subsection 95(1)	Staff	Recommend adding the words, numbers, and comma "Subject to 93(2)," at the start of Subsection 95(1).	This proposed change would provide additional clarity to the reader.
128) LUB Subsection 95(1)	Staff	Add the words, numbers, and brackets "Subject to Subsection 95(5)" at the beginning of the subsection.	The proposed change will fix an omission in cross-referencing to Subsection 95(5).
129) LUB Subsection 97(2)	Staff	Recommend replacing the words "Above the streetwall height, any contiguous portion of a high-rise building shall not exceed" with the words "The tower portion of a high-rise building shall not exceed".	This proposed change would provide additional clarity to the reader.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
130) LUB Section 107	Staff	Recommend replacing the introductory sentence to the following: "An accessory structure shall not have a footprint greater than:"	This change is being recommended to align the new Land Use By-law with upcoming region-wide amendments for backyard suites.
131) LUB Clause 107(a)	Staff	Recommend changing the number "30.0" in Clause 107(a) to the number "60.0".	This change is being recommended to align the new Land Use By-law with upcoming region-wide amendments for backyard suites.
132) LUB Section 120	Staff	Recommending a change in the preamble to replace the word "form" with the word "from".	This is a minor correction to fix a spelling error.
133) LUB Part VI, Chapter 7	Staff	Recommend adding variation criteria for maximum streetwall height.	A 5% variation to maximum streetwall height is recommended to provide flexibility such as on sloping sites.
134) LUB Part VI, Chapter 7	Staff	Recommend adding variation criteria for the streetline dimension of the portions of a main building below the streetwall height to a maximum of 88 metres along one streetline to allow for two towers on the same podium. The following variation	The purpose of this variation would be to provide more flexibility to have two towers on one podium.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
		<p>criteria would apply:            (a) all setbacks, separation distances and setbacks are met; (b) no tower dimension exceeds 21.5 metres abutting the streetline where the variation is applied; (c) a minimum 8 metre wide x 16 metre deep open space is provided abutting a public sidewalk; and (d) a minimum 4.5 metre setback for a tower abutting the required open space.</p>	
135) LUB Subsection 187(3)	Staff	<p>Recommending a change in the subsection to clarify that the 2.5 minimum dimension applies to both the width and depth of the landscaped buffer.</p>	<p>This is a minor correction to fix an omission.</p>
136) LUB Table 7	Staff	<p>Remove grade-related units from the "Use" column.</p>	<p>Grade-related units would already be counted as part of a multi-unit dwelling.</p>
137) Section 201	Staff	<p>Recommend making it applicable to COR as well.</p>	<p>This would allow for a better control over parking in side yards of COR.</p>

Staff Initiated Changes	Source	Staff Recommendation	Rationale
138) Section 202	Staff	Recommend removing COR from this section (see comment for Section 201 above).	This would allow for a better control over parking in side yards of COR.
139) LUB Subsection 227(2)	Staff	Recommend the following changes: (1) Add a "subject to Clause 227(2)(b)" at the beginning of Clause 227(2)(a), (2) add a new Clause 227(2)(b) with the following text "conservation of a registered heritage building in accordance with Subsection 235(1); and", and (3) the former Clause 227(2)(b) should be re-lettered to Clause 227(2)(c).	This proposed change would provide additional clarity to the reader.
140) LUB Clause 228(1)(a)	Staff	Recommend adding a cross-reference to Subsection 243(81) for the definition of floor area.	This will help clarify what is excluded in the calculation of floor area.
141) LUB Section 243	Staff	Recommend adding a new definition for "Tower Portion". <b>Tower Portion</b> means the contiguous portion	This proposed change would provide additional clarity to the reader.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
		of a high-rise building: (a) above the streetwall; and (b) which is greater than 26 metres in height from average grade.	
142) LUB Section 243	Staff	Adding a new definition for cruise ship terminal use in the D zone.	This proposed change would provide additional clarity to the reader.
143) LUB Subsection 243(26)	Staff	Recommend replacing the definition for "building" with the following: Building means every <u>continuous</u> enclosed area within exterior walls <u>on a lot</u> , built, erected, and framed of a combination of materials, whether portable or fixed, having a roof, to form a structure for the shelter of persons, animals, or property <u>above or below grade</u> .	The new definition would clarify that various structures above a shared underground parking structure are considered one building.
144) LUB Subsection 243(93)	Staff	Recommend including a percentage in the definition of "ground floor" of required streetline that has to meet the standard, as	The recommended change builds additional flexibility into the definition.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
		<p>shown below in bolded text:</p> <p>93) Ground Floor means, for each streetline, the first floor level that:</p> <p>(a) abuts the streetline;</p> <p><b>(b) for at least 70% of each streetline:</b></p> <p>(i) commences no lower than 0.6 metres below the streetline grade; and</p> <p>(ii) does not commence any higher than 0.6 metres above the streetline grade.</p>	
145) LUB Subsection 243(127)	Staff	Adding an uppercase "B" to the first word "building".	This is a minor change to bring consistency with the rest of the defined terms.
146) LUB Schedule 9: Minimum Front and Flanking Yards	Staff	Recommend changing the minimum front and flanking yard on Bayers Road (close to the Oxford intersection) from 1.5 m to 3 m.	The proposed change will correct an error in the mapping.
147) LUB Schedule 27: Shadow Impact Assessment Protocol	Staff	Recommend removing Hydrostone Park from Schedule 27	The Hydrostone Park is can be and characterized as a plaza and a gathering place for events. Considering the small size of the park, the protocol would not apply.

Staff Initiated Changes	Source	Staff Recommendation	Rationale
148) LUB Appendix 2: Shadow Protocol	Staff	Recommend replacing Appendix 2 with a revised Shadow Protocol.	The proposed changes will address concerns that have been raised with the methodology contained in the current version of Appendix 2. Other changes are being recommended to improve consistency throughout the Land Use By-law.
149) LUB Schedule 7: Maximum Building Height 5682 North Street, Halifax	Staff	Recommend lowering the maximum height from 20 metres to 11 metres due to its inclusion in a proposed heritage conservation district for the Bloomfield area.	All other properties zoned COR and which are to be included in a proposed heritage conservation district have been assigned maximum heights of 11 metres.
150) LUB Section 228	Staff	Add ability to use appraised value to calculate the value of density bonus in Future Growth Nodes	This change would reflect the cost of servicing of future growth nodes; change in policy may also be required.

## Attachment B: Changes to draft Regional Centre SMPS and LUB not recommended by staff

Recommendation	Source	Staff Recommendation	Rationale
<p>1) Allow for the use of design standards from the National Association of City Transportation Officials as an alternative to HRM's Municipal Design Standards where applicable.</p>	<p>CPED</p>	<p>Staff recommend no change.</p>	<p>A municipal planning strategy and land use by-law do not regulate the design of streets and right-of ways which are governed by the Municipal Design Standards. It is anticipated that the Municipal Design Standards (Red Book) will be updated within 12 – 18 months based on direction from Council to:</p> <ol style="list-style-type: none"> <li>1) ensure consistency with the principals of the Integrated Mobility Plan (IMP);</li> <li>2) apply the National Association of City Transportation Officials (NACTO) standards; and</li> <li>3) support the Complete Streets policy.</li> </ol>
<p>2) Amend the draft Land Use By-law to allow 10 chickens per lot, grandfather existing legal coops and runs.</p>	<p>CPED</p>	<p>Staff do not support this recommendation</p>	<p>Provision of the <i>HRM Charter</i> (S. 253 and 255) related to non-conforming uses and number of hens in excess of new limits will apply with onus of proof on the property owner.</p> <p>Staff conducted jurisdictional scan and research and 6 to 7 hens is a common maximum number in an urban setting.</p> <p>Staff also recommend that theses uses are exempt from development permit, but will still require them to meet requirements of the Land Use By-law.</p>
<p>3) Downtown Dartmouth - Vacant HRM owned lot at Alderney (portion of PID 40938110) should reflect potential property lines as identified in the November 22, 2016 HRM</p>	<p>HEMDCC</p>	<p>Staff recommend no change.</p>	<p>The portion of the lot (PID 40938110) is currently designated as a right-of-way. In order for the planning policies and land use by-law regulations to apply, the lot would have to be closed through Street Closure process, which is a separate process that is undertaken through direction from Council. Once the street is closed, the Downtown (D) Zone and the</p>

Recommendation	Source	Staff Recommendation	Rationale
report with same zoning and far as adjacent PID 40506875			Floor Area Ratio (FAR) precinct regulations will follow any change by the Municipality to the streetline, subject to Section 40 of the Land Use By-law.
4) Sullivan's Pond - Reduce height for 1 Oak Street from 26 metres to 20 metres	HEMDCC	Staff recommend no change on the exiting building, but recommend reducing the max. height on the vacant portion of the site to 20 metres to support transition to adjacent context.	Staff recommend that the 26 metre maximum height is maintained as the site currently comprises a 15-storey multi-unit building, which is approximately 45 metres in height. Further reduction would increase the non-conformity of the building.
5) Grahams Grove - Remove corridor zone for 5 Glenwood Avenue*  *Correspondence received from property owner	HEMDCC	Staff recommend no change	5 Glenwood Avenue was included in the Corridor designation in the April release of the Centre Plan based on recent re-zoning to R-4 and an anticipated development agreement, which has not been signed. The property has since also been consolidated and staff do not recommend change as 5 Glenwood Avenue will be subject to transition requirements which include 6 metre setbacks and stepbacks.
6) Pleasant Corridor - Remove Corridor Zone for 7 Chadwick	HEMDCC	Staff do not support this recommendation	This property is subject to transition requirements to low-rise residential areas, which include a 6 metre setback and stepbacks.
7) Pleasant Corridor - Reduce height for portion of PID 247049 fronting on Marvin from 20 meters to 11 meters	HEMDCC	Staff do not support this recommendation	This property is subject to transition requirements to low-rise residential areas, which include a 6 metre setback and stepbacks.
8) North Street – Change 5685 to 17 metres	HWCC	Staff recommend no change.	The proposed maximum height limit is 17 metres.
9) Design requirements include specifics for	HWCC/HPPAC	Staff recommend no change.	This is a requirement under the site plan approval process as outlined in Section 17 of the Regional Centre LUB. While the

Recommendation	Source	Staff Recommendation	Rationale
proposal/application renderings submitted for review.			intent of the Design Advisory Committee (DAC) review is to provide design advice at early stages of the process, any proposal presented to the committee is required to include accurate supporting information. Staff will draft an Administrative Order to address the details pertaining to the role, membership criteria, and terms of reference for the DAC based on Regional Council direction.
10) Give priority to infill, renovation, adaptive re-use, and sustainable building design.	HPPAC	Staff recommend no change.	<p>This recommendation has been addressed in the Regional Centre SMPS and LUB by:</p> <ul style="list-style-type: none"> <li>• establishing allowances for a wide-range of land uses;</li> <li>• encouraging infill and a range of housing forms;</li> <li>• accommodating growth by infilling existing vacant and under-utilized lands;</li> <li>• encouraging new construction, additions to existing buildings, as well as property renovations;</li> <li>• supporting the integrity, conservation and adaptive re-use of registered heritage buildings; and</li> <li>• reducing the overall impact on the environment through the advancement of sustainable site and building design such as stormwater management, green roofs, and landscaping</li> </ul>
11) Support further clarification to ensure single-unit dwellings with appropriate bedroom counts in appropriate areas.	HPPAC	Staff recommend no change.	The topic of bedroom counts will be addressed as part of Package B process.

Site-Specific Requests	Source	Staff Recommendation	Rationale
<p>12) Eugene Pieczonka, Lydon Lynch Architects Ltd. – Request for including properties within the COR Zone as most of those properties have been approved through Development Agreements, which have been generally consistent with the zoning requirements of the COR zone in terms of height, massing and use.</p> <p>Subsequent letter requested the properties to be designed as Higher Order Residential with a maximum height of 14 metres based on current C-2 and R2 zoning and surrounding development.</p> <p><b>Site:</b> 5644 – 54 Macara Street, 2850 – 60 Isleville Street, and 5651 &amp; 5655 Bilby Street, Halifax</p>	Correspondence	Staff recommend no change.	Staff recommend considering this request as part of Package B to allow for detailed neighbourhood analysis and public consultation.
<p>13) Louis Lawen, Lawen Group, DEXEL – Request to:</p> <p>Amend MAP 3 of the CP (Maximum Heights) to increase the height to 20 metres - The surrounding sites to the east have been designated as 20m (6 levels). This site has been labelled as 14m (4 levels), <i>which is exactly what can be</i></p>	Correspondence	<p>Staff recommend a partial increase to properties fronting on Quinpool Road, but not those fronting on Beech Street.</p> <p>Staff do not recommend extending the POC to the Corridor part of Quinpool Road.</p>	<p>Staff support the increase in the maximum height to 20 metres for properties along Quinpool Road, however maintaining the maximum of 14 metres along Beech Street. This would allow for a transition to the residential neighborhood along Beech Street. Transition regulations also apply to these properties.</p> <p>Staff do not support extending the Pedestrian Oriented Commercial Street. Proposed land use by-law regulations do not preclude the provision of active uses at the ground-level, but their</p>

Site-Specific Requests	Source	Staff Recommendation	Rationale
<p><i>built there under the current 1970 C2-C zone.</i></p> <p>Correct an error on the Pedestrian Oriented Commercial Street Map – A section of Quinpool Road is not indicated as a Pedestrian Oriented Commercial Street.</p> <p><b>Site:</b> Corner of Beech Street, Quinpool Road and Elm Street, Halifax</p>			<p>mandatory inclusion is premature at this time and may result in vacant storefronts.</p>
<p>14) Pat Whitman &amp; Chris Annand, Park to Park Community Association – Request to re-introduce FAR into the Higher Order Residential (HR-1) Zone for the Wellington Street neighbourhood.</p> <p><b>Site:</b> Wellington Street neighbourhood, Halifax</p> <p>*Received through CPED</p>	<p>Correspondence</p>	<p>Staff recommend no change.</p>	<p>The removal of FAR from Corridors and Higher Order Residential areas was conducted to provide predictability and increase certainty with regards to maximum height in areas typically abutting established residential areas and to remove conflicting regulations. Many of the other built form controls have been maintained or enhanced. Maximum lot coverage has been removed, but minimum yards are maintained as well as landscaping provisions and amenity requirements per unit.</p>
<p>15) Rebecca Jamieson &amp; Christopher Beaumont – concern respecting:</p> <ol style="list-style-type: none"> <li>a. Eliminating the maximum floor area ratios (FAR) from all HR and COR areas, particularly those south of College Street;</li> <li>b. Increasing the maximum allowable heights in much of the HR area south of</li> </ol>	<p>Correspondence</p>	<p>Staff do not recommend re-introducing FAR in Corridors and HR areas.</p> <p>Staff support reducing max. heights along Wellington Street as recommended by HWCC.</p>	<p>Staff was asked to study the south end area in detail given the increasing demand for different types of housing in this area. Staff designated many of the existing vacant or multi-unit residential lots as Higher Order Residential, while maintaining low built form on much of the remaining area as part of the proposed Heritage Conservation District.</p> <p>Staff recommend against re-introducing the FAR system in HR zones, and support CPED motion</p>

Site-Specific Requests	Source	Staff Recommendation	Rationale
<p>South Street by comparison with the April 2018 draft version of the Centre Plan.</p> <p><b>Site:</b> South of College Street, and south of South Street, Halifax</p>			<p>regarding lowering heights from 17 metres to 14 metres along Wellington Street.</p>
<p>16) Mitch Dickey Urban Planning, on behalf of Yuille Auto-Works – Request to allow auto service uses in the COR Zone</p> <p><b>Site:</b> 311 Prince Albert Road, Dartmouth</p>	<p>Correspondence</p>	<p>Staff recommend no change.</p>	<p>Expansion of non-conforming businesses can be considered under development agreement policy, and is a relaxation from Charter provisions.</p>
<p>17) Scott Hodgson – “Many neighbours in my area (Lawrence St) were surprised to see significant changes to the allowable height allowances and zone creep on re-development along the corridor.”</p> <p><b>Site:</b> Lawrence Street and Charles Street, Halifax</p>	<p>Correspondence</p>	<p>Staff recommend no change.</p>	<p>Additional lots were included in certain Corridors to encourage a more regular lot pattern and support desired densification along transit corridors. Transition rules continue to apply to Corridors, and the 6 metre setback may not allow for a structure to be built. Refer to recommendations 48 and 49 in Table A.</p>
<p>18) Andrea Arbic – General concerns regarding potential ‘Corridor’ creep</p> <p><b>Site:</b> Along all Corridors</p>	<p>Correspondence</p>	<p>Staff recommend no change.</p>	<p>Additional lots were included in certain Corridors to encourage a more regular lot pattern and support desired densification along transit corridors. Transition rules continue to apply to Corridors. Also refer to recommendations in Table A.</p>
<p>19) Peggy Cameron – Review protection measures to the rights to sunlight for solar PV,</p>	<p>Correspondence</p>	<p>Staff recommend no change as this request cannot be</p>	<p>While solar power is an increasingly important and growing source of energy, this needs to be balanced with increasing access to housing and</p>

Site-Specific Requests	Source	Staff Recommendation	Rationale
solar thermal and solar hot water panels along Corridors. <b>Site:</b> Along Corridors.		addressed through this process.	transit along transit corridors. Planning regulations seek to provide a balance of sun and shade on public spaces through built form controls. Built form in Corridors typically ranges from 11 metres to 20 metres with strong transition regulations to adjacent neighbourhoods.
20) Dusan Soudek - General concerns regarding potential 'Corridor' creep <b>Site:</b> Along all Corridors	Correspondence	Staff recommend no change.	Additional lots were included in certain Corridors to encourage a more regular lot pattern and support desired densification along transit corridors. Transition rules continue to apply to Corridors. Please also refer to recommendations to remove certain properties in Table A.
21) Phat Luong, 2170 Phat's Barber Shop – Concerns of negative impacts of corridor streets on the community. <b>Site:</b> 2170 Windsor Street, and 6162 Charles Street, Halifax	Correspondence	Staff recommend no change.	Additional lots were included in certain Corridors to encourage a more regular lot pattern and support desired densification along transit corridors. Transition rules continue to apply to Corridors. Please also refer to recommendations to remove certain properties in Table A.
22) Michael Teehan – Concerns about general zoning changes. <b>Site:</b> Windsor Street and Robie Street, Halifax	Correspondence	Staff recommend no change.	Additional lots were included in certain Corridors to encourage a more regular lot pattern and support desired densification along transit corridors. Transition rules continue to apply to Corridors. Please also refer to recommendations to remove certain properties in Table A.
23) Robin Stewart – Request to change the zoning to CEN-2, and 3.5 FAR <b>Site:</b> 5537 Cogswell Street, Halifax	Correspondence	Staff recommend no change.	Staff consulted with Heritage staff on this request and do not support the change based on the following:  1. This property is a good example of mid-19th century architecture that makes up the majority of the future Creighton's Field HCD, and is an integral part of that future district; and

Site-Specific Requests	Source	Staff Recommendation	Rationale
			<p>2. The lower FARs of the CEN-1 zoning will provide an appropriate transition from the CEN-2 zoning to the east while retaining the flexibility of use for this property.</p> <p>The property is in good condition and is surrounded on the north and west by either historic, or appropriately scaled modern buildings. 5537 Cogswell Street contributes to the strong heritage identity of the Cogswell streetscape, and its loss due to redevelopment would weaken the integrity of the proposed HCD.</p>
<p>24) Mike Cowie – General concerns relating to the Robie Street Corridor</p> <p><b>Site:</b> 6015 Charles Street, Halifax</p>	Correspondence	Staff recommend no change.	Additional lots were included in certain Corridors to encourage a more regular lot pattern and support desired densification along transit corridors. Transition rules continue to apply to Corridors. Please also refer to recommendations to remove certain properties in Table A.
<p>25) Ted Maclean – Request to add these properties to Centre Plan Package A, be zoned for higher density development.</p> <p><b>Site:</b> 1142-1144 South Park Street, Halifax</p>	Correspondence	Staff recommend no change.	The sites are located are part of a continuous residential streetscape and neighbourhood and are also part of the proposed HCD in the area and requires additional public consultation and neighbourhood planning.
<p>26) UDI Center Plan Committee – Concerns regarding the following:</p> <ol style="list-style-type: none"> <li>1. Opportunity sites (1ha+ sites)</li> <li>2. Density Bonusing</li> <li>3. Flexibility for variances</li> <li>4. Timeline for the approval process</li> </ol>	Correspondence	Staff recommend no change.	<p>This correspondence has been discussed at CDAC. Staff provide the following rationale for not making changes:</p> <ol style="list-style-type: none"> <li>1. Staff recommend the re-introduction of the large lot development agreement policy based on direction from CPED</li> <li>2. The density bonusing framework has been significantly revised based on Package A consultation and CPED did not direct staff to</li> </ol>

Site-Specific Requests	Source	Staff Recommendation	Rationale
<p>5. Wind modelling 6. Keesmaat report recommendations</p> <p><b>Site:</b> Regional Centre Plan Area</p>			<p>make further changes; analysis in 2018 and 2019 by Turner Drake indicate minima impact on development while offering a predictable development climate.</p> <p>3. Staff recommend two additional variations in the LUB subject to criteria, which can also be considered in large lot development agreements</p> <p>4. Timeline for the approval process for site plan approval applications is estimated to be significantly shorter than development agreements and site specific plan amendments; timelines will be affected by the complexity of the project and the proponent's ability to submit complete application and schedule a public meeting. Planning staff are working on a detailed review process and staff training has also been commenced on the proposed Plan and Land use By-law.</p> <p>5. The wind assessment protocol and performance standards were developed by RWDI wind experts and are based on best practices in the field.</p> <p>6. Staff provided a detailed response to the Keesmaat report and tabled it with CDAC.</p>
<p>27) ZZapp Consulting Inc. - Concerns regarding the following:</p> <ol style="list-style-type: none"> <li>1. Design Requirements vs. Design Manual</li> <li>2. Shadow Study requirements</li> <li>3. Tower floor plates</li> <li>4. Large sites (1 ha+)</li> <li>5. Wind Study requirements</li> </ol>	Correspondence	Staff recommend no change	<p>This correspondence has been discussed at CDAC. Staff provide the following rationale for not making changes:</p> <ol style="list-style-type: none"> <li>1. Staff support the adoption of a Regional Centre Design Guidelines document to serve as a reference when drafting development agreements for existing sites that are 1 ha in area or larger, and Future Growth Nodes, in</li> </ol>

Site-Specific Requests	Source	Staff Recommendation	Rationale
<p><b>Site:</b> Regional Centre Plan Area</p>			<p>addition to the 42 site plan approval design requirements (Part VI of the LUB).</p> <ol style="list-style-type: none"> <li>2. Staff have adjusted methodology for Shadow Study requirement review to given consideration to site topography</li> <li>3. Staff recommend that the maximum tower dimensions proposed in the Plan and LUB are key to successful densification of the Regional Centre, and are supported by most stakeholders and public;</li> <li>4. Staff recommend the re-introduction of the large lot development agreement policy based on direction from CPED</li> <li>5. The wind assessment protocol and performance standards were developed by RWDI wind experts and are based on best practices in the field; wind studies can only be conducted by qualified engineers.</li> </ol>
<p>28) Jono Developments: 5599 Fenwick Street concern over removal of site specific policy from current planning documents for this multi-phase development</p>	<p>Correspondence</p>	<p>No change recommended</p>	<p>The development agreement has additional nine years to complete the development, and Centre Plan allows for extensions to existing development agreements and limited amendments under the previous policies. Non-conforming residential uses and non-conforming structures are also accommodated in the HRM Charter and the proposed Plan.</p>
<p>29) Jono Developments 1338 Hollis Street additional development rights</p>	<p>Correspondence</p>	<p>No change recommended</p>	<p>Property is outside of Plan area</p>
<p>30) Jono Developments: 1157 Tower Road allow for extensions</p>	<p>Correspondence</p>	<p>No change</p>	<p>The proposed zoning is HR-1 and 20 m max height. Maximum lot coverage has been removed from HR regulations, although yards and amenity</p>

<b>Site-Specific Requests</b>	<b>Source</b>	<b>Staff Recommendation</b>	<b>Rationale</b>
with higher coverage in HR zones			space requirements still apply as well as other built form controls.

## Attachment C: Supplementary Information related to Dartmouth Cove Future Growth Node

As requested by Community Planning and Economic Development Standing Committee of Council (CPED), the information below provide supplementary information related to the May 15, 2019 correspondence from Develop Nova Scotia tabled at the May 16, 2019 CPED meeting.

### Neighbourhood Design Guidelines

Develop Nova Scotia letter indicate that while the proposed Dartmouth Cove Neighbourhood Design Guidelines in the draft Regional Centre SMPS reflect 2012 Dartmouth Cove Master Plan, they are too detailed and do not provide adequate flexibility for future redevelopment. Staff would like to provide the following response:

- **Inclusion of Neighbourhood Design Guidelines:** the guidelines have been included in the draft Centre Plan to provide an opportunity for a more expedited development of Dartmouth Cove along with Penhorn Mall, Shannon Park and Young Street lands. The inclusion of these policies once approved would provide the property owners to proceed directly to a development agreement without the need for a plan amendment process.
- **Updates to the 2012 Master Plan:** The proposed street network, densities and mix of uses have however been refined and simplified based on consultation with property owners, Transportation and Public Works and Planning and Development staff.
- **Certainty vs. Flexibility:** The inclusion of a more detailed land use and development contexts, including precinct descriptions provide a clear yet still flexible framework for the negotiation of the development agreement. Given the extensive community engagement for this area, the importance of the site as an extension of Downtown Dartmouth and the need to provide appropriate transition between the established neighbourhoods and the Harbour, staff strongly recommend that the more detailed guiding policies and land use map are maintained.

**Staff recommended:** As indicated in Attachment A, staff support the following changes to the Dartmouth Cove CDD Neighbourhood Guidelines and Map 14:

- Amending part of the Maitland Street Corridor on the east side of Maitland Street from “low-rise residential” to “low-rise to mid-rise Commercial/Industrial” and making a corresponding change in policy.
- Amending the Maitland Street Corridor adjacent to Portland Street from “low-rise to mid-rise commercial/industrial” to mixed-use mid-rise and amending corresponding change in policy.
- Adding potential additional parks where the infrastructure plan anticipates road closures
- Amending the names of the precincts to numbered areas as future development may require name changes to some of the existing and new streets.

**Staff do not recommend:** Generalizing Map 14 to only include “mixed-use mid-rise to high-rise”, including the Harbourfront Precinct and related water lots for the following reasons:

- The Harbourfront Precinct and part of the Maitland Precinct are intended to remain industrial/commercial for the foreseeable future.
- Maintaining the Harbourfront and part of the Maitland Street Precinct as commercial/industrial would support Develop Nova Scotia’s goal of creating an Innovation District while limiting conflict between residential and industrial uses within the overall site;
- Staff have direction from CDAC to consider water lot infilling on water lots as part of Package B and providing for residential uses is premature;
- Safe access across the rail line will likely pose challenges for any mixed-use residential development in the harbourfront Precinct;
- Staff further would maintain that a significant departure from the 2012 Dartmouth Cove Master Plan would necessitate a new Master Planning process, which may not facilitate a

timely redevelopment of the site and would pose a risk to municipal investments in this area.

- Approximately half of the site is already included in the Waterfront Special Area, which permits the continuation of existing marine industrial uses.

### **Dartmouth Cove Height Maximums (Map 3)**

Develop Nova Scotia asked staff to clarify the approval process for Future Growth Nodes. The maximum height limit of 20 metres is only intended to guide extensions of interim uses until the development agreement is approved. Those Future Growth Nodes with approved Neighbourhood Design Guidelines are intended to proceed to the development agreement process, without the need to amend the Plan.

**Staff recommend:** As indicated in Attachment A staff recommend add clarifying language to Policy 3.28 that the maximum height limit can be exceeded through the CDD development agreement process and an accompanying amendment to the Land Use By-law.

### **Approval Process for Future Growth Nodes**

Develop Nova Scotia asked to confirm the approval process for Future Growth Nodes. Staff confirm that as stated in Policy 3.33, zoning is intended to be applied to Future Growth Node lands once the development agreement dealing with site planning and infrastructure is fulfilled to facilitate a more predictable and streamlined process that aligns with the objectives of the Plan. This would provide for more “out of the tool box” approach as opposed to site specific approach although certain variations can be considered.

Marine and Industrial Zones will be introduced to the Centre Plan as part of Package B and could be applied to part of the site in the future. If determined to be appropriate through the development agreement process, these zones could be applied to the Dartmouth Cove lands. Given that staff have not been provided with a clear indication of what types of uses are being contemplated, these uses cannot be added to the by-law at this time.

### **Marine and Mixed-Use Industrial**

Develop Nova Scotia requested that provisions are made in policy to permit new marine industrial uses compatible with residential uses as part of the Waterfront Special Area or a Dartmouth Cove Special Area. Staff is of the opinion that significant lands within the Dartmouth Cove FGN have been provided with future commercial and industrial lands but that generally, industrial uses are not compatible with residential uses and are not appropriate for the inclusion within the Waterfront Special Area. Policy 3.32 (g) – General Development Agreement and Land Use By-law Amendment Requirements provide that limited variations to the Land Use By-law can be considered as part of the development agreement process to meet the CDD Guidelines. An additional use could be included as part of the Waterfront Special Area once more detailed planning is completed.

### **Downtown Dartmouth Infrastructure Renewal**

The May 15, 2019 Develop Nova Scotia letter raised issues related to the cost and complexity of redeveloping strategic brownfield lands within urban areas such as Dartmouth Cove. Staff acknowledge the servicing, geotechnical stability, contamination and sea-level rise challenges to developing the site. Staff offer the following responses to the issues raised:

- **Street network:** The proposed street grid has been established in an effort to reconnect Dartmouth Cove to the Downtown Dartmouth street grid. While the proposed grid is based on the 2012 *Dartmouth Cove Master Plan*, there have been revisions made since 2012 based on consultation with property owners, HRM Transportation and Public Works, and HRM Current Planning. Staff feel that this proposed street grid reflects today’s realities and is a significant refinement over the 2012 Plan.
- **Access Points:** The current accesses to Dartmouth Cove at Mill Street and Canal Street are not appropriate for the scale of redevelopment envisioned for Dartmouth Cove. The increased traffic volumes at full build out would trigger traffic signals at these intersections, however new traffic signals would not be permitted this close to the existing Portland-Alderney-Prince Albert (PAPA) intersection. Therefore, a more adequate access would be required to be constructed. In many developments the

cost of constructing a new access would be entirely left to the developer. However, recognizing the broader public benefits related to broader infrastructure investments (park, daylighting, etc.), the Municipality is considering a 50% cost share with the benefitting property owners. In addition, the intended work to the Portland / Alderney intersection is not intended to be included in the LIC calculations.

- **Estimated cost of infrastructure upgrades:** The initial estimate for the construction of a bridge and the street connection between Alderney Drive and Maitland Street is \$7 million. This work will be carried out by HRM, and the cost also includes raising the grade of Alderney Drive to accommodate the anticipated sea level rise and the Dundas Street connection. These costs will be refined through detailed design in 2019, but at this time the \$7 million cost estimate includes the following:

1. Land Acquisition	\$1,300,000
2. Dundas Street Bridge	\$2,000,000
3. Dundas Street (East)	\$300,000
4. Dundas Street (West)	\$1,900,000
5. Alderney Drive	\$1,200,000

The above includes 17% for engineering, inspection, geotechnical work and a 25% contingency. It also includes signals at Dundas Street, but does not include costs associated with the Prince Albert Portland/Alderney intersection.

- **Cost sharing model:** While Local Improvement Charges (LICs) will be used to recover part of the capital costs incurred by the Municipality, HRM's Capital Cost Contribution policy will be used to apportion costs. The policy's cost methodology provides a reasonable and equitable procedure for identifying expenditures, recognizing benefits, and apportioning costs related to new infrastructure. Initial estimates indicate that HRM will be looking to recover half the cost through a local improvement charge. This will be refined in 2019.
- **Municipal investment to support strategic growth:** Staff acknowledge the concerns around economic development and municipal infrastructure investment. The Downtown Dartmouth Infrastructure Renewal project is an infrastructure plan that will support development through an investment in Dartmouth Cove. This investment however, will need to consider other financial responsibilities and HRM's ability to pay through approved capital budgeted expenditures.



May 14, 2019

**RE: 2242 Maitland Street**

Andrea Doncaster Engineering Limited conducted a site visit at 2242 Maitland Street on May 9, 2019. The site visit was conducted on behalf of the building owner, to review the structural integrity of the foundation.

Observations:

The following items were observed on site:

- Existing 2 storey wood framed house. Age of house is estimated at over 100 years. There is evidence of several renovations done in the house over the years to remove walls and create a more modern, open layout. Often renovations such as this are done without permits and proper engineering.
- The staircase is the only notable original detail present; however the railing height is significantly lower than what is required by today's code.
- The house has many maintenance and repair issues needing to be addressed. The trim and exterior paint needs attention. Exterior grade is high at the back of the house and the siding is deteriorated. There is a cracked concrete pad as the back doorstep. There are areas where the exterior siding is missing.
- The floor inside is noticeably sloped.
- The foundation is part basement and part crawl space. Several makeshift supports are acting as footings, as well as posts bearing directly on dirt.
- The foundation wall is bowed in along the basement stairs. It is typical in houses of this age that the foundation wall is made narrower and out of bricks as opposed to a thick stone wall in the area of the basement stair. This leads to bowing and sometimes localized failure. There are areas of brick foundation needing repointing and repair.
- The plumbing and wiring run through the uninsulated basement and crawlspace.
- The roof is leaking and there are signs of structural movement around one of the upstairs windows.

Discussion:

Given the numerous issues noted, the maintenance and repairs would be very expensive. For long-term structural soundness, significant repairs and/or replacement of the foundation is

recommended. A structural review of all beams installed in place of original load bearing walls is also recommended.



Figure 1: Deteriorated Siding



Figure 2: Brick Foundation in Need of Repair



Figure 3: Bowed Exterior Wall



Figure 4: Wall Replaced with Post and Beam



Figure 5: Wiring in Uninsulated Crawl Space



Figure 6: Foundation in Need of Repair

This review is based on visual inspection performed by direct observation of existing conditions at the time of the inspection, and is therefore limited to the portions of the structure that were visible.

If you have any questions, please feel free to contact Andrea Doncaster Engineering.

Regards,

Andrea Doncaster, P.Eng., M.A.Sc., LEED AP



---

May 27th, 2019

Mr. Aaron Murnaghan and Mr. Luc Ouellet  
HRM HERITAGE AND POLICY AND STRATEGIC INITIATIVES Planners  
Aaron.murnaghan@halifax.ca, oullet@halifax.ca

Dear Aaron and Luc,

Thanks again for meeting with us at our Gottingen Street Office on May 1, 2019 to discuss our concerns, and our surprise, about the reduced 1.75 FAR as part of the proposed Heritage Conservation District (HCD) of the latest version of the Centre Plan LUB Package A. As you understand, this proposed FAR substantially impacts and essentially precludes our development possibility of 2242 to 2230 Maitland Street.

In 2014 we designed and received a building permit to build a four to five story residential/commercial building at 2242-2230 Maitland Street. We can re-work this design under "as of right zoning in place currently" however the limitation imposed by the current version of the Centre Plan bylaws creating a new HCD on our properties necessitates that we "rush" to resubmit the development permit under existing bylaws.

As per our discussion, we request you amend the draft zoning framework so that the Floor Area Ratio (FAR) allowed by the proposed Centre Plan on our property at 2242-2230 Maitland Street matches the 6 FAR allowed on adjacent and neighboring properties. We would like to design something appropriate of architectural interest capturing the historical context found in St. Georges Round Church which can enhance the surrounding heritage context while creating an appropriate height transition from the 8 stories Housing Trust Project approved next door to us. We would like to build a project that would beautify and benefit the surrounding community in the same exciting manner as our other projects completed on the street.

We attach an opinion letter from our structural engineer substantiating the structural unsoundness of our building at 2242 Maitland. We add from our expertise as a green building company that the building is substantially uninsulated, with poor quality windows and doors and does not meet basic building code requirements for energy efficiency. The cost of retrofitting this to a modern energy standard along with the cost of needed structural repairs



means it is not financially feasible compared to the cost of a new structure. Our intention is to demolish this structure in the very near future as we start this new project. The same is true for 2244.

We understand the limited FAR proposed in new Heritage Conservation Districts intends to disincentivize the demolition of high-quality heritage buildings on small lots in established urban fabric. 2242-30 Maitland is neither a small lot, nor is it within an established urban fabric such as Creighton Street, nor does it contain a high-quality heritage building. As it makes no sense economically to repair/ upgrade the existing structure at 2242, or 2244, and our intention is to tear 2242 down, we request that you consider removing both 2242 and 2240 from the proposed Heritage district . 2242-2230 Maitland is now mostly a parking lot with a frontage of more than 110 feet.

In short, we would be happy to work with you to create a high-quality architecturally designed building reflecting and enhancing this proposed Heritage Conservation District. The current proposed FAR of 1.75 is unfairly punitive and ignores the precedent set by other vacant lots in heritage contexts. We therefore request confirmation from you that 2242 to 2230 Maitland Street be amended to allow a FAR of 6 , and that we would agree to follow, as appropriate, *Part VI, Chapter 5: Heritage Conservation Design Requirements* as set out in Centre Plan Package A. One example would be for setbacks from a "cornice line" to be created. We shall remain open to suggestion from you as the Heritage side of the planning department to comment on what we can do to enhance this heritage context.

We are a small local company, with a track record of creating beautiful, community-oriented developments in North End Halifax, and we want 2242-2230 Maitland to be the next addition to our prize-winning portfolio. Please help us do that.

Sincerely for the Team at EcoGreen Homes,

Edward Edelstein, President

Attached: A. Doncaster Engineering Letter re; 2242 Maitland Street.



# ARMOUR GROUP

ESTABLISHED 1972

May 22, 2019

Councillor Sam Austin  
District 5 – Dartmouth Centre

Via Email: [sam.austin@halifax.ca](mailto:sam.austin@halifax.ca)

Copy to: Regional Council, via the Office of the Municipal Clerk ([clerks@halifax.ca](mailto:clerks@halifax.ca))

Re: Centre Plan Review: 1000 Micmac Boulevard, Dartmouth, NS (PID: )

Dear Councillor Austin:

Upon further review of the most recent *Draft Regional Centre Secondary Municipal Planning Strategy (Package A)* (SMPS) and the *Draft Regional Centre Land Use By-Law (Package A)* (LUB), The Armour Group Limited requests that two amendments be made with respect to the above referenced Property:

1. **Re-Designate and Re-Zone 1000 Micmac Boulevard (PID ) to Higher-Order Residential 2 (HR-2):**
  - a. Under the current Drafts, the Property is designated and zoned Higher-Order Residential 1 (HR-1)
  - b. Under the previous Drafts (February 2018), the Property was zoned HR-2.
  - c. The designation and zone were arbitrarily changed from HR-2 to HR-1 by HRM Staff without providing notification nor justification.
  - d. When re-designated and re-zoned, the Property should be provided with the same SMPS policies and LUB clauses as the HR-2 designated and zoned properties located on Horizon Court, with particular reference to maximum building heights (38 metres).
  
2. **Reintroduce Clause 206 (or variation thereof) from the previous Draft LUB**
  - a. Clause 206 (LUB, February 2018): *“Development on lots larger than 1.0 hectare in a CEN-2, CEN-1, HR-2, or HR-1 zone shall be considered by development agreement (DA) only.”*
  - b. The Property is 2.16 hectares (5.34 acres) and is bound by several significant and unique site features that justify supporting design flexibility through the DA approval process:

- i. Location: The Property is located in proximity to major public transportation infrastructure, intensive employment areas, existing high-density residential developments, schools, public parks, and a future growth node (Mic Mac Mall).
- ii. Solar Orientation: The property is situated such that it will never result in shadow impacts on nearby residential neighbourhoods.
- iii. Vegetation: The Property is largely defined by its treed canopy, integration with nature and setback from the street. The vast lot size, coupled with the neighbourhood's forested aesthetic, pleads for development that treats urban design and densification differently from the Centre Plan's proposed built-form regulations.
- iv. Terrain: Further to 'iii', the Property is located along steep grades (bordering Micmac Boulevard and HRM Parkland) that are not conducive to the 'streetwall' aesthetic; increased design flexibility should be afforded through a DA mechanism.

The Armour Group has been in correspondence with HRM Staff since 2016 on these same issues, as is reflected in the enclosed letter. We trust that our concerns will be heard at the upcoming Committee of the Whole meeting scheduled for June 18<sup>th</sup>, 2019, and that Council will recommend that HRM Staff make the appropriate revisions to the Draft Centre Plan documents in accordance with this letter.

We thank you for your continued and ongoing support for positive urban growth in our shared community, and we look forward to working with Staff, Council and members of the public as we continue to shape the future of our Property. Should you have any questions or comments, please do not hesitate to contact the undersigned.

Sincerely,  
**The Armour Group Limited**

**Blaise Morrison, MCIP, LPP**  
Manager, Development & Planning

cc. Regional Council, via the Office of the Municipal Clerk  
Scott Armour McCrea, CEO, The Armour Group Limited

Encl.



# ARMOUR GROUP

ESTABLISHED 1972

December 2, 2016

Mr. Jacob Ritchie, Urban Design Manager  
Halifax Development Approvals  
40 Alderney Drive, Second Floor  
Dartmouth, NS B3J 3A5

**RE: Draft Centre Plan: Comments – Kingswood and Kings Arm (Micmac Boulevard, Dartmouth)**

Dear Jacob:

The Armour Group Limited has reviewed the existing regulations as well as the Draft Centre Plan as they relate to our Dartmouth property holdings, which generally include the Kingswood and Kings Arms residential developments (PIDs:

\_\_\_\_\_). Based on our review, we respectfully submit that the Draft Centre Plan be revised to support additional building height (12 storeys) and development density (60 to 70 units per acre) on the aforementioned properties.

According to existing regulations, the R-3 zone permits apartment buildings subject to entering into a Development Agreement (DA). Recently built apartment buildings in the area, approved by DAs (Case No. 18755 and Case No. 17413), support an average development density of approximately 60 to 70 units per acre and building heights of 9 and 27 storeys, respectively. The Draft Centre Plan, however, limits building heights to 4 to 6 storeys and development densities will be regulated by unknown floor to area ratios and unknown building massing controls. This approach does not support the density nor building heights that ought to be encouraged in this area and are in fact counter-intuitive to many of the Centre Plan's core objectives.

Kingswood and King's Arms are located within proximity to public transportation, employment areas, existing high-density residential developments, schools, parks, and a future growth node (Mic Mac Mall). Furthermore, the orientation of the properties, and their relationship to the neighbourhoods to the south, supports taller buildings (i.e. shadowing impacts on established residential areas will be non-existent). We respect that building setbacks and stepbacks should be considered when facing the neighbourhood to the south, although the generalities and height limitations currently proposed are restrictive to the (re)development opportunity of the properties.

We trust that our comments will be considered when making final revisions to the Draft Centre Plan, and we hope to discuss these comments in greater detail in person. We also invite you to a

tour of the properties which we believe will provide a more fulsome understanding of the future development opportunities and land use considerations. Do not hesitate to contact the undersigned to arrange a meeting and to advance this conversation.

Please note as well that we are reserving our substantive Draft Centre Plan comments for WSP's report.

Kind regards,  
**The Armour Group Limited**

**Blaise Morrison, MCIP, LPP**  
Manager, Development & Planning

**From:** [Murphy, Sherryll](#)  
**To:** [Rai, Phoebe](#); [Austin, Sam](#); [Christopher Daly \( \)](#); [Cleary, Shawn](#); [Dale Godsoe](#)  
[Denty, Kelly](#); [Eric Burchill \( \)](#); [Fred Morley](#)  
[ca](#)); [Gaynor Watson Creed](#) a); [Jenna Khoury-](#)  
[Hanna \( m\)](#); [Lucic, Eric](#); [Mason, Wayne](#); [Reg Manzer \(](#)  
[Thomeh \( m\)](#); [Smith, Lindell](#); [Tota, Kasia](#); [William Book](#); [Zurawski, Richard](#)  
**Subject:** RE: Meeting of Community Design Advisory Committee - Wednesday, May 1, 2019 - Correspondence  
**Date:** Tuesday, April 30, 2019 11:36:52 AM

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Dear Chair and Members of the Community Design Advisory Committee,

Please find below correspondence received this morning. I will provide paper copies of these documents for our meeting tomorrow.

-----Original Message-----

From: Norman Nahas  
Sent: April-30-19 10:26 AM  
To: Office, Clerks <clerks@halifax.ca>  
Cc: Smith, Lindell <smithli@halifax.ca>; Joe Metlege < >; Norman Nahas

Subject: [External Email] St Pat's Alexandra - Centre Plan Feedback

[This email has been received from an external person or system]

Members of CDAC,

My name is Normal Nahas and I along with Joe Metlege own JONO Developments Ltd., the company developing the Saint Patrick's Alexandra lands.

The site is 3.85 acres and presents a rare opportunity for the developer and public to work together to plan a vision for the future of a site that can have an extremely positive impact on a neighbourhood.

We had always proceeded under the assumption that we would be engaging in a development agreement in order to determine the final rights of what could be built upon the Saint Patrick's site and so we started our public consultation quite some time ago.

We are familiar with development agreement process and enjoy meeting with neighbours, as not only is it proper protocol for people to know what is happening in their backyards, but there is a great merit in gathering input from the public to enable a holistic design.

The development agreement process allows neighbours to work with the developer to put forth to Council a plan that has been vetted by participants, but also one that in many instances, one that is better than if the plan was developed in a silo.

The public consultation that was completed on the old Fenwick Tower site by one of the JONO

principals (Joe Metlege) was heralded as one of the best examples of public engagement completed in Halifax, where participants felt more informed, involved and happy about the future of their neighbourhood.

We planned to undertake the development of the Saint Patrick's Alexandra with a similar fashion as what was done at the old Fenwick Tower site. We knocked on many doors throughout the neighbourhood and met with all stakeholders and organizations in the area. We then met with subsequent groups based upon recommendations from people in the area, as well as the area Councillor.

We received many great ideas during our meetings with the neighbours and feel that we had great engagement, which is extremely important on this particular site, as there is a lot of interest regarding the future of the site, given how it has played an integral role in the community.

Our notion of a development agreement didn't change when we reviewed many iterations of the Centre Plan, as there was a provision that sites greater than one hectare in size would require a development agreement in order to proceed.

Upon reviewing the latest version of the Centre Plan, we noticed that this requirement had been removed and a height limit was set for the site.

We feel that the process of predetermining the future of the site will undo any good that was done during the public consultation process that was completed to date, but also remove opportunities for the developer and public to work together to determine an acceptable solution for all.

The magnitude of the site allows for an unbelievable opportunity to offer many levels of housing and commercial space, as well as great amenities and public spaces in a mix that is not able to be put elsewhere in the city.

It would be a shame to paint this site with a common brush without allowing the public and developer to come together to find a better solution without predetermining the future or placing restrictions on the possibilities that can come from working with each other.

I am hoping that in an approved version of the Centre Plan you will reinstate development agreements for this site and other large sites so that once in a lifetime opportunities aren't lost.

I would enjoy the opportunity to reiterate this in person the work that was done to date to plan for the future of the site and explain why the above is the only option that is fair to all and will enable the best outcome for all interested parties.

Regards

Norman Nahas B.Sc., P.Eng.  
Vice President  
JONO Developments Ltd.

**From:**  
**To:** [MacSween, Liam](#)  
**Cc:**  
**Subject:** [External Email] Dynamic Properties Limited- Submission to CPED re: Centre plan  
**Date:** Wednesday, May 15, 2019 5:53:18 PM  
**Attachments:** [Dynamic properties submission- CPED- May 16.pdf](#)

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*[This email has been received from an external person or system]*

Hello Liam,

Attached please find a submission for agenda item 12.1.2: Centre Plan Package A for the CPED Committee meeting tomorrow from Kim Day President and COO of Dynamic Properties.

Thank you for distributing this to the Committee.

Regards,

Shelley

*Shelley Dickey, Planner*  
**Shelley Dickey Land Use Planning**

May 28, 2019

Kasia Tota  
Policy & Strategic Initiatives Principal Planner  
Planning and Development

**Re: Proposed Center Plan- Package "A"**  
**Lands of Dynamic Properties – Robie and North Streets- Halifax**

Dear Kasia,

I have attached a submission from Kim Day – the Chief Operating Officer of Dynamic Properties Company Limited for your consideration. This submission was distributed to CPED at their recent meeting on May 16<sup>th</sup>.

As noted in this submission, Dynamic Properties owns almost 30 properties at the corner of North and Robie Street- part of the proposed Robie Street/Young Street Centre. Included is a map which details the extent of their holdings.

As part of the largest of the proposed Centres, this area is intended to provide the opportunity and incentive for redevelopment to meet the residential intensification goals which form the core of Centre Plan. The current holdings of Dynamic Properties contain underutilized land in a location that is well situated and has superior linkages for pedestrians and for transit, and provides an excellent opportunity for significant residential and mixed use redevelopment.

The proposed allocation of restrictive and varied FAR limits on what would become two consolidated sites would severely limit redevelopment options. The properties fronting on Fern Lane (southeast of May Street) and on McCully Street specifically, have very restrictive FAR limits of 1.75 and 2.25 respectively. It appears that it is intended that these properties (located in the midst of the Centre) are to be redeveloped and intensified given their Centre designation, yet their restrictive FAR limits suggests an objective to retain or redevelop them in a low rise and intensity form. As all of the holdings of Dynamic Properties are surrounded by other proposed Centre and Corridor properties, with no adjacent properties proposed as Established Residential areas, the dichotomy of intent for these properties is unclear. The impact of these restricted FAR limits will ensure that these properties remain underutilized.

It is clear that the intent of the proposed Centre Plan is to encourage the redevelopment of this dealership use for mixed use and higher order residential development. The stated intent of Dynamic Properties is to redevelop this dealership to provide high quality homes for the growing population of HRM. If additional homes on these properties is a common goal moving forward, then the regulations must be put in place to ensure that homes are the best and highest use of these long standing commercial properties.

Respectfully Submitted,

Shelley Dickey, Principal  
Shelley Dickey Land Use Planning



*Dynamic Properties - Holdings*

**From:**  
**To:** [Tota, Kasia; Ouellet, Luc](#)  
**Cc:**  
**Subject:** [External Email] Dynamic Property Lands at North and Robie Street- Halifax- Proposed Centre Plan  
**Date:** Tuesday, May 28, 2019 10:57:15 AM  
**Attachments:** [cover letter- Dynamic Properties.pdf](#)  
[Dynamic properties submission- CPED- May 16.pdf](#)

---

*[This email has been received from an external person or system]*

Hi Kasia and Luke,

Attached please find a submission regarding the proposed Centre Plan from April 2019 related to Dynamic Properties holdings at North Street/Robie Street/ McCully Street and Fern Lane, Halifax.

I would welcome the opportunity to discuss the Centre Plan proposal for these properties with you as your team works through amendments to the proposed Centre Plan in preparation for its consideration by Regional Council.

Regards,

Shelley

*Shelley Dickey, Planner*  
**Shelley Dickey Land Use Planning**

May 28, 2019

Kasia Tota  
Policy & Strategic Initiatives Principal Planner  
Planning and Development

**Re: Proposed Center Plan- Package "A"**  
**Lands of Dynamic Properties – Robie and North Streets- Halifax**

Dear Kasia,

I have attached a submission from Kim Day – the Chief Operating Officer of Dynamic Properties Company Limited for your consideration. This submission was distributed to CPED at their recent meeting on May 16<sup>th</sup>.

As noted in this submission, Dynamic Properties owns almost 30 properties at the corner of North and Robie Street- part of the proposed Robie Street/Young Street Centre. Included is a map which details the extent of their holdings.

As part of the largest of the proposed Centres, this area is intended to provide the opportunity and incentive for redevelopment to meet the residential intensification goals which form the core of Centre Plan. The current holdings of Dynamic Properties contain underutilized land in a location that is well situated and has superior linkages for pedestrians and for transit, and provides an excellent opportunity for significant residential and mixed use redevelopment.

The proposed allocation of restrictive and varied FAR limits on what would become two consolidated sites would severely limit redevelopment options. The properties fronting on Fern Lane (southeast of May Street) and on McCully Street specifically, have very restrictive FAR limits of 1.75 and 2.25 respectively. It appears that it is intended that these properties (located in the midst of the Centre) are to be redeveloped and intensified given their Centre designation, yet their restrictive FAR limits suggests an objective to retain or redevelop them in a low rise and intensity form. As all of the holdings of Dynamic Properties are surrounded by other proposed Centre and Corridor properties, with no adjacent properties proposed as Established Residential areas, the dichotomy of intent for these properties is unclear. The impact of these restricted FAR limits will ensure that these properties remain underutilized.

It is clear that the intent of the proposed Centre Plan is to encourage the redevelopment of this dealership use for mixed use and higher order residential development. The stated intent of Dynamic Properties is to redevelop this dealership to provide high quality homes for the growing population of HRM. If additional homes on these properties is a common goal moving forward, then the regulations must be put in place to ensure that homes are the best and highest use of these long standing commercial properties.

Respectfully Submitted,

Shelley Dickey, Principal  
Shelley Dickey Land Use Planning



*Dynamic Properties - Holdings*

**May 15, 2019**

**Submission Regarding Lands of Dynamic Properties Company Limited, Halifax**

**Proposed Centre Plan- 2019**

Chair and Members of the Community Planning and Economic Development Standing Committee

I am writing to you regarding the implications of Package "A" of Centre Plan 2019 for various properties owned by Dynamic Properties Company Limited located in Halifax.

*Introduction:*

Dynamic Properties has significant land holdings on the Halifax Peninsula which will be impacted Package "A" of Centre Plan including 29 properties at Robie Street, North Street, McCully Street and Fern Lane.

***Robie Street/North Street/McCully Street- Package "A"***

These properties are all part of the Colonial Honda complex which includes auto sales, service and repair, and the outdoor display of vehicles. It is our intent to retain this use into the near future. Currently these lands are all zoned C-2 (General Business). This zoning allows a wide range of commercial, light industrial, and high density residential uses with generous height limits through the by right and development agreement processes. This commercial zoning has been longstanding in this area of the Peninsula permitting our development of the properties for a car dealership.

*Centre Plan Proposal:*

Centre Plan, as currently proposed, would reduce our current development rights for these properties.

- Centre Plan 2019 proposes a Centre Designation- more specifically the "Robie Street/Young Street Centre".
- The majority of properties on the site are proposed to be zoned Centre 2, with the exception of those fronting on Fern Lane which are proposed to be zoned Centre 1.
- Proposed FAR limits range from 1.75 on Fern Lane, 2.25 on McCully Street, and 3.50 for the remainder of the site fronting on North Street and Robie Street.
- The current use of the site would fall within the proposed definition of dealership as "premises used for the display and sale of products on an outdoor lot and may include the servicing and

repair of the products sold or displayed such as motor vehicles...” Dealership is not listed as a permitted use in either the CEN 1 or the CEN 2 zone which would render the existing use non-conforming.

Looking forward to the future we intend to invest in this neighbourhood and redevelop this site in a comprehensive manner for mixed commercial and higher order residential uses. We believe our vision for the site is fully in line with the goals and objectives of Centre Plan for the Robie Street/Young Street Centre.

However, the Centre Plan, as it is currently proposed, imposes several major barriers to this vision as follows:

- The Centre 1 zone to be placed on the properties fronting on Fern Lane would discourage these properties from being incorporated into a comprehensive development of the site given that this zone is proposed to have a very limited range of uses and a restrictive FAR. Uses such as offices, banks, and grocery stores, and any portion of a residential or mixed use building exceeding a FAR of 1.75 would not be permitted on this part of the site.
- There are varied FAR limits over this site which would make it difficult to plan a comprehensive development on a consolidated property.
- The overall maximum FAR of 3.5 on the site is too restrictive if our significant land holdings in this area are to respond to the residential intensification objectives of Centre Plan in a meaningful way.

*Centre Plan request and justification:*

It is requested that changes be made to the proposed Centre Plan to zone the entire extent of our land holdings as Centre 2 and to place an FAR of 4.0 as has been proposed for nearby streets in the north of the Robie Street/Young Street Centre.

It is the clear intention of Centre Plan to discourage the continued use and further investment in this site for an automobile dealership. However, there must also be provisions in the Centre Plan to encourage the development of economically viable alternatives to the current automobile dealership that meet the objectives of the Centre Plan to create dense, mixed-use, and walkable neighbourhoods.

- The proposed limitations of massing, height and use being proposed will ensure that the existing use of these properties for an automobile dealership with associated outdoor display remains the highest and best use for the site when compared to a mixed use redevelopment of the site with a higher order residential focus.
- The limited FAR for an area of the Peninsula that is bordered by the two main roads of Robie and North Streets and has significant pedestrian and transit infrastructure in place, does not reflect the potential of this area to redevelop as a lively and dense pedestrian-oriented node. A FAR ranging from 1.75 to 3.50 on a property of this size in the Robie Street/Young Street Centre is a lost opportunity.
- Our site is large enough to accommodate the development of greater massing and height in the interior portion of the site as part of a comprehensive site redevelopment which would include quality streetscapes on the edges of the site, with no impact on surrounding sites or uses.
- Fern Lane southeast of May Street is no longer a residential street as it has been developed with commercial uses on its entire extent. This lane, due to its restricted width, does not function

properly as a city street and cannot be adequately serviced by emergency vehicles or snow clearing equipment. The imposition of a FAR of 1.75 will not result in the reinstatement of low density residential uses on this obsolete street.

- The transition principles in Centre Plan which require greater setbacks and stepbacks, reduced massing and height, and buffering where properties in Centres abut established residential areas, is a sound method of promoting compatibility between an area to be redeveloped and intensified and existing lower rise residential areas which are to be retained and protected. However the carving out of properties on both Fern Lane and those fronting on McCully Street with a restricting 1.75 and 2.25 FAR limit respectively, does not respond to this principal of transition. There are no proposed established residential areas abutting these properties to be protected. The entirety of our land holdings in this area are to be surrounded not by areas to be designated as established residential, but by other Centre and Corridor properties.

*Conclusion:*

The future intention of Dynamic Properties is to redevelop our major land holdings on the Peninsula from quality automobile dealerships to superior residential and mixed use developments. We feel that this is fully in line with the vision, goals and policies of Centre Plan for the Centre areas. However, the development regulations being proposed in Centre Plan to realize these goals and objectives are restricting economically viable redevelopment when compared to retaining the automobile dealership uses. Unless the proposed regulations for Centre Plan regarding building massing and uses are reasonably expanded, future investment in this area will be limited.

We respectfully request that the proposed Centre Plan 2019 be revised for the property holdings at Robie/North and McCully Streets to place them all within the CEN-2 zone with a 4.0 FAR.

Thank you for your consideration of these requested changes to allow Dynamic Properties to fully contribute to the intensification goals of the Regional Centre in a meaningful way.

Sincerely,

Kim Day  
President, COO  
Dynamic Properties Company Limited

cc. Councillor Mason, District 7  
Councillor Smith, District 8

**From:** [Eugene Pieczonka](#)  
**To:** [Tota, Kasia](#)  
**Cc:** [REDACTED] [Lucic, Eric](#)  
**Subject:** [External Email] Re: Request to amend Centre Plan map along Isleville Street  
**Date:** Tuesday, May 28, 2019 4:41:02 PM  
**Attachments:** [2019.04.29 Isleville Properties.pdf](#)  
[ATT00001.htm](#)

---

Hi Kasia,

Further to our previous request to include properties within Package A, we hereby amend our request as follows:

For your ease of reference, the subject properties are shown on the attached map. Our initial request was to have the properties designated as COR (Corridor), however upon further analysis, we would recommend that HR-1 (High-Order Residential 1) is the most applicable zoning designation. We would further request a maximum allowable building height of 14 meters to be consistent with similar HR-1 designated properties.

We would appreciate your support of this request in consideration of the following:

- There are several properties along Isleville Street and the surrounding area that have been approved by Development Agreements and typically allow seven to nine storey residential buildings.
- HR-1 zoning is currently included for a number of properties along Isleville Street, north of Young Street. These allow a 14 meter maximum height.
- HR-1 zoning is further included on streets that are similar in character to Isleville Street and include Maynard Street (14 meter max. ht.), Novelea Drive (14 meter max. ht.), Coburg Road (14 meter max. ht.), Wellington Street (17 meter max. ht.), and Tower Road (17 meter max. ht.). These all allow a mix of traditional residential properties with larger developments that are considered to be appropriate in scale and density.
- A 14-metre maximum building height would accommodate a 4-storey building. This is significantly less than that which has been approved by Development Agreement and would be appropriate with the character of the neighbourhood.
- Current as-of-right zoning would allow a 9-storey commercial building with no setbacks from adjoining properties. While allowable, this is not desirable. Residential use would be more appropriate and should be encouraged through proper zoning within Package A of the Centre Plan.

We appreciate your consideration and look forward to hearing from you with your initial comments.

Thank you,

Eugene

Eugene Pieczonka  
FRAIC, NSAA, AANB, AAPEI, NLAA  
Principal

**Lydon Lynch Architects Ltd.**  
401-1668 Barrington Street  
Halifax, Nova Scotia B3J 2A2

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# REQUEST FOR INCLUSION WITHIN CENTRE PLAN PACKAGE 'A' FOR 'COR' ZONING

FOR PROPERTIES LOCATED AT 5644, 5650 & 5654 MACARA STREET, 2850 & 2860 ISLEVILLE STREET AND 5651 & 5655 BIBLY STREET



**SUBJECT PROPERTIES INCLUDING:**  
5644, 5650 & 5654 MACARA STREET, 2850 & 2860 ISLEVILLE STREET AND 5651 & 5655 BIBLY STREET



**7 - 9 STOREYS  
RESIDENTIAL DEVELOPMENTS  
(APPROVED BY DEVELOPMENT AGREEMENTS)**



**7 STOREYS  
RESIDENTIAL DEVELOPMENT  
(CONSTRUCTED)**



**7 STOREYS  
RESIDENTIAL DEVELOPMENT  
(CONSTRUCTED)**



386 Windmill Rd, Dartmouth  
Nova Scotia, B3A 1J5

May 15, 2019

**Submission Re: Centre Plan and LakeCity Works- 386 Windmill Road (PID ) and 4 Fernhill Drive ), Dartmouth**

Chair and Members of the Community Planning and Economic Development Standing Committee

I am writing to you regarding the implications of the draft Centre Plan for the LakeCity Works property at 386 Windmill Road and the adjoining property we are in the process of acquiring from HRM at 4 Fernhill Drive. Our non-profit charitable organization is focused on providing opportunities for persons who face barriers to employment, and those requiring assistance in securing paid work in the market. These services are provided throughout the community and in our Windmill Road workshop where approximately 50 people are involved in the production of high quality solid wood furniture and other products. Working with a staff of 13 professional woodworkers and cabinetmakers, up to 35 clients are able to gain competitive working skills within a supportive environment.

In September, 2018 Harbour East and Marine Drive Community Council rezoned the property at 4 Fernhill Drive from R-2 (Two Family Residential) and R-3 (Multiple Family Residential- Medium Density) zones to the C-2 (General Business) zone (Case 21548). This rezoning is one of the conditions for the sale of this property to Lake City Works which was approved by Regional Council at a Public Hearing held on July 18, 2017. As the stated intent of LakeCity Works is to use this property in conjunction with our current woodworking operations at 386 Windmill Road, which is a permitted use in the C-2 zone, rezoning the Fernhill Drive property to C-2 was required. The other condition related to the sale is the consolidation of the two properties which will be developed comprehensively by Lake City Works. The application for consolidation has been submitted and is currently under review by Development Services.

The 2019 Centre Plan proposes that both the Windmill Road and Fernhill Drive properties be designated and zoned "Corridor" as part of the larger area fronting on Windmill Road from Farrell Street to Fernhill Drive. Designating and zoning this area of Windmill Road "Corridor" has serious implications for our plans to expand our woodworking use onto our new consolidated property.

Our current Windmill Road operation includes three main components: light manufacturing (with warehousing), and associated offices and retail. It is intended that the Fernhill Drive portion of the consolidated property would be used an extension of the woodworking operation for fabrication with some parking and storage.



386 Windmill Rd, Dartmouth  
Nova Scotia, B3A 1J5

Although it appears that the proposed Corridor zone as drafted would allow our office and retail functions, it would not permit our manufacturing function. Our current operation would fall under the definition of "*light manufacturing use*" which is not proposed to be permitted in the Corridor meaning that our existing use of the property would be non-conforming.

There are provisions in the proposed Centre Plan to allow non-conforming uses to be expanded through the development agreement process. However, it was clearly the intent of Regional Council by approving the sale of 4 Fernhill Drive to Lake City Works for less than market value to encourage the growth and expansion of this important Dartmouth social enterprise. Similarly the intent of HEMDCC in approving the rezoning of 4 Fernhill Drive was to allow the expansion of the current Lake City Works use by right over this new property. After having completed a long and complex processes to purchase the property, have it appropriately rezoned, and consolidated with our existing property, we are now faced with a new set of limitations on the use of this property which would require another lengthy process to achieve the same expansion the previous processes have anticipated and facilitated.

Our long term vision continues to be development and use of this the consolidated property for a variety of functions which support the goals and mandate of our significant and long standing social enterprise organization to serve additional and varied clients.

In light of the processes undertaken to date and in relation to the impact of Centre Plan for this property, we request that the properties at 386 Windmill Road and 4 Fernhill Drive be removed from Package "A" allowing the appropriate designation and zoning to be considered through Package "B".

Sincerely, 

 Liam O'Rourke  
Executive Director  
LakeCity Works

cc. Deputy Mayor Tony Mancini  
Councillor Sam Austin

**From:**  
**To:** [MacSween, Liam](#)  
**Cc:** ; "[Liam O'Rourke](#)"  
**Subject:** [External Email] Submission to CPED for tomorrow's meeting  
**Date:** Wednesday, May 15, 2019 5:03:17 PM  
**Attachments:** [submission to CPED- May 16.pdf](#)

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*[This email has been received from an external person or system]*

Hello Liam,

Attached please find a submission for agenda item 12.1.2: Centre Plan Package A for the CPED Committee meeting tomorrow from Liam O'Rourke- Executive Director of Lake City Works.

Thank you for distributing this to the Committee.

Regards,

Shelley

*Shelley Dickey, Planner*

**Shelley Dickey Land Use Planning**

---

**From:** MacSween, Liam  
**Sent:** May 15, 2019 9:20 AM  
**To:**  
**Cc:** Office, Clerks <clerks@halifax.ca>  
**Subject:** RE: [External Email] written submissions to CPED

Hello Shelly,

The cut off for submissions to the Committee will be 9:00 a.m. Thursday morning.

Thanks very much.

Liam

**LIAM MACSWEEN**  
LEGISLATIVE ASSISTANT  
MUNICIPAL CLERK'S OFFICE

**HALIFAX**

T. 902.490-6521  
C. 902-476-2687

[macswel@halifax.ca](mailto:macswel@halifax.ca)  
[halifax.ca](http://halifax.ca)

**From:**

**Sent:** Wednesday, May 15, 2019 6:56 AM

**To:** MacSween, Liam

**Cc:**

**Subject:** [External Email] written submissions to CPED

*[This email has been received from an external person or system]*

Good morning Liam,

I am wondering what the deadline is to make a submission in writing for the CPED meeting tomorrow?

Cheers,

Shelley

*Shelley Dickey, Planner*

**Shelley Dickey Land Use Planning**

Councillor Shawn Cleary  
902-579-6746  
[shawn.cleary@halifax.ca](mailto:shawn.cleary@halifax.ca)

**RE: Center Plan (CP) for Beech and Quinpool**

Mr. Cleary,

Lawen Group has been active in real estate on the peninsula for the last 50 years and has several successful completed, ongoing and future developments. Today we have eight (8) sites on the peninsula that will be affected by the Center Plan. My team and I have spent 1000s of hours reviewing CP, meeting with HRM staff and providing feedback in the last 7 years. In the latest release of CP in April 2019, there have been many changes and generally are workable for efficient, effective and feasible development.

Last week after meeting with Eric Lucic and his team, he has recommended that Dixel request an amendment to the MAP 3 of the CP (Maximum Heights). See attached. The site at the corner of Beech and Quinpool is an ideal site for future development. It has been identified as such in the CP. The surrounding sites to the west have been designated as 20m (6 levels). This site has been labelled as 14m (4 levels), which is exactly what can be built there under the current 1970 C2-C zone. The CP was advertised to be a 25-year plan looking forward, the current plan does not seem to apply to this site.

There is a Transition Line toward the north that will assure a proper transition to the residential neighbourhoods. There is also an error on the CP MAP; as this section of Quinpool is not indicated as a Pedestrian Oriented Street.

I would respectfully ask that this site be changed to a 20m maximum height and be designated as a Pedestrian Oriented Street. Please confirm if this is possible.

I am available for any questions, call \_\_\_\_\_ or email \_\_\_\_\_

Regards,

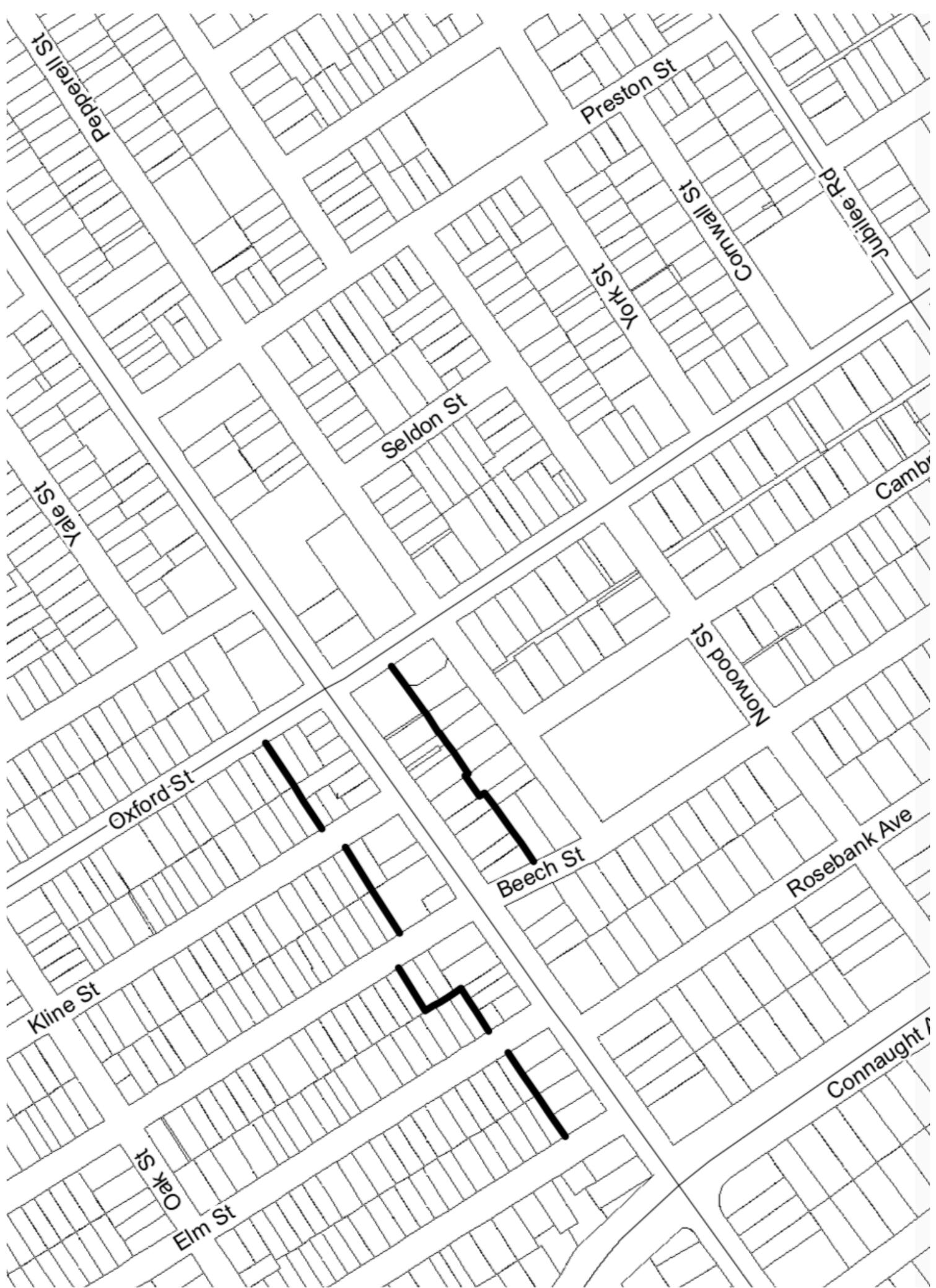
Louie Lawen, P.Eng.

Attached:  
CP- Max HT MAP  
CP- Pedestrian Oriented MAP  
CP- Zoning MAP  
CP- Transition MAP

Cc: Eric Lucic







Pepperell St

Preston St

Jubilee Rd

Yale St

Seldon St

York St

Cornwall St

Camb

Oxford St

Norwood St

Kline St

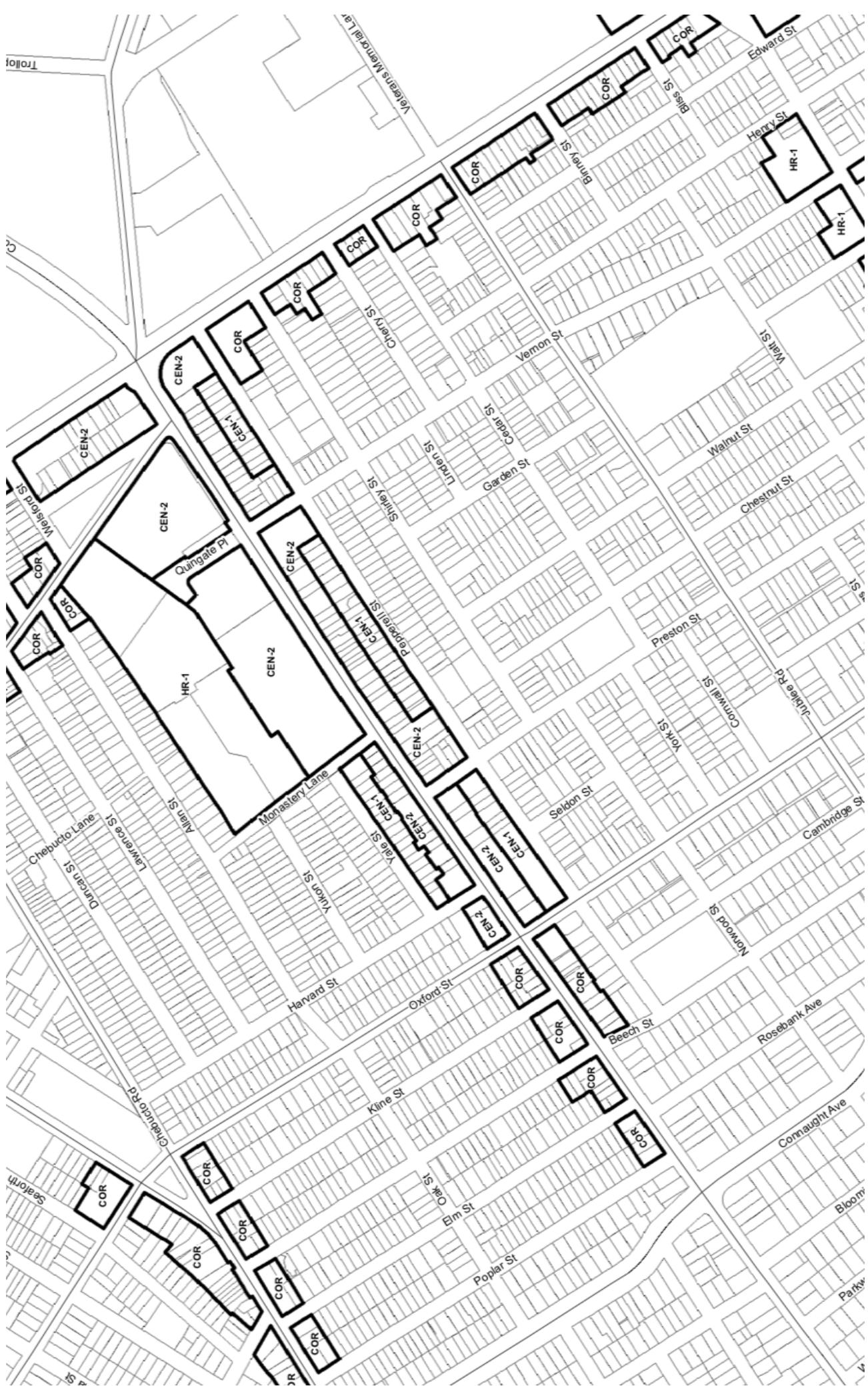
Beech St

Rosebank Ave

Oak St

Elm St

Connaught



Trolley

Valerius Memorial La

Edward St

Bliss St

Henry St

HR-1

HR-1

COR

COR

COR

COR

CEN-2

CEN-2

CEN-2

CEN-2

COR

COR

HR-1

CEN-2

CEN-1

CEN-2

CEN-1

CEN-2

CEN-1

CEN-2

Preston St

York St

Conwell St

Justice Rd

Cambridge St

Chebucto Lane

Duncan St

Lawrence St

Allen St

Monastery Lane

Tyack St

Harvard St

Yale St

Oxford St

Kline St

Beech St

COR

COR

COR

COR

Norwood St

Rosebank Ave

Comaught Ave

Bloom

Seaford

COR

COR

COR

COR

COR

COR

COR

Poplar St

Elm St

COR

COR

COR

Comaught Ave

Bloom

Park

**From:** [Lucic, Eric](#)  
**To:** [Tota, Kasia](#)  
**Subject:** FW: CP- Mitchell St request zone change  
**Date:** Tuesday, May 21, 2019 4:12:41 PM  
**Attachments:** [LinkedIn\\_ac084c66-53e1-4916-b64d-f2bf4cc667bb.png](#)  
[CP MAP - Mitchell St.pdf](#)  
[MITCHELL CENTRE PLAN- VOLUME ANALYSIS - DEXEL.pdf](#)  
[image001.png](#)

---

Please put this forward as part of staff requested modifications.

**ERIC LUCIC**  
MANAGER REGIONAL PLANNING  
PLANNING & DEVELOPMENT

**HALIFAX**

C. 902.430.3954  
[eric.lucic@halifax.ca](mailto:eric.lucic@halifax.ca)  
[halifax.ca](http://halifax.ca)

**From:** Louis Lawen  
**Sent:** Tuesday, May 21, 2019 7:57 AM  
**To:** Lucic, Eric <[lucice@halifax.ca](mailto:lucice@halifax.ca)>  
**Cc:** Nicole Babineau  
**Subject:** [External Email] CP- Mitchell St request zone change

*[This email has been received from an external person or system]*

Eric,

Thank you for the meeting last week.

I have reviewed the possibilities with the Mitchell sites under the HR-1/26m vs the HR-2/38m zoning. Considering the site's uniqueness, location, and proximity to the tall grain elevator structures, the R-2/38m zone would be more appropriate. The site is brownfield site and would be a great location for densification. The 38m height would be below the View Plan over most of the site. I also understand this HR-2 zone would also still allow the option of the HR-1/26m option. Please advise if this email is sufficient to request this change form HR-1 to HR-2

Regards,  
Louie

**LOUIS LAWEN** P.ENG  
President & CEO  
**LAWEN GROUP**

1245 Barrington St  
Halifax, NS B3J 1Y2



Paramount Management and Dexel are members of the Lawen Group of Companies. All shared Corporate services will now be recognized under Lawen Group. Corporate services include but are not limited to administration, human resources, accounting and marketing. Please update your records with my new email address. We thank you for your cooperation in this transition.



## Proposed Regulations

**Designation: Higher-Order Residential**

**Zone: HR-1**

**Max Height: 26m**

†Floor Area Ratio (FAR) is generally defined as the aboveground floor area of all floors in a building, divided by the lot area. Maximum FAR is subject to max. height of 90 metres.

### Zone codes:

**D:** Downtown

**CEN-2:** Centre 2

**CEN-1:** Centre 1

**COR:** Corridor

**HR-2:** Higher-Order Residential 2

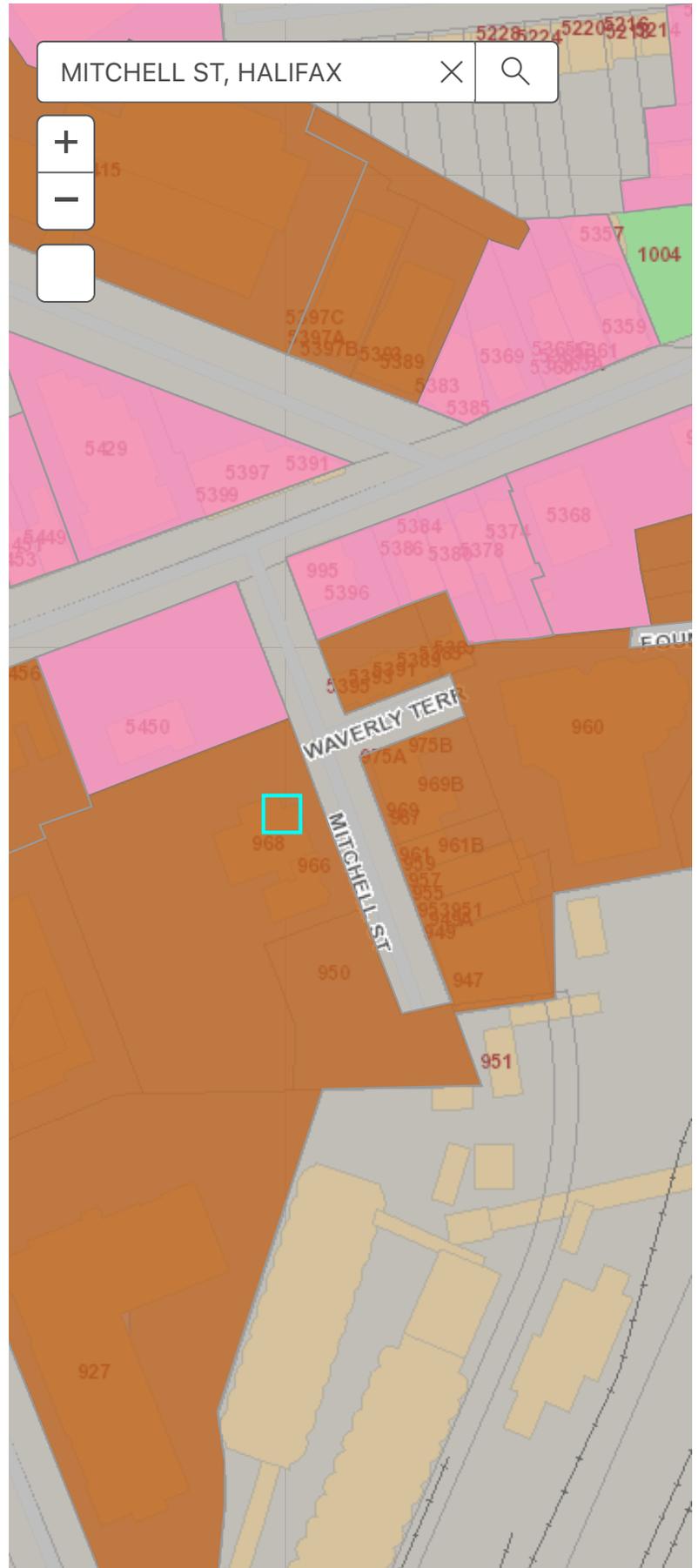
**HR-1:** Higher-Order Residential 1

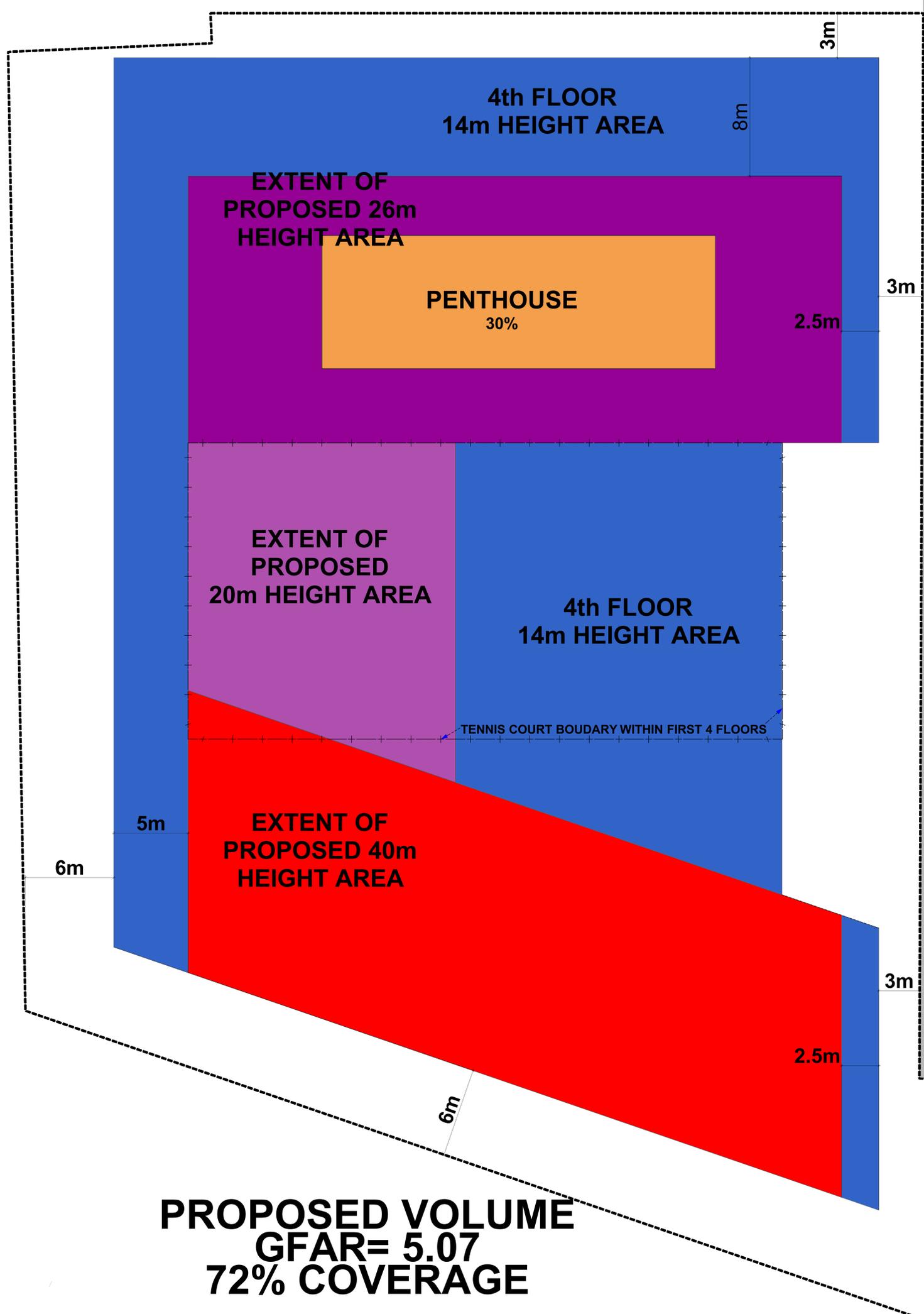
**CDD:** Comprehensive Development District

Follow the Centre Plan adoption process at [centreplan.ca](http://centreplan.ca)

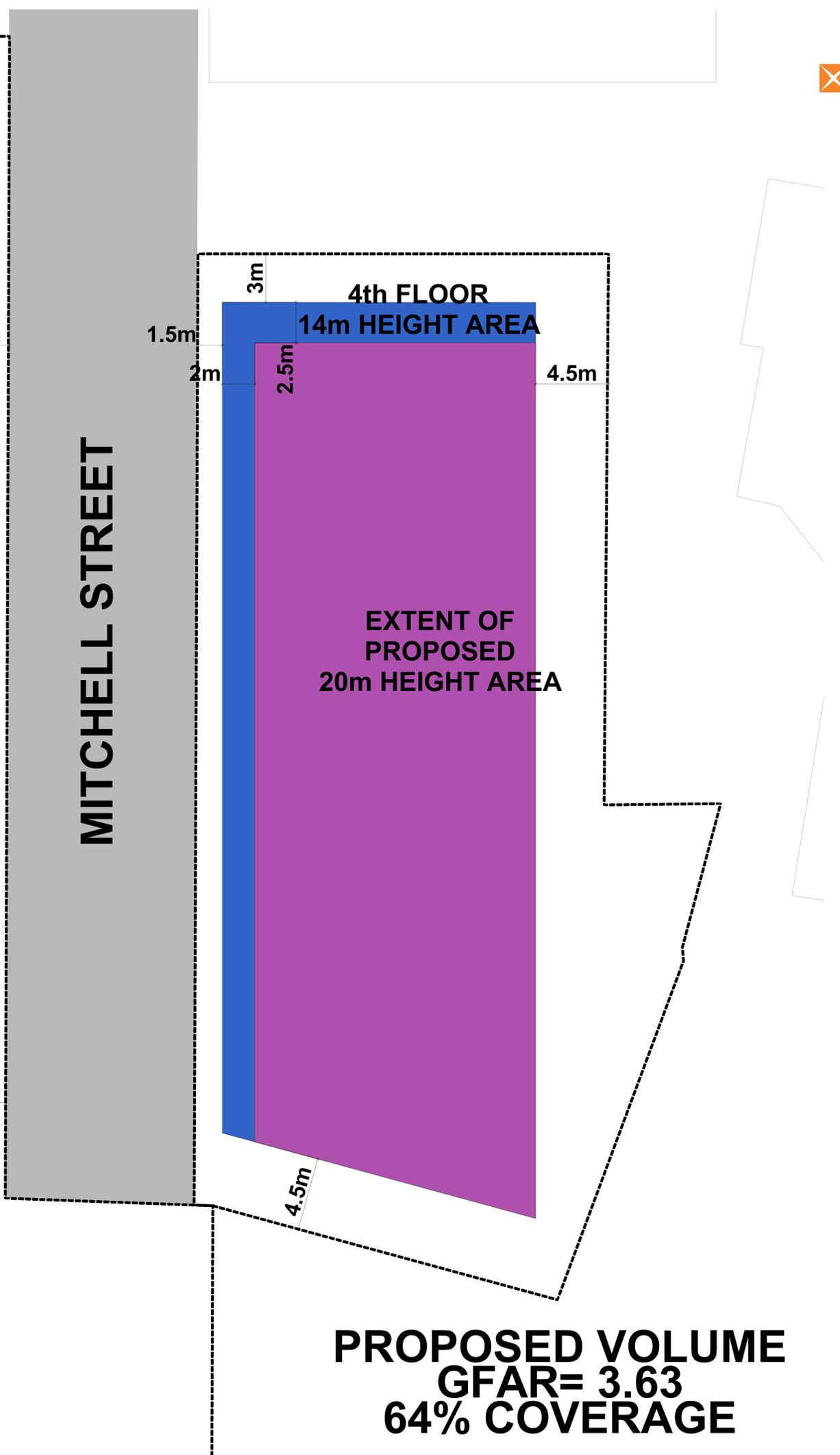
Questions? E-mail [planhrm@halifax.ca](mailto:planhrm@halifax.ca)

Click on any property, then use link or mail buttons below to share information





**PROPOSED VOLUME**  
**GFAR= 5.07**  
**72% COVERAGE**



**PROPOSED VOLUME**  
**GFAR= 3.63**  
**64% COVERAGE**

**From:** [Office, Clerks](#)  
**To:** [MacSween, Liam](#)  
**Subject:** FW: [External Email] letter to be circulated to CPED  
**Date:** Wednesday, May 15, 2019 3:20:01 PM  
**Attachments:** [I re Centre Plan CPED 51519.pdf](#)

---

Hard copy to follow

**From:**  
**Sent:** May-15-19 3:00 PM  
**To:** Office, Clerks <clerks@halifax.ca>  
**Subject:** [External Email] letter to be circulated to CPED

*[This email has been received from an external person or system]*

Please distribute this letter concerning the Centre Plan to members of CPED for their meeting tomorrow.

Many thanks

Pat



May 15, 2019

Members of Community Planning and Economic Development Standing Committee  
Halifax Regional Municipality

Re: Centre Plan - Higher Order Residential Zone  
Specifically Wellington Street, Halifax South End

We, Park to Park Community Association, a resident group based in the South end of Halifax, are writing to submit our concerns about changes that have been proposed to the 2019 Centre Plan regarding the Higher Order Residential Zone, HR1, specifically as it applies to Wellington Street.

We have participated fully in the review of the Centre Plan from its earliest presentations with the hope to retain the livability of the neighbourhood without becoming a short two block street of high rises. Wellington Street is only a two block street of mostly small multi-unit, 2-3 storey renovated working class homes with the southern 1/4 of the street taller multi-unit structures – the most recent a bitterly contested condo development now under construction.

The 2017 Centre Plan proposed changes from the current development guidelines of 35' height (R2A) to 4-6 storeys and a FAR of 3.5. This recommendation of added height would at least be tempered by the FAR of 3.5.

This is no longer the case under the 2019 Centre Plan which has **eliminated the FAR altogether**. The removal of FAR and the reduction of rear setbacks by 30% will only allow building mass, covering the site as developers attempt to maximize profits to the detriment of the neighbourhood.

Currently there is an application for 9 storeys and excessive lot coverage before HRM Planning and Development that proves this point- not a concern for CPED, of course but confirms our fears about this change to the Centre Plan.

**We request that CPED recommend the re-introduction of FAR into the Centre Plan 2019 Higher Order Residential Zone HR1 for the Wellington Street neighbourhood.**

Sincerely,

Pat Whitman & Chris Annand, Co-Chairs  
Park to Park Community Association

1074 Wellington Street,  
Halifax, NS

**From:** [Office, Clerks](#)  
**To:** [MacSween, Liam](#)  
**Subject:** FW: Please distribute to CPED committee for May 16 meeting  
**Date:** Wednesday, May 15, 2019 3:29:39 PM

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Hard copy to follow

**From:** Rebecca A. Jamieson  
**Sent:** May-15-19 3:25 PM  
**To:** Office, Clerks <clerks@halifax.ca>; Tota, Kasia <totak@Halifax.CA>; Mason, Wayne <Waye.Mason@halifax.ca>  
**Subject:** [External Email] Please distribute to CPED committee for May 16 meeting

*[This email has been received from an external person or system]*

To: Community Planning and Economic Development Standing Committee; Kasia Tota, Centre Plan team

Re: Centre Plan, 2019 update

From: Rebecca Jamieson & Christopher Beaumont, Halifax

We wish to express our concerns on two specific points in the April 2019 draft version of the Centre Plan (CP2019). These are:

- a) elimination of maximum floor area ratios (FAR) from all HR and COR areas, particularly those south of College Street;
- b) increases in maximum allowable heights in much of the HR area south of South Street by comparison with the April 2018 draft version of the Centre Plan (CP2018).

In combination, these changes effectively eliminate whatever protection HR-designated neighbourhoods in the south end and elsewhere previously had from excessive, intrusive, and overly dense development that could destroy the character of the existing human-scale districts with their distinctive narrow streetscapes and mainly wooden houses.

We note that HR-1 and HR-2 designations that apply to the south end neighbourhoods in question are supposed to encourage infill development that is “complementary to the surrounding neighbourhood” (HR-1), or that “reflects and integrates with local character and allows for transition to adjacent residential neighbourhoods” (HR-2). (CP2019 MPS p.46)

a) FAR: Floor area ratio appeared in previous versions of the Centre Plan as a tool to limit the scale of development while allowing flexibility in height vs floor area design. With the elimination of lot coverage restrictions (CP2019 LUB p.52), and reduction in side and rear setbacks (p.54), new buildings can now occupy most of their lots to whatever maximum height is allowed. Despite reference to “height in conjunction with other built form regulations” (CP2019 MPS p.74) as a justification for removing FAR from HR and COR districts, there is apparently no restriction on density or massing through FAR or any other mechanism, regardless of the character of the surrounding neighbourhood.

We note that FAR 1.75-3.5 has been retained for CEN-1 designated areas. There appears no good reason for failing to retain the same or greater protection for COR and HR-1 and HR-2 areas. Failure to include these designations leads to the uneven and patchwork set of regulations evident from the maps in CP2019.

b) Height: In CP2018, many HR sites south of South Street had maximum heights set at 14 m

(46 ft), within the 4-6 storey range, higher than but potentially compatible with the existing 35 ft heights. This has been changed to 17 m (56 ft) in CP2019, ca. 5-7 storeys, significantly greater than most of the existing housing stock in the area, and in contrast to other residential HR areas in central Halifax where maximum heights remain at 14 m. Many of the affected neighbourhoods (e.g., Wellington St - Tower Rd area) lie along very narrow, tree-lined streets that are already densely populated.

It seems that the diversity of existing buildings has been taken as an invitation to maximize potential development in the affected HR neighbourhoods. In combination, these changes to CP2019 invite the creation of massive structures occupying most of their small lots and dominating their narrow streets. There is nothing in the revised regulations that would protect the character of many older residential neighbourhoods in the south end and elsewhere, to the detriment of the distinctive character of historic peninsular Halifax.

Please reconsider these changes.

Rebecca Jamieson & Chris Beaumont,

 Halifax

**From:** [Yuille Autoworks](#)  
**To:** [Austin, Sam](#)  
**Cc:** [Mayor](#);  
**Subject:** [External Email] Yuille Submiss Regarding Centre Plan  
**Date:** Tuesday, May 28, 2019 12:30:01 PM  
**Attachments:** [Yuille Submission May 23 rev1.pdf](#)

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*[This email has been received from an external person or system]*

Hi Sam,

Thanks again for taking the time to meet with us. As requested, please find our submission regarding Centre Plan attached.

Please give this detailed consideration and I would appreciate a follow up response when convenient for you.

Don't hesitate to reach out if you have any questions.

Kind regards,  
Adam



Complete Automotive  
Repair & Consultation

**Adam Godwin**

Vice President

311 Prince Albert Road



May 24, 2019

Councillor Sam Austin, District 5  
Halifax Regional Municipality  
PO Box 1749  
Halifax, NS B3J 3A5

VIA EMAIL

Dear Councillor Austin,

**Submission regarding 311 Prince Albert Road, Yuille Auto-Works - auto service uses under Centre Plan**

Further to our meeting on May 22<sup>nd</sup> regarding Yuille Auto-Works, I would like to offer the following in support of allowing auto service uses by right in the proposed Corridor Zone under Package “A” of Centre Plan.

Yuille Auto-Works currently owns and operates a vehicle repair and service centre at 311 Prince Albert Road. This business has been successfully operating as a neighbourhood commercial use on this property for decades, and is located in the C-2 (General Business) zone of the Dartmouth Land Use Bylaw as a permitted use. At this facility, motor vehicle inspections, repair services, tire changes, and general maintenance are provided to members of the local community. All of the service work is carried out inside of this facility.

Under the proposed new Centre Plan Land Use Bylaw, Yuille Auto-Works would fall under the definition of “auto repair use,” which is defined as “*indoor premises for the repair, servicing, and inspection of motor vehicles, engines, or motors.*” This use is not proposed to be permitted on any property zoned Corridor in the Graham’s Corner neighbourhood. Even when all work is conducted indoors, the business will not be permitted in any of the package “A” areas, either in Corridors or Centres. The current facility would become a non-conforming use. It can be assumed that the use will only be permitted in industrial areas of future Package “B” of Centre Plan, such as Woodside Industrial Park, or completely outside of the Regional Centre in areas such as Burnside.

We recognize that Centre Plan provides the ability for non-conforming uses to expand through a development agreement process. However, due to its success, Yuille Auto-Works is nearing maximum capacity on its existing small site. Use of off-site overflow parking and storage is sometimes required, when it would be preferable to keep all vehicles and supplies/products on the property. Accordingly, there is a need for Yuille’s to relocate in the very near future to a purpose-built larger facility in the Graham’s Corner neighbourhood, where it can continue to provide services to existing customers in a more modern and attractive building, in line with Centre Plan’s vision. The current version of Centre

Plan, however, would prevent Yuille's from doing so, and therefore has serious implications for the future of the business. Yuille's would be forced out of the neighbourhood which they have served for over 38 years, and the existing customers, a very high proportion of which live in the immediate and surrounding area, would be forced to travel farther to maintain their vehicles. This is contrary to Centre Plan's goals.

There are major inconsistencies of logic in how the full range of auto-related uses are proposed to be treated in package "A" of Centre Plan. Although all automotive uses typically have similar visual impacts, some are proposed to be permitted in the Corridor and Centre 2 zones, while Yuille's, an integral part of the community, would be excluded. Examples include:

- *Car/truck/rental uses* fall under the definition of *retail use*. The proposed zoning would allow substantial car and truck rental outlets, including outdoor parking and storage, to be located in the Corridor. Importantly, the zoning also allows for the full servicing and repair of these rental vehicles on the same site. Fenced compounds are common with this use, and each location typically covers a very large catchment area. How is this a less intensive or more desirable use than a car repair facility which caters to the local population and conducts work inside?
- Another automotive use to be permitted in the Corridors on corner lots is *quick charging station uses*. Such facilities would have the appearance of a gas bar (which despite having the same visual attributes will not be permitted) and serve the exact same function - but the indoor, out-of-sight repair of those cars is not to be permitted at that same site.
- Another typically car-oriented use to be permitted is *self-storage facility*. These are most commonly used, even in urban areas, by customers who need vehicles (be it car, taxi, rental truck) to carry heavy and large items and boxes to and from the facility.
- *Recycling depots* are to be a permitted **industrial** use in a Corridor. This use is heavily reliant on customers with vehicles, as evidenced by observing existing facilities in the community, and has the added impact of large amounts of truck traffic and the parking of tractor trailers.

In addition to the above, many permitted retail uses, such as grocery stores, liquor stores, and microbreweries will always be largely dependent on customers' use of vehicles, and on frequent truck deliveries. Any of the other auto-related uses listed above would generate amounts of traffic equal to or greater than an automotive repair facility such as Yuille's. We contend that an indoor auto service use is more desirable and is more compatible with the goals of Centre Plan than, for example, a car rental business.

If Yuille's were to move from its existing site, any one of the preceding car-oriented land uses would be permitted to occupy the site and even expand the building as of right. However, Yuille's will have to move out of the community entirely. The approach being applied to determine appropriate uses in the auto-related category is highly inconsistent. The permitted locations for auto service uses in Centre Plan needs to be reconsidered.

Auto repair uses that provide regular maintenance service for customers who live near Corridors should be permitted. The use should not be prevented on the basis of how many typically operate currently, which is most often in converted gas/service stations with front yard parking. As with any other use, auto service can be regulated in terms of building and site design, maximum size, and buffering from adjacent uses, and designed to meet high standards (materials, sidewalk orientation/streetwall presence, landscaping). The use, as currently operated by Yuille's, provides a neighbourhood-oriented service to the local area and is just one of many such services that people need within close proximity to their homes. Providing the ability to establish new automotive repair uses which demonstrate good design would help promote a more balanced implementation of Centre Plan's vision. Intensification will be more successful if residents of these denser neighbourhoods have convenient access to a wide range of uses, commercial and services, which they require on a regular basis. This will help build sustainable and complete communities.

While it is likely that more complete communities will reduce the frequency of need for residents to use cars for commuting, for shopping, and to access entertainment and cultural activities in favour of walking, cycling, or transit, many residents will continue to own vehicles into the foreseeable future, whether these are gas, hybrid, or electric. The frequency of vehicle use will decline more so than rates of ownership. Centre Plan is advocating that auto service uses should be forced outside of the Centre, away from these intensified residential neighbourhoods, while favouring other car-oriented uses. This will increase the number and length of auto trips for routine auto service and maintenance and will reduce convenience for customers – very many of whom are currently able to walk to work or home after they have dropped off their car for service. Forcing people to drive farther distances to get services they commonly need is actually contrary to Centre Plan's goal.

Please reconsider the inconsistent treatment of various auto-related uses under Centre Plan. There are clear benefits to permitting new locations (while complying with all design standards) for businesses such as Yuille Auto-Works in the Corridor zones.

Regards,

Mitch Dickey, MCIP, LLP  
Mitch Dickey Urban Planning

Cc: Mayor Mike Savage

**From:** [Lucic, Eric](#)  
**To:** [Tota, Kasia](#)  
**Subject:** FW: [External Email] Centre Plan- Corridor changes for Charles Street  
**Date:** Monday, May 6, 2019 11:49:07 PM

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FYI

**ERIC LUCIC**  
MANAGER REGIONAL PLANNING  
PLANNING & DEVELOPMENT

**HALIFAX**

C. 902.430.3954  
[eric.lucic@halifax.ca](mailto:eric.lucic@halifax.ca)  
[halifax.ca](http://halifax.ca)

**From:** Scott Hodgson  
**Sent:** Monday, May 6, 2019 11:21 AM  
**To:** Office, Clerks <[clerks@halifax.ca](mailto:clerks@halifax.ca)>  
**Cc:** Cleary, Shawn <[clearys@halifax.ca](mailto:clearys@halifax.ca)>; Mason, Wayne <[Waye.Mason@halifax.ca](mailto:Waye.Mason@halifax.ca)>; Walker, Russell <[walkerr@halifax.ca](mailto:walkerr@halifax.ca)>; Adams, Stephen <[Stephen.Adams@Halifax.CA](mailto:Stephen.Adams@Halifax.CA)>; Zurawski, Richard <[zurawsr@halifax.ca](mailto:zurawsr@halifax.ca)>; Lucic, Eric <[lucice@halifax.ca](mailto:lucice@halifax.ca)>; Denty, Kelly <[dentyk@Halifax.CA](mailto:dentyk@Halifax.CA)>; Smith, Lindell <[smithli@halifax.ca](mailto:smithli@halifax.ca)>  
**Subject:** [External Email] Centre Plan- Corridor changes for Charles Street

*[This email has been received from an external person or system]*

Many neighbours in my area [REDACTED] were surprised to see significant changes to the allowable height allowances and zone creep on re-development along the corridor.

Apparently the maximum height in the draft plan as changed in HRM planning without coming back to the citizens or as part of the original public consultations.

There appears to be a deaf ear for community concerns in a lot of the planning and “development exception” approvals. We live in these neighbourhoods for a reason. We love them and are happy to improve them but will resist top down decisions that appear to appeal to planners more than the people who live in and use them.

Thanks, Scott

Scott Hodgson | Spectacle Group

**From:** [Lucic, Eric](#)  
**To:** [Tota, Kasia](#)  
**Subject:** FW: [External Email] Centre Plan Corridor Creep  
**Date:** Monday, May 6, 2019 11:58:49 PM  
**Attachments:** [Corridor creep.pdf](#)

---

FYI

**ERIC LUCIC**  
MANAGER REGIONAL PLANNING  
PLANNING & DEVELOPMENT

**HALIFAX**

C. 902.430.3954  
[eric.lucic@halifax.ca](mailto:eric.lucic@halifax.ca)  
[halifax.ca](http://halifax.ca)

**From:** Andrea Arbic  
**Sent:** Monday, May 6, 2019 8:08 PM  
**To:** Smith, Lindell <[smithli@halifax.ca](mailto:smithli@halifax.ca)>; Mason, Wayne <[Waye.Mason@halifax.ca](mailto:Waye.Mason@halifax.ca)>; Cleary, Shawn <[clearys@halifax.ca](mailto:clearys@halifax.ca)>; Walker, Russell <[walkerr@halifax.ca](mailto:walkerr@halifax.ca)>; Adams, Stephen <[Stephen.Adams@Halifax.CA](mailto:Stephen.Adams@Halifax.CA)>; Zurawski, Richard <[zurawsr@halifax.ca](mailto:zurawsr@halifax.ca)>  
**Cc:** Lucic, Eric <[lucice@halifax.ca](mailto:lucice@halifax.ca)>; Denty, Kelly <[dentyk@Halifax.CA](mailto:dentyk@Halifax.CA)>; Denty, Kelly <[dentyk@Halifax.CA](mailto:dentyk@Halifax.CA)>  
**Subject:** [External Email] Centre Plan Corridor Creep

*[This email has been received from an external person or system]*

Dear Members of the Halifax and West Community Council,

I understand that you will be discussing the latest version of the Centre Plan at your next meeting. While I haven't had the time needed to go through the whole document in as much detail as I would have liked, I did notice some changes from the earlier version of the plan that concern me. These changes involve "corridor creep." In other words, areas where height/density designations assigned to major corridors have been extended beyond the corridors themselves and into the adjacent blocks of established residential housing. The attached document illustrates in black just a few cases where this has occurred in the latest version of the plan.

I am concerned that allowing corridor-type designations to bleed into nearby streets will have a destabilizing impact on these streets that are otherwise considered to be established residential neighbourhoods. If these properties are simply "slipped" into the corridor designation, it's easy to see what is going to happen down the road. Corridor-scale buildings will replace the smaller scale, largely affordable buildings that currently occupy these properties. The additional shade, noise, and traffic from these buildings will have a negative impact of the quality of adjacent properties that are not intended to be part of the corridor. So those properties will become less desirable as single-family dwellings. Then the owners of those properties, seeing the value and quality of their homes decrease, will sell them off and move to more desirable locations. The properties will then be snapped up by developers who will use the density on adjacent properties to justify asking to have

these properties up-zoned too. And before you know it, the nibbling into adjacent side streets, which started with just one or two properties in from the corner, will extend farther and farther down the streets, deep into what was supposed to be maintained as stable residential neighbourhoods.

You may well argue that that other bylaws proposed in the centre plan keep this from happening, but let's be honest, we all know that once this kind of creep starts to happens, there will be no stopping it. People will say, those building next door are getting run down. Why wouldn't we want to tear them down and building something bigger and shinier. But it wasn't and should never be, the intention of corridor designation to eat into established residential neighbourhoods. So please, stop the corridor creep before it happens. Please ask for the properties illustrated in the attached, and others like them, to be removed for the corridor designation.

Sincerely,  
Andrea Arbic

before



After/now



**Vélo Apartments**

2300 Gottingen St.  
Halifax, NS

*A bike friendly community in the  
heart of Halifax's North End.*

**Ross Cantwell, Owner**

May 30, 2019

Ms. Kasia Tota, Planner  
Mr. Lindell Smith, Councillor  
Halifax Regional Municipality  
PO Box 1749  
Halifax, NS

Re: Proposed Change for Centre Plan – 5527 Cunard Street.

Dear Ms. Tota and Mr. Smith:

I am writing you to ask that you change the proposed height at 5527 Cunard Street from 11M to 14M.

I have reviewed the draft plan for the North End, and have some concerns related to the property at 5527 Cunard Street – the former Tabernacle Church Property. Last fall we purchased this property as part of our land assembly for the VELO Apartments project (Gottingen and Cunard). In addition to its redevelopment potential, we required the site in order to accommodate lay down activity for VELO2, which is currently under construction. This Spring we demolished the old church hall, so this is now a vacant lot (approximately 3,750 SF). Several weeks ago, we submitted plans to HRM and the Province to consolidate this lot with the 1.2 acre parcel next door, which contains VELO1 and VELO2. Once approved, this property will be part of the VELO development.

As the attached map indicates, the draft Centre Plan shows this property as Corridor with an 11M height limit. Given the grade changes going up Cunard Street, and what we are building next door, we find this problematic and are respectfully requesting that HRM amend this height to 14 meters.

I note that the properties across the street will allow up to 90 meters of height (which seems excessive in my opinion) and the property kitty corner to Creighton and Cunard will also allow 14 meters in height, as will property on the same side of Cunard Street as it approaches Agricola. In my previous discussions with Ms. Tota, she had indicated that the 11M was an error and that this would be fixed at some point, however the interactive map on the website continues to show the 11M height.

Please let me know if you need any additional information to enact this change.

Sincerely

Ross A. Cantwell, President

# Kent, Holly

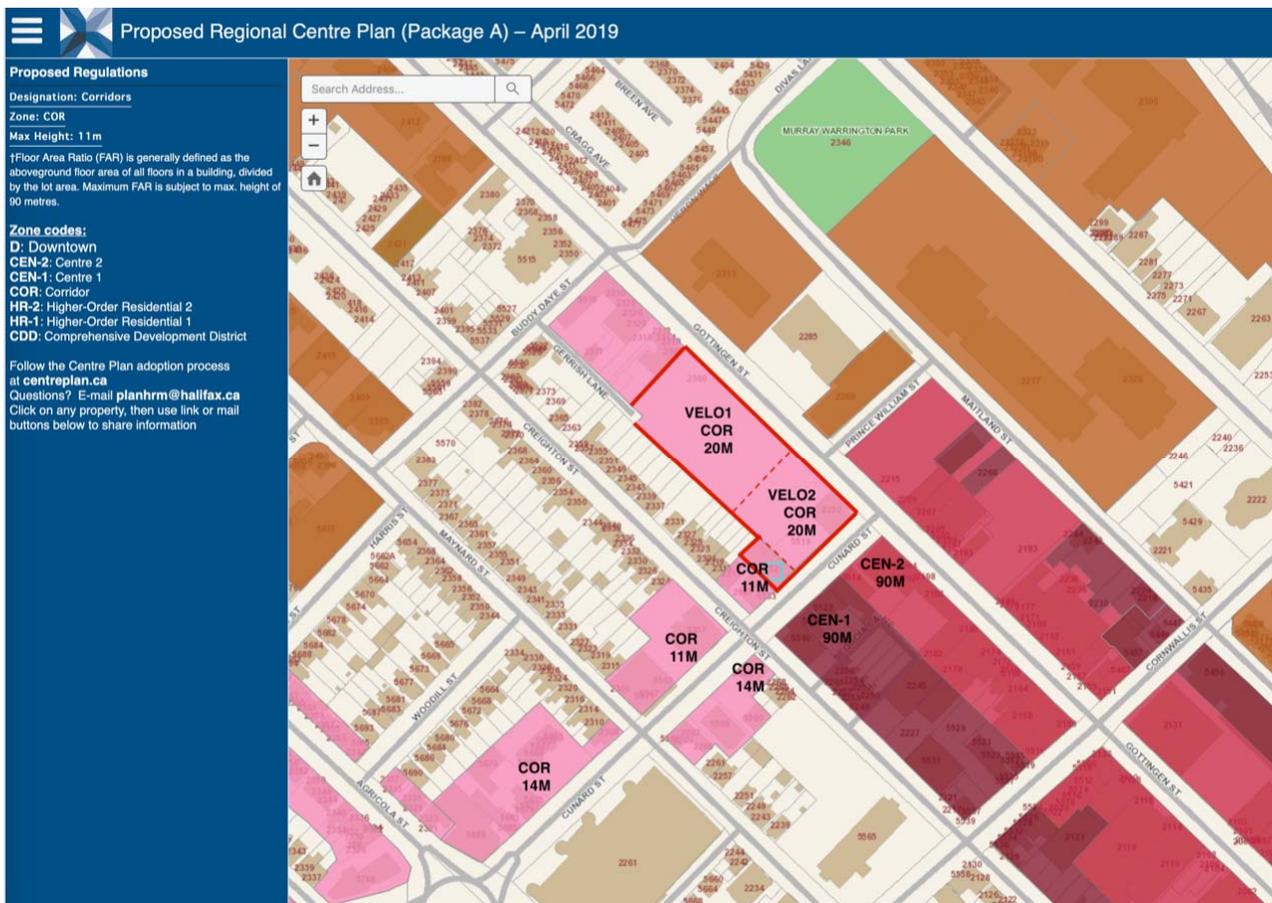
**From:** Regional Planning Office, HRM  
**Sent:** Thursday, May 30, 2019 2:04 PM  
**To:** Tota, Kasia  
**Subject:** FW: [External Email] Map for 5527 Cunard Street

**From:**  
**Sent:** May 30, 2019 1:50:28 PM (UTC-04:00) Atlantic Time (Canada)  
**To:** Office, Clerks; Smith, Lindell; Tota, Kasia  
**Cc:** Regional Planning Office, HRM  
**Subject:** [External Email] Map for 5527 Cunard Street

*[This email has been received from an external person or system]*

Here is the map I referenced in the last email. the red border shows the property associated with the VELO Apartments, with dashed lines between each phase

Ross



Ross Cantwell



*A bike friendly community in the  
heart of Halifax's North End*

*Winner of the IPOANS 2018  
Development of the Year*

On May 30, 2019, at 1:48 PM,

wrote:

Please see the attached letter.

<Microsoft Word - Document5.pdf>

Ross Cantwell  
HRM Apartments

<PastedGraphic-29.png>

*A bike friendly community in the  
heart of Halifax's North End*

*Winner of the IPOANS 2018  
Development of the Year*

**From:** [Lucic, Eric](#)  
**To:** [Tota, Kasia](#)  
**Subject:** FW: [External Email] Corridor- protecting rights to solar access  
**Date:** Monday, May 6, 2019 11:54:55 PM

---

FYI

**ERIC LUCIC**  
MANAGER REGIONAL PLANNING  
PLANNING & DEVELOPMENT

**HALIFAX**

C. 902.430.3954  
[eric.lucic@halifax.ca](mailto:eric.lucic@halifax.ca)  
[halifax.ca](http://halifax.ca)

**From:** Peggy Cameron  
**Sent:** Monday, May 6, 2019 3:11 PM  
**To:** Smith, Lindell <[smithli@halifax.ca](mailto:smithli@halifax.ca)>; Mason, Wayne <[Waye.Mason@halifax.ca](mailto:Waye.Mason@halifax.ca)>; Cleary, Shawn <[clearys@halifax.ca](mailto:clearys@halifax.ca)>; Walker, Russell <[walkerr@halifax.ca](mailto:walkerr@halifax.ca)>; Adams, Stephen <[Stephen.Adams@Halifax.CA](mailto:Stephen.Adams@Halifax.CA)>; Zurawski, Richard <[zurawsr@halifax.ca](mailto:zurawsr@halifax.ca)>; Lucic, Eric <[lucice@halifax.ca](mailto:lucice@halifax.ca)>; Denty, Kelly <[dentyk@Halifax.CA](mailto:dentyk@Halifax.CA)>; Office, Clerks <[clerks@halifax.ca](mailto:clerks@halifax.ca)>  
**Subject:** [External Email] Corridor- protecting rights to solar access

*[This email has been received from an external person or system]*

Monday, May 6, 2019

Dear Halifax and West Community Councillors,

**Centre Plan - Shifting Corridors- Negative impact on Solar Gain**

In 2018 I installed solar photo voltaic panels on my roof and a heat-pump, so along with solar thermal the 100+ year old property almost carbon neutral.

HRM's recently decided to expand the Corridor zone to include residential buildings on Charles Street and other side streets. Moving the height increase into residential streets was not part of the public consultation and there are many problems with this.

A specific example is, it will permit a future 6-storey building next to my property. That will shade the roof top solar PV, especially during the winter months. Similarly a Corridor expansion at Charles and Windsor will shade a building with an existing solar installation. Set-backs do not address this problem. I suggested that there be solar rights protection during submissions to the Centre Plan. Other cities ensure that solar rights are protected.

**How does the Centre Plan intend to protect the right to sunlight for solar PV,**

**solar thermal and solar hot water panels- not just for me but for all solar users throughout HRM? As stated, set-back requirements do not address this problem. Other cities have protection for solar rights.**

I hope you are able to resolve the problem of moving the Corridor into residential streets. I hope you are able to protect solar rights.

Regards,

Peggy Cameron

**From:** [Lucic, Eric](#)  
**To:** [Tota, Kasia](#)  
**Subject:** FW: [External Email] re: latest draft of Centre Plan - Corridor  
**Date:** Monday, May 6, 2019 11:51:03 PM

---

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**HALIFAX**

C. 902.430.3954  
[eric.lucic@halifax.ca](mailto:eric.lucic@halifax.ca)  
[halifax.ca](http://halifax.ca)

**From:** Dusan Soudek  
**Sent:** Monday, May 6, 2019 12:04 PM  
**To:** Smith, Lindell <[smithli@halifax.ca](mailto:smithli@halifax.ca)>; Mason, Wayne <[Waye.Mason@halifax.ca](mailto:Waye.Mason@halifax.ca)>; Cleary, Shawn <[clearys@halifax.ca](mailto:clearys@halifax.ca)>; Walker, Russell <[walkerr@halifax.ca](mailto:walkerr@halifax.ca)>; Adams, Stephen <[Stephen.Adams@Halifax.CA](mailto:Stephen.Adams@Halifax.CA)>; Zurawski, Richard <[zurawsr@halifax.ca](mailto:zurawsr@halifax.ca)>; Lucic, Eric <[lucice@halifax.ca](mailto:lucice@halifax.ca)>; Denty, Kelly <[dentyk@Halifax.CA](mailto:dentyk@Halifax.CA)>  
**Subject:** [External Email] re: latest draft of Centre Plan - Corridor

*[This email has been received from an external person or system]*

To: Councillor Lindell Smith, Councillor Wayne Mason, Councillor Sean Cleary, Councillor Steve Adams, Councillor Richard Zurawski, Councillor Russell Walker  
HRM Chief Planner Kelly Denty, HRM Centre Plan Head Eric Lucice

From: Dusan Soudek, Clifton St., Halifax (a resident and a home owner)

I am following efforts by HRM (and many other cities) to reduce or prevent the many adverse effects of urban sprawl through densification. In general, I feel that these efforts are on the right track.

However, I am deeply concerned by the latest iteration of the proposed Centre Plan (Corridor), which, if approved by Council, will contribute towards the breakup of established residential neighbourhoods through the intrusion of high-rise buildings in the vibrant Robie – Windsor corridor, where I live.

Specifically, I am opposed to the permission to build multi-storey apartment buildings not just along the main transportation arteries in this area, but also on adjacent lots on clearly residential streets, such as Willow and Charles.

Please, do keep existing residential neighbourhoods residential, and focus on densification

along arterial streets and on the huge parking lots and other underutilized lands on the NW tip of the Peninsula. Prevent "Corridor Creep." Yours sincerely,

Dusan Soudek

**From:** [Lucic, Eric](#)  
**To:** [Tota, Kasia](#)  
**Subject:** Fwd: [External Email] Centre Planning Corridor Routes  
**Date:** Sunday, May 5, 2019 9:50:28 AM

---

Fyi

ERIC LUCIC  
MANAGER REGIONAL PLANNING  
PLANNING & DEVELOPMENT  
HALIFAX  
C. 902.430.3954  
[halifax.ca](http://halifax.ca)

Begin forwarded message:

**From:** Angela Luong  
**Date:** May 5, 2019 at 12:09:35 AM ADT  
**To:** "[lucice@halifax.ca](mailto:lucice@halifax.ca)" <[lucice@halifax.ca](mailto:lucice@halifax.ca)>  
**Cc:** Phat Luong  
**Subject:** [External Email] Centre Planning Corridor Routes

*[This email has been received from an external person or system]*

Sending on behalf of Phat Luong, owner of Phat's Barber Shop, Windsor Street

Dear Eric Lucice,

My name is Phat Luong, the owner of Phat's Barber Shop and I am writing to you to express my concerns regarding the Centre Plan changes for Charles, Windsor and Robie St. I am a business owner with a shop on Windsor Street, Phat's Barber Shop, and own a property at Charles St. that may be affected with the new corridor plans. I am concerned that the zoning changing of these streets to "corridor streets" will negatively impact the community. Replacing some of the buildings will add construction and create traffic on central roads that are already crowded and damaged. It would add further noise and disruption to these neighbourhoods.

As a business owner at Windsor Street, I am worried the high traffic will discourage customers to my small business as it is already busy and difficult to find parking spaces. I fear that my small business cannot continue in the future with these aggressive new development plans and it feels as though the city is working with developers. There has not been consulting with the locals of the neighbourhood.

As a property owner with a building at Charles Street, I am unhappy about the changes that have happened in HRM planning that have appeared to affect

Charles Street near the end of Robie and Windsor. It is not honest planning for the city and the people were not told of what the new changes were.

These new plans are disruptive to the neighbourhood and also affect the history as many of these buildings are old. Buildings that are too large are moving into the area, which will cause overcrowding. If you are concerned with increasing density to the peninsula, you can do it without tearing down historical buildings that do not meet your height standards.

Please consider these points during your next planning meeting and with your team.

Sincerely,

Phat Luong

**From:** [Lucic, Eric](#)  
**To:** [Tota, Kasia](#)  
**Subject:** FW: Re-zoning of Windsor and Robie Sts.  
**Date:** Monday, May 6, 2019 11:50:03 PM

---

FYI

**ERIC LUCIC**  
MANAGER REGIONAL PLANNING  
PLANNING & DEVELOPMENT

**HALIFAX**

C. 902.430.3954  
[eric.lucic@halifax.ca](mailto:eric.lucic@halifax.ca)  
[halifax.ca](http://halifax.ca)

**From:** Teehan, Michael >  
**Sent:** Monday, May 6, 2019 11:47 AM  
**To:** Office, Clerks <[clerks@halifax.ca](mailto:clerks@halifax.ca)>; Smith, Lindell <[smithli@halifax.ca](mailto:smithli@halifax.ca)>; Mason, Wayne <[Waye.Mason@halifax.ca](mailto:Waye.Mason@halifax.ca)>; Cleary, Shawn <[clearys@halifax.ca](mailto:clearys@halifax.ca)>; Walker, Russell <[walkerr@halifax.ca](mailto:walkerr@halifax.ca)>; Adams, Stephen <[Stephen.Adams@Halifax.CA](mailto:Stephen.Adams@Halifax.CA)>; Zurawski, Richard <[zurawsr@halifax.ca](mailto:zurawsr@halifax.ca)>  
**Cc:** Lucic, Eric <[lucice@halifax.ca](mailto:lucice@halifax.ca)>; Denty, Kelly <[dentyk@Halifax.CA](mailto:dentyk@Halifax.CA)>  
**Subject:** [External Email] Re-zoning of Windsor and Robie Sts.

*[This email has been received from an external person or system]*

Good morning

I am writing to express concern about the final Centre Plan for HRM, which I understand is in the final stages of ratification. As a resident of west end Halifax I am concerned that zoning changes on Windsor and Robie streets will permit the replacement of current low level housing with structures up to 6 stories high. I understand also that adjacent pieces of adjoining streets will also be re-zoned to allow higher buildings. This is a concern for the character of the neighbourhood affected, with the likely increase in traffic and congestion.

I am also concerned that these changes from the last published draft appear to have been inserted without public consultation, and especially without input from residents of the affected areas

I trust and hope that council will take these concerns into account in finalizing plans for the city.

Michael Teehan



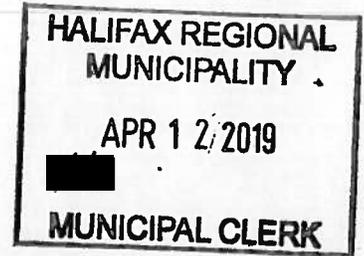
Halifax

**Stewart, April**

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**From:** Office, Clerks  
**To:** Rai, Phoebe  
**Subject:** RE: [External Email] Re: [External Email] Addressing the committee

**From:** Rai, Phoebe  
**Sent:** April-12-19 11:37 AM  
**To:** Office, Clerks <clerks@halifax.ca>  
**Subject:** FW: [External Email] Re: [External Email] Addressing the committee



**From:** robin stewart [REDACTED]  
**Sent:** April-12-19 9:48 AM  
**To:** Rai, Phoebe <smithph@halifax.ca>  
**Subject:** [External Email] Re: [External Email] Addressing the committee

*[This email has been received from an external person or system]*

[REDACTED]

Dear CDAC Committee Members- My name is Robin Stewart and for the last 20 years I have been the owner of a small rental property business called Halilfats. I have put my head down and been the best Landlord and neighbour I can be and have had the pleasure of serving hundreds of tenants including halifamous Ellen page and Corey Bowles (trailer park boys). I have heard the statistic that small business in this country, generate >50% of Canada's GDP. So I think it important Regional Council promote and protect small businesses.

It seems to me that all the larger development sites beside mine got more rights between the February 2018 draft and the April 2019 draft final.

The radio station property (5527 Cogswell) beside my property at 5537 Cogswell goes from 14m and GFAR 3.5 in the February 2018 draft to 90m and GFAR 7.5 in the final

At 5689 and 5687 Harris Street the property north of me goes from 14m (draft) to 20m (final).

Behind and beside 1023 Bland Street GFARs have been removed (was 1.75 and 3.5 GFAR in the draft). There are 3 storeys there now and with the April 2019 final center plan they get 20m (6 storeys) so my waterview is gone. Unfortunately, a row of trees won't bring that back.

At my 2103 and 2097 Creighton Street the theatre lofts property goes from 20m and GFAR of 3.5 in the February draft to 90m and a GFAR of 6.0 in the final draft.

In the vicinity of my 1023 Bland Street the properties of 5465, 5459 and 5455 Victoria Road all have similar unit counts to mine (they look the same) but are given HR designation. They, like me, are on the fringe of a corridor with development behind them like me. Last spring I wrote PlanHRM to ask for more rights at 1023 Bland because the thin corridor I thought wasn't wide enough to encourage any intensified development. I think them giving properties similar to mine HR designation, might be a precedent to give me more rights. They wrapped the HR designation around the corner from a corridor on Queen Street around to similar properties to mine on Victoria Road so why not to my 1023 Bland Street with the same conditions so I too get 20m and still see the water?

I think having these historic looking properties on Victoria Road being given HR and joined in with the block around them in a continuous block might help with my argument to get HR at 5787 and 5789 Harris Street. Planning made the Queen Street and Victoria block and Green Street block consistent. They should make the whole block at Harris, Agricola and West consistent too.

Since writing my letter about 5687 and 5689 Harris I noticed that the low rise 2398 Maynard (owned by HRM - Metropolitan Housing Authority) and its neighbour 5662 West which are similar in scale to my 5689 and 5687 Harris get 20m HR residential in my block but I don't. It doesn't seem consistent. The entire block should be high order residential to be consistent with the blocks

to the north where small c-2 zoned properties like mine on James and Roberts and Williams got changed to HR residential.

I thought this process wasn't about taking away rights (like my C-2 zoning) at Harris Street but about intensifying development?

Besides large developers getting what they wanted Heritage groups interests were also accommodated. I for one, don't want to be included within this Creighton Fields heritage zone, as in my opinion heritage districts make housing unaffordable when forced to use expensive materials, it creates an enclave of elitism. I spoke to councillor mason about this last April (2018) as this issue was raised at a public meeting of the north end heritage advocacy group.

There are strips of Row houses along buddy Daye and on the west side of Creighton (at the corner of Cunard) and another strip of commercial buildings on south side of Cunard below Creighton that look like the row houses I own on Harris. Why are these buildings exempt from heritage but I am included?

The strip of properties on north side of Cornwallis from 5515 Cornwallis up hill to the corner of Creighton looks exactly like my Cogswell block but it doesn't get added into the Creighton fields heritage district. It consists of 5515 Cornwallis (a building that looks exactly like mine) and then an empty lot followed by a brand new building like in my block. My building building looks like 5515 Cornwallis then there is an empty lot beside mine 5539 Cogswell and then a new building 5543 Cogswell at the corner of Creighton in my block. Why are two identical blocks treated so differently according to the heritage district? I hope my block also gets excluded from the final map 10.

The CEN-2 zone is not only focused on gottingen but extends up the side streets. I count three lots from gottingen on the north of falkland and then in the south side of Cornwallis the CEN-2 extents up the hill 7 properties (these reproduction properties are designed by the same architect as the 5543 Cogswell and one gets included in the heritage district and the other doesn't, it makes no sense . If the CEN-2 zoning is allowed to extend up these less

busy side streets why not extend it up the much busier Cogswell street and include my 5537 Cogswell Street property and let the empty lot beside me (5539 Cogswell) be the buffer to the established neighbourhood in the next block?

It feels like to me a small landowner like me who is on the fringe of development sites is getting squeezed out. I don't want to see my properties devalued so I would like the same rights given to me as the larger parcels beside me.

Thanks, Robin Stewart, Landlord, Haliflats

**From:** [Murnaghan, Aaron](#)  
**To:** [Tota, Kasia](#)  
**Cc:** [Lucic, Eric](#); [Pyle, Kurt](#); [McGreal, Seamus](#)  
**Subject:** RE: Letter to CDAC regarding 5537 Cogswell St  
**Date:** Tuesday, February 26, 2019 4:16:11 PM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.png](#)

---

Hi Kasia,

5689 and 5687 Harris Street comprise a late 19<sup>th</sup> century mirror-image Victorian dwelling in very good condition. This property, as well as it's neighbours east of Agricola street form an important part of the tight established residential fabric common on the side streets in this portion of the North End. These properties also are integral to the future Creighton's Field Heritage Conservation District, which is currently proposed to extend from Cogswell to West Street. The other properties mentioned in Mr. Stewart's email do not fall within this HCD boundary and are of lower architectural integrity.

The intention is to encourage the retention and conservation of existing historic building stock within this future HCD boundary, and to encourage appropriately-scaled infill development.

Regards,  
Aaron

**AARON MURNAGHAN, MCIP, LPP**  
PRINCIPAL PLANNER, HERITAGE

HERITAGE OFFICER

PLANNING & DEVELOPMENT



PO BOX 1749

HALIFAX NS B3J 3A5

C: [902.292.2470](tel:902.292.2470)  
[HALIFAX.CA](http://HALIFAX.CA)



---

**From:** Tota, Kasia

**Sent:** February-25-19 4:52 PM

**To:** Murnaghan, Aaron <murnaga@halifax.ca>

**Cc:** Lucic, Eric <luce@halifax.ca>; Pyle, Kurt <pylek@halifax.ca>; McGreal, Seamus <mcgreal@halifax.ca>

**Subject:** RE: Letter to CDAC regarding 5537 Cogswell St

Aaron – thank you. This is very helpful, and confirms what we have communicated so far. Would you be able to also comment on Harris Street by the same owner?

Kasia

---

**From:** Murnaghan, Aaron

**Sent:** February-25-19 1:40 PM

**To:** Tota, Kasia <[totak@Halifax.CA](mailto:totak@Halifax.CA)>

**Cc:** Lucic, Eric <[luce@halifax.ca](mailto:luce@halifax.ca)>; Pyle, Kurt <[pylek@halifax.ca](mailto:pylek@halifax.ca)>; McGreal, Seamus <[mcgreal@halifax.ca](mailto:mcgreal@halifax.ca)>

**Subject:** RE: Letter to CDAC regarding 5537 Cogswell St

Hi Kasia,

I don't know who will speak to this at CDAC, but we are not in favour of reconsidering the zoning on this property due to the following considerations:

1. This property is a good example of mid-19<sup>th</sup> century architecture that makes up the majority of the future Creighton's Field HCD, and is an integral part of that future district; and
2. The lower FARs of the CEN-1 zoning will provide an appropriate transition from the CEN-2 zoning to the east while retaining the flexibility of use for this property.

Mr. Stewart's property is surrounded on the north and west by either historic, or appropriately scaled modern buildings. Since Mr. Stewart's property is historic and in very good condition, thus it should certainly be limited in its potential FAR as a means to retain the building and encourage appropriately scaled new development. 5537 Cogswell Street contributes to the strong heritage identity of the Cogswell streetscape, and its loss due to redevelopment would weaken the integrity of the proposed HCD.

Thanks,

**AARON MURNAGHAN, MCIP, LPP**  
PRINCIPAL PLANNER, HERITAGE

HERITAGE OFFICER

PLANNING & DEVELOPMENT



PO BOX 1749

HALIFAX NS B3J 3A5

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[HALIFAX.CA](http://HALIFAX.CA)



---

**From:** Tota, Kasia  
**Sent:** February-21-19 11:21 AM  
**To:** Murnaghan, Aaron <[murnaga@halifax.ca](mailto:murnaga@halifax.ca)>  
**Subject:** FW: Letter to CDAC regarding 5537 Cogswell St

Aaron – FYI.

**From:** robin stewart  
**Sent:** February-21-19 9:20 AM  
**To:** Tota, Kasia <[totak@Halifax.CA](mailto:totak@Halifax.CA)>  
**Subject:** Fwd: Letter to CDAC regarding 5537 Cogswell St

Dear CDAC Committee. Please consider the following submission for your next meeting in conjunction with a letter drafted by Neil Lovitt of Turner Drake.

I am Robin Stewart, the owner of [5537 Cogswell Street](#)

I consider my property an island unto itself surrounded either by empty lots or parking lots or high buildings and not part of the contiguous urban fabric to the west. On one side to the east is a parking lot for a radio station (former legion) which just sold to a developer (December 2018). This lot once housed a mirror image building attached to my house which was demolished to make way for the parking lot in the 1980s. There are also parking lots to the north behind my property and a 10-storey HRM metropolitan housing authority building (Vimy Arms) to the northeast overlooking my backyard. The 32m and GFAR 6.25 of the city owned Vimy Arms (Metro Housing Authority) seems like a good height for my property as well. To the immediate west is an empty lot (5539 Cogswell). This lot once housed a notorious rooming house which burnt down in the early 2000s. Further west on the corner of Creighton (Fronting on the arterial Cogswell Street), is situated 5543 Cogswell. It is of a modern design, constructed of modern building materials and was built, within the last 10 years. This lot too used to house a notorious rooming house that burnt down in the early 2000s. This new build is not part of the contiguous row of historic homes in the block further west. This building and the empty lot beside it are currently for sale. I believe Cogswell Street has become a more congested major arterial since I purchased the property, especially since the roundabout project changed the traffic flow on Rainnie Drive. Now more cars are idling outside at the Gottingen and Cogswell traffic lights. I believe that with the Cogswell Interchange plan as now proposed (with cars exiting the Purdy's and Casino parkades directly onto the redesigned Cogswell) that this block of the street will feel even less small scale residential with even more traffic. I believe the property is more suited to urban redevelopment than stable urban fabric. I believe the block of Cogswell between Creighton and Gottingen could be considered a CEN-2 through lot much like the Salvation Army Building (Gottingen to Creighton) and the Glubes

Lofts building (Gottingen to Creighton). I feel the thru properties between Gottingen and Maitland and Gottingen and Creighton are shining examples of what this street needs more of. **I would like to see my property be given CEN-2 zoning and at least the same GFAR of 3.5 as my neighbor the former legion and now Radio Station (5527 Cogswell). I spoke with planner Connor Wallace at ZZap Consulting who thought asking for the same GFAR as 5527 Cogswell was a good strategy as I front on the busy aerial of Cogswell Street. Why not consider this entire block of Cogswell (from Gottingen to Creighton) a thru lot too and rezone to CEN-2 with a GFAR of at least 3.5? Thanks, Robin Stewart, Landlord, Haliflats**

----- Forwarded message -----

From: **Neil Lovitt** <

Date: Wed, Feb 20, 2019 at 11:56 AM

Subject: Letter to CDAC regarding 5537 Cogswell St

To: [clerks@halifax.ca](mailto:clerks@halifax.ca) <[clerks@halifax.ca](mailto:clerks@halifax.ca)>

Cc: [planhrm@halifax.ca](mailto:planhrm@halifax.ca) <[planhrm@halifax.ca](mailto:planhrm@halifax.ca)>, robin stewart

Hello,

Please find attached a letter for consideration by the Community Design Advisory Committee at their next scheduled meeting.

This is being submitted on the direction received by our client, Robin Stewart, from HRM planning staff with regards to his concerns about current (Package A – February 2018) draft Centre Plan policy and regulation as it relates to his property at 5537 Cogswell St.

We ask that the request and justification contained within be considered by CDAC and HRM staff as they continue to review and refine the Centre Plan Package A documents and move towards adoption.

If you have any issues with the file or its contents, please do not hesitate to contact me.

Best Regards,

-Neil

Neil R. Lovitt

[B.C.D.](#), MCIP, CPT

Senior Manager, Planning & Economic Intelligence

Turner Drake & Partners Ltd.

6182 North Street

Email:

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Client Feedback:

LinkedIn: <https://www.linkedin.com/>

Twitter: [www.twitter.com/](http://www.twitter.com/)

Facebook: [h](#)

Blog: <http://>



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## Kent, Holly

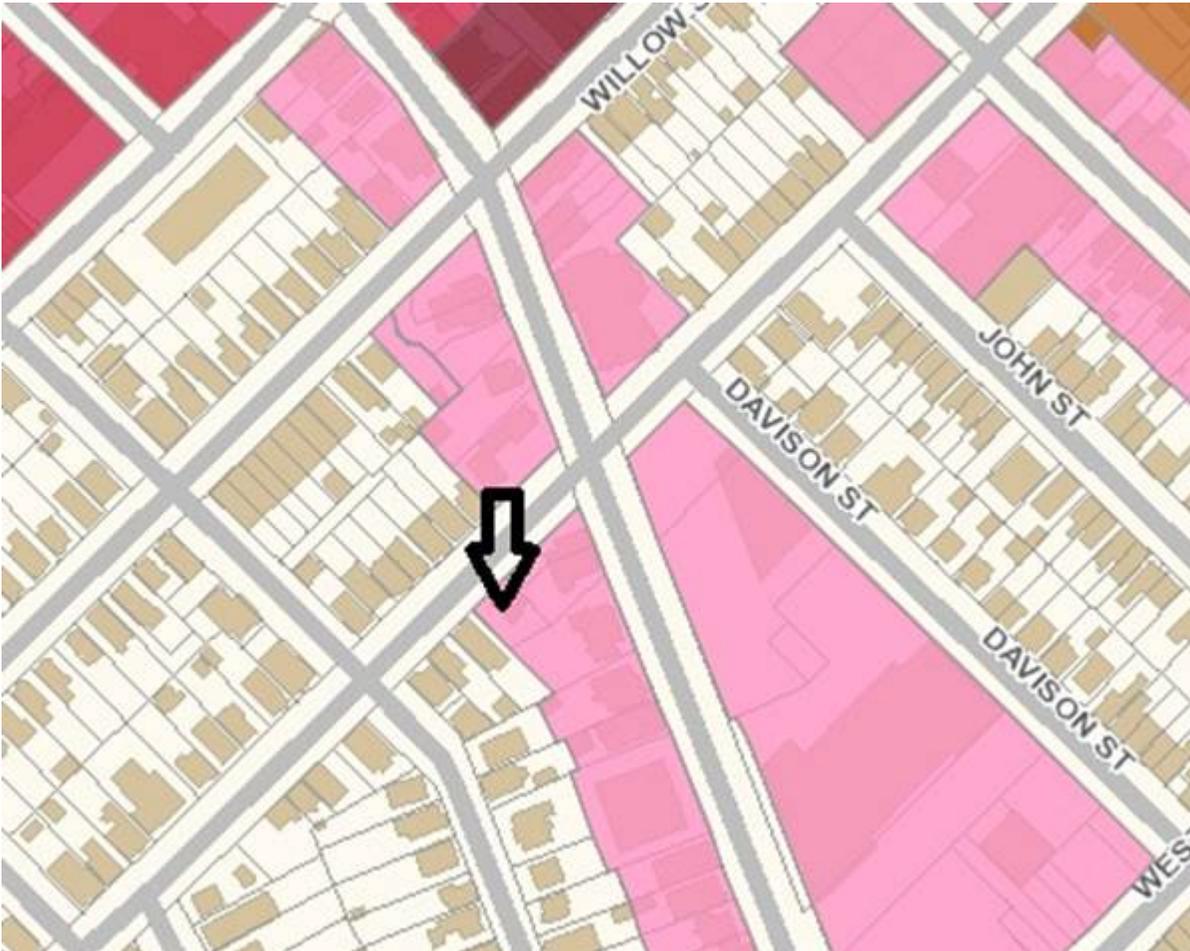
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**From:** Lucic, Eric  
**Sent:** Thursday, May 2, 2019 1:34 PM  
**To:** Mason, Waye  
**Cc:** Tota, Kasia; Inness, Mark  
**Subject:** RE: [External Email] Center Plan concerns

Councillor Mason,

Mark Inness had a look at the property for me. The change was to add one lot on to Charles Street (6024 Charles Street) to align with the adjacent property lines for houses along Robie Street. As you're well aware the property fabric is inconsistent throughout the Regional Centre and following the one lot depth perspective on Corridors does not always make sense. Staff wanted to avoid potential MPS amendments in the future by extending the property line to match the depths of properties south of this property and thereby enable potential development to occur. Attached are the graphics that show this change. Ultimately, any development would likely have taken advantage of the Charles Street access, this just avoids sterilizing the parcel that is on the corner. I drove past the property this morning and my visual inspection confirms that the change was reasonable. Any impact to this neighbor is largely related to the angle of Robie through this stretch.

Currently May 2, 2019:



As of Dec 12, 2017



Let me know if you require anything further.

ERIC LUCIC  
MANAGER REGIONAL PLANNING  
PLANNING & DEVELOPMENT

HALIFAX  
C. 902.430.3954  
eric.lucic@halifax.ca  
halifax.ca

-----Original Message-----

From: Mason, Waye  
Sent: Thursday, May 2, 2019 8:13 AM  
To: Tota, Kasia <totak@Halifax.CA>; Lucic, Eric <lucice@halifax.ca>  
Subject: Fw: [External Email] Center Plane concerns

Can you have a look at this property and tell me/the resident what actually is allowed where it faces his property?

Thanks!

Waye

--

WAYE MASON

COUNCILLOR | LE CONSEILLER | NIKANUS WUNAQAPEMK DISTRICT 7 HALIFAX SOUTH DOWNTOWN PRESIDENT, NOVA SCOTIA FEDERATION OF MUNICIPALITIES

HALIFAX

T. 902.490.8462 | C. 902.430.7822

Please subscribe to my email newsletter.

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From: Mason, Waye

Sent: 02 May 2019 08:12

To: Michael Cowie

Subject: Re: [External Email] Center Plane concerns

Let me get some more details. The big change here is that we no longer are using that 1970s style of planning - where 20m means they can put a concrete wall on your property line that goes straight up. Where a zone changes across a rear or side yard line there is a some requirement for a 6m yard or something similar, and then they have to go up only 2-3 stories for the first half dozen meters, so you end up with far less of an impact with the controls that are proposed. The idea is to have similar mass and separation for the first "house size" chunk of a new development, so that height and density comes down and meets the built form of the established neighbourhood. But I can confirm for this exact site.

Waye

--

WAYE MASON

COUNCILLOR | LE CONSEILLER | NIKANUS WUNAQAPEMK DISTRICT 7 HALIFAX SOUTH DOWNTOWN PRESIDENT, NOVA SCOTIA FEDERATION OF MUNICIPALITIES

HALIFAX

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Please subscribe to my email newsletter.

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From: Michael Cowie <

Sent: 01 May 2019 12:50

To: Mason, Waye

Subject: [External Email] Center Plane concerns

[This email has been received from an external person or system]

Hello Wayne,

I am a property owner 6015 Charles Street. It is an adjacent property to the proposed Robie Street corridor where the height will be increased to 6 storeys. [REDACTED] I object as strongly as possible to an increase in the Corridor height on the neighbouring properties along Charles Street and DO NOT WANT IT!

The centre plan for Charles and Robie (and Charles and Windsor) should revert back to ONLY include buildings on Robie and Windsor. This is what the public was consulted on and MUST be given priority in any decision making.

I was not aware until recently (days ago) of the height increase. I am not associated in any way with the owners of lots or buildings on Robie Street. As far as I know NONE OF THE OTHER OWNERS, my neighbours, on Charles street adjacent lots are looking to consolidate their side lots with Robie Street property owners.

Nothing in the definition of the corridors says the corridor lots can be supplemented if they don't happen to be deep enough to support a 6 storey structure. By changing this you are fundamentally changing the character of my street and neighbourhood and the lives of many, for the monetary advantage of a few people.

According to the draft Plan in the future my property would already be negatively impacted as it is directly adjacent to the proposed Robie Street Corridor. We live in fear of the inevitable multi story unit being built that would adversely affect backyard privacy, create noise, shade, increased traffic, garbage, wind, construction and maintenance noise. Now because of the changes to the Robie Corridor, my home would also be directly across from the side of a 6 storey building on Charles Street.

Corridor buildings cannot be allowed to creep onto historic Halifax residential streets! There are many mixed use properties already in the neighbourhood and there are more appropriate ways to add people to our area.

I intend to make the development issues in Halifax a major factor in my vote next election.

Mike Cowie  
Charles Street

**From:** [Grant, Ross](#)  
**To:** [Erin MacKenzie](#)  
**Cc:** [Tota, Kasia](#); [Inness, Mark](#); [Ouellet, Luc](#)  
**Subject:** RE: [External Email] Centre Plan Schedule 26 Transition Line - Thompson Site  
**Date:** Thursday, May 9, 2019 11:34:33 AM

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Hi Erin,

The removal of the transition line at 1256 Barrington Street is proposed as a staff amendment to Centre Plan Package A. It has been identified by staff as an error. All amendments, as proposed by committees and staff, will be discussed at Committee of the Whole, set to take place **June 18<sup>th</sup>**. Council will decide which amendments to adopt or not. Additionally, as we discussed, the Downtown Plan Area line cannot be amended by staff as it is set in the Charter.

I hope this is sufficient.

Ross

**From:** Erin MacKenzie <  
**Sent:** Thursday, May 9, 2019 11:27 AM  
**To:** Grant, Ross  
**Subject:** [External Email] Centre Plan Schedule 26 Transition Line - Thompson Site

*[This email has been received from an external person or system]*

Hi Ross,

I just wanted to confirm what we were talking about earlier to make sure I pass on the correct info to our client. So the removal of the transition line in the middle of the parcel at 1256 Barrington St. is set to be one of the amendments to be discussed at an upcoming council meeting? This is great news, surely council won't take issue with it.

Thanks again for the clarification and prompt response!

Erin

--

**ERIN MACKENZIE BCD**  
Planner

**EDM Planning Services Ltd.**  
[2111 Maitland Street, Suite 300](#)  
[Halifax, NS B3K 2Z8](#)

**From:** [Ouellet, Luc](#)  
**To:** [Tota, Kasia](#); [Salih, Dali](#)  
**Subject:** FW: [External Email] Re: 1142 & 1144 South Park Street Request to be added to High Density zoning under Centre Plan (1102-1182 block)  
**Date:** June-05-19 11:12:40 AM

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This was mistakenly saved in the staff folder. Please address it with the site specific issues.

**LUC OUELLET**, MCIP LPP  
**PLANNER III / PLAN AND BY-LAW SIMPLIFICATION TEAM**  
POLICY & STRATEGIC INITIATIVES / PLANNING AND DEVELOPMENT

**HALIFAX**

PO BOX 1749  
HALIFAX NS B3J 3A5  
T. 902.490.3689  
[halifax.ca](http://halifax.ca)

**From:** Ted Maclean  
**Sent:** April-30-19 10:20 AM  
**To:** Tota, Kasia <[totak@Halifax.CA](mailto:totak@Halifax.CA)>  
**Subject:** [External Email] Re: 1142 & 1144 South Park Street Request to be added to High Density zoning under Centre Plan (1102-1182 block)

*[This email has been received from an external person or system]*

Hi Kasia

As per your suggestion below I have left a few voicemails for you over the last couple of months. I realize your extremely busy however wondering if you would have time for a call or perhaps we can arrange a time for me to come in for a meeting.

Please advise thanks Ted

Sent from my iPhone

On Jan 22, 2019, at 9:28 AM, Tota, Kasia <[totak@halifax.ca](mailto:totak@halifax.ca)> wrote:

Ted – Mark is correct in that we are quite late in the Package A process, but if you have any further questions about the Centre Plan process going forward please feel free to give me a call.

Kasia

**KASIA TOTA, MCIP LPP**  
PRINCIPAL PLANNER  
PLAN AND BY-LAW SIMPLIFICATION  
CENTRE PLAN  
PLANNING & DEVELOPMENT

## HALIFAX

T. 902.490.5190

M. 902.292.3934

F. 902.490.4346

[halifax.ca](http://halifax.ca); [centreplan.ca](http://centreplan.ca)

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**From:** Inness, Mark  
**Sent:** January-22-19 9:06 AM  
**To:** Ted Maclean  
**Cc:** Tota, Kasia <[totak@Halifax.CA](mailto:totak@Halifax.CA)>  
**Subject:** RE: 1142 & 1144 South Park Street Request to be added to High Density zoning under Centre Plan (1102-1182 block)

Hi Ted,

Thank for you feedback, again we will look at it as part of our Package B feedback and consultation.

We are too late on Package A at this time, consultation closed last summer. As of last Friday the entire package was sent to legal department for review.

Please be reassured we will review your e-mail, as well as other more recent comments received on Package A, during the Package B consultation.

If its very urgent timewise you could speak with your councillor, and there will be a public hearing on Package A, but we will review your comments as well as many others with our Package B review.

Thank you,

**MARK INNESS**  
PLANNER II  
POLICY & STRATEGIC INITIATIVES  
PLAN & LAND USE BY-LAW SIMPLIFICATION

## HALIFAX

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[halifax.ca](http://halifax.ca)

---

**From:** Ted Maclean

**Sent:** January-21-19 4:53 PM

**To:** Inness, Mark <[innessm@halifax.ca](mailto:innessm@halifax.ca)>

**Cc:** Tota, Kasia <[totak@Halifax.CA](mailto:totak@Halifax.CA)>

**Subject:** Re: 1142 & 1144 South Park Street Request to be added to High Density zoning under Centre Plan (1102-1182 block)

Hi Mark,

Thanks for letting me know my email was received. I wish I would spoken to you a few years ago as I wasn't aware of the significance of the timeline for package A. I hope planning staff sees potential for the block of houses that I own property on as a future development site?

As I mentioned I am going to try and get more involved with this HRM process on a go forward basis. I am prepared to go to council once package A goes to council for approval and ask at that time for my properties to be included as a potential site for development but was hoping to be able to avoid that if at all possible and see if there was a way to be included in The next release of Package A?

Would there be any possibility of achieving this? Is there any point for us to set up a meeting to discuss this?

Thanks for your time and consideration.

Ted

Sent from my iPhone

On Jan 21, 2019, at 1:07 PM, Inness, Mark <[innessm@halifax.ca](mailto:innessm@halifax.ca)> wrote:

Hi Ted,

Thank you for the detailed feedback.

As discussed on the phone, this e-mail will be saved and revisited with the feedback received via consultation on Package B. During that time we will have a chance to look at feedback received for Package A that arrived in past our consultation period for that portion of the project.

Much appreciated,

**MARK INNESS**  
**PLANNER II**  
**POLICY & STRATEGIC INITIATIVES**  
**PLAN & LAND USE BY-LAW SIMPLIFICATION**

**HALIFAX**

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[halifax.ca](http://halifax.ca)

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**From:** Ted Maclean [  
**Sent:** January-18-19 3:07 PM  
**To:** Inness, Mark <[innessm@halifax.ca](mailto:innessm@halifax.ca)>  
**Subject:** 1142 & 1144 South Park Street Request to be added to High Density zoning under Centre Plan (1102-1182 block)

Hi Mark,

As a follow up to our phone call earlier this week, I wanted to send in my official request to have my properties at 1142 & 1144 South Park Street, be added to (Package A) of HRM Centre Plan. I am requesting these properties be classified High Density Residential Zoning via HRM Centre Plan.

Almost 20 years ago, I made the decision to invest in real estate on the peninsula of Halifax. From my residence at [REDACTED] I can see Spring Garden Road. This Property has been owned by my wife's family for many years, given the proximity to Spring Garden road, I always thought continuing to own this property was financially wise and at some point in time a developer may look at acquiring it along with others to build a high density multi-unit property as was done across the street from my house at Park Vic. HRM has determined to restrict developments like Park Vic in this newly formed Heritage conservation district. I recognize that HRM feels the area I reside in is absolutely special and should be preserved. However the two properties I own at 1142 & 1144 South Park Street that we discussed earlier this week as well as the entire block between 1102-1182 South Park Street, should be treated differently and I find it quite shocking after our discussion

that my two properties may actually have less development opportunities if HRM keeps them under package B then the house I reside in the registered heritage district of Schmidville.

Up until now, I assumed Halifax would realize that the South Park Street would be considered a major corridor and more importantly would be an excellent site to create considerable high density residential development site given its proximity to the hospital and downtown core. My site alone is almost twelve thousand square feet and more importantly there are 9 properties between my property and corner of South and South Park all but one are owned by Seymour Trihopoylos and or his Families Company Olympus Properties. He is currently building a 60 plus unit building on his 9000 square foot lot up the street on South Park Street. I have spoken to Seymour on a few occasions this week and his intention for his over thirty thousand square feet combined package of properties next door to mine is to at some point to redevelop and create a high density multi-unit community. I believe your team will be hearing from Zwicker Zareski architecture and planning regarding this block of houses.

My Properties are surrounded by large multi-unit buildings like [REDACTED] 1119 Tower (89 unit apt building) and 1157 Tower Road (53 unit apt building) The Point Pleasant 8 story hotel that is across the street from my Properties on South Park was just sold last week to developer John Ghosn, I hear this hotel will probably market even more to the public on a go forward basis. This area is full with apt buildings 1030 South Park (251 units), Corner of South Park and Victoria Road now is 55 units and appears to be moving towards 86 plus 26000 square feet of commercial development. Interesting enough I see the 6 or 7 houses on South Street at South Park are currently set at 65 feet under proposed Centre plan. The same developer owns both sites corner of South and South Park and corner of Victoria Road and South Park. I believe the remainder of properties in between 1102-1182 all should be reconsidered for substantial future high density development. If HRM isn't interested in labelling all of them I urge you to rethink at least my properties that I currently own and at least the eleven up to South Street along South Park.

The section of South Park my Properties are located need to be considered for this high density classification. I can't understand why South Park especially my properties on South Park doesn't currently meet the definition of a corridor street/ high density development. All sorts of the areas that are now being considered in behind South Park should never be considered over my section of South Park. South Park is a Main Street it has so many large buildings on it so I could only assume HRM would allow other landowners on the same street to develop similar types of high density buildings. So many wonderful buildings have been constructed lately on South Park like the Trillium I look forward to Seymour's new building and the new development on Victoria Road and South Park.

I have discussed my site with a few different developers given the size of the lot and the excellent location it would be a great site to redevelop. My site could easily handle a 6-8 story building of 9000 square feet per floor. If more properties were consolidated the height of the building could even be higher.

Originally my timelines to move forward with this project was to start planning in the next 24 months and hopefully be able to obtain necessary approvals so demolition and construction could start in next 4 years. I am asking you on behalf of HRM to see that at least the 11 properties on this section of South Park to South are not ones that would be missed especially mine and that allowing me to construct a large multi-unit building on this site is a good idea not only for me but the community as a whole.

My section of South Park has a ton of houses that are ready to be redeveloped. I hope to be able to create an opportunity for my family to construct a 48-60 unit building on my site in the next five years. I am asking for your help to get HRM to revisit and approve my location for high density just like the many other locations that are already on South Park.

I urge HRM to look at these properties and overall site to allow high density residential developments adding a high residential community on this site will bring in considerable needed tax revenue and provide excellent locations for

people to call home.

Look forward to hearing from you.

Ted Maclean

President

Micala Properties L

**From:** [Murphy, Sherryll](#)  
**To:** [Rai, Phoebe](#); [Austin, Sam](#); [Christopher Daly \(](#) ; [Cleary, Shawn](#); [Dale Godsoe](#)  
[\)](#); [Denty, Kelly](#); [Eric Burchill \(](#) ; [Fred Morley](#)  
[\)](#); [Gaynor Watson Creed \(](#) ); [Jenna Khoury-](#)  
[Hanna \(](#) ; [Lucic, Eric](#); [Mason, Wayne](#); [Reg Manzer \(](#) ; [Rima](#)  
[Thomeh \(](#) ; [Smith, Lindell](#); [Tota, Kasia](#); [William Book](#); [Zurawski, Richard](#)  
**Subject:** RE: Meeting of Community Design Advisory Committee - Wednesday, May 8, 2019 - Correspondence  
**Date:** Tuesday, May 7, 2019 3:12:20 PM

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Dear Chair and Members of the Community Design Advisory Committee:

Please find below a copy of an e-mail forward to Chair Morley from the UDI Plan Committee for consideration at our May 8, 2019 meeting.

Regards,  
Sherryll Murphy  
Deputy Clerk

Good Afternoon Fred,

Further to our email of April 30<sup>th</sup>, the UDI Centre Plan Committee has had the opportunity to meet and compile our initial thoughts on the latest Centre Plan draft. While we will be making a more detailed and formal submission to Staff and Council, we wanted to take this opportunity to pass along our feedback to CDAC in advance of your final meeting tomorrow.

Overall, we would like to extend our appreciation for the hard work of Staff, the most recent draft of the Centre Plan reflects changes to respond to concerns brought forward by the Development and Design community. There are however a few areas which remain of concern to us....specifically:

1. **Opportunity Sites (1 ha+ sites)** – Currently, the Centre Plan and Land Use By-law provide for a Site Plan approval process rather than a Development Agreement for opportunity sites. We feel that a Development Agreement should be an option with these sites, this will allow more flexibility and ultimately result in better land use.
2. **Density Bonusing** – This is a “misnomer”, which leads to a basic misunderstanding, it is in fact another development tax which is not immaterial in magnitude. For context, preliminary modelling shows it being levied at rates close to 10 times the current density bonus rates for Halifax Downtown. It is also being applied to the area of our municipality that regional plan calls for directing growth. It is our concern that both the structure and the magnitude of the fee has the potential to impact housing affordability as these costs will have to be passed on to the occupants of new developments. Of further concern, is the timing of the collection of the tax, at what point in the process will it be collected? While we certainly support and appreciate the contribution that density bonusing will make to affordable housing, consideration has to be given to both the unintended consequences and the implementation of this tax.
3. **Flexibility for Variances** – Given the local topography and the irregular shaped lots

that many Developers must contend with in this region, consideration needs to be given to how we can provide for flexibility when variances are required to make development viable on lots that would otherwise be unusable.

4. **Timeline for the approval process** – This, along with predictability, forms one of the ongoing basic concerns that industry has regarding the approval process. While we recognize that Staff is making efforts to improve this process we remain concerned about the timelines proposed in the implementation section of the current draft Centre Plan.
5. **Wind Modelling** – we are concerned about the level of analysis being stipulated in the Centre Plan document. Given the few companies that perform the studies required for the larger buildings and the cost of modelling there will be an economic impact resulting from this requirement. We feel that this would be better and more fairly handled by incorporating the guidelines into Municipal Bylaws.
6. **Keesmaat report recommendations** – We thank staff for providing the high level responses to the Keesmaat report and encourage them to continue to consider the recommendations in the report as the Centre Plan adoption process moves forward.

Please do not hesitate to contact us should you have any questions at all.

Thank You,  
The UDI Center Plan Committee

Eric Burchill  
Peter Polley  
Kourash Rad  
Cesar Saleh  
Ben Young



**ZZap Consulting Inc.**

Zwicker Zareski Architecture + Planning

1 Canal Street, Dartmouth NS B2Y 2W1

April 30, 2019

Sherryll Murphy, Deputy Clerk  
Halifax Regional Municipality

Attn: Chair, Community Design Advisory Committee

CC: Eric Lucic – Manager, Regional Planning  
Kasia Tota – Principal Planner, Regional Planning

**Re: April 2019 Package A CentrePlan planning documents – ZZap review and comments for consideration.**

Dear Chair,

We would like to take this opportunity to thank Halifax Regional Municipality (HRM) Planning and Development Staff, members of the Community Design Advisory Committee (CDAC), HRM residents and members of HRM Regional Council for their tireless effort and commitment towards the CentrePlan project.

April 2019 marked a major milestone for the project with the release of 'Package A' of the Regional Centre Secondary Municipal Planning Strategy (SMPS) and Land Use By-law (LUB), which is currently being brought forward to various HRM committees for review and recommendation, and ultimately to Regional Council for consideration of approval.

ZZap Consulting Inc. (Zwicker Zareski Architecture + Planning) is a joint architecture and planning consulting practice based out of Downtown Dartmouth. Our staff have been engaged in the CentrePlan process. Many of our clients are property owners within

HRM's Regional Centre and have a vested interest and stake in this project as future development of their properties will be in accordance with the policies and regulations (notwithstanding any changes made to the documents between now and when the plans are approved by Regional Council). We are proud to have been active participants in the industry sessions and have seen many of the recommendations coming from those design industry sessions included in this current draft.

As a design consultant actively designing working in Halifax, we have the ability to apply or 'field test' the proposed CentrePlan regulations. We have developed massing models for projects, based on the draft CentrePlan regulations, ranging from small townhouse projects up to full height, multi unit developments.

We have completed a review of the April 2019 SMPS and LUB documents, as well as received a significant amount of input from our clients since the documents have been released for public review. Based on our review, we are submitting this letter outlining certain items within the Package A planning documents that we, as a professional architecture and planning practice, have concerns with. In addition to outlining these concerns and the rationale as to why, we also offer potential alternative solutions to each of our concerns. Please refer to the following:

#### Design Requirements vs Design Manual

In the February 2018 Package A CentrePlan draft, we were excited to see design guidelines being considered through the use of a Design Manual. Many exceptional projects have resulted from the implementation of the design manual in Downtown Halifax and the inclusion of this outside of downtown is a welcome addition that clarified the design intent of these areas. The guidelines direct built form while allowing design professionals to contemplate specific site conditions and innovation, ultimately resulting in a better design outcome.

We were disappointed and concerned to see that, in the April 2019 CentrePlan Package A documents, the design manual was replaced with design requirements as part of the Land Use By-law.

In our experience, high quality, diverse city building and design is not created through cut and paste models and quantitative requirements. As design professionals, we have concerns about this change from intent to regulation. Although the 2019 design regulations provide options to achieve a design intent, they are quite limited in prescriptive; therefore the regulations do not give designers the ability to practice what they are trained to do. A regulation doesn't contemplate all site specific design constraints and opportunities for properties within the Regional Centre, thereby removing the opportunity for unique expression and innovation in design.

If there is concern about the ability of staff to review designs based on a design manual, an alternative could be to let other design professionals review and provide

recommendations on the work of their peers – similar to how the Design Review Committee reviews all Site Plan Approval applications within Downtown Halifax.

Outsourced peer review could:

1. Reduce the strain on staff resources;
2. Improve the end product as the reviewers have real world experience in design, and understand market and social conditions;
3. Provide applicants with a clear timeline for review of their application, as timelines could be written into a terms of reference for the design reviewers; and
4. Act as an economic development initiative by encouraging expansion of the design community.

### Shadow Study Requirements

We applaud the additional shadow regulations, and we understand the principle of fairness in terms of amount of time that a shadow can be cast on a park or open space, however we have concerns about how these regulations are implemented and measured.

The current shadow assessment methods in the 2019 Package A documents are quite rudimentary. The methods do not take into account change in elevation between a site and a park. A change in elevation can impact the length of the shadow and its duration significantly. Therefore, not being able to assess shadow impact, while also accounting for elevation change, may ultimately impact the viability of a project for unwarranted reasoning.

The regulations also don't allow for geo-referencing of sites when submitting shadow analysis. The requirement to use a specific latitude and longitude is troublesome if the intention is to measure total shadow time regardless of length or width of shadow. This means that even millimeters count, and even minor changes in coordinates could have an impact on this.

Alternatively, we suggest allowing designers to use the latest tools available, such as geo-referencing, and 3D modelling, to take into account various site conditions to produce the best and most accurate possible shadow studies.

### Tower Floor Plates

We understand Planning staff's desire to regulate tower dimensions to mitigate solar and wind impact, but we have concerns with the way these regulations are written. Regulating the maximum floor plate in addition to other build form regulations like maximum height, streetwall setbacks, shadow restrictions, and wind restrictions hinders the design process and creates uniformity in built form. The specific quantitative requirement doesn't allow design professionals to take into account site specific conditions such as grades, orientation, tree canopy or views. We agree with the intent

of the regulation; however, good design principles should dictate the size of the floor plate, not a by-law.

An alternative way of regulating tower dimensions without introducing an element of sameness is to restrict the maximum tower dimension facing a primary street.

### Large Sites (>1 ha)

We understand the desire to reduce the subjectivity of design on large sites and maintain consistent built form in corridors and areas with higher-order residential. However, large sites (>1 ha) may have unique site conditions like multiple road frontage, site depth or significant elevation change. Producing good built form will prove challenging if these opportunity sites are treated the same as other corridor and higher-order residential sites. The February 2018 Package A CentrePlan draft contemplated these large sites by enabling a development agreement process for them. We consider this the best solution to contemplate the challenges of large sites.

Our recommendation is to allow development agreements for opportunity sites larger than one hectare, but require that the design intent be reflective of the zone, (i.e. a certain depth must meet corridor rules, but beyond that there should be flexibility in the site to allow for innovation in design).

### Wind Study Requirement

We agree with the principle that wind impacts should be mitigated through architectural design. However, we are concerned that requiring additional engineering work for each project will add unnecessary time and process to.

Many of the concerns about wind impacts and ways to mitigate those impacts are known to architects and design professionals. While we do not disagree that there should be a quantitative element to evaluating wind impacts, much of this can be accomplished using a desktop software given the right parameters, which CentrePlan has provided. It should be up to the designer to determine the best way to demonstrate that the qualitative measures of wind impacts are mitigated.

Recommendation - An alternative option is to allow the local designers to demonstrate the wind impacts of a project using the parameters outlined under CentrePlan, as has been done under the Downtown Halifax Plan and Land Use By-law.

Closing

Again, we would like to thank Planning and Development Staff, members of the Community Design Advisory Committee, HRM residents and members of HRM Regional Council for their tireless effort and commitment towards the CentrePlan project. While we are pleased with the overall outcome of the CentrePlan and it's design intent, we have concerns about the implementation of that intent and we hope you will take these concerns into consideration. We are more than happy to meet with Staff, members of the Community Design Advisory Committee, and HRM Regional Council to discuss these matters further. If you have any questions about our concerns, please do not hesitate to reach out.

Sincerely,

**Greg Zwicker, MCIP, LPP**

**Joe Zareski, NSAA, MRAIC**

Original signed by

Original signed by

**Principal**

**Principal**

**ZZap Consulting Inc.**

**ZZap Consulting Inc.**

**From:** [Office, Clerks](#)  
**To:** [MacSween, Liam](#)  
**Subject:** FW: Request for Revisions to Draft Regional Centre Plan - Dartmouth Cove  
**Date:** Wednesday, May 15, 2019 3:20:49 PM  
**Attachments:** [20190514 CPED Letter.pdf](#)

---

Hard copy to follow

**From:** Carolyn Gilbert  
**Sent:** May-15-19 3:03 PM  
**To:** Office, Clerks <clerks@halifax.ca>  
**Cc:** Lucic, Eric <Lucice@halifax.ca>; Tota, Kasia <totak@Halifax.CA>; Austin, Sam <austins@halifax.ca>  
**Subject:** [External Email] Request for Revisions to Draft Regional Centre Plan - Dartmouth Cove

*[This email has been received from an external person or system]*

Good afternoon,

Please find attached a letter re the above from Jennifer Angel, President & CEO of Develop Nova Scotia.

Thank you.

Carolyn Gilbert  
Administrative Coordinator

Develop Nova Scotia  
1751 Lower Water Street

May 15, 2019

Community Planning and Economic Development Standing Committee (CPED)  
Halifax Regional Municipality  
Via email: [clerks@halifax.ca](mailto:clerks@halifax.ca)

Dear CPED Committee members:

**Re: Request for Revisions to Draft Regional Centre Plan – Dartmouth Cove**

Please accept the following letter as comment and request for revisions to the draft Regional Centre Plan with respect to lands known as Dartmouth Cove.

**Introduction**

The most recent draft of the Centre Plan brings the Dartmouth Cove lands into Package A and outlines a proposed development process as requested by Develop Nova Scotia in November 2018. We are pleased to see this addition into the Centre Plan (Package A). HRM Staff have introduced the area as a Future Growth Node and have included details on intended building form and circulation (via Map 14 – Dartmouth Cove Land Use Concept), as well as other design and development agreement criteria (Dartmouth Cove Neighbourhood Design Guidelines).

While the intent to develop Dartmouth Cove remains unchanged, the delays in the process mean that the Dartmouth Cove Master Plan is now 7+ years old. Over this time there have been important changes, including: changes in mandate as a provincial crown corporation and market conditions with respect to residential, commercial and industrial demand.

Develop Nova Scotia (formerly Waterfront Development) is tasked with the development of strategic lands and infrastructure across the province to support inclusive economic growth. Dartmouth Cove represents a key strategic asset within our portfolio, as it has the potential to advance provincial ambitions around innovation within the emerging Halifax Innovation District, by:

- Re-thinking mixed-use development to create a platform for the commercialization of research, innovation start-ups, established and new innovation sectors, and live-work models;
- Providing opportunities for new approaches to housing affordability, and creating opportunities to incorporate affordable housing into the development model; and
- Incorporating emerging green technologies into the fabric of the development.

With this in mind, we have reviewed the relevant policies contained in the draft Centre Plan (Package A) and respectfully submit the following comments, and requested amendments, for consideration in your recommendations to Regional Council.

## **Discussion and Requests**

### **1. Neighbourhood Design Guidelines**

*Discussion:* The Neighbourhood Design Guidelines included in the draft Centre Plan reflect the 2012 Dartmouth Cove Master Plan, an exercise undertaken jointly with HRM. While this seems to be a logical blueprint for policy development, additional flexibility in uses and layout are necessary to address unforeseen issues that may arise during detailed design, and to achieve new ambitions around innovation, housing affordability, and green technologies that have emerged since the creation of the original Master Plan.

In this regard, we submit that the Neighbourhood Design Guidelines, and associated Map 14, are too detailed and far more prescriptive than other Future Growth Nodes included in the draft Centre Plan. Flexibility in both the Neighbourhood Design Guidelines and Map 14 is needed given the development and phasing complexities of having multiple property owners within the Future Growth Node.

*Request:* See Attachment 1 (Neighbourhood Design Guidelines) and Attachment 2 (Map 14) for requested revisions to the Dartmouth Cove Future Growth Node policy set.

### **2. Dartmouth Cove Height Maximums (Map 3)**

*Discussion:* The proposed policy enables development via development agreement. As per Map 14, the draft Dartmouth Cove policy set enables development of low- to high-rise buildings; however, the maximum height restriction is set at 20m and is embedded in the SMPS (Map 3). This creates an inherent policy conflict, which will require a SMPS amendment in order to achieve the plan intent, rather than via development agreement as enabled by the Plan. As amendments to the SMPS are reserved for issues that were not anticipated at the time of the Plan (and whereas the SMPS fully contemplates the development of Dartmouth Cove and establishes Neighbourhood Design Guidelines), the 20m height maximum applied to the Dartmouth Cove Future Growth Node seems to be an error. By-right uses within the CDD are already severely limited, so there is no need to have a maximum height specified on Map 3. Maximum heights and/or FARs can be better established through the DA process, based on the building forms identified on Map 14.

*Request:* The embedded height maximums for Dartmouth Cove in the draft plan are inconsistent with the policy set and unnecessary. We request that Map 3 be revised to remove maximum heights within the Dartmouth Cove Future Growth Node.

### 3. Approval process for Future Growth Nodes

*Discussion:* Under Section 3.6.2 – General Development Agreement and Land Use By-Law Amendment Requirements for lands zoned CDD, Policy 3.32 and 3.33 require a development agreement to carry out development of infrastructure and to rezone the lands to any other Regional Centre zone. However, it is not clear if the initial building construction is also carried out by development agreement. If a development agreement is only used to build infrastructure and zone lands, there needs to be a suitable zone for Dartmouth Cove that allows for a range of uses, including the integration of complementary light industrial and marine-dependent uses, described in the Dartmouth Cove Future Growth Node preamble and Neighbourhood Design Guidelines. The proposed zones contained in Package A do not allow such uses.

*Request:* Clarification from HRM Staff on this issue would be helpful to ensure that the Dartmouth Cove lands can be developed as intended and in accordance with the Dartmouth Cove Neighbourhood Design Guidelines. If suitable zones that permit standalone or mixed use industrial and marine industrial uses are not available, another mechanism must be considered. We offer one suggested solution to this issue in the next item below (4. Marine and Mixed Use Industrial).

### 4. Marine and Mixed-use Industrial

*Discussion:* As outlined in the preamble to the Dartmouth Cove Future Growth Node, industrial, and specifically marine-industrial uses, are fundamental to the existing character and future vision for the area. The draft plan notes that “future development should maintain, protect and reinforce the distinct sense of place, which is defined by the marine industrial history”; yet, there appears to be no mechanism to enable new marine industrial uses or other complementary light industrial and manufacturing uses.

As an emerging innovation district, and building upon the work established at the nearby Centre for Ocean Ventures and Entrepreneurship (COVE) complex, there is potential to thoughtfully integrate marine and other suitable industrial uses into the area in mixed-use buildings that also contain residential and/or commercial uses (“mixed-use industrial”). We believe that this approach is consistent with the overall vision for the area and with the objectives of the Centre Plan.

While the Waterfront Special Area overlay offers some additional flexibility (retail kiosks, shipping container uses), it does not create opportunities to consider this type of mixed-use industrial development that are well-suited for the unique context and character of Dartmouth Cove. Continuing

to encourage and support marine-dependent uses, as well as permitting new complementary industrial/manufacturing uses can help connect residents with new economic opportunities and support the development of Halifax's emerging innovation district. Co-locating sustainable industrial and marine-dependent uses, with affordable, attractive living options and high-quality public space has the ability to advance the Province's innovation agenda by attracting new innovation industries and start-ups, and providing affordable, proximate places to live.

*Request:* Based on the precedent already set by other Special Areas, including Portland Street and Kings Wharf, we request the inclusion of a Dartmouth Cove Special Area (simply the area of Dartmouth Cove currently within the Waterfront Special Area) that supports the creation of new marine and complementary industrial uses, as stand-alone uses and integrated into mixed-use (commercial/residential) buildings, in addition to the uses already enabled in the Waterfront Special Area.

##### 5. Downtown Dartmouth Infrastructure Renewal

*Discussion:* Redevelopment of strategic brownfield lands within urban areas is complex and costly, yet is key to achieving the objectives as set out in the Regional Plan and Centre Plan. Dartmouth Cove has challenges in regard to servicing, geotechnical stability, contamination and sea-level rise.

The Draft Centre Plan rezones a portion of lands within Dartmouth Cove as "TR – Transportation Reserve", where HRM intends to construct a new public street (Dundas Street extension). We understand that the initial estimate for construction of a bridge and street connection between Alderney Drive and Maitland Street is \$7 million. We understand that HRM may be looking to recover half of the cost through a Local Improvement Charge (LIC). In addition to the burdens to redevelopment on the property due to physical site conditions, the proposed LIC approach for cost recovery may present an additional development challenge that potentially impacts the viability of redevelopment. We submit that a more comprehensive approach to infrastructure planning and implementation is necessary to achieve economic development and intensification objectives set out in the Plan.

Our concerns around economic development and municipal infrastructure investment align with the recommendations contained in the CDAC memo to CPED (dated May 8, 2019). CDAC highlights the weakness of a comprehensive plan that does not commit the municipality to an infrastructure plan (Item #5). Municipal investment in infrastructure in the Dartmouth Cove and Downtown Dartmouth area can support the development of the lands in a manner that allows for inclusion of affordable housing and affordable commercial, industrial and marine industrial spaces that support economic growth and create jobs. CDAC rightly points out the over-reliance on light commercial and retail uses as economic drivers of Halifax's economy (Item #7a). We echo CDAC's concern over protection and encouragement of economic development uses, including protections for existing uses and a

mechanism for development of new marine industrial and industrial lands which we believe can dovetail well with mixed-use development in Dartmouth Cove.

*Request:* A discussion between HRM Staff and the affected landowners in Dartmouth Cove is necessary to understand the overall plan for the street connection, potential financial implications and the relationship of the Dundas Street extension and Portland/Alderney intersection improvements. We ask that CPED give special consideration to the recommendations of CDAC in regard to infrastructure planning, municipal investment in infrastructure, and mechanisms to enable expanded and new economic development uses, including marine industrial and light industrial uses in the Waterfront Special Area of the Dartmouth Cove Future Growth Node.

Sincerely, 

~~Jennifer Hager~~  
President & CEO

cc: Eric Lucic, Manager of Regional Planning, HRM ([eric.lucic@halifax.ca](mailto:eric.lucic@halifax.ca))  
Kasia Tota, Principal Planner, HRM ([totak@halifax.ca](mailto:totak@halifax.ca))  
Sam Austin, Councillor, District 5 ([sam.austin@halifax.ca](mailto:sam.austin@halifax.ca))

# ATTACHMENT 1

## 3.6.4.4 Dartmouth Cove Lands

Dartmouth Cove includes the lands between Alderney Drive and lands east of Maitland Street, and between Portland Street and Halifax Harbour except for some lands immediately abutting Portland Street. Given the multiple property ownership of these lands, more than one development agreement may be considered on this site.

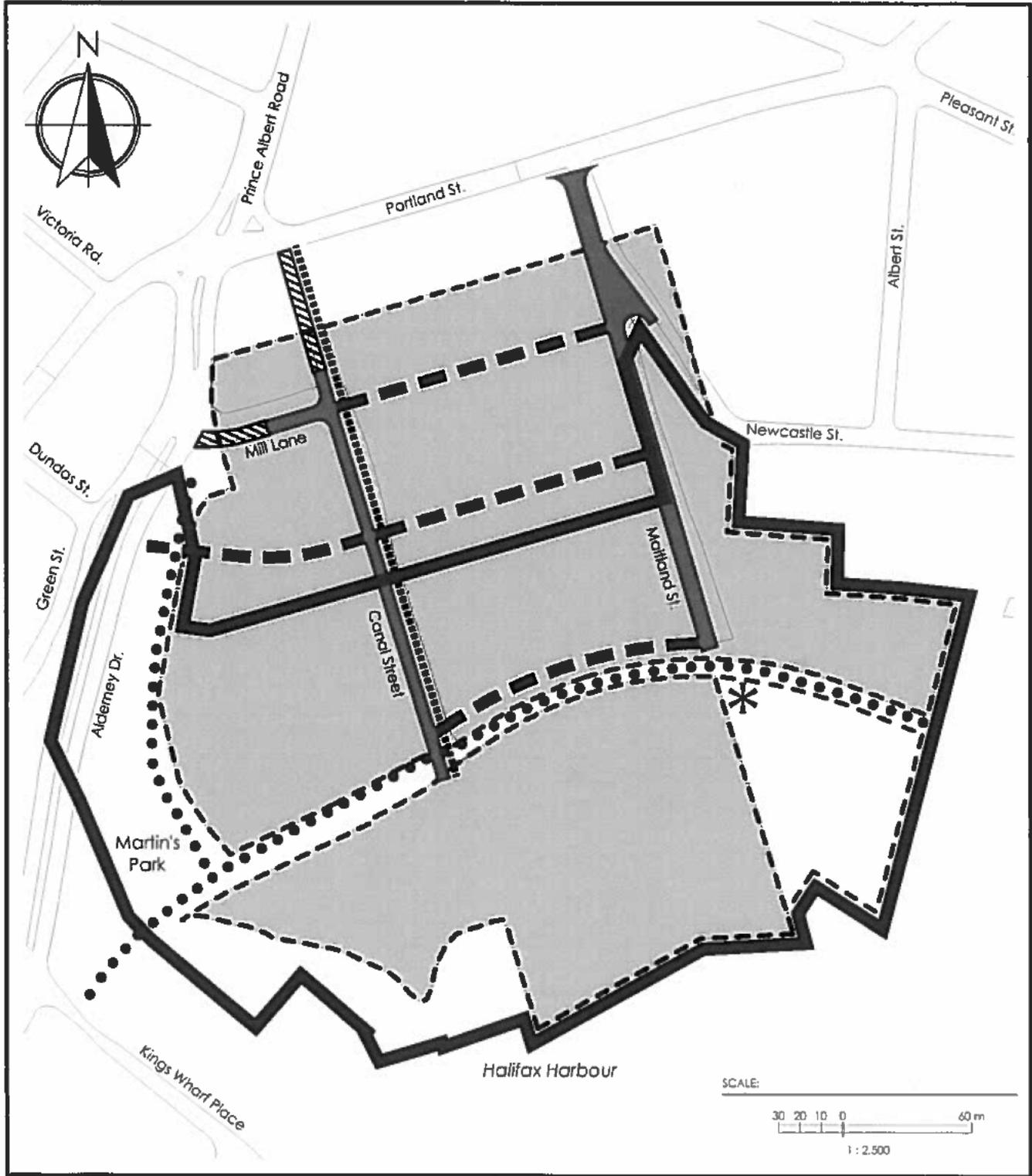
The vision for Dartmouth Cove is to create a new and appealing mixed-use neighbourhood with strong relationships to the waterfront, and to open spaces, streetscapes, trails, Downtown Dartmouth and adjacent neighbourhoods. Dartmouth Cove will become an extension of the Downtown and provide a variety of housing, employment, shopping, and recreational opportunities to accommodate and appeal to diverse demographics. It also has the potential to develop into an Innovation District, as an extension of the neighbouring Centre for Ocean Ventures and Entrepreneurship (COVE) lands. It will be a transit supportive and pedestrian-oriented community. Future development should maintain, protect and reinforce the distinct sense of place, which is defined by the marine industrial history, the Shubenacadie Canal, and the human-scale character of Portland Street and adjacent historic neighbourhoods.

**Policy 3.37** When considering a development agreement for the Dartmouth Cove Future Growth Node, Council shall consider Policy 3.32, and that:

- (a) **The proposed layout of streets, multi use paths, view corridors, and open spaces is generally consistent with the Future Growth Node Land Use Concept - Dartmouth Cove Map (Map 14);**
- (b) **The transportation network prioritizes walking, cycling, and transit use by:**
  - i. **planning for a street network generally consistent with Map 14 and that supports a grid network and pedestrian movement;**
  - ii. **establishing a multi-modal greenway along Canal Street; and**
  - iii. **creating and retaining multi-use trails as generally illustrated on Map 14.**
  - iv. **creating pedestrian walkways on lands abutting the Halifax Harbour**
  - v. **retaining or enhancing the two existing, private rail crossings, and addresses safety and access for the development through the rail line**
- (c) **Buildings and public infrastructure are located to mitigate potential sea level rise and storm surge risks in vulnerable areas by:**
  - i. **designing and locating roads, parks and other public infrastructure to minimize risks of damage caused by future sea level rise and storm surges;**
  - ii. **addressing geotechnical conditions, providing development sites, and raising the elevation of developments in response to sea level rise,**
  - iii. **providing gentle slopes wherever possible;**
  - iv. **minimizing the use of retaining walls and the view of retaining walls from public parks and streets; and**

- v. creating a seawall that reinforces the areas protection in the event of sea level rise and storm surges.
- (d) **Site and building design that supports a compact, mixed- use neighbourhood by:**
- i. providing a mix of mid-rise, tall mid-rise and high-rise buildings, including ground-oriented units
  - ii. stepping down building heights towards adjacent low-rise residential neighbourhoods;
  - iii. preserving or creating views of St. James’s Church View Terminus Site and of the Harbour, and any waterfront view corridors identified in this Plan;
  - iv. providing appropriate setbacks from Martin’s Park;
  - v. providing commercial uses located in mixed use buildings and primarily locating such uses within ground floors or podiums of buildings;
  - vi. providing pedestrian-oriented building facades and deigns;
  - vii. allocating opportunities for public art
- (e) **New parks and recreation spaces provide a focal point for the community, providing a diverse range of activities and spaces and connections to existing active transportation networks will be a central consideration for any new parks and recreation development;**
- (f) **Green stormwater infrastructure is incorporated in site design by:**
- i. providing porous paving, roof gardens and street level rain gardens wherever possible; and
  - ii. landscaping and tree planting to achieve Urban Forest Master Plan tree canopy objectives;
- (g) **The development supports establishing an active, pedestrian-oriented public realm that supports distinct characteristics of the lands, and includes streets, squares, parks and open spaces;**
- (h) **New light industrial and marine related uses located as standalone or integrated into mixed use buildings shall be permitted within the portion of Dartmouth Cove contained within the Waterfront Special Area.**

# ATTACHMENT 2



Legend	
	Existing Street Network
	Potential Street Closure
	Potential Street Connection
	Mixed-Use Trail
	Greenway
	"Waterfront" (W) Special Area Boundary
	Mixed-Use Mid-Rise to High-Rise
	Future Growth Node Boundary
	Park (Approx.)

## Dartmouth Cove

Dartmouth, Nova Scotia  
DATE: MAY 15, 2019



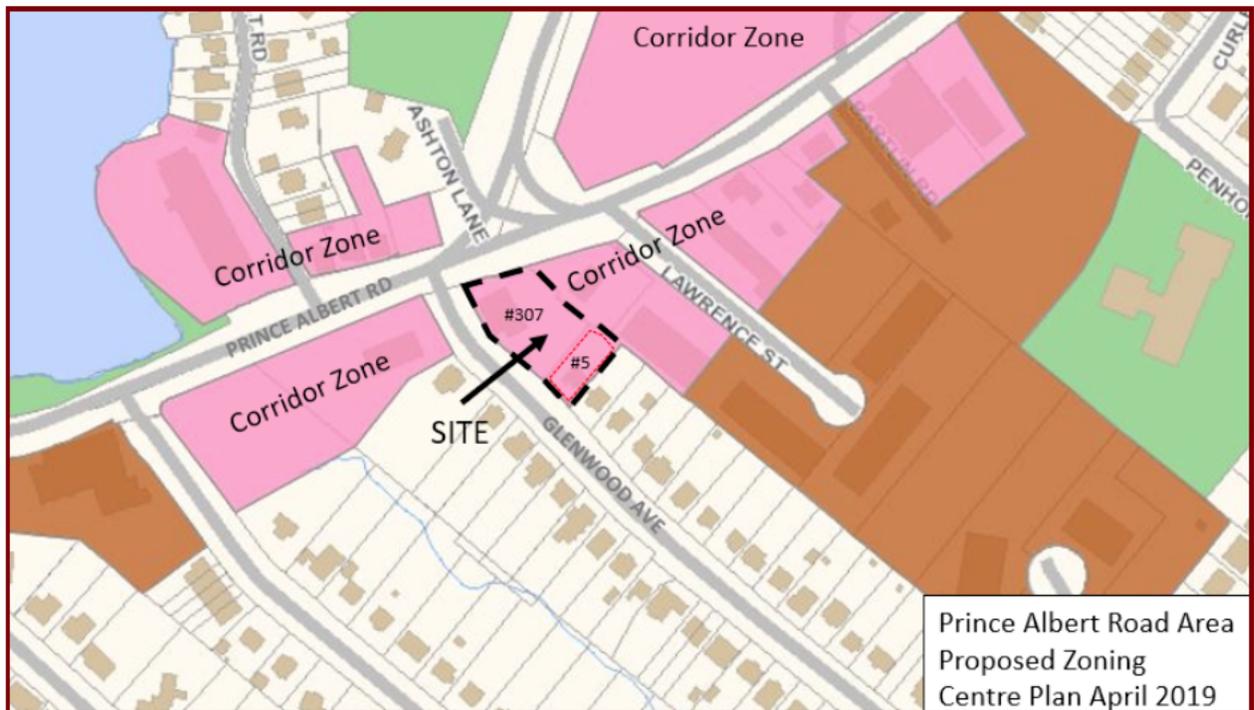
suite b201 - 639 portland hills drive  
dartmouth nova scotia

15 May 2019

Centre Plan Project team, Centre Plan Advisory Committee  
Community Planning & Economic Development Standing Committee  
Halifax Regional Municipality, NS

Re: Proposed Regional Centre Plan - 307 Prince Albert Rd & 5 Glenwood Ave, Dartmouth

In 2018, we made a submission to Centre Plan staff regarding 5 Glenwood Avenue, which had recently been consolidated into a single lot along with 307 Prince Albert Road. The consolidation was completed in anticipation of redeveloping the site. Under current zoning, the lot is zoned GC General Commercial for 307 Prince Albert and R-4 Multiple Unit – High Density for 5 Glenwood. The submission requested that the new Corridor zone be extended to cover both addresses and ensure a consistent set of rules. Subsequently staff advised that this was appropriate and would be done. The revised draft of Centre Plan that was released in April 2019 shows implementation of this change, with the Corridor zone mapping covering both 307 Prince Albert and 5 Glenwood. The graphic below reflects the current mapping of Centre Plan, with which we agree.



However, at its recent meeting on May 2, Harbour East-Marine Drive Community Council made a motion to remove the Corridor zoning from the 5 Glenwood portion of the property. This results in a low density residential zoning being applied to part of the property. This change is inappropriate, especially given the fact that it would now split zone the property. Further, the extent of Corridor zoning in the area as proposed is appropriate, based on property lines and existing land uses

Although the development proposal for the site has changed from multi-unit residential to a hotel, the merits of leaving both civic addresses under one zone remain the same. Generally, and staff would agree, it is not appropriate practice to apply two very different zones to a property. It

complicates development planning, and can result in wasted lot area due to transition requirements (setbacks, landscaping) where one zone abuts another. Due to limitations in Centre Plan that limits the number of buildings per lot, in order to construct a new low density building at 5 Glenwood would require a subdivision into separate parcels and the payment of a 10% parkland fee which would be in excess of \$10,000 dollars.

In approving the rezoning of 5 Glenwood from R-2 Two Unit Dwelling to R-4 Multiple Unit High Density in 2018, Community Council determined that the site was appropriate for more intensive development in conjunction with 307 Prince Albert. The development agreement that was subsequently approved by Community Council provided for a 4 storey section of the apartment building to cover a substantial portion of the R-4 site. Council clearly felt that this was appropriate, and that any concerns over the development's relationship to 7 Glenwood could be well mitigated through appropriate design massing controls.

With the change in plans to develop a hotel, it is no less appropriate to plan the consolidated lot in a comprehensive manner. We are in fact now proposing a much less intensive development on the 5 Glenwood portion of the site, with no structure proposed at all. The hotel would still be built entirely on what is now the GC zoned portion of the lot. The current goal is to integrate the 5 Glenwood portion into the larger site with extensive landscaping, tree plantings, and privacy fencing adjacent to the home at 7 Glenwood. The only use of the area would be up to 12 surface parking spots adjacent to the hotel, with a significant landscaped area between the paved surface and 7 Glenwood. There would also be landscaping along the rear property line abutting Yuelles Auto Repair and the Hearthstone Hotel on Lawrence Street. The attached plans show two options for how the parking could be achieved and allows the hotel to be well integrated into the neighbourhood on this large corner site. Without the ability to include the area as part of the hotel grounds, the 5 Glenwood part of the lot will be left vacant and either paved or grassed with no enhancements, and will remain underutilized once the existing obsolete building is removed. A new low density building will simply not be built there.

We appreciate there may be concerns with the development potential of the Corridor zone, in that it may allow expansion of the hotel in the form of a 6 storey extension up Glenwood Avenue. While the zone may allow this, there are no plans to do so, and we are willing to waive that right. Given that the two civic addresses are consolidated as one lot, and that re-subdivision will not take place, a site specific clause in the new Land Use Bylaw would allay these concerns. For this site, we would suggest a 40' building setback from the abutting low density property at 7 Glenwood. That would prevent expansion of the hotel, require a large and very well landscaped buffer area, and provide for no more than 12 parking spaces. Importantly, providing this additional surface parking for the hotel will reduce the number of cars that will park along the street.

We have worked in good faith with Community Council and staff throughout the entire 10 year process leading to approval of two separate development options for the site. It was always indicated by our company that a tower hotel was an option, in the event that a residential building of appropriate density could not be achieved. To claw back all additional zoning rights which Council granted in 2018 for 5 Glenwood is unreasonable and is counter productive to good planning. Accordingly, we ask that the zoning for the 5 Glenwood Avenue portion of the site remain Corridor as proposed by staff in the April draft version of Centre Plan. This will ensure the lot is comprehensively planned as a whole and ensures the greatest degree of compatibility with the neighbourhood is maintained.

Thank you in advance for giving consideration to the above. I would appreciate a notification that this submission has been received, and also a response to my request and comments.

Yours truly,

Tony Maskine, M.A.Sc., P.Eng.  
Blue Basin Group / Monaco Investments





**From:** [Tota, Kasia](#) on behalf of [Regional Planning Office, HRM](#)  
**To:** [Salih, Dali](#)  
**Subject:** FW: corner of Robie and Shirley  
**Date:** Thursday, June 6, 2019 11:31:00 AM  
**Attachments:** [image001.png](#)  
[60 14 Shirley Street.pdf](#)  
[image001.png](#)

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Please save.

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**From:** Tota, Kasia  
**Sent:** June-06-19 11:28 AM  
**To:** Regional Planning Office, HRM <[planhrm@halifax.ca](mailto:planhrm@halifax.ca)>  
**Subject:** FW: corner of Robie and Shirley

**From:** Cesar Saleh  
**Sent:** May-30-19 12:05 PM  
**To:** Tota, Kasia <[totak@Halifax.CA](mailto:totak@Halifax.CA)>  
**Subject:** [External Email] corner of Robie and Shirley

*[This email has been received from an external person or system]*

Hi Kasia

Further to our meeting last week, we are requesting a correction in the height parameter at 6014 Shirley to be consistent with civic 6008 at the corner of Robie and Shirley (20 meters in height). As per the attached, these are both part of the same development owned by the same entity. When developed, this will provide a better built form which would be consistent with COR Zone with Transition Lines.

Please let me know if this is acceptable to you.

Cesar Saleh, P.Eng.

**\*\*Please register your license plate at the front lobby IPAD for parking at WM Fares Offices\*\***

**From:** [Tota, Kasia](#)  
**To:** [Salih, Dali](#)  
**Subject:** FW: 16 May CPED Agenda item 12.1.2 Centre Plan Package A - 5 Glenwood Ave & 307 Prince Albert Rd Dart  
**Date:** Thursday, June 6, 2019 11:31:03 AM  
**Attachments:** [PA 2019-05-15 Centre Plan Submission 2.pdf](#)  
[image002.png](#)

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**From:** Cesar Saleh  
**Sent:** June-06-19 9:55 AM  
**To:** Tota, Kasia <totak@Halifax.CA>  
**Subject:** [External Email] 16 May CPED Agenda item 12.1.2 Centre Plan Package A - 5 Glenwood Ave & 307 Prince Albert Rd Dart

Hi Kasia,

Has your team received the following submission?

Cesar Saleh, P.Eng.

**\*\*Please register your license plate at the front lobby IPAD for parking at WM Fares Offices\*\***

---

**From:**  
**Sent:** Wednesday, June 5, 2019 10:10 PM  
**To:** Cesar Saleh <  
**Subject:** Re: 16 May CPED Agenda item 12.1.2 Centre Plan Package A - 5 Glenwood Ave & 307 Prince Albert Rd Dart

Hi Cesar - can you distribute to Centre Plan team in case they didn't receive.

Thank you

Tony



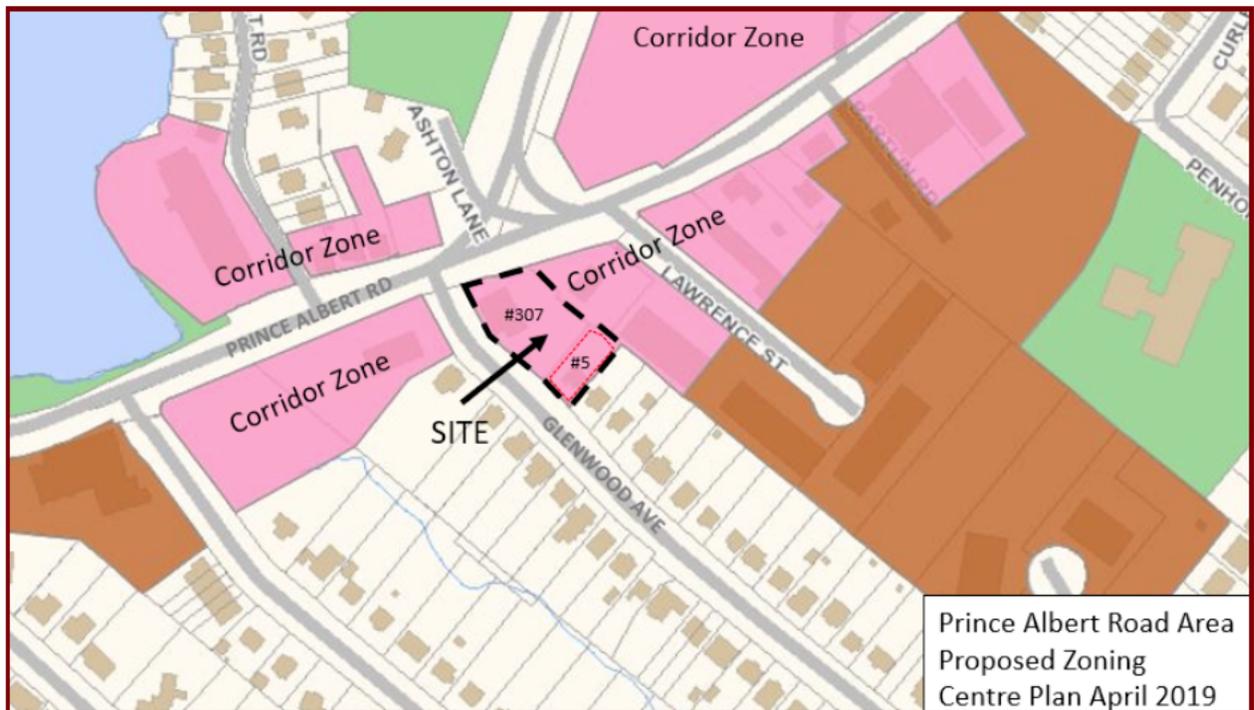
suite b201 - 639 portland hills drive  
dartmouth nova scotia

15 May 2019

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Community Planning & Economic Development Standing Committee  
Halifax Regional Municipality, NS

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Tony Maskine, M.A.Sc., P.Eng.  
Blue Basin Group / Monaco Investments





**From:** [Tota, Kasia](#)  
**To:** [Salih, Dali](#)  
**Subject:** Fwd: [External Email] Centre plan breakdown  
**Date:** Monday, June 10, 2019 9:23:13 PM  
**Attachments:** [Centre plan breakdown.pdf](#)  
[ATT00001.htm](#)

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Dali - can you add this attachment to correspondence.

Thanks,

Kasia

Sent from my iPhone

Begin forwarded message:

**From:** "Lucic, Eric" <[lucice@halifax.ca](mailto:lucice@halifax.ca)>  
**Date:** June 7, 2019 at 7:21:25 PM ADT  
**To:** "Tota, Kasia" <[totak@Halifax.CA](mailto:totak@Halifax.CA)>  
**Subject:** FW: [External Email] Centre plan breakdown

Correspondence from Joe Metledge for 5778 South Street and more.

**ERIC LUCIC**  
MANAGER REGIONAL PLANNING  
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**HALIFAX**

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[halifax.ca](http://halifax.ca)

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**From:** Joe Metlege <  
**Sent:** Monday, April 15, 2019 10:41 AM  
**To:** Lucic, Eric <[lucice@halifax.ca](mailto:lucice@halifax.ca)>  
**Subject:** [External Email] Centre plan breakdown

Hi Eric

No, I'm not ok with the other properties. It appears nothing we discussed was adjusted or written in a way to accommodate my request. I could be missing something but doubt it.

Here's a quick little cheat sheet on the original requests. I didn't have a chance to look deep into the newly acquired properties I brought to you later in our discussions.

April 11th 2019

**To: HRM**

**Subject Property: 5599 Fenwick Street**

**Existing Conditions:**

Currently the tallest building in the city at 100 meters, with both a DA and planned amendment in the LUB to permit the infill of an additional 5 buildings on the site ranging from 2-10 story's and approximately 60,000 sq ft of commercial. The project is broken into 4 phases to be built over several years. The tower is 75% completed and the 1st of 5 new buildings has started. Both are expected to be completed within 12 months. Phase 2 is expected to start in early 2021.

**Issue:**

The provisions in the LUB which specifies the development has all been stricken out in the latest Centerplan documents and a 26 meter limited has been placed on the entire site. Special provisions were granted to Kings Warf (which is a comparable development in terms of scale and investment) and none provided to this site. We have serious concerns over the ability to request amendments to both design, and timing of the D.A. (sunset clause). We have been given a generic response to 'submit our request to [clerks@halifax.ca](mailto:clerks@halifax.ca), however we have been in direct talks with your department in person and writing for several years and again, it appear no consideration has been provided to this site.

**Subject Property: 5778 South Street**

**Existing conditions:**

This is a 4 story wood frame building which was built in the early 90's. The site is depressed, and actually drops almost 2 floors below south street (current roof of subject property is about 9 meters above south street).

**Surrounding Buildings:**

There are only 3 buildings on the block facing south street, a 13 story building to the left (corner of tower and south), the 4 story building on the subject property (which comes up only 2.5 story's above south street) and a 10 story building on the right (corner of Wellington and south). Across the street is the VG hospital, which comes up approximately 42 meters in height or approx. 14 story's.

**Issue:**

despite years of communications and meetings both in writing and in person, why has there been no consideration given to our site. We have clearly identified this site as a real redevelopment site due to it's wooden structure and proximity to 10-14 storey building all around

it. We have and continue to requested permission for 36 meters on this site. There has been no consideration for this site in Centerplan.

**Subject Property: 1338 Hollis street**

**Existing condition:**

This is a 4 storey building built in the early 1990's of wood frame.

**Surrounding buildings:**

we have noticed there is a 8 storey building across the street known as the Waterford, there is a 27 storey building on the corner known as the Alexander, and understand that there has been an approval for a 9 story development directly behind our property the Dixel developments on their property located at 1351 Barrington street, which sits one floor above our building on Hollis, so in essence it will be a 10 story building behind us.

**Issue:**

despite years of communications and meetings both in writing and in person, why has there been no consideration given to our site. We have clearly identified this site as a real redevelopment site due to it's wooden structure and proximity to 10-27 story building all around it. We have and continue to requested permission for 36 meters on this site. There has been no consideration for this site in Centerplan.

**Subject Property: 1157 Tower Road**

This is a 7 story concrete building built in the early 1960's. The building is built on approximately 50% lot coverage.

**Issue:**

despite years of communications and meetings both in writing and in person, why has there been no consideration given to our site. We have clearly identified this site as a real redevelopment site due to it's surplus land which will allow for an infill opportunity or addition. It's designation and height limit under the Centerplan does not appear to have any consideration given to this site.