



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 4 (ii)
Halifax Regional Council
June 18, 2019

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY: _____
Councillor Sam Austin, Chair, Community Planning and Economic Development
Standing Committee

DATE: May 17, 2019

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

ORIGIN

May 16, 2019 meeting of the Community Planning and Economic Development Standing Committee, Item No. 12.1.2.

LEGISLATIVE AUTHORITY

Administrative Order 1, *Respecting the Procedures of the Council*, Schedule 3, Community Planning & Economic Development Standing Committee Terms of Reference, section 3:

Oversight - Planning

3. The Community Planning and Economic Development Standing Committee shall provide oversight of the Municipality's Regional Plan and Regional Planning Initiatives, as follows:

- (a) overseeing the Municipality's Regional Plan and Regional Planning Initiatives;
- (b) reviewing and recommending to the Council the scope of the five-year Regional Plan reviews including roles of sub committees;
- (c) co-ordinating with the other Standing Committees on major Regional Plan initiatives;
- (d) being involved in developing the Municipality's approach to public participation programs for various planning processes such as regional and municipal planning strategy amendments; and
- (e) overseeing the priority setting relative to the Community Visioning Program, Functional Plan Implementation and major planning projects.

RECOMMENDATION

The Community Planning and Economic Development Standing Committee recommends that Halifax Regional Council:

1. Give First Reading and schedule a public hearing to consider the Regional Centre Secondary Municipal Planning Strategy, and the Regional Centre Land Use By-law, as contained in Attachments A and B of the April 3, 2019 staff report.

Recommendation continued on page 2.

2. Give First Reading to consider the proposed amendments to the Regional Municipal Planning Strategy, the Regional Subdivision By-law, the Dartmouth Municipal Planning Strategy, the Dartmouth Land Use By-law, the Downtown Dartmouth Municipal Planning Strategy, the Downtown Dartmouth Land Use By-law, the Halifax Municipal Planning Strategy, the Halifax Peninsula Land Use By-law, and the Downtown Halifax Land Use By-law as contained in Attachments C to K of the April 3, 2019 staff report.
3. Schedule a public hearing to consider the planning documents, as contained in Attachments A and B, as well as the proposed amendments to existing planning documents, as contained in Attachments C to K of the April 3, 2019 staff report.
4. Adopt the proposed Regional Centre Secondary Municipal Planning Strategy, and the proposed Regional Centre Land Use By-law as contained in Attachments A and B of the April 3, 2019 staff report.
5. Adopt the proposed amendments to the Regional Municipal Planning Strategy, the Regional Subdivision By-law, the Dartmouth Municipal Planning Strategy, the Dartmouth Land Use By-law, the Downtown Dartmouth Secondary Municipal Planning Strategy, the Downtown Dartmouth Land Use By-law, the Halifax Municipal Planning Strategy, the Halifax Peninsula Land Use By-law, and the Downtown Halifax Land Use By-law as contained in Attachments C to K of the April 3, 2019 staff report.
6. Direct the Chief Administrative Officer to amend the draft Regional Centre Secondary Municipal Planning Strategy and Land Use Bylaw documents as appropriate to:
 1. Enable an option for comprehensive site planning through the development agreement process for sites one (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;
 2. Include additional variations to the prescriptive built-form requirements of the draft Land Use By-law to accommodate site specific considerations that would result in a high quality of design;
 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 one (1) hectare or larger lots and future growth nodes;
 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;
 5. After adoption of the Regional Centre Plan:
 - a. ensure the preliminary plan for an approach to make affordable housing investments from the proposed reserve fund returns to Council within six months of adoption of Package A;
 - b. require that the 2020/21 and subsequent budget and business plans for all business units, as appropriate, show linkage to the Centre Plan; and
 - c. within six months of adoption of Package B, provide an updated timeline for beginning the process of reviewing and replacing the Municipal Planning Strategy's and Land Use By-laws for the remaining areas within the Urban Settlement designation of the Regional Municipal Planning Strategy.
 - d. 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;
7. Pass a resolution directing the Chief Administrative Officer to, 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;
8. Amend the draft Land Use By-law to allow ten (10) chickens per lot and grandfather existing legal coops and runs;
9. 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;
10. Amend the CEN-1 and Corridor Zones to allow for Grocery Stores and Garden Centres;
11. Remove 386 Windmill Road and 4 Fernhill Drive, Dartmouth from package A and consider the zoning of these lots as part of Package B; and
12. 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.

BACKGROUND

A recommendation report from the Community Design Advisory Committee dated May 8, 2019 and corresponding staff recommendation report dated April 3, 2019 respecting the Regional Centre Secondary Municipal Planning Strategy and Land Use By-Law (Package A) was before the Community Planning and Economic Development Standing Committee for consideration at its meeting held on May 16, 2019.

For further information please refer to the attached Community Design Advisory Committee Report dated May 8, 2019 and April 3, 2019 staff recommendation report.

DISCUSSION

Fred Morley, Chair of the Community Design Advisory Committee provided an overview of the May 8, 2019 Community Design Advisory Committee report acknowledging the comprehensive work and time committed by volunteer members and staff in its evaluation and producing recommendations on Package A of the Regional Centre Secondary Municipal Planning Strategy and Land Use By-law.

Following a staff presentation and discussion on the matter, the Community Planning and Economic Development Standing Committee, approved an amended motion that includes a list of amendments to the proposed Regional Centre Secondary Municipal Planning Strategy and Land Use By-law's maps and schedules for the consideration of Halifax Regional Council as outlined the recommendation section of this report. In addition to the list of proposed amendments, the Community Planning and Economic Development Standing Committee has also included a recommendation to Halifax Regional Council to request a supplementary staff report on the issues raised by Develop Nova Scotia concerning the impact of the proposed Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package A) on Dartmouth Cove. For further information please refer to attachment 2 of this report.

FINANCIAL IMPLICATIONS

As outlined in the attached staff report dated April 3, 2019.

RISK CONSIDERATION

As outlined in the April 3, 2019 staff report.

COMMUNITY ENGAGEMENT

The Community Planning and Economic Development Standing Committee meetings are open to public attendance, a live webcast is provided of the meeting, and members of the public are invited to address the Committee for up to five minutes at the end of each meeting during the Public Participation portion of the meeting. The agenda, reports, video, and minutes of the Community Planning & Economic Development Standing Committee are posted on Halifax.ca.

For further information on Community Engagement as it relates to this item, please refer to the staff report dated April 3, 2019.

ENVIRONMENTAL IMPLICATIONS

As outlined in the April 3, 2019 staff report.

ALTERNATIVES

The Community Planning and Economic Development Standing Committee did not discuss alternative recommendations.

ATTACHMENTS

1. Community Design Advisory Committee recommendation report dated May 8, 2019
2. Correspondence from Develop Nova Scotia dated May 15, 2019.

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Liam MacSween, Legislative Assistant, 902.490.6521

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

**Community Planning and Economic Development
Standing Committee
May 16, 2019**

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY:

Fred Morley, Chair, Community Design Advisory Committee

Original Signed

Gaynor Watson-Creed, Vice-Chair, Community Design Advisory Committee

DATE: May 8, 2019

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

ORIGIN

A meeting of the Community Design Advisory Committee held on May 16, 2019, agenda item 8.1.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter Section 23 as follows:

Citizen advisory committees

23 The Council may establish, by policy, citizen advisory committees which shall advise the Council, as directed by the Council. 2008, c. 39, s. 23.

Terms of Reference for the Community Design Advisory Committee

Mandate

1. Reporting to Council:

At key project milestones the Community Design Advisory Committee will make information or recommendation reports on the Centre Plan to Regional Council through the Community Planning and Economic Development Standing Committee. This reporting relationship will ensure that the Standing Committee and Regional Council remain apprised of the status of the projects and are given the opportunity for their incremental approval.

RECOMMENDATION

The Community Design Advisory Committee recommend that the Community Planning and Economic Development Standing Committee recommend that Halifax Regional Council:

Recommendation continued on next page.

1. Give First Reading and schedule a public hearing to consider the Regional Centre Secondary Municipal Planning Strategy, and the Regional Centre Land Use By-law, as contained in Attachments A and B of the April 3, 2019 staff report.
2. Give First Reading and schedule a public hearing to consider the proposed amendments to the Regional Municipal Planning Strategy, the Regional Subdivision By-law, the Dartmouth Municipal Planning Strategy, the Dartmouth Land Use By-law, the Downtown Dartmouth Municipal Planning Strategy, the Downtown Dartmouth Land Use By-law, the Halifax Municipal Planning Strategy, and the Halifax Peninsula Land Use By-law, as contained in Attachments C to K of the April 3, 2019 staff report.
3. Adopt the Regional Centre Secondary Municipal Planning Strategy, and the Regional Centre Land Use By-law as contained in Attachments A and B of the April 3, 2019 staff report.
4. Adopt the proposed amendments to the Regional Municipal Planning Strategy, the Regional Subdivision By-law, the Dartmouth Municipal Planning Strategy, the Dartmouth Land Use By-law, the Downtown Dartmouth Secondary Municipal Planning Strategy, the Downtown Dartmouth Land Use By-law, the Halifax Municipal Planning Strategy, and the Halifax Peninsula Land Use By-law, as contained in Attachments C to K of the April 3, 2019 staff report.

AND

5. That Community Planning and Economic Development Standing Committee (CPED) and Halifax Regional Council consider the following observations and recommendations as they review the Centre Plan proposal:
 - The Regional Plan is arguably our best legacy document to reflect Halifax's long-term planning and growth priorities. The committee asks CPED to keep in mind the Regional Plan's vision and its first principle as it considers the Centre Plan.
 - a. Regional Plan Vision: *"HRM's vision for the future is to enhance our quality of life by fostering the growth of healthy and vibrant communities, a strong and diverse economy, and sustainable environment."*
 - b. Regional Plan First Principle *This plan provides a framework which leads to predictable, fair, cost-effective and timely decision making."*
 - The Centre Plan Package A and related documents are a plan to enhance the concentration of population in the regional centre and not a comprehensive growth plan. Without the incorporation Package B which will include land use guidance for treatment of economic development lands, institutional lands, parks and open space, neighbourhood planning and placemaking and other measures', the Centre Plan is not complete. The committee recommends that the Package B process be completed quickly and that the approval process be less complicated and much shorter than the one imposed in the final stages of Package A signoff. Nevertheless, the committee feels that completion of Package B should not delay approval of Package A.
 - In some cases, large lot developments would benefit from a development agreement approach. The committee recommends that this flexibility be put back into the language of the Plan. The development agreement option on large lots is viewed as a "must do" by the Committee.
 - The use of the term Density Bonusing has evolved since it was introduced to the committee. Initially, the concept reflected a value a developer needed to apply to affordable housing in a building if they added height beyond a pre-bonus height and below the height maximum. The current version of the planned bonus zoning charges a fee on any structure built in the regional centre over 2,000 square meters regardless of height or floor area ratios. 60% of that fee will be applied to an affordable housing fund. The committee feels the current approach is superior to the initial proposal, but that consideration must be given to applying the measure to all development in HRM. Also, the committee suggests that the municipality contribute an amount of incremental property tax equivalent to private sector contributions under bonus zoning to an affordable housing fund. Some committee members have expressed concerns that placing new fees on all development in the regional centre will reduce affordability as costs are passed on to renters and buyers of new properties. Other committee members feel that the fees are acceptable because they will be applied to newer – higher cost rentals only.

- In most communities that have centre plans, they are accompanied by infrastructure plans that commit the municipality to the spending needed for the successful implementation of that centre plan. Halifax's proposed Centre Plan has no such infrastructure spending commitments, only recommendations to consider future spending. The committee recognizes that this shortfall is the result of restrictions imposed by the municipal charter. Nevertheless, the committee views the lack of an infrastructure plan as a serious limitation that that will hamper the effective implementation of Halifax's Centre Plan.
- The committee recognizes that the design manual that was part of the previous draft has been replaced by a series of comprehensive new bylaw proposals. However, in the likely event some future development may incorporate great design but violate the letter of relevant bylaws, some additional guidance to staff would be useful. The committee recommends that the criteria for allowable variations be expanded to accommodate changes recognized as positive and that a design manual or similar document be incorporated into the final Plan with that manual to be used as the basis for evaluation and variations from bylaws.
- The economic development section of Package A is weak despite attempts by the committee to boost content. The committee expects that Package B will require a stronger articulation of economic development principles to make the overall Plan consistent with the Economic Strategy and the vision of the Regional Plan. For example:
 - a. The economic development section of Package A relies heavily on light commercial activity and retail as economic drivers of the regional centre. This perspective understates the impact of the real drivers of Halifax's economy including financial services, universities, health sciences, transportation and logistics, manufacturing, exporting industries and government services.
 - b. Recent trends suggest a hollowing out of the government/business employment and service base of the regional centre in favour of suburban business park locations. There are no measures indicated in the Plan for retention and expansion of employment and needed services in the regional centre.
- It is the view of the committee that Package A should communicate how the Centre Plan represents a substantial and measurable improvement over previous development approval processes used in the regional centre. The new Plan should clearly articulate how it is consistent with the first principle of the Regional Plan. The committee recommends that this information be provided as part of the presentation to CPED and Council.
- The governance model for approval and appeal of Regional Centre projects is a crucial element of the Plan's successful implementation. In deciding on the appropriate governance model, CPED and Council must balance local input, with the Regional Centre's role in driving citywide economic growth. The committee is of mixed opinion on the role of local committees vs. regional council.
- The committee feels that policy language is important. However, if the language is so vague that Council is not obliged even consider a policy it has no place in the Plan. This is too low a bar. The committee recommends that any statement of "may consider" should be replaced by "will consider." The committee further recommends that if this language cannot be changed, any statements containing "may consider" should be removed from the final Plan.
- Unlike plans from other jurisdictions reviewed by members of the committee, the Plan in its current form does not establish protection for economic development uses, a financial/office district, suitable protection of marine industry, protection of industrial lands, protection of university lands, protection of health sciences lands, etc. The committee recommends that this be strongly considered in Package B to make the overall Centre Plan consistent with the economic vision of the Regional Plan.
- Connections between critical documents such as the development plan, the transportation plan, etc. are suggested but not mandated. The committee recommends that business plans of various departments be required to show linkage to the Centre Plan.
- The Committee views the Keesmaat Report (attached) as a very relevant and widely supported review of the Centre Plan process and measures. The committee feels that critical concerns identified in that Report are not adequately addressed. The committee recommends that CPED

request further comments on the Keesmaat Report from staff and industry sponsors as part of their deliberations. The committee wishes to highlight the following Keesmaat recommendations:

- Collaboration with other levels of government. While there are suggestions of the need for cooperation with other levels of government, it is observed that government at all levels have been shifting services and employment out of the regional centre in recent years. The Plan in its present form does not address this issue.
- The Plan is mostly silent on the obligations of the public sector. The language of the Plan (may and may consider) does not commit Council to act in ways that are complementary or equivalent to the requirements imposed on the private sector.
- Level the playing field between suburban and urban development by providing more resources to the Regional Centre. Bonus Zoning seems to favour suburban development while potentially making development costs in the regional centre more expensive.
- Develop a comprehensive, data-driven analysis of economic development opportunities. The Plan's description and understanding of economic development issues and drivers are incomplete

BACKGROUND

The Community Design Advisory Committee was established with a mandate to report Centre Plan Project progress to the Community Planning and Economic Development Standing Committee of Regional Council at key milestones, and to make ongoing recommendations to staff regarding areas of strategic importance to the development and implementation of the Centre Plan project.

The Committee began meeting in 2012 and have met in regular session an average of 10 times per year to consider various aspects of the Centre Plan Project. In addition, the Committee met in special sessions during times of intensive review and approval. The Committee began intensive review of the Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package A) on April 10, 2019.

DISCUSSION

As noted above the Committee began meeting on Package A on April 10, 2019. The Committee held meetings on April 17, April 24, May 1 and May 8 undertaking a thorough review of the Centre Plan. It should be noted that Committee members have devoted thousands of hours of volunteer time over several years providing the guidance and direction expected of them by Council. CDAC is now prepared to move the plan to the next stage of approval, review by the Community Planning and Economic Development Committee (CPED). The committee feels the Plan is well done, incorporating many suggestions that have been put forward by, citizens, and CDAC as part of this process. However, the Committee is making several observations and recommendations to address shortcomings in the current draft of the Plan, as noted in the recommendation. CDAC asks that CPED and Council consider the committee's positions carefully as they review the Centre Plan proposal.

FINANCIAL IMPLICATIONS

There are no immediate budget implications resulting from the report recommendations. General administration of the proposed Regional Centre Secondary Municipal Planning Strategy and Land Use By-law can be carried out within existing resources and budget. The streamlined development application processes are expected to result in internal efficiencies once transition the new Plan is completed. The April 3, 2018 staff report contains additional information on the Financial Implications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this report. The risks considered rate Low.

COMMUNITY ENGAGEMENT

The Plan presented for Council's consideration is the result of a planning process that included extensive analysis of the Regional Centre's physical, social and economic structure, and public engagement.

The Community Design Advisory Committee meetings are open to the public, and the agenda and materials are posted on Halifax.ca as are minutes of the meetings.

Additional information regarding the community engagement undertaken can be found in the April 3, 2018 staff report.

ENVIRONMENTAL IMPLICATIONS

The environmental implications of the recommendations are set out in the April 3, 2019 staff report.

ALTERNATIVES

The Committee did not identify any alternatives. The Committee did have several comments/recommendations regarding changes to the Centre Plan.

ATTACHMENTS

1. Keesmaat Report - Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax, May 4, 2018, Jennifer Keesmaat, MCIP, RPP

2. Staff response to Keesmaat Report

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Fred Morley, Chair, Community Design Advisory Committee
Sherryl Murphy, Deputy Clerk, Halifax Regional Municipality

Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax

May 4th, 2018

Jennifer Keesmaat
MCIP, RPP



Table of Contents

Introduction	2
I. Overview and Strategic Considerations	3
<i>A1. Key Objective and Process of the Review</i>	3
<i>A2. Review of Document Structure</i>	3
<i>A3. Mitigating Unintended Consequences</i>	4
<i>A4. Municipal Responsibilities and Obligations</i>	4
II. Foundational Issues	5
<i>B1. Ensuring the Vision of Neighbourhoods for Everyday Life Materializes</i>	5
<i>B2. How Much Growth, and Where Should it Go?</i>	6
<i>B3. Planning for Parks, Opens Spaces, and the Ecology of the City</i>	7
III. Secondary Plan Content Review	8
<i>a. Introduction</i>	8
<i>b. Vision and Principles</i>	9
<i>c. Urban Structure</i>	10
<i>d. Culture and Heritage</i>	11
<i>e. Housing</i>	11
<i>f. Economic Development</i>	12
<i>g. Mobility</i>	13
<i>h. Environment</i>	13
<i>i. Implementation</i>	14
IV. The Land Use by Law Review	15
<i>Part One</i>	15
<i>Part Two</i>	15
<i>Part Three</i>	15
<i>Part Four</i>	15
<i>Part Five</i>	15
<i>Part Eight</i>	15
<i>Part Nine</i>	16
<i>Part Eleven</i>	16
Appendix A: Participants	17
Appendix B: Key Recommendations	18

Regional Centre Secondary Municipal Planning Strategy Review, Halifax

JENNIFER KEESMAAT
MCIP, RPP

Introduction

A REGIONAL CENTRE SECONDARY Plan review is a once in a generation opportunity to reset the vision and align policies to deliver on that vision. The stakes are high in terms of getting it right. The land economics of a region are tied to, although not only determined by, land use planning policy. Market realities ebb and flow as interest rates, or government incentives for affordable housing, wax and wane. A complex web of variables come together to generate, in just the right conditions, outcomes that are consistent with a clear vision.

History has shown that reactionary frameworks can stifle growth and ones that are too permissive can result in regretful outcomes that are impossible to undo. Overdevelopment that compromises quality of life or the natural systems required for people to flourish in the Regional Centre is not in the public interest. But underdevelopment is not in the public interest, either. A critical mass of people and uses are required to deliver walkable scaled communities, where it is possible to shop for groceries, on foot, within close proximity to home. Without density, without a concentration of people to frequent the shops and cafes and other amenities needed for daily life, it becomes necessary to drive. The draft Plan acknowledges this at the outset: ‘enabling more people to walk, cycle, and take transit and use other sustainable modes of transportation requires rethinking not only the design of our transportation system, but also the redesign of our communities.’

The question is this: does this plan deliver the growth framework and density necessary to create a liveable city?

The review is presented in four parts.

Overview and Strategic Considerations outlines the approach to the review, and identifies a series of strategic considerations that underpin the plan and warrant reconsideration. **Foundational Issues** outlines a series of broad themes that are the foundation upon which the more detailed work rests. In this section, I raise some observations and concerns that are central to the overall integrity of the planning framework. **Secondary Plan Content** review is a section by section analysis of the content within the Secondary Plan. **The Land Use By Law Review** is a high level commentary on the technical and detailed Land Use Bylaw, and it reads less like a narrative than the other sections, and more like a list of considerations. References to the Design Manual are made throughout.

I. OVERVIEW AND STRATEGIC CONSIDERATIONS

A1. Key Objective and Process of the Review

The intent of this review is provide a constructive contribution to the work undertaken by HRM Planning and Development, Halifax, as represented in the public materials released in three parts in April of 2018 for comment. The aim, on the part of the Municipality, is to make refinements to the policy framework following a public comment period. While this review has been commissioned by the Urban Development Institute of Nova Scotia, in partnership with Waterfront Development, the Downtown Halifax Business Commission, and the Halifax Chamber of Commerce, it has also been undertaken in co-operation with a broad array of technical stakeholders who were interviewed to provide contextual input, and some of whom submitted written comments (a full list of stakeholders consulted is provided in Appendix A). However, the comments herein are my own, and are humbly presented to solely advance the public interest in designing and building a liveable city, in Halifax.

Methodology

This is an independent, professional technical review, and may or may not represent the views of the sponsoring agencies.

While not a subject matter expert in the Halifax context, I have extensive urban design and policy planning experience in HRM having acted as the lead engagement and policy consultant as a partner in the firm Office for Urbanism developing HRMbyDesign from 2005 to 2008. I was also the Keynote Speaker at the Art of City Building Conference in Halifax in October 2017. To inform this review, I undertook tours and conducted stakeholder consultations with technical experts on two separate occasions in recent months. In addition, I have had detailed conversations with the authors of the Regional Centre Plan, prominent and small scale developers, a number of engineering, planning and design consultants, representatives of non-for-profit organizations, and other related individuals and companies. In the absence of a Steering Committee for this short study,

I requested the creation of a Leaders Table that included the following individuals, whom I met with on three occasions:

- MP Andy Fillmore
- Mr. Robert Richardson
- Mr. Louie Lawen
- Ms. Kelly Denty
- Mr. Steve Higgins

A2. Review of Document Structure

The overall document has a strong and coherent structure that ensures it is easy to navigate. However, the logic behind the level of detail in various parts of the document is unclear. For example, little meaningful description or analysis is provided with respect to the character of the Centres and Corridors, and yet significant time is dedicated to a detailed and prescriptive policy framework for designing individual building's bicycle amenities area.

In addition, there are a series of themes that warrant extrapolation throughout the document. It is easy to lose sight of the vision given that it is not reiterated or expanded throughout the various sections of the document. For example, while 'complete communities' are identified as a goal of the Plan, there is no connection made in the Heritage and Culture Section, or in the Mobility section, with respect to how the proposed policy framework in these sections both links to and delivers on creating 'complete communities'. And yet, a central foundation of the Integrated Mobility Plan is the need to design complete communities where residents have more choice with respect to their mobility needs. Complete Streets, and Transportation Demand Management, are fundamentally entwined with land use planning and design, and yet the linkages in the Regional Centre Plan are not made.

There is a strong emphasis on urban design and built form measures, but little emphasis on the broader livability objectives and framework. The Regional Centre Plan should seek to create distinct places with

clear cultural, heritage and design features that are unique to any given centre or corridor, and yet the emphasis in the framework is less on the character of overall areas and is mostly weighted to the design of specific buildings. The one, and important, exception relates to Heritage Conservation Districts. Advancing these districts as a key priority is an essential first step to ensuring the uniqueness of the Regional Centre is reinforced as it changes, evolves and accommodates additional growth.

A3. Mitigating Unintended Consequences

There are tensions with respect to the level of detail that ought to be included in a planning policy framework. It's clear that in preparing this draft for public review, city planners struggled to find the right balance – as planners always do. On the one hand, the city and residents and to some extent developers would like certainty, and the proposed framework seeks to eliminate the discretionary nature of current approvals in favour of a more predictable, streamlined process that is shaped through better definitions related to use, built form, and development yield. More certainty is also seen as a key means of dampening land speculation, which unnecessarily drives up costs. On the other hand, in an infill context, every site is subject to contextual factors that are limiting and unique – adjacent heritage assets, slope conditions, irregular lot depths and widths. It is difficult to create a framework that both establishes the intent of development review moving forward while also rigidly prescribing outcomes on a site by site basis, without a site by site analysis. Certainty cannot be achieved in broad strokes. It can only be achieved through an analysis that is granular and place specific – a level of detail that does not underpin this Plan. The risk of creating a framework that is prescriptive and yet broadly applied is that every site tends to require exceptions, which in turn means the planning approach once again becomes ad hoc and loses the certainty that was the objective at the outset.

This is a tension that will be apparent in the analysis that follows. By applying a detailed policy framework broadly, unintended outcomes will result. Some sites may be downzoned as a result of the application

of the Design Manual: was this the intent? Larger developments will be easier to execute than smaller projects, as the burden of the guidelines as proposed with respect to affordable housing, for example, may be challenging to absorb on smaller projects. Again, was this the intent? It will be essential to have more clarity with respect to the intent of the policy framework and the guiding principles to which new development ought to adhere to ensure that proposed projects are in keeping with a larger vision for the Centre as a dense, walkable place. In at least some instances the outcomes that arise when the Design Manual policies are applied are in conflict with the intent of the plan (to create a dense, walkable urban centre).

A4. Municipal Responsibilities and Obligations

The overall Plan places great emphasis on the obligations of private development to deliver on the vision and principles outlined. And yet, coordination of private with public sector investment will be necessary to truly deliver. The document is silent, mostly, on the responsibilities of the public sector to both facilitate and deliver on investments in both the public realm and with respect to transit and transportation infrastructure. Whereas the guidelines focus on the development of private land and how new and heritage buildings will interface with public space and amenities, the document falls short of articulating the design of public streets and spaces, and amenity provision, to deliver on complete communities. The Integrated Mobility Plan makes it clear that the design of land – and the integration of land use planning with transportation planning - is fundamental to delivering more transportation choice in the Centre.

A shared responsibility for implementing the policies of this Plan should be fostered within the corporate reporting structure of HRM. Directors and managers in every department, from legal, traffic, parks, planning to finance (for incentives and annual budget) and even the CAO, have a critical role to play in advancing this policy framework. It's implementation will be challenging if it is understood or seen to be a framework of the Planning Department only.

II. FOUNDATIONAL ISSUES

A clear guide for each director to make decisions by is required, not unlike the approach used to good effect with the 2006 Regional Plan. In addition, the HRM legal team has an obligation to work collaboratively with planning staff to implement the policies of this plan once it becomes council policy. Again, once adopted, this Plan will be HRM policy that ought to direct the work of all staff, not just planning staff.

City building is a shared activity that makes demands of the private sector to ensure the public interest is maintained and enhanced as the city evolves. As part of this social contract, municipalities make provisions and investments to build confidence in the future trajectory of the city. Frequently, investments in public parks, for example, are used as a revitalization tool to attract private investment in regeneration areas. Throughout the document it is essential to make clear the municipal strategy related to infrastructure investments in water, energy, transit and community amenities such as schools, parks, recreation centres, libraries and social services to demonstrate the commitment of the municipality to uphold its responsibilities with respect to creating complete communities.

A great local example of private investment following public investment is the new Central Library. The level of well-considered public investment on that site has generated millions of private investments on adjacent sites. Beyond the monetary measures, the library has also injected confidence into the public and private sector alike.

B1. Ensuring the Vision of Neighbourhoods for Everyday Life Materializes

The Plan presents a vision of neighbourhoods for everyday life, with an emphasis on a mix of uses (Complete Communities), redesigned for people (Human Scaled and Pedestrian First), in a predominantly midrise typology (Strategic Growth). This is in many ways a ‘livability framework,’ that puts people at the heart of the planning process and is an excellent foundation for the future.

But a few key strategic questions emerge as to its deliverability. What is the alignment between built form and job growth, that will enable a mix of uses in various corridors and centres throughout the Regional Centre? While Package B will deal with specific areas dedicated to employment intensive uses, will specific sites within Package A be protected for employment uses moving forward – and if so, where is this locked down in policy? For example, can corridors sufficiently accommodate and absorb employment uses in midrise typologies, or should specific sites be recognized (due to their scale, or depth) for employment uses, and residential restricted?

If the objective is to achieve neighbourhoods where people can “shop, live, work and play” as well as “conveniently access the goods and services they need” how will this mix be secured? A market driven approach will likely result in the development of mostly residential. If residential uses begin to transform revitalizing corridors first, it will become difficult to obtain land for community amenities and employment uses later. This is where strategic planning on the part of government services and agencies, as well as incentives for employment uses, becomes essential to ensuring a mix in each neighbourhood in advance of new dense buildings appearing. In the absence of a specific and strategic framework to deliver this mix, it will not materialize.

B2. How Much Growth, and Where Should it Go?

It is well established in the Vision and Principles of the Plan that complete communities that are walkable are a desired outcome. Key Centres, Corridors and Future Growth Nodes have been identified to absorb significant growth towards this end. Having sufficient liquidity, or development reserves, is essential to ensuring flexibility in the event that some sites do not redevelop (which is likely) within the 13 year time frame of the Plan. Many variables influence whether or not a land owner is interested in redevelopment. A more permissive regulatory context enables redevelopment, but does not require it. Sometimes a profitable, stable, existing use and/or a long term tenant means a site with considerable redevelopment potential will remain 'as is' for an extended period of time. It is imperative to bear this in mind when linking the rationale for the height framework to the need for density to deliver complete communities to the need to absorb growth in the Regional Centre.

If the supply of developable sites becomes too constrained, land prices will escalate and the viability of redevelopment will become more challenging. Getting the balance right on the supply side, in combination with incentives where needed, is necessary to ensuring developers remain interested in investing in the city.

As a result, the rationale for the height and density framework as proposed in the Plan needs to be clearly articulated. Some municipalities, like Toronto, use performance measures to determine appropriate heights (such as mitigating shadows on parks and sidewalks). In Toronto, this materializes in a midrise typology between 6 – 11 stories, and the appropriate height is determined by the width of the right-of-way of the street. Others like Hamilton, use alignment with natural features (the Niagara Escarpment). For Hamilton, this has resulted in the adoption of a new policy framework wherein on tall building sites, all buildings are capped at 30 stories. Some cities, such as Paris, use historical context as the basis for their height rationale. Others use a more nuanced approach that is evaluated based on the impact to the overall sky line

of introducing new tall buildings. In the context of the Regional Plan, it is unclear as to what the basis of the rationale is for the heights proposed in the built form framework. In some instances, narrow and wide right-of-ways alike are capped at a midrise typology. On the narrow right-of-ways this may be too tall; on the wide right-of-ways this may represent a missed opportunity for more density. This requires clarity for a variety of reasons, but particularly so that the plan can potentially adapt to a higher growth scenario than anticipated, while still maintaining its livability objectives.

The Plan is adopting GFAR as a framework to managing growth, albeit in a manner that is, on the face of it, confusing. Developing through FAR has the potential to allow for creativity in design while controlling scale and density. However, there are some potential issues with the way FAR is used in the context of the Plan. First, using GFAR over FAR will penalize developers interested in providing more liveable buildings through indoor amenities such as larger bike rooms, play areas for children, and community rooms - as such uses will accrue towards the density calculations. It could also be argued that this approach penalizes green building practices, such as Passive House, that require thicker wall assemblies than standard buildings. Again, these areas are deducted from overall leasable space available within the building. Second, the modest GFARs provided in many of the areas appear to be handicapped through the use of overly restrictive height limits and city-wide stepbacks and setbacks. This results in many sites not achieving their full GFAR potential. Finally, the proposed blanket density bonusing regulations could further discourage redevelopment of sites identified for high density development. The Plan will fall short of achieving its growth targets if application of GFAR, or FAR, is not carefully analyzed and modeled. Case study analysis is required to understand the cumulative impact of these measures.

Given all the considerations of good urban design, neighbourhood character, adjacencies, and other good design principles are respected, a good guiding objective for height and density may be to allow for maximum envelope possible on each site.

The Design Manual introduces a higher expectation with respect to material quality, attention to detail, and contribution to the public realm than existed previously. Setting the expectation high for the Regional Centre is imperative to affirming the character and quality of the overall identity of the city for the future. At the same time, there is a risk that infill projects might become too difficult to pursue in relation to the opportunities elsewhere in the city. Could the Design Manual act as a disincentive to development in the core? HRM should want to encourage infill growth – as essential to addressing the sustainable growth imperative of the city and reducing its environmental footprint. One way to do so would be to expand the criteria in the Design Manual to the rest of the city, within reason. For example, the Sustainable Landscape Practices could easily be applied and embraced city-wide.

Key recent decisions, albeit at the Provincial decision-making table, reinforce suburban redevelopment, including the building of a regional hospital facility and significant capital allocations to building more highways. The risk is that by requiring a higher quality of development in the core, HRM unwittingly bumps and incentivizes development to the suburban fringes of the city. To mitigate this, serious consideration should be given to the infrastructure investments that ought to be advanced in the Regional Centre to rebalance and recognize the priority of development in existing areas, and consideration should be given to adjusting fees and taxes to act as an incentive for infill growth. Given the more complex nature of development on infill sites, a dedicated Planning Team should be assigned to assist in expediting redevelopment in the Regional Centre.

B3. Planning for Parks, Open Spaces and the Ecology of the City

A key building block for walkable cities is the open space vision and parks plan. The street network, ideally, is embedded within this larger vision of open space planning that becomes the fabric upon which urban life unfolds. As the Regional Centre becomes denser, the open space framework and the ecology of the city will become more critical to ensuring the long term livability of HRM. Not only is a clear vision required, but this vision is essential to generating the social license required to support adding more density to existing places. At the least, the Plan should outline a clear vision for the ecology of the future city, and how an open space framework will serve to enhance natural systems and access to nature for residents. A commitment should also be made to developing a bold plan that both capitalizes on existing parks and open spaces, outlines how they will be maintained and the mechanisms available for reinvestment, and draws a clear connection between open spaces, parks, street design and dense new neighbourhoods. The quality and character of the public realm presents an opportunity to link together existing uses and neighbourhoods, which is essential to building out a walkable urban fabric. Currently, in many areas of the Regional Centre, large roads act as barriers to pedestrian movement. The Plan should speak to the role that HRM will play in redesigning the public realm to deliver on Complete Communities and Pedestrians First using municipal infrastructure design.

Also essential to the livability of dense urban areas is the replenishing and maintaining of the mature tree canopy, particularly as redevelopment takes place. While in historical neighbourhoods the tree canopy is a defining feature, in other areas it is non-existent (Wyse Road), and in others it is declining as trees reach the end of their life span. While Halifax's Urban Forest Master Plan addresses such issues, a commitment to this plan through Centre Plan policies, by-laws and design guidelines is required.

III. SECONDARY PLAN CONTENT REVIEW

This is a section by section review of the content in the Secondary Plan.

a. Introduction

Plan's Section 1.4 Opportunities and Challenges: The logic of the Urban Structure rests on assumptions as they pertain to growth in the centre. If these assumptions prove to be unsound, the overall structure would require reconsideration. Setting a target of 40% of HRM's growth to be directed to infill sites is laudable, ambitious and necessary. But the timeframe identified is constrained – the Urban Structure Plan anticipates absorbing a significant amount of the 'upzoned' growth by 2031, only 13 years out. A framework over a longer time frame would allow for more overall flexibility with less emphasis on specific sites and more of a focus on performance criteria in keeping with the overall Plan vision (and would seek to absorb more units). Even as an academic exercise, it is essential for HRM to consider where 30, 50 and 100 years of densification in the corridor could be accommodated, to ensure that over the long-term the Regional Centre will continue to urbanize.

As such, this is a short-term planning framework and it is yet to be seen how it will reshape the business model of development in the Regional Centre. There will be market adjustments that will require constant monitoring in order to understand the implications of this policy. Understanding how longer-term growth can be accommodated is essential.

There are many scenarios that could unfold and warrant attention – and even modeling - but I will outline two for consideration.

In the high growth 'perfect' situation scenario, new development is built on the sites identified primarily in the centers and corridors as per the policy framework, and these sites undergo a significant transformation in a relatively short period of time. In this timeframe, growth is accommodated precisely where it is expected. But a new problem quickly emerges. Where does the next wave of growth go beyond the 13 year timeframe? The risk,

as I see it, is that by painting the strokes quite broadly and assuming that the vast majority of new development will be midrise, within a 20-30 year period existing residential neighbourhoods will experience development pressure. In the short term, accommodating more growth in some areas where adjacencies allow and performance standards can be readily achieved will ensure that underdevelopment in corridors does not, in the near future, compromise the integrity of heritage neighbourhoods or stymie growth.

In the second scenario, there is a perception of scarcity with respect to developable land and/or developers decide it is infeasible to redevelop smaller scale sites in keeping with the design guidelines as prescribed. It's critical to note that this is a real probability. The design guidelines as articulated do have greater impacts on smaller sites, thereby making it more difficult to accommodate smaller scale developments. Although some sites on corridors have been upzoned from two or three stories to six, the development proforma might not work (particularly if there is a viable existing use) and these sites will either be assembled over a longish period of time to create a larger parcel or they will remain as is. For this reason, the growth targeted areas need to include some generous assumptions to ensure that growth is not hindered by a limited number of truly developable sites. A site by site analysis could be the basis of an analytic approach wherein the risk of 'no-growth' in the near term is assessed. Once 'slow-growth' sites are identified, the remaining sites in the Regional Centre could then be evaluated against slow, medium and high scenarios to better understand the capacity for absorption, and to ensure that there is a reasonable basis for assuming that proposed heights and densities align with a desirable pace of construction, population growth, and employment growth.

With respect to large sites, one of the challenges to untangle is the relationship between current uses (and therefore value) on larger sites that have been identified for redevelopment and the time/trigger that might precipitate redevelopment. While some sites that are identified as underdeveloped will, through this planning framework, see a liberalizing

of development rights, this does not mean that in the short term the viability of redevelopment is imminent. For example, despite creating a new road and block structure for the Scarborough Town Centre in Toronto (where a large mall now sits), and the advancement of a subway extension to this centre, the strength of the current mall function means the land owner has no intention of redeveloping the centre within a 20-30 year time frame. While the City of Toronto would like to see the site redeveloped in the near future as a means towards urbanizing the centre, the business case for the land owner is not favourable to do so. These market considerations are also relevant for corridors. Whereas the policy framework for Wyse Road assumes high rise, it is my understanding from the industry that wood construction is what the market currently supports. As such, in the short-term I would recommend either incentivizing high rise development along Wyse Road (knowing that market drivers are not in place), or remove from the absorption projections the Wyse Road sites. If the desired typology is high rise, it would be best *not* to accommodate midrise in the short-term, as this would represent an under development of the area.

The issue here is planning for the difference between what is zoned for redevelopment versus what can reasonably be expected to be developed in the short/medium term. Determining this is not scientific, but is contingent on a myriad of variables. However, we do know that upzoning alone will not act as the impetus for change. On top of the land value, the particulars of the ownership structure of the land/site, as well as the owner's individual income tax position and overall financial position [debt/mortgage], will have an impact. On many of the sites identified as key areas to absorb growth, it is possible that within the 13 year time horizon, the land value as a development site will not exceed the land value with its current, existing use. This, of course, will make the risk associated with redevelopment untenable to owners.

The development of 18,000 units would be a 70% build out of the areas covered by the Plan. As such, an assumption herein is that over the next 13 years 70% of the frontages of the streets in the Plan that have

been given higher designations would be built out. That is a ratio of 3:2 in which out of every 3 properties zoned for development, 2 is assumed to be developed by 2031. This assumption included large sites like Halifax Shopping Centre and the Canada Post Lands, among others. As a basis for the inventory analysis for the Plan, this is problematic. That the majority of these properties will be deemed redevelopment sites, and that the owners will want to sell/develop all of these sites within the next ten years, is unlikely, even in a high growth scenario. In light of viable existing uses on many of the sites identified for redevelopment (remember the Scarborough Town Centre example above), a more realistic ratio is 10:1 or even 20:1, meaning, a land inventory of 10 or 20 sites approved with zoning criteria would be required to meet the development targets above.

Plan's Section 1.4.2 Sea Level Rise: Whereas Sea Level rise is identified within the opening section of the plan, there is no subsequent section that reveals the infrastructure strategy, or the built form implications, of rising water levels.

b. Vision and Principles

Whereas the vision articulates 'Complete Communities' as the foundation of the urban structure, there is no analysis to demonstrate how this will be achieved. What planning tools and metrics will be used to ensure that the amenities and social services required for a walkable centre will be delivered? At what scale is a complete community defined? How will HRM provide an integrated approach to service delivery to provide amenities to local communities? For example, local libraries, recreation centres and health services are a critical overlay to ensuring complete communities. Local schools are necessary also, and ought to be promoted through the Regional Centre Plan, and policy should identify the need for collaborations with other levels of government to ensure an alignment of strategies. Mapping of existing facilities combined with an identification of the gaps in this infrastructure should be tied to densification. Ideally, densification should also be tied to areas where there is existing capacity, first. Policy tools should be utilized to link

together new developments with the provision of amenities that are deficient (such as daycare spaces). The plan requires an additional **Character Area Plan** (which could be included in this section, Vision and Principles) that identifies the various neighbourhoods, the walksheds for them, and outlines a strategy for ensuring that local health facilities, daycares, recreation centers and educational facilities will be provided within a walkable neighbourhood. To do so, coordination is required with the Ministry of Health and the Ministry of Education, in addition to municipal service providers. This exercise will also raise questions about density. The risk, of course, is that under achieving with respect to density makes it difficult to provide neighbourhood amenities. Densities should be measured within these Character Areas to ensure sufficient catchment areas to deliver on the objective of **Complete Communities**. The Urban Structure might require revisiting if densities are consistently too low to deliver amenities within dense, walkable neighbourhoods.

The focus of the Regional Centre Plan with respect to **Pedestrians First** in policy pertains primarily to 'human scaled' building design. And yet the interface between this Plan and the Integrated Mobility Plan should be about the integration of land use planning and transit corridors, at the outset. It is unclear how the transit corridors have informed the Urban Structure, and the extent to which the promotion of transit-oriented development has been a key driver in the Growth Nodes. A strong cross-referencing is required, particularly since the Integrated Mobility Plan identifies as a key pillar the integration of land use planning with transit planning. As per the Integrated Mobility Plan, specific strategies are required to identify how the Growth Nodes will be integrated into the public transit infrastructure of the city. At the moment, the Mobility Plan leaves this to be further resolved through planning policy, and this planning policy leaves it open ended.

In addition, there is a gap between the Integrated Mobility Plan and the Regional Centre Secondary Plan with respect to street design. Key to creating a walkable community is the redesign of streets

as places of pedestrian priority that provide a safe environment for cyclists and pedestrians. Particularly along the corridors, which are intended to absorb significant growth, the Regional Centre Plan must speak to the required redesign of road right-of-ways, sidewalk widths, and street design (such as bump-outs at wide corners) to promote a safe walking environment. Reference to the Complete Streets policies in the Integrated Mobility Plan is essential.

c. Urban Structure

Policy 3.2.2 Large Lots: Consideration should be given to adding an affordability requirement for large sites that differs from the system established in the Land Use By-Law. Criteria should include a requirement to reintegrate these sites into the existing urban fabric through urban design and landscaping considerations, as well as through street and pedestrian connections, as identified.

There is a clear logic to the eleven land use designations, however consideration should be given to adding a sub-layer of designations to the corridors, which might speak to either their built form or their transportation function. For example, Gottingen and Robie are fundamentally different in character than Quinpool and Wyse Road, and ought to be governed by fundamentally different design - and even development - principles.

Policy 11: Some flexibility should be considered with respect to requiring commercial uses where buildings face designated Pedestrian Oriented Commercial Streets. One option might be to link this requirement to the scale of a site. The risk is that this requirement acts as a disincentive to redevelopment, if commercial vacancies are high. It is my understanding that commercial vacancy is at its highest point likely since WWII. Downtown Halifax Class A market has a commercial vacancy rate of 22% and the rest of the city is 15%. The capacity to absorb commercial at the ground floor will be challenging in light of this, and particularly given that retail is currently undergoing a significant transition as a result of the uptake in on-line shopping. The objective should be pleasant

and welcoming streetscapes. Well-designed amenity space or residential at-grade, or live-work space at-grade, can serve to animate the public realm in an appealing way for pedestrians. Design guidelines specific to this treatment should be prepared to ensure acceptable setbacks and landscaping to maintain privacy for the at-grade residences while also recognizing the interface with the public realm.

3-3.2.7 Centres: The Regional Centre Plan requires further detail in describing the distinguishing features that define the character of the centres. Whereas the Plan indicates that development standards shall be established, each of these areas requires a much more fine grained analysis in advance of adopting the height framework, that also takes into account a broader neighbourhood analysis. For example, in some areas where a narrow road right-of-way exists, prioritizing midrise development might be too aggressive. In other areas, where the road right-of-way is significantly wider and the existing character is less distinct, midrise typology might be underwhelming. Given the primary role that these corridors will play in absorbing growth, addressing the vision of creating complete communities and transit-oriented development, and the special character of Quinpool and Gottingen, a site by site planning framework is required that adheres to a higher level set of principles.

3.3 Corridors: Critical to the success of the corridors will be the character of the street. A street section should be provided that responds to a variety of different street widths, and recognizes the need for cycling facilities and wider sidewalks. The interface of buildings along this corridor with the public realm will determine the quality of the walking environment, and street life. Emphasis should be placed, in the planning framework, on delivering high quality public spaces through partnerships between developers and the public sector.

d. Culture and Heritage

Narrative should be added at the outset of this section that both illuminates and acknowledges the First Nations, African Nova Scotian and Acadian stories of the HRM.

A much stronger policy statement is required that recognizes the culture and heritage and history of HRM, while at the same time acknowledging that it is the objective of HRM to ensure that as change takes place, the cultural and built heritage will be better enhanced, protected and advanced. Given historic tensions in HRM pertaining to historic preservation, the Regional Centre Plan should be used as a tool to affirm the importance of better investing in, and preserving, heritage resources. In addition, a clear role should be articulated for the municipality in facilitating heritage preservation as the Regional Centre enters a high growth period. It is a missed opportunity not to do so.

A significant number of Future Potential Heritage Conservation Districts are identified. Much stronger language is required in Policy 76 to establish the importance and priority of advancing these districts in an expedited, strategic manner. The risk is that new development pressures materialize, as facilitated by the vision of this Plan, and heritage assets are not acknowledged as a critical component to developing place-specific Complete Communities.

There is an opportunity to potentially expand the Historic Properties proposed district to the Merrill's block, and potentially to Province House, Dennis Building.

e. Housing

A broad and sweeping liberalization of housing policies to permit a variety of new types including rooming houses and secondary units is proposed. This ambitious change could facilitate a gentle form of densification which should be measured and evaluated to determine whether the impact results in more demand for community services. There is an opportunity to link these proposed changes back to the vision for creating Complete Communities, and a diversity of housing types in all neighbourhoods.

Policy 80 The requirement for three bedroom units in every multi-unit building to accommodate different household sizes might be prohibitive for some smaller scale redevelopments, if demand for these units

due to price point is low. This building requirement adds additional carrying costs for the developer if market absorption is slower for this unit type, and the requirement should be forgiven on smaller development projects with less overall units. However, on large scale projects, a specific requirement of 5 – 7% three bedroom units may not be onerous, but should be assessed based on market conditions, and added in as a requirement on a project by project basis. In addition, incentives should be put in place to enable more larger units in larger projects at an affordable price point to ensure access to multi-unit housing for families.

A section should be added under **Policy 80e** that speaks to the design of multi-unit buildings to ensure indoor amenities such as craft and play rooms for families and children, and in particular stroller parking, are included as well as the outdoor amenities highlighted.

Policy 82 specifies that the municipality ‘may’ provide incentives to encourage infill housing through the Land Use Bylaw. At the same time, in the Land Use Bylaw, new requirements to build affordable housing have been conjoined with new bonusing requirements. Policy 82 recognizes that incentives may be required to facilitate infill housing in some locations; in the LUB, 198 (1) affordable housing is required to be at least 75% of the total value of a required public benefit achieved through bonus zoning. There is a misalignment between these two objectives. One is positioned in such a way as the municipality is making a contribution to infill housing, the other is demanding the developer contribute affordable housing in exchange for density in infill housing.

Policy 83 indicates that the municipality ‘may’ monitor the rate of housing stock change. In light of the proposed policy changes, the municipality ‘should’ monitor the rate of housing stock change and should provide this data on an annual basis in a public report.

Policy 84 A more direct policy statement is required with respect to the municipal role anticipated in facilitating affordable non-market housing. Policy 84 indicates that the municipality ‘may’ consider the use of surplus lands for affordable housing. A more progressive approach that will truly yield outcomes would be to develop a ‘housing first’ policy whereby all surplus lands are first considered for affordable housing prior to disposition by the municipality. In addition, a strategy should be developed to proactively identify key sites and areas of the city where strategic land holdings could be acquired by the municipality for partnerships with both private and public sector agencies, to develop affordable housing. In particular, the municipality should pursue acquiring lands adjacent to key community amenities like schools and rapid transit stations.

f. Economic Development

This section of the Plan does not articulate what the economic development strategy for the Regional Centre is, and the role that this planning framework will play in advancing it. It is necessary to do so. For example, if manufacturing or port uses are expected to shrink or to expand, in both instances there are land use planning implications that ought to be accounted for in this strategy. Given that a level playing field does not exist for manufacturing, industrial, institution or employment growth in relation to competing for residential land, it behooves HRM to have clarity as to how the demand in each of these areas will be sufficiently accommodated in the long term. In addition, increases in density will increase demands for health care services. How is this accounted for in the plan? Is the possibility of expansion for large scale employment uses – like an Amazon HQ – anticipated for the Regional Centre, and if so, where can these strategic investments be located in a way that advances Complete Communities? Some analysis ought to be incorporated into this section that anticipates changes within various sectors (including military, financial and logistics) and identifies the implications of these changes from a land use planning perspective.

g. Mobility

The first objective in this section pertains to prioritizing pedestrians ‘first’ in all transportation decisions. Further detail is required to determine how this will materialize. The Design Manual clearly articulates built form priorities that seek to create a positive walking environment for pedestrians. And yet the document is silent on the most important elements necessary to creating a safe city for pedestrians – controlling speeds, introducing bump outs and widening sidewalks, redesigning of right-of-ways to prioritize those on foot.

This section would benefit from a map of the Regional Centre that establishes the planning walkshed for each community, the high street of those communities, and a hierarchy of streets within each complete community. Each of these areas should then have specific street typologies that reveal how the street will be used for pedestrian life. New street typologies that cater to pedestrian activity, such as shared streets and woonerfs, should be introduced into community design and linked to areas where higher density development is anticipated.

Policy 96 There is an opportunity within this policy to speak specifically to the priority of ensuring that cyclists have the infrastructure they require in a network of separated cycling facilities. Consideration should be given to adding a ‘minimum standard’ of cycling facilities that are required within a relatively short time frame to deliver this infrastructure in a concerted way and to enable safe cycling as a real choice.

Policy 97 establishes that the municipality ‘may’ carry out traffic calming and diversion projects to improve conditions for walking and bicycling. A stronger statement is required. If pedestrians are truly the priority, in many areas of the Regional Center immediate interventions are required – such as the slowing of speeds through a reduction in speed limits – to demonstrate this to the public. Street redesigns should be pursued in highly visible corridors to signal the shift in priorities and to provide a visual clue to cyclists that they are valued, welcomed, safe and encouraged in

the road space. Examples of what is intended as traffic calming interventions should be provided given that different approaches fit with different kinds of contexts, and this should be specified. HRM should consider referencing and embracing Vision Zero if the intent is to prioritize pedestrians, and their safety.

h. Environment

While increasing the tree canopy coverage is identified as an objective in this section, there are no policies that demonstrate how the tree canopy will be safeguarded and expanded.

Policies should be added pertaining to run-off and the importance of creating porous surfaces as a part of all new developments. Incentives, in the form of fee reductions, should be provided for developments that limit.

Policies should be added pertaining to requiring green roofs on all new buildings.

Policy 103 Further detail is required to demonstrate the role the municipality expects to play in advancing more sustainable design. Will a Green Standard be created? If so, this policy should outline its scope.

Whereas an open space network is identified as desired in **Policy 105**, one is not proposed, nor is a process put in place to ensure that the open space framework is tied to densification and creating complete communities. This is a fundamental oversight, and required to ensure new populations have excellent access to open space.

Policies related to managing impacts on infrastructure and planning for increasing water levels, as a result of rising sea levels, must be added and implications must be considered for new developments and infrastructure investments.

i. Implementation

Policy 10.1 It is suggested that the 2008 Community Engagement Strategy will guide consultations on amendments to the Plan moving forward. Given the weight of the potential impact of the Plan, and the variables which surround land use planning (the market economy, shifts in the workforce), it is essential to have a clear and regular process for review. Within this section, a framework that both mandates and governs how the Plan will be both monitored and adjusted must be explicit, to build the confidence of stakeholders that what is positioned as a 13 year plan does not, inadvertently, become a 40 year planning framework. The municipality has an obligation to provide this clarity, indicating a regular review period, and the expected scope of that review.

The Centre Plan should become a guide for the annual capital budget. And conversely, the annual budget should embed the Plan. One should be able to read the annual budget and “see” the Centre Plan implementation.

Policy 10.7 The policies pertaining to Investing For Growth identify a critical risk to the proposed planning framework, that is, that the investments required from the public sector to deliver on the overall vision do not materialize, or only materialize in part. Greater confidence must be built, in this section, in the probability that the public sector will advance both the planning and capital investments required to manage the growth proposed, and to accommodate a denser approach to urban development. Each of the **Policies 121-125** should be reworked with stronger language which commits the municipality to both develop the more detailed programs required, and to implement them within a timeframe that aligns with the growth framework in this plan.

Policy 124 Following the development of Character Area Plans for the Regional Centre that will identify the ‘walksheds’ for each Complete Community (as suggested earlier in this document), criteria should be established to determine the areas that will be first in the queue for local urban design plans and

capital investments. The first suite of projects should be identified and brought forward with the Regional Centre Plan, to ensure that a commitment to their advancement is fully integrated with Plan approval. The municipality has investment obligations to ensure complete communities evolve in a manner that is comprehensive, replete with requisite infrastructure needs, just as the private sector has obligations to the public interest, as articulated and enshrined in this document.

Policy 123 Similarly, an Implementation Plan designed to expedite the development of multiple Heritage Conservation Districts at once should be brought forth as a companion document to this Plan. Doing so will build public trust that as significant change is permitted and advances in a relatively short period of time as a result of this policy framework, the protection of heritage assets will be secured in policy. Heritage incentive programs, alluded to as a possibility in **Policy 123**, should also be advanced as part of the Plan, for similar reasons.

It is my understanding that Staff has historically been unable to keep up with demand for the creation of Districts. The Downtown Plan created one immediately (Barrington) and identified two more for rapid implementation. The Downtown Plan was adopted 9 years ago, and neither of the other two have been implemented. This points to a serious need for a bigger and an enhanced heritage department. Halifax is a city of heritage, one of Canada’s and North America’s oldest cities – the need for a heritage planning department, supported by new hiring and massive incentives for property owners to reinvest, is necessary.

IV. THE LAND USE BY LAW REVIEW

Following are detailed technical considerations based on a review of the Land Use By Law.

Part One

Appeal of Decision (pg 20): Consideration should be given to defining under what circumstances an appeal will be considered. As it stands in 29, anyone can appeal any approval regardless of type, size, location or for any reason.

Non-Conforming Structures (pg 21): Clarification is required to the statement, “if the non-conformance is not made worse.”

Part Two

Pedestrian-Oriented Commercial Streets (pg 28): add, (p) other uses as deemed appropriate by the Development Officer

Part Three

Dwelling Unit Mix (pg 36): Policy 58 (2) (b); consider amending this requirement, as per earlier comments, to be applicable in projects of a certain scale, so as not to deter smaller scaled developments.

Amenity Space (pg 36): Consider amending, or adding, criteria with respect to the quality and the character of publicly accessible amenity space, frequently referred to as POPS – Privately Owned Publicly Accessible Space.

Part Four

Minimum Lot Area (pg 46): It is unclear why “any other zone” is included, and it is recommended to take this zone out of the policy (in both sections).

Part Five

Number of Buildings on a Lot (pg 49): It is unclear as to why a maximum of one main building is permitted on a lot, particularly recognizing many irregularities with respect to lot size in the Regional Centre.

Viewing Triangles (pg 50): This regulation appears to

be a requirement by traffic engineers to provide better viewing corridors for vehicular traffic in suburban communities. This requirement does not have any added benefit in an urban context and will undermine other urban design objectives related to activating ground levels.

Prohibited External Cladding Materials (pg 50): In some instances, and for some design elements, plywood or concrete block could be utilized as a design element and should be qualified within this list.

Features Exempt from Maximum Height Requirements (pg 53): Pitched roofs of 6-7 metres should be considered as exemptions, and therefore added to Table 4.

Maximum Lot Coverage (pg 57): Policy 106 (1) (b) (c) The rationale for the maximum coverage of 80% and 50% is unclear.

Ground Floor Requirements (pg 58): It is unclear why at least 60% of the buildings total ground floor frontage along all streetlines shall consist of clear glass glazing. This may be inconsistent with the existing character of the street, and the character of the street should be used as the guiding determinant.

Streetwall Height, Streetwall Stepbacks, Side and Rear Setbacks and Stepbacks (pg 59 + 60): the bylaw is too broad to be applied across different zones and street right-of-ways, without consideration for the character of the street, lot depths, and the urban room that is created. These guidelines need to be designed on a street by street basis, also taking into account existing conditions, adjacencies, rear lot conditions, and heritage assets that may be a part of the streetscape.

Part Eight

General Landscaping Requirements (pg 79): Policy (3) is specific, and may be too constraining on small sites and/or smaller scale developments. An exception may be required to qualify the requirement.

Requirement to Submit a Landscape Plan (pg 86): Consideration should be given to an exemption to the

requirement of having a registered landscape architect prepare the plan, for small scale projects.

Part Nine

General Parking Requirements (pg 89): Policy 149 (1) (a) Porous materials should be encouraged, in place of asphalt and concrete. (7) Landscaping materials and lot design should be encouraged to facilitate ease of pedestrian movement. Ramps to address slope seems onerous on the Peninsula.

Required Number of Motor Vehicle Spaces by Zone and Use (pg 91): Consideration should be given to less space requirements for Multi-unit dwellings, or a market demand based approach. In very urban areas, 1 space for every 3 units might constitute an over building of parking, as would one space for every classroom, and 1 space for every 75 sq m of GFA of office space.

Bicycle Parking (pg 96): This section contains considerable detail that seems to be out of scale with the level of detail throughout the rest of the by law.

Class A Bicycle Parking Requirements (pg 99): Shower facilities at the rate of one shower for every 10 cyclists represents an overbuilding of such facilities.

Part Eleven

Density Bonus Regulations (pg 114): There are some potentially significant issues related to the density bonus framework proposed in the plan. The only way to investigate the implications of the proposal is to apply the provisions on a site by site basis and to use the case study analysis to extrapolate more broadly the implications. This testing must be undertaken by the municipality in partnership with the industry and CMHC to identify refinements that are required, and this analysis should be made available to the public to deepen understanding of what appears to be a complex system of development.

The approach to integrating affordable housing into density bonusing is unconventional in a market of this scale, and that is primarily building rental supply, as is. Consideration should be given as to whether the

fact that at least 75% of the total value of the required benefit must be allocated to affordable housing will act as a disincentive to achieving more significant densities (i.e. the bonus is not an incentive for additional development in the context of the overall development proforma). It would be an unintended and unfortunate outcome if less housing is built over all due to an overly onerous affordable housing requirement. It is also unclear as to whether the municipality has a role to play in financing the development, or operating, of these units in some way. In the Toronto context, affordable units that are secured through development review and built by private developers are supported by the municipality and the province through granting programs, as a means to achieving affordability. A cash-in-lieu program that is funneled to non-profit housing developers as identified through an open process by the municipality might be a better means of developing a critical mass of affordable rental housing, particularly if there is little uptake on bonusing due to the affordable housing requirement.

Careful economic analysis and detailed neighbourhood-based needs assessments should be undertaken to support the viability of integrating affordable housing into new projects over a certain scale. Density bonusing requirements must be designed to hit a relatively small sweet spot wherein the developer sees enough value creation to be incentivized to build the additional units. Consideration should be given to alternative approaches.

Public Benefit Requirements: Public Art (pg 120): Given that public art is a part of a long list of other public benefits that account for only 25% (after affordable housing requirements are met) of the public benefit value achieved through bonusing, the extent to which this system will result in the provision of public art is questionable. A better system would be to require 1% of capital construction costs to be allocated to public art on all projects over a certain scale, as a means to beginning to investing in, and develop, a substantial public gallery of art.

Appendix A: Participants

I would like to thank the following individuals and organizations who generously shared their perspective on the Centre Plan documents with me:

- Abigail MacEachern, Architect, Architecture49
- Andrew Giles, Brunello Estates
- Andy Fillmore, Urban Planner, Member of the Parliament
- Ben Young, Southwest Properties
- Carl Purvis, Planner, Halifax Regional Municipality
- Cesar Saleh, P.Eng, WM Fares
- Chris Crawford, Architect, Ekistics
- Dale Godsoe
- Dan Goodspeed, Architect, Kassner Goodspeed Architect
- David Quilichini, PM, Fusion Halifax
- Eric Burchill, Planner, Southwest Properties
- Eugene Pieczonka, Architect, Lydon Lynch
- Fred Morley
- Greg Johnston, Architect, Paul Skerry Associates
- Jeffrey Haggett, Planner, FBM
- Jacob Jebailey, Architect, WM Fares
- Jacob Ritchie, Planner, Halifax Regional Municipality
- Jenny Lugar, Our HRM Alliance
- Joe Gnemmi, Planner, Fusion Halifax
- Kathleen MacEachern, Halifax Chamber of Commerce
- Kelly Denty, Planner, Halifax Regional Municipality
- Kourosh Rad, Planner, Compass Commercial Realty
- Louis Lawen, Developer, Paramount Management
- Matt Neville, Planner, EDM
- Michael Napier, Architect, MNA
- Mike Christian, Intern Architect, Architecture49
- Mitch Dickey, Planner
- Neil Lovitt, Planner, TurnerDrake
- Nicole Babineau, Paramount Management
- Paul MacKinnon, Downtown Business Commission
- Peter Bigelow, Planner, Waterfront Development Corporation
- Peter Polley, Developer, Polycorp
- Rob LeBlanc, Planner + Landscape Architect, Ekistics
- Robert Richardson, Compass Commercial Realty
- Ron Smith, Architect, Studioworks International
- Ross Cantwell, Developer and Real Estate Consultant, HRM Apartments
- Steffen Käubler, Planner, Upland
- Steve Higgins, Planner, Halifax Regional Municipality
- Sue Sirrs, Landscape Architect, Outside Planning & Design
- Tony Maskine, Developer, Blue Basin Group
- Tristen Cleveland, Planner, Dalhousie PhD Candidate

Appendix B: Jennifer Keesmaat's Key Recommendations on Centre Plan Package A

Correlation of Plan's Vision and Policies: Whereas the vision articulates 'Complete Communities' as the foundation of the urban structure, there is no analysis to demonstrate how this will be achieved. How will HRM provide an integrated approach to service delivery to provide amenities to local communities? For example, local libraries, recreation centres and health services are a critical overlay to ensuring complete communities.

- **Recommendation One:** Expand and extrapolate the vision throughout the document to connect policy recommendations to larger planning themes.
- **Recommendation Two:** Identify collaborations required with other levels of government to ensure an alignment of strategies to deliver complete communities. Require Infrastructure Plans within HRM divisions to align with anticipated redevelopment areas. Incentivize development in areas that have infrastructure capacity.
- **Recommendation Three:** Re-evaluate the level of detail throughout the framework to ensure alignment between policy requirements and existing conditions. Ensure sites are not unintentionally downzoned.
- **Recommendation Four:** In partnership with industry and design professionals, develop site specific case studies to test the framework and build confidence in its applicability.

Municipal Responsibilities and Obligations: City building is a shared activity that makes demands of the private sector to ensure the public interest is maintained and enhanced as the city evolves. The overall Plan places great emphasis on the obligations of private development to deliver on the vision and principles outlined. The document is silent, mostly, on the responsibilities of the public sector to both facilitate and deliver on investments in both the public realm and with respect to transit and transportation infrastructure.

- **Recommendation Five:** Identify municipal obligations and a process for developing required Infrastructure Plans that will ensure new growth can be accommodated without undue burden.
- **Recommendation Six:** Be bold on committing to delivering higher quality of living in Halifax. While demanding high standards from the private sector through obligatory words such as 'shall' and 'should', hold the Municipality to the same high standards. When committing to goals such as affordable housing on Municipal-owned properties and providing safe walkable streets, consider replacing the voluntarily language of 'may' with 'shall' and 'should'.
- **Recommendation Seven:** Ensure Municipal responsibilities are discharged across multiple departments, and all departments must have accountability in the corporate reporting structure for delivering on their responsibilities.

Height and Density: It is unclear as to what the basis of the rationale is for the heights and densities proposed in the built form framework.

- **Recommendation Eight:** Identify an appropriate rationale and framework for height and density. Ensure Plan does not unnecessarily downzone sites.

Neighbourhood Level Analysis: By applying a detailed policy framework broadly, unintended outcomes will result. The Plan provides prescriptive measures in areas that may not be necessary, and lacks recognition of specific character areas.

- **Recommendation Nine:** Conduct neighbourhood-specific analysis and create appropriate policies, by-laws and design guidelines that would support and enhance the unique character of each neighbourhood.

Level the Playing Field: The Design Manual introduces a higher expectation with respect to material quality, attention to detail, and contribution to the public realm than existed previously. At the same time, there is a risk that infill projects might become too difficult to pursue in relation to the opportunities elsewhere in the city.

- **Recommendation Ten:** Level the playing field between suburban and urban development by providing more resources to Regional Centre projects. Also, place similar design and development requirements on suburban development.

Planning for parks, open spaces and the ecology of the city: A key building block for walkable cities is the open space vision and parks plan. The Plan should speak to the role that HRM will play in redesigning the public realm to deliver on Complete Communities and Pedestrians First using municipal infrastructure design.

- **Recommendation Eleven:** Prepare and embed a detailed parks, open space and city ecology plan into Centre Plan's policies, by-laws and design guidelines.

Recognizing neighbourhood needs: Creating Complete Communities requires a commitment from the private sector, the Municipality and the Province.

- **Recommendation Twelve:** The plan requires an additional **Character Area Plan** (which could be included in this section, Vision and Principles) that identifies the various neighbourhoods, the walksheds for them, and outlines a strategy for ensuring that local health facilities, daycares, recreation centers and educational facilities will be provided within a walkable neighbourhood.

Culture and Heritage: A much stronger policy statement is required that recognizes the culture and heritage and history of HRM, while at the same time acknowledging that it is the objective of HRM to ensure that as change takes place, the cultural and built heritage will be better enhanced, protected and advanced.

- **Recommendation Thirteen:** Narrative should be added at the outset of this section that both illuminates and acknowledges the First Nations, African Nova Scotian and Acadian stories of the HRM. Plan should also be used as a tool to affirm the importance of better investing in, and preserving, heritage resources. In addition, a clear role should be articulated for the municipality in facilitating heritage preservation as the Regional Centre enters a high growth period.
- **Recommendation Fourteen:** Develop a strategy to expedite the creation of Heritage Conservation Districts.
- **Recommendation Fifteen:** Halifax is a city of heritage, one of Canada's and North America's oldest cities – the need for a larger and enhanced heritage planning department, supported by new hiring and massive incentives for property owners to reinvest, is required.

Housing: The Plan indicates that the municipality 'may' provide incentives to encourage infill housing through the Land Use Bylaw. Also, the Plan indicates that the municipality 'may' consider the use of surplus lands for affordable housing.

- **Recommendation Sixteen:** A more progressive approach that will truly yield outcomes would be to develop a 'housing first' policy whereby all surplus lands are first considered for affordable housing prior to disposition by the municipality. In addition, a strategy should be developed to proactively identify key sites and areas of the city where strategic land holdings could be acquired by the municipality for partnerships with both private and public sector agencies, to develop affordable housing.

Mobility: The document is silent on the most important elements necessary to creating a safe city for pedestrians – controlling speeds, introducing bump outs and widening sidewalks, and redesigning of right-of-ways to prioritize those one foot.

- **Recommendation Seventeen:** Map the planning walkshed for each community, the high street of those communities, and a hierarchy of streets within each Complete Community. Each of these areas should then have specific street typologies that reveal how the street will be used for pedestrian life. New street typologies that cater to pedestrian activity, such as shared streets and woonerfs, should be introduced into community design and linked to areas where higher density development is anticipated.
- **Recommendation Eighteen:** Identify the strategy for expediting the creation of cycling facilities throughout the Regional Centre.

Public Art: Given that public art is a part of a long list of other public benefits that account for only 25% of the public benefit value achieved through bonusing, it may or may not materialize.

- **Recommendation Nineteen:** A better system would be to require 1% of capital construction costs to be allocated to public art on all projects over a certain scale, as a means to beginning to investing in, and developing, a substantial public gallery of art.

Balancing Certainty and Flexibility: On the one hand, the city and residents would like certainty, and the proposed framework seeks to eliminate the discretionary nature of current approvals. On the other hand, in an infill context, every site is subject to contextual factors that are limiting and unique. Balancing this certainty in the process while providing flexibility is an essential task of the Plan.

- **Recommendation Twenty:** Reevaluate the approach to development review. Recognizing the complexity of infill development, create a highly trained specialized Regional Centre development review team dedicated to expediting approvals and creative problem solving.
- **Recommendation Twenty-One:** Default to overarching intent of each chapter, not to the minutiae of the regulations.

Planning beyond the 2031 horizon: The Plan currently assumes one growth scenario until 2031. How will the plan adapt to a slow (or negative) growth, or faster-than-expected growth? What will happen to established neighbourhoods and the heritage assets beyond 2031?

- **Recommendation Twenty-Two:** Extend the planning timeframe beyond 2031 and consider different growth scenarios (high, medium and low). Consider a slow growth, or worse, decline scenario and ensure the Plan can respond to such scenarios.

Achieving Plan's Growth Targets: The development of 18,000 units would be a 70% build out of the areas covered by the Plan. As such, an assumption herein is that over the next 13 years 70% of the frontages of the streets in the Plan that have been given higher designations would be build out. That is a ratio of 3:2 in which out of every 3 properties zoned for development, 2 is assumed to be developed by 2031. This assumption included large sites like Halifax Shopping Centre, West End Mall, and the Canada Post Lands, among others. As a basis for the inventory analysis for the Plan, this is problematic.

- **Recommendation Twenty-Three:** Consider a more realistic ratio of 10:1 or even 20:1, meaning, a land inventory of 10 or 20 sites approved with zoning criteria would be required to meet the development targets above.

Closing the gap between HRM’s existing plans:

The focus of the Regional Centre Plan with respect to **Pedestrians First** in policy pertains primarily to ‘human scaled’ building design. It is unclear how the transit corridors and the Integrated Mobility Plan have informed the Urban Structure, and the extent to which the promotion of transit-oriented development has been a key driver in the Growth Nodes.

- **Recommendation Twenty-Four:** A strong cross-referencing is required, particularly since the Integrated Mobility Plan identifies as a key pillar the integration of land use planning with transit planning. Also, direct references to the Complete Streets policies in the Integrated Mobility Plan is essential.

Economic Development: the Plan does not articulate what the economic development strategy for the Regional Centre is, and the role that this planning framework will play in advancing it.

- **Recommendation Twenty-Five:** Develop a comprehensive, data driven analysis of economic development opportunities. Collaborate with key partners to facilitate and incentivize growth.

Devil’s in the Details: This review is a high level analysis of the Centre Plan documents. There needs to be much more elaboration on the details of every policy, by-law and design guidelines. As an example, through industry consultations, it was identified that even modest GFARs provided are not achievable on many of the sites due to height, setback, stepback and other design requirements.

- **Recommendation Twenty-Six:** Work closely with the industry, designers, planners, economists, and other professionals to model and test the guidelines for unintended outcomes, and modify as needed.

Environment: While increasing the tree canopy coverage is identified as an objective in this section, there are no policies that demonstrate how the tree canopy will be safeguarded and expanded. The Urban Forest Master Plan provides the necessary tools to address such issues.

- **Recommendation Twenty-Seven:** Consistent with the Urban Forest Master Plan, policies should be added pertaining to run-off and the importance of creating porous surfaces as a part of all new developments. Incentives, in the form of fee reductions, should be provided for developments that limit non-porous surfaces.
- **Recommendation Twenty-Eight:** Consistent with the Urban Forest Master Plan, develop recommendations related to protecting and enhancing the tree canopy.

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Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

Correlation of Plan's Vision and Policies:	
<p><i>Whereas the vision articulates 'Complete Communities' as the foundation of the urban structure, there is no analysis to demonstrate how this will be achieved. How will HRM provide an integrated approach to service delivery to provide amenities to local communities?</i></p> <p><i>For example, local libraries, recreation centres and health services are a critical overlay to ensuring complete communities.</i></p>	
Recommendation	Response
<p><i>Recommendation One: Expand and extrapolate the vision throughout the document to connect policy recommendations to larger planning themes.</i></p>	<p>In support of this recommendation, the vision for the Regional Centre has been expanded and extrapolated throughout the following parts and areas of the Plan:</p> <ul style="list-style-type: none"> • Part 2: Vision and Concepts articulates the Vision and our Core Concepts. • Part 3: Urban Structure contains objectives for each designation which reference and implement the vision and core concepts through the establishment of zones and detailed policies. • Parts 4 (Built Form and Urban Design), Part 5 (Culture and Heritage), Part 6 (Housing), Part 7 (Economic Development), Part 8 (Mobility), Part 9 (Environment) and Part 10 (Implementation), likewise, are aligned with the vision and core concepts through policy objectives. • Section 4.1 (Urban Design Goals) further elaborates on the vision and core concepts through three Urban Design Goals, which guide built form policies, and design requirements in the Land Use By-law. • Appendix 1 includes key Performance Indicators refer to key aspects of the core concepts.
<p><i>Recommendation Two: Identify collaborations required with other levels of government to ensure an alignment of strategies to deliver complete communities. Require Infrastructure Plans within HRM divisions to align with anticipated redevelopment areas. Incentivize development in areas that have infrastructure capacity.</i></p>	<p>In response to this recommendation, opportunities for collaboration with other levels of government have been strengthened and implemented through the following Plan language and policies, detailed as follows:</p> <ul style="list-style-type: none"> • Section 1.5: Provincial Role in Planning identifies how the Plan is aligned with Provincial Statements of Interest. • Section 5.2, Policy 5.4 provides direction to collaborate with community partners, residents, property owners and educational institutions to identify, register, and conserve cultural and heritage resources. • Section 5.4, Policy 5.11 provides direction to collaborate with various diverse cultural groups to identify, explore incentives to encourage preservation and expansion of built heritage, and the development of cultural spaces.

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

	<ul style="list-style-type: none"> • Section 6.2, Policy 6.4 provides direction to work with a wide range of community and private sector stakeholders to maintain and increase the number of affordable non-market housing. • Section 6.5, Policies 6.6 and 6.7 provide direction to support additional community planning in specific neighbourhoods, including service needs and public realm improvements. • Section 7.2, Policy 7.3 provides direction to prioritize investments in the public realm and connectivity in areas with concentrations of businesses and institutions. • Section 7.2, Policy 7.4 provides direction to work with other levels of government and large institutions to maintain and expand employment in the Regional Centre and create synergies between key economic sectors. • Section 8.3, Policy 8.6 provides direction to continue to invest in improvements to the safety and convenience of pedestrians through various means • Section 8.3, Policy 8.7 provides direction to establish public street connections to achieve strategic growth objectives of the Plan, to complete street grid connections, and improve pedestrian access to transit and other destinations. • Section 8.5, Policy 8.8 provides direction to consider the Plan when updating Transit Priority Plan.
<p><i>Recommendation Three: Re-evaluate the level of detail throughout the framework to ensure alignment between policy requirements and existing conditions. Ensure sites are not unintentionally downzoned.</i></p>	<p>Staff offers the following rationale in support of this recommendation. Policies and regulations were developed based on public and stakeholder input, character and technical studies, and recommendations from CDAC. A framework was developed that balances transitioning large-scale dense development down to low-rise residential development with optimizing development potential in the Regional Centre. An Urban Transect is embedded in the Urban Structure framework, which focuses growth in the Downtown and Centres, and tapers towards Corridors and residential areas.</p> <p>The current system of stacked zoning that exists in parts of the Regional Centre no longer aligns with the strategic and predictable growth desired in the Regional Centre. As such, the proposed Plan necessitates changes to development regulations and requires allocation of growth to locations served by transit and other services. Refer to the following:</p> <ul style="list-style-type: none"> • Figure 1 includes the Regional Centre Urban System of Community Nodes and Mobility Links. • Table 2 includes the framework for Maximum FAR and Maximums Heights in Designation and Zones

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

<p><i>Recommendation Four: In partnership, with industry and design professionals, develop site specific case studies to test the framework and build confidence in its applicability.</i></p>	<p>In support of this recommendation, staff engaged and consulted in both individual meetings and group workshops with the development and design community. Staff also conducted extensive and ongoing modelling of proposed regulations on specific sites since the start of the project, which informed the evolution of proposed regulations.</p> <p>It is important to note that as part of the consultation and partnership processes, individual stakeholders also modeled draft regulations on sites throughout the Regional Centre and shared their findings with staff throughout this process. All feedback received during the extensive community engagement process for Package A was considered in detail and resulted to extensive changes and added flexibility in land use by-law and design requirements to address local context and site-specific requirements. The most recent stakeholder presentations since the Plan’s release were received positively.</p>
<p>Municipal Responsibilities and Obligations:</p> <p><i>City building is a shared activity that makes demands of the private sector to ensure the public interest is maintained and enhanced as the city evolves. The overall Plan places great emphasis on the obligations of private development to deliver on the vision and principles outlined. The document is silent, mostly, on the responsibilities of the public sector to both facilitate and deliver on investments in both the public realm and with respect to transit and transportation infrastructure.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Five: Identify municipal obligations and a process for developing required Infrastructure Plans that will ensure new growth can be accommodated without undue burden</i></p>	<p>In support of this recommendation, staff identified key municipal initiatives to support the Plan, as well as opportunities for collaboration with other levels of government. The staff report further outlines financial implications of adopting the Centre Plan, including key initiatives. Those opportunities have been implemented through the following Plan language and policies.</p> <p>For example, staff worked closely with Halifax Regional Water Commission (Halifax Water) on the 2016 Regional Centre Local Wastewater Servicing Capacity Analysis (LoWSCA) study. This study was commissioned by the Halifax Water to support a wastewater servicing master plan for regional infrastructure to support existing and future growth areas in the Municipality. The study highlighted servicing and infrastructure issues occurring within the Regional Centre, and reviewed servicing capacity at 6 key sites to determine whether upgrades are required to accommodate future development. Those sites subject to the study were: Quinpool Road, Spring Garden, Young Street,</p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

	<p>Agricola and Gottingen Street, Canal Street, and Wyse Road. The project was concluded in June 2016 and informed the Centre Plan process, Urban Structure framework, and Halifax Water strategic and capital plans. Currently, Halifax Water is actively pursuing, and has been successful, in securing federal funding to invest in aging infrastructure.</p> <p>Staff is also working on a report that will rationalize development fees in the Municipality, including the Regional Centre, which will be presented to Regional Council in the near future. In addition, the following policies address municipal initiatives:</p> <ul style="list-style-type: none">• Section 8.1, Policy 8.3 provides direction to implement a Transportation Reserve over lands within Dartmouth Cove Future Growth Node.• Section 8.5, Policies 8.9 8.10 provides direction to support improvements to transportation systems to facilitate efficient movement of goods, and to use strategic partnerships.• Section 9.4, Policy 9.7 provide direction to consider the Plan’s Urban Structure and growth patterns when reviewing priority plan reviews and master planning to parks, open spaces, trails, facilities, and amenities within parks to consider matters such as health, well-being and sense of community. This includes consideration of a new Open Space Plan for the Regional Centre.• Section 10.8, Policies 10.19-10.23 provide direction related to future investments to support the goals of the Plan. This includes, parks, facilities, streets and streetscaping programs, heritage incentives programs, urban design and placemaking programs, and studies to determine the adequacy of public water, wastewater or stormwater systems to accommodate growth projected in this Plan.• Section 10.9, Policy 10.24 provides direction for Council to consider one or more commercial development districts.
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Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

<p><i>Recommendation Six: Be bold on committing to delivering higher quality of living in Halifax. While demanding high standards from the private sector through obligatory words such as ‘shall’ and ‘should’, hold the Municipality to the same high standards. When committing to goals such as affordable housing on Municipal-owned properties and providing safe walkable streets, consider replacing the voluntarily language of ‘may’ with ‘shall’ and ‘should’.</i></p>	<p>In support of this recommendation, staff offer the following rationale:</p> <p>The Plan includes a policy intent to support the Plan through initiatives related to parks, facilities, transportation infrastructure, housing, heritage, and infrastructure services among others (please see response to Recommendation Five).</p> <p>As indicated in the staff report, recent capital projects included a significant number of projects in the Regional Centre. The Municipality has adopted strategic plans, which are better equipped to identify capital and operating projects. As specified in the Financial Implications section of the staff report, dated April 3, 2019:</p> <p><i>Section 232(2) of the HRM Charter states that the adoption of a municipal planning strategy does not commit the Council to undertake any of the projects suggested in it. Also, such amendments and adoption processes are at the discretion of Regional Council and are not subject to appeal to the Nova Scotia Utility and Review Board.</i></p>
<p><i>Recommendation Seven: Ensure Municipal responsibilities are discharged across multiple departments, and all departments must have accountability in the corporate reporting structure for delivering on their responsibilities.</i></p>	<p>In support of this recommendation, staff offer the following rationale:</p> <p>Various HRM business units have been involved at each stage of the Plan’s development process, and there is a strong organizational buy-in and support for the Plan as it is aligned with the Regional Plan and other strategic plans. During and following adoption of the Plan, continued communication and support between departments will ensure that each department can plan for and incorporate the various actions in its business plans; Council and senior administration can continue to request reporting on the Plan.</p>
<p>Height and Density:</p> <p><i>It is unclear as to what the basis of the rationale is for the heights and densities proposed in the built form framework.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Eight: Identify an appropriate rationale and framework for height and density. Ensure Plan does not unnecessarily downzone sites.</i></p>	<p>In support of this recommendation, staff offer the following rationale:</p> <p>Maximum heights and Floor Area Ratios (FAR) were determined based on regional and local levels based on the 2017 Centre Plan Framework document, character and technical studies, local modeling, input from the public and stakeholders, existing land use and zoning. A framework was developed that balances transitioning large-scale dense development down to low-rise residential development as well as an overall urban transect that concentrates development in the Downtown and Centres, followed by other designations.</p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

	<p>While in many of cases exiting zoning rights were maintained or increased, the stacked zoning system that exists in parts of the Regional Centre did not always provide for clear and predictable property right and urban form. Some examples of ways in which the framework is rationalized in the Plan include:</p> <ul style="list-style-type: none"> • Urban Structure, Downtown Precinct and Centre Descriptions (Part 3) • Corridor Characteristics (Table 1) • Regional Centre Urban System of Community Nodes and Mobility Links (Figure 1) • Building Design (Part 4, Section 4.7) • Maximum Floor Area Ratios (FAR) and Maximum Heights in Designation and Zones (Table 2) • Planning policies related to registered heritage properties and proposed Heritage Conservation Districts (Policy 5.5 and Policy 5.6) • Regional Centre Cultural Landscapes (Table 4)
<p>Neighbourhood Level Analysis:</p> <p><i>By applying a detailed policy framework broadly, unintended outcomes will result. The Plan provides prescriptive measures in areas that may not be necessary, and lacks recognition of specific character areas.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Nine: Conduct neighbourhood-specific analysis and create appropriate policies, by-laws and design guidelines that would support and enhance the unique character of each neighbourhood</i></p>	<p>Area specific analysis to create specific policies, and regulations that support the character of different areas has been an integral part of the Centre Plan Process. Opportunities to enhance the unique character the Regional Centres Neighborhoods have been identified in the Plan, and implemented through the following examples of planning policies:</p> <ul style="list-style-type: none"> • Introduction, Regional Centre Urban System of Community Nodes and Mobility Links (Figure 1) • Urban Structure, Downtown Precinct and Centre Descriptions and associated policies (Part 3) • Corridor Characteristics and associated policies (Table 1) • Building Design (Part 4, Section 4.7) • Maximum Floor Area Ratios (FAR) and Maximum Heights in Designation and Zones (Table 2)

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	<ul style="list-style-type: none"> • Planning policies related to registered heritage properties and proposed Heritage Conservation Districts (Policy 5.5 and Policy 5.6) Regional Centre Cultural Landscapes (Table 4) • Neighbourhood Planning (Part 6, Section 6.5, Policy 6.6) • Heritage Properties, Heritage Conservation Districts, and Cultural Landscapes (Part 5, Section 5.2) • Future Growth Nodes, and Site-Specific Comprehensive Development District (CDD) Development Agreement Criteria (Section 3.6 and Section 3.6.3)
<p>Level the Playing Field:</p> <p><i>The Design Manual introduces a higher expectation with respect to material quality, attention to detail, and contribution to the public realm than existed previously. At the same time, there is a risk that infill projects might become too difficult to pursue in relation to the opportunities elsewhere in the city.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Ten: Level the playing field between suburban and urban development by providing more resources to Regional Centre projects. Also, place similar design and development requirements on suburban development.</i></p>	<p>In support of this recommendation, staff offer the following rationale:</p> <p>Following adoption of the full Centre Plan, inclusive of Packages A and B, work will commence to update and simplify the remaining Municipal Planning Strategies and By-laws in HRM. These efforts could include additional design standards like those found in the Regional Centre. It is important to note that projects approved recently (e.g. Seton Ridge) incorporate design criteria/regulations. In addition, current planning project in the Bedford Highway Corridor are also initiated to update planning regulations.</p> <p>While density bonusing has recently been enabled outside of the Regional Centre, <i>HRM Charter</i> amendments will be necessary to enable site plan approval for the external appearance of structures outside of the Regional Centre.</p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

<p>Planning for parks, open spaces and the ecology of the city:</p> <p><i>A key building block for walkable cities is the open space vision and parks plan. The Plan should speak to the role that HRM will play in redesigning the public realm to deliver on Complete Communities and Pedestrians First using municipal infrastructure design.</i></p>	
Recommendation	Response
<p><i>Recommendation Eleven: Prepare and embed a detailed parks, open space and city ecology plan into Centre Plan’s policies, by-laws and design guidelines.</i></p>	<p>Detailed policies related to the Parks and Open Space designation are part of Package B.</p> <p>In support of this recommendation, Part 9 of the Package A Plan on Environment includes policies related to environmental protection, urban lakes and watercourses, urban agriculture, and the parks and open space network, which is guided by the HRM Green Network Plan.</p> <p>Stormwater management is a key consideration in the development of Future Growth Nodes, in landscaping requirements, and in the management of municipal parks and properties. For example, the Land Use By-law regulations and design regulations include detailed provisions for open space planning, landscaping, and green roofs.</p>
<p>Recognizing neighbourhood needs:</p> <p><i>Creating Complete Communities requires a commitment from the private sector, the Municipality and the Province.</i></p>	
Recommendation	Response
<p><i>Recommendation Twelve: The plan requires an additional Character Area Plan (which could be included in this section, Vision and Principles) that identifies the various neighbourhoods, the walksheds for them, and outlines a strategy for ensuring that local health facilities, daycares, recreation centers and educational facilities will be provided within a walkable neighbourhood.</i></p>	<p>In support of this recommendation, staff offers the following rationale:</p> <p>This recommendation focuses on and highlights the importance of neighbourhood planning and placemaking in defining a character of a place. These processes will be undertaken in further details during the community and stakeholder consultation of Package B.</p> <p>As for the proposed planning policies and by-law regulations, the overall Urban Structure framework was based on detailed analysis of existing community and commercial nodes, services and facilities. In addition, two studies were completed that focus on local community-level indicators, and lot and block typology.</p> <p>Furthermore, to address to recommendation, staff has taken interim measures to address the development pressure on registered heritage properties in the Regional Centre (Package A) lands. Those sites were identified to determine the appropriate maximum heights and FARs for future developments. In addition, future Heritage Conservation Districts (HCDs) were identified on Map 10</p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

	<p>of the Plan, which include a total of 9 districts. Those areas contain a significant density of buildings that score high in this analysis that was based on:</p> <ul style="list-style-type: none"> • Character study analysis (HRM, 2017) evaluated buildings in the Regional Centre by age, architectural integrity, architectural typology and condition. • List of significant and intact historic neighbourhoods (Heritage Trust, 2015) <p>Where these areas intersected with areas supported by other analysis, they were included HCD boundaries encompass areas with a high density of historic, registered or landmark properties from a particular period in the municipality’s history.</p> <p>Boundaries were delineated to include as many significant buildings for these areas as possible, with the intention that during the creation of a background study in support of initiating these HCDs, the boundary may be adjusted. The intention is to minimize development pressure in these historic areas until new planning rules for the heritage districts can be created.</p> <p>While the Municipality does not provide services such as daycares, all Package A zones permit a range of commercial uses based on the local context. Given the relatively small area of the Regional Centre, most neighbourhoods are within a 5-15 min walk of a Downtown, Centre or Corridor.</p>
<p>Culture and Heritage:</p> <p><i>A much stronger policy statement is required that recognizes the culture and heritage and history of HRM, while at the same time acknowledging that it is the objective of HRM to ensure that as change takes places, the cultural and built heritage will be better enhanced, protected and advanced.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Thirteen: Narrative should be added at the outset of this section that both illuminates and acknowledges the First Nations, African Nova Scotian and Acadian stories of the HRM.</i></p> <p><i>Plan should also be used as a tool to affirm the importance of better investing in, and preserving, heritage resources. In addition, a clear role should be articulated for the municipality in facilitating heritage preservation as the Regional Centre enters a high growth period.</i></p>	<p>The Regional Centre is the most urban and densely populated part of the Municipality, with rich and diverse history. As such, narrating the stories and events that influenced land use planning and development over the past 70 years is important.</p> <p>This recommendation is addressed by including details to the proposed Plan relating to the evolution of the Regional Centre, starting with acknowledgments of the original inhabitants of the area, the Mi’kmaq First Nations. In recent years, Council passed a Statement of Reconciliation with Aboriginal People, and the long presence and contributions of the Mi’kmaq are being recognized. In addition, the Plan highlights and recognizes the impacts of Urban Renewal projects in 1960s that resulted in demolishing the African-Nova Scotian community of Africville and displacing its residents.</p>

Attachment A: HRM Planning & Development staff response to the *May 2018 Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

	<p>The Plan also includes narrative that touches on the history of the Regional Centre as a point of entry and often the ultimate home for waves of settlers and immigrants, including: The Loyalists, the Maroons and other Black Refugees, the Quaker whalers, Scottish and Irish stonemasons, the Lebanese, Kosovar and Syrian refugees, and many more who have left their unique mark on the Regional Centre. Details are included in the following parts of the Plan:</p> <ul style="list-style-type: none">• Section 1.0 - Regional Centre Context provides details that influence planning and development over the past 70 years.• Section 1.1 - Regional Centre Today provides details relating to many major features, First Nation lands, and public lands and institutions.• Section 1.2.1 – Strengths provides a list of topics highlighted as strengths and opportunities, including parks and open space, cultural and heritage, public institutions, waterfront, connectivity, and development. <p>The Plan also acknowledges that the Regional Centre is composed of distinctive communities that evolved over thousands of years of use and settlement. Culture and heritage policies, detailed in Part 5 of the Plan, balance the need to accommodate growth with the preservation of significant cultural and heritage assets. Cultural policies must also promote living heritage which includes the traditions, memories, experiences, objects, and places recognized for creating a sense of community.</p> <ul style="list-style-type: none">• Section 5.4 – Culture (Policies 5.7 - 5.11) provide direction to support and encourage vibrant, diverse, and inclusive cultural assets and ways to celebrate culture in the Regional Centre.
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Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

<p><i>Recommendation Fourteen: Develop a strategy to expedite the creation of Heritage Conservation Districts.</i></p>	<p>In support of this recommendation, opportunities to create Heritage Conservation Districts can be found in the following areas and are implemented through the following policies:</p> <ul style="list-style-type: none"> • Part 5 - Section 5.2 includes details relating to Heritage Properties, Heritage Conservation Districts, and Cultural Landscapes • Part 5. Policies 5.4, 5.6, and 5.7 provide policy support for Council to consider the proposed HCDs, while immediately lowering development pressures in those areas. <p>As specified in the Financial Implications section of the staff report, dated April 3, 2019:</p> <p><i>“The completion of proposed programs and projects to support anticipated growth, and the nine proposed Heritage Conservation Districts (HCDs) within an accelerated timeframe would require either a re-allocation of staff resources, or new staff resources. Options and recommendations for any financial incentives, streetscape and signage associated with any new HCDs will be brought forward to Halifax Regional Council as separate reports for consideration. It is estimated that there are 2,500 properties within the proposed HCDs. A separate staff report will outline a proposed process for the establishment of HCDs.”</i></p>
<p><i>Recommendation Fifteen: Halifax is a city of heritage, one of Canada’s and North America’s oldest cities – the need for a larger and enhanced heritage planning department, supported by new hiring and massive incentives for property owners to reinvest, is required.</i></p>	<p>Staff agree that Halifax is a city of heritage, and to this heritage policies have been strengthened in the revised planning documents as outlined in response to recommendation Fourteen. In addition, the Financial Implications section of the April 2, 2019 staff report states the following:</p> <p><i>The completion of proposed programs and projects to support anticipated growth, and the nine proposed Heritage Conservation Districts (HCDs) within an accelerated timeframe would require either a re-allocation of staff resources, or new staff resources. Options and recommendations for any financial incentives, streetscape and signage associated with any new HCDs will be brought forward to Halifax Regional Council as separate reports for consideration. It is estimated that there are 2,500 properties within the proposed HCDs. A separate staff report will outline a proposed process for the establishment of HCDs.</i></p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

Housing:	
<i>The Plan indicates that the municipality ‘may’ provide incentives to encourage infill housing through the Land Use Bylaw. Also, the Plan indicates that the municipality ‘may’ consider the use of surplus lands for affordable housing.</i>	
Recommendation	Response
<p><i>Recommendation Sixteen: A more progressive approach that will truly yield outcomes would be to develop a ‘housing first’ policy whereby all surplus lands are first considered for affordable housing prior to disposition by the municipality.</i></p> <p><i>In addition, a strategy should be developed to proactively identify key sites and areas of the city where strategic land holdings could be acquired by the municipality for partnerships with both private and public sector agencies, to develop affordable housing.</i></p>	<p>Housing affordability was consistently raised as an important issue in all Centre Plan consultations and requires a multi-pronged and multi-stakeholder strategy. HRM continues to address the problems of homelessness and housing affordability through a number of housing groups, including the Housing and Homelessness Partnership and the Affordable Housing Workplan approved by Council. Staff will return with an administrative program to disperse any funds collected through bonus zoning.</p> <p>The Centre Plan addresses affordability through bonus zoning considerations which can leverage other sources of funding, and by permitting, encouraging and requiring a variety of housing forms. For example, a wide range of housing types including shared housing are permitted in all zones. Additionally, the Plan will encourage housing supply in the Regional Centre to increase, thereby putting downward pressure on the cost of renting and owning a home. In addition, Section 6.2, Policy 6.4 identifies municipal tools to support affordable and non-market housing goals.</p> <p>The April 3, 2019 Centre Plan staff report includes the following summary of housing policies and their link the Affordable Housing Workplan approved by Council:</p> <p><i>“Part 6 of the Plan sets out overall land use policies for increasing the variety and accessibility of housing choices throughout the Regional Centre, by permitting a broad range of housing and built forms in all residential zones including secondary suites and backyard suites for low-density buildings, and shared housing. The Plan also requires a mix of unit types in high density dwellings, but does not impose a minimum unit size. As required by the HRM Charter, an affordable housing component is required in all incentive or bonus zoning, and the majority (60%) of public benefits is proposed to be directed to affordable housing as money-in-lieu contributions, which can be leveraged through other funding sources. The proposed policy directions and regulations, including ongoing support for any future incentives and partnerships related to housing, directly align with the Municipal Affordable Housing Workplan, and are informed by the 2015 Halifax Housing Needs Assessment (see Summary of Research - Attachment M). The Plan also proposes additional community planning engagement in the Dartmouth North and Peninsula North neighbourhoods”.</i></p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

<p>Mobility:</p> <p><i>The document is silent on the most important elements necessary to creating a safe city for pedestrians – controlling speeds, introducing bump outs and widening sidewalks, and redesigning of right-of-ways to prioritize those one foot.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Seventeen: Map the planning walkshed for each community, the high street of those communities, and a hierarchy of streets within each Complete Community. Each of these areas should then have specific street typologies that reveal how the street will be used for pedestrian life. New street typologies that cater to pedestrian activity, such as shared streets and woonerfs, should be introduced into community design and linked to areas where higher density development is anticipated.</i></p>	<p>In support of this recommendation, Regional Centres Neighborhoods were identified and specific approaches to development on different types of streets have been implemented through identification of Pedestrian Oriented Commercial Streets, Special Areas (e.g. Agricola Street and Portland Street), detailed design requirements (including heritage conservation design requirements in Part VI of the Land Use By-law), and 9 proposed Heritage Conservation Districts. Detailed local architectural requirements were not part of the scope of the Plan but will be developed as part of the creation of Heritage Conservation Districts. In addition, Policies 8.6 and 10.19 identify Pedestrian Oriented Commercial Streets and Corridors as priorities for streetscaping improvements.</p> <p>The P&D Strategic Transportation streetscaping program has a mandate for ongoing street improvements, including the recent approval of a new design for Spring Garden Road. The Active Transportation Plan and the Integrated Mobility Plan already identify strategic projects in the Regional Centre.</p>
<p><i>Recommendation Eighteen: Identify the strategy for expediting the creation of cycling facilities throughout the Regional Centre.</i></p>	<p>Investments in cycling facilities are important to the success of the Plan. Opportunities to expedite the creation of cycling facilities in the Regional Centres have been identified in the following areas and implemented through the following policies:</p> <ul style="list-style-type: none"> • Section 8.3 Pedestrian and Cyclist Safety and Comfort, Policy 8.6. <p>The detailed implementation of such programs is directed by the Active Transportation Plan and the Integrated Mobility Plan.</p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

<p>Public Art:</p> <p><i>Given that public art is a part of a long list of other public benefits that account for only 25% of the public benefit value achieved through bonusing, it may or may not materialize.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Nineteen: A better system would be to require 1% of capital construction costs to be allocated to public art on all projects over a certain scale, as a means to beginning to investing in, and developing, a substantial public gallery of art.</i></p>	<p>The HRM Public Art Policy is currently being reviewed. The Municipality already directs 1% of municipal project costs to public art, but a similar charge on private projects is not currently enabled by the HRM Charter. Bonus zoning policies allow for up to 40% of public benefits to both on-site and money-in-lieu contributions to public art. Council will provide staff with direction on the allocation of funds collected through the bonus zoning fund in relation to public art.</p>
<p>Balancing Certainty and Flexibility:</p> <p><i>On the one hand, the city and residents would like certainty, and the proposed framework seeks to eliminate the discretionary nature of current approvals. On the other hand, in an infill context, every site is subject to contextual factors that are limiting and unique. Balancing this certainty in the process while providing flexibility is an essential task of the Plan.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Twenty: Re-evaluate the approach to development review. Recognizing the complexity of infill development, create a highly trained specialized Regional Centre development review team dedicated to expediting approvals and creative problem solving.</i></p>	<p>In support of this recommendation, the Plan and Land Use By-law are shifting development approval processes from development agreements to site plan approval processes, which have been effective in stimulating the revitalization of Downtown Halifax.</p> <p>By updating and modernizing planning policies and regulations, Centre Plan will reduce the need for lengthy plan and by-law amendment applications. The Plan also includes different categories for development review, including development permit review and three levels of site plan approval review based on the size of the proposal. Certain exemptions are also allowed. Extensive staff training and process improvements within various P&D teams is part of the implementation and transition to the proposed Plan. The Centre Plan team will be training development review staff on the administration of the plan to ensure that development applications proceed smoothly, and approval and permits are issued within service standards.</p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

<p><i>Recommendation Twenty-One: Default to overarching intent of each chapter, not to the minutiae of the regulations.</i></p>	<p>This is a valid recommendation, however under the HRM Charter legislative context, the purpose of a municipal planning strategy is to provide vision and policy objectives, and to enable specific land use by-law regulations. Staff believe the Plan strikes a balance between legislative requirements and articulating the intent and aspirational aspects of each chapter.</p>
<p>Planning beyond the 2031 horizon:</p> <p><i>The Plan currently assumes one growth scenario until 2031. How will the plan adapt to a slow (or negative) growth, or faster-than-expected growth? What will happen to established neighbourhoods and the heritage assets beyond 2031?</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Twenty-Two: Extend the planning timeframe beyond 2031 and consider different growth scenarios (high, medium and low). Consider a slow growth, or worse, decline scenario and ensure the Plan can respond to such scenarios.</i></p>	<p>The proposed Centre Plan is designed to accommodate up to 40% of all growth in HRM within the Regional Centre. It is intended to be updated every 10 years or as directed by Council, but there is no sunset date. HRM will continue to monitor population and development growth, and will adjust the Centre Plan as required. By providing for a wide range of uses and building forms the plan allows various forms of development to take place over time. This allows development in the Regional Centre to respond to market demand, shifts in demographics and other factors.</p>
<p>Achieving Plan's Growth Targets:</p> <p><i>The development of 18,000 units would be a 70% build out of the areas covered by the Plan. As such, an assumption herein is that over the next 13 years 70% of the frontages of the streets in the Plan that have been given higher designations would be build out. That is a ratio of 3:2 in which out of every 3 properties zoned for development, 2 is assumed to be developed by 2031.</i></p> <p><i>This assumption included large sites like Halifax Shopping Centre, West End Mall, and the Canada Post Lands, among others. As a basis for the inventory analysis for the Plan, this is problematic.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Twenty-Three: Consider a more realistic ratio of 10:1 or even 20:1, meaning, a land inventory of 10 or 20 sites approved with zoning criteria would be required to meet the development targets above.</i></p>	<p>The proposed urban structure framework provides for additional growth flexibility through land use permissions in various parts of the Regional Centre. While there are numerous assumptions and factors at play in projecting land inventory in the quickly changing development context, the addition of new lands to Package A, the removal of maximum heights (except for an overall 90 m height limit) in areas governed by FAR, and other changes to land use and built form regulations, staff is confident that the proposed Plan provides ample supply of developable land.</p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

Closing the gap between HRM’s existing plans:	
<i>The focus of the Regional Centre Plan with respect to Pedestrians First in policy pertains primarily to ‘human scaled’ building design. It is unclear how the transit corridors and the Integrated Mobility Plan have informed the Urban Structure, and the extent to which the promotion of transit-oriented development has been a key driver in the Growth Nodes.</i>	
Recommendation	Response
<i>Recommendation Twenty-Four: A strong cross-referencing is required, particularly since the Integrated Mobility Plan identifies as a key pillar the integration of land use planning with transit planning. Also, direct references to the Complete Streets policies in the Integrated Mobility Plan is essential.</i>	<p>In support of this recommendation, the Plan has strengthened connections with functional plans such as the Integrated Mobility Plan, the Green Network Plan, and the Halifax Growth Plan. Figure 1 indicates key nodes and transportation links, which align with IMP’s transit-oriented communities, existing or proposed transit corridors. The Plan focuses growth along existing and future transit corridors and has a strong emphasis on mixed uses to promote walkability and transit use.</p> <p>The Plan promotes complete streets by placing an emphasis on human scale design, adding density and a mixing of uses throughout the Regional Centre, and by encouraging a fine-grained urban environment through design requirements</p>
Economic Development:	
<i>The Plan does not articulate what the economic development strategy for the Regional Centre is, and the role that this planning framework will play in advancing it.</i>	
Recommendation	Response
<i>Recommendation Twenty-Five: Develop a comprehensive, data driven analysis of economic development opportunities. Collaborate with key partners to facilitate and incentivize growth.</i>	<p>In support of this recommendation, the Plan is aligned with the Halifax Growth Plan, and Part 7 Economic Development includes concrete policies to enable land use permissions and strategic partnerships to foster ongoing economic development. The planning framework, which includes provisions for mixed-use zoning, diverse housing options, clear development rights, public realm improvements, human scale developments, clustering of jobs and housing that support innovation districts, and protection of cultural and heritage resources are some of the ways in which the Plan supports growth, economic development and liveability in the Regional Centre.</p> <p>Package B will further address employment and economic development by maintaining a robust inventory of industrial and institutional lands. Staff believe that the proposed Plan appropriately supports broader economic development policies as contained in the Regional Plan and the Halifax Growth Plan.</p>

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

<p>Devil's in the Details:</p> <p><i>This review is a high level analysis of the Centre Plan documents. There needs to be much more elaboration on the details of every policy, by-law and design guidelines. As an example, through industry consultations, it was identified that even modest GFARs provided are not achievable on many of the sites due to height, setback, stepback and other design requirements.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Twenty-Six: Work closely with the industry, designers, planners, economists, and other professionals to model and test the guidelines for unintended outcomes, and modify as needed.</i></p>	<p>Testing of the proposed policies and regulations was an important part of developing the Plan. Since Package A was released in February of 2018, staff worked closely with the development community, designers, consulting planners, and other professionals to model potential regulations on specific sites throughout the length of the project. The development and design community were consulted and engaged in meetings and workshops that included modeling of case studies. Their input has significantly informed the proposed policies and regulations. Stakeholders also independently modeled draft regulations on sites and shared their findings with staff throughout this process. Feedback based on the April draft of the Plan was well-received by various stakeholder groups as indicated that much of the feedback was incorporated in the revised documents.</p>
<p>Environment:</p> <p><i>While increasing the tree canopy coverage is identified as an objective in this section, there are no policies that demonstrate how the tree canopy will be safeguarded and expanded. The Urban Forest Master Plan provides the necessary tools to address such issues.</i></p>	
<p>Recommendation</p>	<p>Response</p>
<p><i>Recommendation Twenty-Seven: Consistent with Urban Forest Master Plan, policies should be added pertaining to run-off and the importance of creating porous surfaces as a part of all new developments. Incentives, in the form of fee reductions, should be provided for developments that limit non-porous surfaces.</i></p>	<p>Urban Forest is a key component of the Regional Centre. In support of this recommendation, the following policies address porous surfaces and support the Urban Forest Master Plan:</p> <ul style="list-style-type: none"> • Section 3.6.1, Policy 3.30, direction for Future Growth Node master planning to address on-site storm water management including green stormwater infrastructure and preservation of environmental features; • Section 3.6.3 Site Specific CDD Development Agreement Requirements include provisions for open spaces, landscaping and the use of porous surface materials. • Section 6.6.1 Landscaping, Policy 4.12 directs land use by-law to establish landscaping requirements which includes requiring trees and landscaping, and requirements to regulate stormwater run-off and improve the filtration of the run-off. • Section 4.8, Parking and Driveways Policy 4.21 enables porous surface materials in the construction of parking and driveways.

Attachment A: HRM Planning & Development staff response to the May 2018 *Regional Centre Secondary Municipal Planning Strategy Package A Review, Halifax* by Jennifer Keesmaat; Key Recommendations

	<ul style="list-style-type: none"> • Section 9.2, Policy 4.5 intent to include Low Impact Development technologies in municipal capital projects and in planning and maintenance of parks and open spaces, encourage watercourse daylighting and partnership to improve water quality in lakes and watersheds. <p>Other incentives may be considered through stormwater management policies currently being developed by HRM staff.</p>
<p><i>Recommendation Twenty-Eight: Consistent with Urban Forest Master Plan, develop recommendations related to protecting and enhancing the tree canopy.</i></p>	<p>Urban Forest is a key component of the Regional Centre. The Urban Forest Master Plan provides a robust framework by which to manage HRM’s urban Forest, including in the Regional Centre. Opportunities to protect and enhance the tree canopy have been identified in the following areas and implemented through the following examples of policies:</p> <p>Policy 3.35 (e) ii. Provides for a greenway wide enough to accommodate tree planting</p> <p>Policy 4.12 (b) Requires buffers between different built forms. The Land Use By-law requires that trees be planted in most of these buffers.</p> <p>Section 6.5, Policy 6.6 (f) Provides opportunities to engage communities in landscaping and tree planting.</p> <p>3.6.4.4 Dartmouth Cove Lands: Policy 3.37 (f) landscaping and tree planning to achieve the goals of the Urban Forest Master Plan.</p> <p>Section 9.1, Policy 9.2 intent to consider acquisition of riparian buffers as public open space where development is considered by development agreement;</p> <p>Section 9.2 Urban Lakes and Watercourses Policy 9.5 intent to increase tree canopy to manage storm water in highly impervious areas.</p>



May 15, 2019

Community Planning and Economic Development Standing Committee (CPED)
Halifax Regional Municipality
Via email: 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, 

Original Signed


Jennifer Anger

President & CEO

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

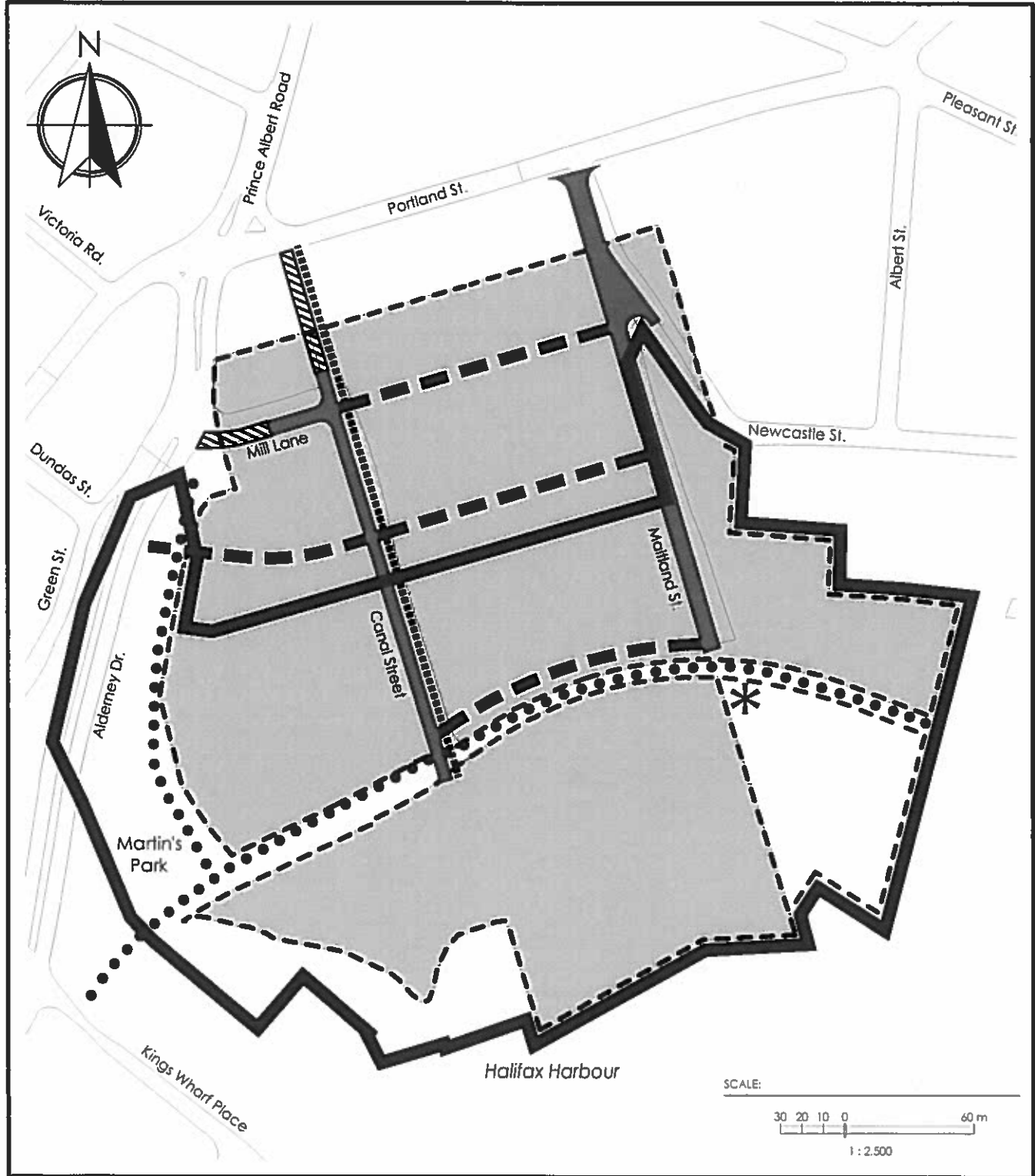
(f) Green stormwater infrastructure is incorporated in site design by:

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

**Dartmouth
Cove**
Dartmouth, Nova Scotia
DATE: MAY 15, 2019