

DECLASSIFIED

FOIPOP Review

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Approved to Release

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Date

February 11, 2020

HALIFAX

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

Item No. 17.5

**Halifax Regional Council
January 14, 2020
In Camera (In Private)**

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY:

Original Signed by 

Jacques Dubé, Chief Administrative Officer

DATE: January 9, 2020

SUBJECT: QEII Redevelopment Project

PRIVATE & CONFIDENTIAL

ORIGIN

The Province of Nova Scotia is undertaking a substantial redevelopment of the QEII Health Sciences Centre and is building a new parking structure and central heating plant to service the hospital.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, S.N.S. 2008, c. 39

Open meetings and exceptions

19 (1) Except as otherwise provided in this Section, Council meetings and meetings of committees appointed by the Council are open to the public.

(2) The Council or any committee appointed by the Council may meet in closed session to discuss matters relating to...

- (i) any subject, the discussion of which could, in the opinion of the Council or the committee, as the case may be, violate the confidentiality of information obtained from
 - (i) the Government of Canada or the Government of the Province,
 - (ii) an agency of the Government of Canada or the Government of the Province, or
 - (iii) a public body.

Powers of Municipality regarding property

61 (1) The Municipality may acquire and own property granted or conveyed to the Municipality either absolutely or in trust for a public or charitable purpose.

(2) Where property is conveyed to the Municipality in trust for a public or charitable purpose, the Municipality holds the property according to the terms of the trust and may do anything necessary to carry out the objects of the trust.

Recommendation on Page 2

(3) The property vested in the Municipality, absolutely or in trust, is under the exclusive management and control of the Council, unless an Act of the Legislature provides otherwise.

(4) Possession, occupation, use or obstruction of property of the Municipality does not give an estate, right or title to the property.

(5) The Municipality may

(a) acquire property, including property outside the Municipality, that the Municipality requires for its purposes or for the use of the public;

(b) sell property at market value when the property is no longer required for the purposes of the Municipality;

(c) lease property owned by the Municipality at market value;

(d) sell deeds for cemetery lots and certificates of perpetual care. 2008, c. 39, s. 61.

Administrative Order Number 50 Respecting the Disposal of Surplus Real Property
Policy Statement and Categorization

2. (1) The Municipality can acquire and sell real estate within its legislative provisions

RECOMMENDATION

It is recommended that Halifax Regional Council direct the Chief Administrative Officer to take next steps as described in the Discussion section of this report.

It is further recommended that this report not be released to the public.

BACKGROUND

The province of Nova Scotia (PNS) is undertaking a major redevelopment of the QEII Health Sciences Centre. Services are being moved from the Victoria, Centennial and Dickson buildings on the Victoria General site and those buildings will eventually be demolished. Care and services will be delivered at other hospitals and new health care facilities that are being built or renovated, including the Halifax Infirmary (HI). The HI expansion project includes construction of an inpatient centre (hospital beds and operating rooms), construction of an innovation and learning centre, a new outpatient centre, and a new QEII Cancer Centre. This is part of an overall master plan process that PNS has undertaken over the past few years.

HI construction is scheduled to begin in 2021 and includes plans to demolish and relocate the existing parkade on Robie Street. Pending completion of a permanent parkade, PNS plans to replace the Robie Street parkade with a new multi-storey, 900-stall parking garage to the south of the Museum of Natural History. PNS staff have advised they intend to call a Design/Build tender in January 2020, with a planned completion of the parking structure in spring of 2021. The proposed structure is currently identified by PNS as a stand-alone structure, but with the possibility of an expansion that could include a three-storey enlargement of the parking structure. PNS has submitted a letter requesting an above-ground encroachment over Summer Street to support this enlargement and connection between the parkade and hospital.

The proposed parking garage would sit largely on the site of the museum's current surface parking lot but it is planned to also include lands that are owned by HRM, including:

- Lands to the south of the museum parking lot that would impact the existing entrance to the Wanderers field and centre of this block.

- Lands to the east of the museum parking lot that would impact the outdoor riding area that is leased to the Bengal Lancers and municipal pathways. As part of its proposal, PNS is developing options for a reorientation of the riding area that would include the occupation of museum lands along Bell Road. This has not been fully reviewed by municipal staff nor has there been consultation with the Bengal Lancers or the public.

PNS is already proceeding with the construction of a temporary surface parking lot within an area of provincial greenspace to the north of the museum site, to replace the current museum parking while the parking garage is being constructed. Once this no longer required, PNS has outlined an intention to construct a new central physical plant on these lands. A new central plant would include boilers, stacks and fuel tanks and new structures to house the boilers, control room, chemical room, compressor room, and so on. PNS has requested an encroachment license for a tunnel under Summer Street to move equipment, personnel, and utilities between the heating plant and the main hospital complex.

PNS advised on January 7, 2020 they are seeking a "License" or agreement of the lands to support the construction of a parkade for the QEII hospital project, with a view to once the project has secured a Design Builder and the land requirements are finalized, PNS would work with HRM on the acquisition of the required lands.

The license or agreement sought would permit access for the Province and its assigns to proceed with construction. The estimated area of lands to be included in the initial lease is 2,589 sq. m. ($\pm 27,868$ sq. ft.).

There will also be a requirement of a small portion of lands yet to be determined for access from Bell Rd., west of the Museum, to the proposed Central Heating Plant. PNS has also identified potential PNS surplus lands which could be used to mitigate the HRM land requirement and impact to the Bengal Lancers paddock and riding ring. PNS has also acknowledged HRM's interest in securing an interest in Provincial lands spanning along Bell Road.

PNS is proposing these items can be addressed as the parties determine final land requirements and continue negotiations. PNS has estimated the market value of unencumbered lands in the area at approximately [REDACTED] per sq. ft.

PNS has also advised that to meet the requirements of the QEII Redevelopment Project, they, via NS Lands, will need to go to market in January 2020, and secure a Design Builder for a parking garage to replace the existing QE parking structure on Robie St. This new parking structure is proposed to be operational by March 2021.

PNS/NS Lands has been and advises they are committed to working with staff to mitigate stakeholder impacts and ensure HRM, citizen and stakeholder requirements are considered and accommodated wherever practical. This will include the development of a shared driveway, buffer zones between the parking structure and adjacent properties, creative façade screenings that will make the structure blend into its surroundings and a landscape design approach that will be user-focused, urban-scaled and sustainable.

NS Lands will continue to support HRM in their consultation with their tenants on the Commons.

PNS has formally requested HRM staff consider the Licence approach and seek the required approval for a "Licence" of the lands, which will give the Province of Nova Scotia, care and control of the site (and the associated liability) to commence construction.

PNS staff have indicated that if HRM is unwilling to sell, they would proceed to expropriate the required land.

This report serves to advise Regional Council that such a request is anticipated and to highlight some key considerations that would be part of a future staff report.

DISCUSSION

Health care facilities within the city serve vital functions to citizens of the municipality and all Atlantic Canadians. In addition, the hospital is a major centre of employment and an important component of the economy. It is uniformly recognized that the health care facilities within the city require substantial reinvestment and that is being pursued through the redevelopment that is now being initiated by PNS. However, the extent, nature and location of the proposed parkade and heating plant raise concerns. Neither PNS nor municipal staff consider the proposed site to be the preferred site for parking, however, attempts to find alternate sites have not been successful. With particular regard to the potential transfer of municipal lands to support proposed the parking garage, the following issues have been observed to date:

Halifax Common

All the lands under consideration are within the historic Halifax Common. The Municipality's "Halifax Common Plan (1994)" establishes a direction that the Municipality should not lose additional lands through policies such as the following:

- "2.1 The amount of public open space in the Halifax Common will not be decreased"; and
- "3.1 The amount of land owned by the City of Halifax will not be decreased."

This was developed expressly in response to previous transfers of land from the Municipality for projects to expand into municipal open space. The Municipality is currently developing a new Halifax Common Plan, but there has been no intent through its development to depart from these policy directions and the intended parking garage or other facilities being contemplated have not been envisioned or included as part of any of the public consultation that has taken place. Such consultation has included the existing facilities and open space areas, including the Bengal Lancers facility and highlighted improved public access to the block and the Wanderers Field and block at the Summer Street entrance.

Memorandum of Understanding

With respect to municipal land use regulation, it should be noted that the provisions of the Halifax Peninsula Land Use By-law do not apply to property owned or occupied by Her Majesty the Queen in right of the Province of Nova Scotia in respect of a use of the property made by the Crown. However, in 2010, the Municipality transferred lands to the province thereby removing them for open space uses. When this occurred, the province and the municipal signed a memorandum of understanding (MOU) that included:

- various future land transfers and improvements for the benefit of the public that were to be achieved, including a widening of the Bell Road right of way and the possible reclaiming of lands at the Victoria General parking lot for open space, among other matters; and
- a commitment to undertake joint planning for the Halifax Common.

To date, the Bell Road land transfer is only being partially envisioned and not to the extent that was envisioned in the MOU, but is the subject of on-going discussion. The commitment to joint planning has only been partially realized through meetings with PNS staff. These meetings have largely been information sharing in nature rather than true joint planning. In addition, the information shared by the province in its development of its Master Plan has been limited and while its documentation is available online, it has not been the subject of promoted distribution and public consultation. Options to the proposals that are being brought forward have not been brought forward by PNS for input and discussion by the public. Stakeholder consultations appear to have been very limited.

Functional Issues

The transfer of municipal lands for the proposed parking garage has potential functional issues, including potential impacts on:

- the entrance and access to the Wanderers Grounds and Wanderers gate from Summer Street, and on the Wanderers concession area;
- the pathways between the centre of the Wanderers block and Bell Road;
- accesses to the municipal works depot, given impacts to the access road to the north of the Wanderers grounds;
- the orientation of the outdoor riding ring on lands occupied by the Bengal Lancers;
- trees;
- traffic, including a potential four-way intersection at Veteran's Lane and Summer St.;
- transportation and transit, including potential incompatibility with the Integrated Mobility Plan regarding Council's stated priority of a Bus Rapid Transit (BRT) stop at Robie St.; and
- incompatibility with the Municipal Parking strategy if the facility is made available for public parking.

The full functional impacts of the parking garage are still being determined with additional information expected from PNS.

The Municipality has binding obligations with respect to the following parties, and that would have to be addressed before any sale to the Province could be concluded:

- The Municipality currently has a three-year contract with Sports & Entertainment Atlantic (SEA) for use of the Wanderers Grounds for Canadian Premier League soccer. It permits the existing bleachers and related infrastructure and the playing of professional soccer on the site. Depending on the configuration, location and impact of the parking structure, there may be an impact to the field entrance and back (North) access road to the site.
- The Municipality also has a long-term lease with the Halifax Junior Bengal Lancers for use of the site they occupy. This lease expires in two years and they have the exclusive option to renew. The Lancers have also indicated an interest in expanding their facility. The proposed structure requires a reconfiguration of the Lancers' riding ring. A site plan showing the impact on the Lancers' riding ring was received from PNS by municipal staff on January 3, 2020 has not yet been shared with the Lancers.

Legal research indicates the lands fall within the boundary of the historic Halifax Common and the conveyance of the lands may be subject to approval by the Legislature in which case this would need to be a condition of the Agreement of Purchase and Sale. The interim License Agreement would not require a Legislative amendment.

The property under consideration is also a registered municipal heritage property. Additional approval by Regional Council under the *Heritage Property Act* may be required for subdivision and subsequent construction activity.

Form of Development

With the development of the Downtown Halifax Plan and the Regional Centre Plan, the Municipality is placing a greater emphasis upon built form and urban design as they are key elements that affect the way we live in our neighbourhoods and communities. Good urban design considers its context and puts people first when making design decisions. With the potential sale of municipal lands, the Municipality would be enabling a utilitarian parking garage within the Halifax Common, which is recognized for the quality of its institutional buildings and open space. Further, as noted in the Discussion section, this is the first of such structures, with a physical plan to follow.

Next Steps

Staff will further analyse the above noted potential impacts and implications and return to Council with a recommendation in response to the province's request. In consultation with PNS, HRM staff will engage with SEA and the Lancers on potential impacts to these users.

With respect to the requested encroachments (over Summer Street for the parkade and a tunnel under Summer Street for the heating plant), while a letter has been received, encroachment applications and fees would be required. Although the encroachment by-law provides that the Municipal Engineer may approve the encroachment, due to the scale of the tunnel under Summer Street direction from Council will be sought prior to approval of an encroachment license.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. The *Halifax Regional Municipality Charter* requires that property be sold at market value except in limited circumstances. If the land is sold it is anticipated HRM will realize the market value of the land which will be detailed in subsequent reports.

RISK CONSIDERATION

The construction of the parking facility on the above-mentioned property may put HRM in violation of lease agreements with Sports & Entertainment Atlantic (SEA) and the Halifax Junior Bengal Lancers. Staff will consult with these parties and make every effort to mitigate these risks, [REDACTED]

[REDACTED] Impact to these parties will not be fully known until the design of the structure is complete. Risks and mitigations will be identified in greater detail as the next steps are undertaken.

COMMUNITY ENGAGEMENT

There has been no community engagement related to the parking lot siting.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications to this report.

ALTERNATIVES

Regional Council may direct the CAO to enter into a licensing agreement with PNS for use of the requested land for a parking garage as outlined in the attachment 5 and subject to the delegated authorities set out in Administrative Order 2018-004-ADM respecting Real Property Transactions and initiate next steps to declare subject lands surplus to municipal requirements under Administrative Order 50. This is not recommended as more analysis of potential implications is required.

Regional Council may direct the CAO to respond to PNS to indicate HRM does not intend to enter into a licensing agreement or pursuing a transfer of the land. This is not recommended as more analysis of potential implications is required.

ATTACHMENTS

Attachment 1 - Correspondence dated November 20, 2019 from Mr. Jacques Dubé, CAO Halifax Regional Municipality to Mr. Paul LaFleche, Deputy Minister, Transportation and Infrastructure Renewal.

Attachment 2 - Correspondence dated December 19, 2019 from John O'Connor, Vice President, Infrastructure at Nova Scotia Lands to Mr. Jacques Dubé, CAO Halifax Regional Municipality.

Attachment 3 - Memorandum of Understanding Between Capital District Health Authority and Halifax Regional Municipality.

Attachment 4 - Map of Relevant Area of Halifax Common

Attachment 5 – Provincial Land Requirements

If the report is released to the public, a copy can be obtained by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Approved by : Maggie MacDonald, Manager, Program Support Services, Parks and Recreation, 902-490-6252

Report Prepared by: Richard Harvey, Manager, Policy and Planning, Parks and Recreation, 902-476-5822

Report Approved by: Original Signed
Maggie MacDonald, Manager, Program Support Services, Parks and Recreation,
902-490-6252

Financial Approval by: Original Signed
Jane Fraser, Director of Finance, Asset Management and ICT/CFO, 902.490.4630

Report Approved by: Original Signed
Kelly Denty, Director of Planning and Development, 902-490-4800

Attachment 1

CHIEF ADMINISTRATIVE OFFICE
DIRECTEUR GÉNÉRAL



November 20, 2019

Mr. Paul LaFleche
Deputy Minister, NS Transportation and Infrastructure Renewal
1672 Granville Street, 2nd Floor
Johnston Building
Halifax, Nova Scotia B3J 3Z8

Dear Mr. LaFleche,

RE: QEII New Generation Project & The Halifax Common

This is further to our November 12, 2019 meeting with staff from NS Transportation and Infrastructure Renewal and the Municipality (HRM) concerning this project and, specifically, the proposed new parking structure to be located to the south of the NS Museum of Natural History on provincial and HRM-owned lands.

As we discussed, the Municipality has a number of concerns with aspects of the current project concept as being incongruent with the 2010 Memorandum of Understanding between the HRM and The Capital District Health Authority regarding the redevelopment of portions of the Halifax Infirmary and Victoria General sites, recent consultation undertaken by the Municipality through the development of the Halifax Common Plan, and technical difficulties relative to the driveway access for the parking structure. Key points on these matters are as follows:

1. **Alignment with 2010 MOU between HRM & Capital District Health Authority (CHDA):**
 - The parties are to collaborate on pursuing good urban planning, quality architecture, sensitivity to surrounding neighbourhoods, support for the public realm, support for pedestrian-sensitive design and strong landscape architecture on the site of the QEHS building to strengthen the Halifax Common as a distinct and special district.
 - The parties are to work collaboratively to ensure a high-quality pedestrian realm is created in association with the Halifax Common. This includes efforts to encourage active transportation between the VG and Infirmary sites.
 - The parties are to collaborate to ensure the public has a high level of quality access through the Common and hospital sites to adjacent neighbourhoods and destinations.
 - Bell Road is to be widened by adding 45 feet along its southern edge from Robie Street to Summer Street. This is to allow for extra travel lanes for better traffic and bike flow; a 10 ft. wide tree lawn and a 10 ft. wide sidewalk. The proposed new construction will encroach in this area. See Attachment C of the MOU for a plan illustrating this concept.

HALIFAX

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- Site to be prepared with due consideration to the open space "campus" setting established at the existing corners of intersection of Bell, Summer and Trollope – specifically Citadel High School, NS Museum and Summer St. entrance to the infirmary. Based on proposed replacement of this "gateway" open space with a new heating plant as well as increasing congestion on the overall site, it is not clear how this will be met.
- Established landscape features on Roble Street side of complex are to be maintained.

2. Parking garage, heating plant and multi-level parkade encroachment over Summer Street are inconsistent with the intent of the MOU and the Commons Plan which is being developed:

- The parking garage requires HRM lands now used to support events at the Wanderers Grounds and a portion of the existing Bengal Lancers paddock. This impacts the existing use of the sites and the Commons Plan recently consulted upon, does not contemplate this proposal. A new integrated access to the site will be necessary to serve the Bengal Lancers, the Parks Works Depot and the Wanderers Grounds. HRM is concerned with how the driveway entrance to the site will function given its proximity to the temporary stadium and its features and the limited space available for a driveway access to the parkade. A traffic impact study (TIS) would assist in sorting out the details, but it is understood that this information won't be provided until later in the process when the project is awarded to a builder.

As both the request to acquire HRM lands for the parking structure and its encroachment across Summer Street will need approval of Regional Council, staff will be required to report to them on how the proposal aligns with the MOU, HRM policies and public consultation on the Commons Plan. Given the current concerns, it was agreed that our respective staff would continue to meet in an effort to resolve these matters as much as possible. We look forward to continuing to work with you to arrive at mutually acceptable arrangements which achieve the intended objectives for both the province and HRM.

Kind regards,

Original Signed

Jacques Dubé

Chief Administrative Officer
Halifax Regional Municipality

Attachment – 2010 MOU Between HRM & CHDA

c: John O'Connor, Executive Director, Major Infrastructure Projects, NSTIR
Denise Schofield, Director, Parks and Recreation
Kelly Denty, Director, Planning and Development

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THIS MEMORANDUM OF UNDERSTANDING ("MOU") made the 12th day of ^{Attestation} May,
2009.
2009

AMONG

HALIFAX REGIONAL MUNICIPALITY ("HRM")

APPROVED
Original Signed

AND

CAPITAL DISTRICT HEALTH AUTHORITY ("CDHA")

Whereas the Halifax Common was given to the people of Halifax for public use "forever", and the Capital District Health Authority (CDHA) is a major owner of facilities on the Halifax Common, the staff of CDHA and the Halifax Regional Municipality (HRM) have agreed upon the following urban design principles and site planning provisions as the foundation of the future redevelopment of portions of the Victoria General (VG) and Halifax Infirmary (HI) sites:

1.0 General Principles

The following principles summarize the overarching urban planning goals for the redevelopment of the VG and HI sites:

1.1 Mutual Planning

That HRM be included in on-going collaborative master planning and development efforts for redevelopment of CDHA sites on the Halifax Common; reciprocally, that CDHA be included as a major stakeholder in HRM's Halifax Common planning exercise.

1.2 Provision of Health Promotion and Care for Benefit of HRM

That CDHA and HRM recognize that any redevelopment undertaken by CDHA is for the purpose of the provision of promoting and improving the health and healthcare of our communities and that any redevelopment must meet the principles and requirements of that purpose.

1.3 Good Urban Planning / Urbanity

That CDHA and HRM collaborate on pursuing good urban planning, quality architecture, sensitivity to surrounding neighbourhoods, support for the public realm, support for pedestrian-sensitive design, and strong landscape architecture for the VG and on the site of the Queen Elizabeth High School (QEHS) building ("QEHS site") in order to strengthen the Halifax Common as a distinct and special district.

1.4 Green Corridor

That in accordance with HRM policy objectives, CDHA will work to secure a green corridor through the Halifax Common by promoting the extension of Victoria Park via the former School for the Blind (currently the VG parking lot) subject to Clause 2.1 herein.

1.5 Pedestrian Realm

That HRM and CDHA work cooperatively to ensure that a high quality pedestrian realm is created in association with the Halifax Common campus concept, principles of the HRM Regional Plan and HRM by Design. This will include efforts to encourage active transportation between the VG and Infirmary sites.

1.6 Porosity

That HRM and CDHA will work cooperatively to ensure that the public has a high level of quality access through the Common and hospital sites to adjacent neighbourhoods and destinations.

1.8 Site Use

That contingent on the approval of appropriate funding, CDHA will begin demolition of the QEH building within one (1) year, and that the site will not be used for surface parking as an interim use and that the primary use in future will be for public hospital and health care.

1.9 Respect for Halifax Common Plan

That both parties will work to respect the policies outlined in the Halifax Common Plan.

2.0 Victoria General Site

An important street "spine", active transportation route, and "grand allée" of peninsular Halifax extends from Point Pleasant Park at the southern terminus, toward the north via Young Avenue, South Park Street, Bell Road-to-Ahern Avenue, North Park Street, Agricola Street, and Highland Avenue, terminating at the Nova Scotia Community College at Leeds Street. The future redevelopment of the VG site lends itself to a high priority opportunity toward realizing part of the goal to improve the urban design and pedestrian realm along this "grand allée". The following principles and objectives at the VG site will support this goal at South Park Street and will further help strengthen the evolution of the Halifax Common.

Note: Please see Attachment C (Victoria General Site) for a plan-based reference supporting the elements discussed below.

- 2.1** While HRM would prefer that no buildings be placed on the VG parking lot site, HRM recognizes that new health care buildings are needed to replace aging structures. If this is the case at the existing VG parking lot site, CDHA and HRM will work together towards establishing setbacks from any building along South

Park Street to allow the centre line of Victoria Park to be extended with green space and trees on either side of GC1 (see GC1 [Green Corridor 1] in Attachment C - Victoria General Site). This treatment will reinforce the "grand allée" objective between nodes N1a and N1b as depicted in Attachment C. HRM recognizes CDHA's need to design buildings that are effectively and efficiently laid out for the provision and promotion of healthcare. Notwithstanding the foregoing, setbacks will at the minimum set out in Attachment C. The set back will be established from the corner property pin of the VG parking lot at University Ave and South Park and proceed 115 ft west on University Ave then run south parallel to South Park Street until it reaches the north edifice of the southern most building as indicated on Attachment C at which point the setback is reduced to 50 feet.

- 2.2 Site permeability will allow a desirable pedestrian route to be maintained, the route commencing at University Street and Tower Road and terminating at South Street and Tower Road (i.e., the historic south boundary of the Halifax Common);
- 2.3 All nodes (N1a/b, N2a/b, N3, N4) are to be recognized and respected as stations of public conveyance and change in urban character surrounding the Halifax Common district;
- 2.4 Public pedestrian access which extends along Pedestrian Route 3 (PR3 in Attachment C), should, as much as possible, continue through the VG campus from node 4 (N4) to node 3 (at or near N3), and should inspire safe and inviting entry into and through the VG campus at both nodes;
- 2.5 Proposed building treatments:
 - 2.5.1 Any new buildings fronting open space or public streets with the Halifax Common should be sympathetic to human-scale design in terms of height and rhythm;
 - 2.5.2 Vertical facade divisions should articulate a modular unit size that reference the grain of surrounding buildings;
- 2.6 CDHA should not propose new surface parking, and rather strive to remove existing surface parking as much as practicable.

3.0 Halifax Infirmary / QEHS Site

QEHS offers CDHA an opportunity to redevelop the site for future hospital requirements. In so doing, HRM proposes to work closely with CDHA toward achieving objectives of the Halifax Common Plan and public wishes as much as practicable, and thus to help facilitate enhancements to public green space along the block's perimeter in recognizing the site as a fundamental gateway to the Halifax Common and Downtown Halifax.

Note: Please see Attachment C (QEHS Site) for a plan-based reference supporting the elements discussed below.

- 3.1 Any building proposed to be constructed on the site of the Queen Elizabeth High School (QEHS) building should be architecturally significant and of the highest quality, which contributes positively to the "gateway" of the Halifax Common and Downtown Halifax;
- 3.2 Bell Road
 - 3.2.1 Bell Road should be widened by adding approximately forty-five feet (45') along its southern edge from Robie Street to Summer Street, dependent on design. This will help facilitate the introduction of: extra travel lanes for more efficient traffic and bike flow; a ten-foot (10') wide tree lawn; and a ten-foot (10') wide sidewalk;
 - 3.2.2 The slope of the ramp leading to the Infirmity Emergency Wing is currently near to a maximum slope. HRM agrees to alter the street geometry when Bell Road is widened to ensure that the ramp off of Bell Road can be accommodated as currently built. This may involve the use of an asymmetrical street crown and/or curb cut outs.
- 3.3 HRM proposes that the width of open space conceptualized along the south side of Bell Road extend through the CBC site and around the corner along Summer Street if CDHA were to acquire the CBC parcel;
- 3.4 The Robie Street side of any new hospital/health care building at QEHS should utilize an active edge, creating movement to/from the street and into the building. The set-back of the facade should be consistent with the existing parking structure set-back, and landscape features should also be consistent with those already established along the east side of Robie Street;
- 3.5 In designing any new building at QEHS, CDHA should provide sufficient space to accommodate future traffic and intersection improvements at I1 (see I1 [Intersection 1] in Attachment C – QEH Site), and to have them landscaped appropriately to reflect its status as an important "gateway" of the Halifax Common and Downtown Halifax;
- 3.6 In designing any new building at QEHS, CDHA should provide sufficient space to accommodate future traffic and intersection improvements at I2 (see I2 [Intersection 2] in Attachment C), and to prepare the site with due consideration to the open space "campus" setting that is now established at the existing corners of the intersection, specifically at Citadel High School, Nova Scotia Museum of Natural History, and the Summer Street Entrance to the Halifax Infirmity Hospital;
- 3.7 CDHA should not propose new surface parking, and rather strive to remove existing surface parking as much as practicable.

- 4.0 The Parties to this MOU agree to work together in a cooperative and professional manner to facilitate the planning and implementation of this MOU.
- 5.0 The Parties to this MOU may review this MOU throughout its term and upon mutual agreement, may revise its principles, terms, and objectives in writing.
- 6.0 This MOU shall be effective as of the date of signing and shall continue until the principles, terms, and objectives of this MOU are met.

SIGNED in the presence of:

Original Signed

 Witness

Original Signed

 Witness

Original Signed

 Witness

Capital District Health Authority

Original Signed

 Chris Power, President and CEO of Capital District Health Authority

HALIFAX REGIONAL MUNICIPALITY

Original Signed

 Peter Kelly, Mayor

Original Signed

 Julia Horncastle, Acting Municipal Clerk

The terms of this MOU are hereby acknowledged by Her Majesty the Queen in right of the Province of Nova Scotia as represented by the Department of Transportation and Infrastructure Renewal.

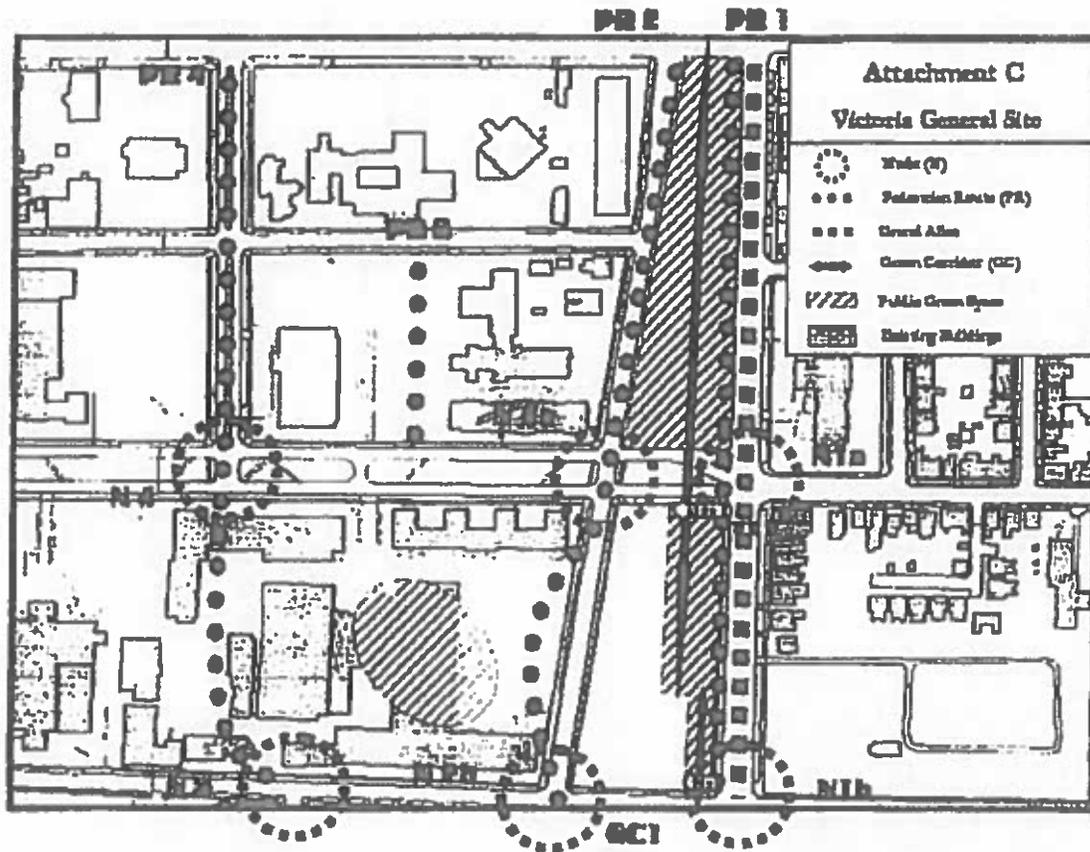
HER MAJESTY THE QUEEN in Right of the Province of Nova Scotia

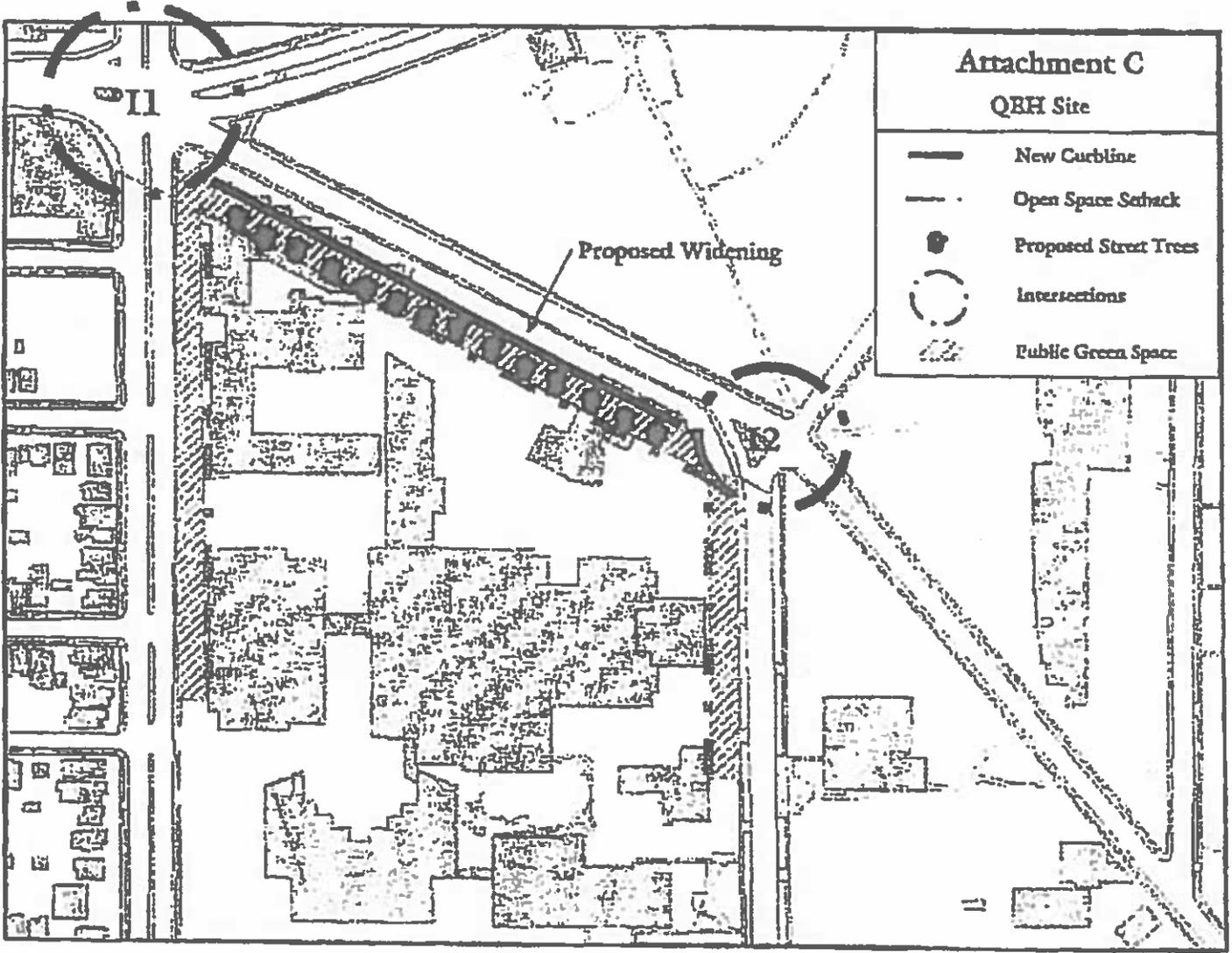
Original Signed

 David Darrow, Deputy Minister of Transportation and Infrastructure Renewal

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ATTACHMENT C - QEH AND VICTORIA GENERAL SITES







Healthcare Infrastructure Projects

Attachment 2

Centennial Building
1660 Hollis Street
Suite 502
PO Box
Halifax, NS B3J 1V7

John B. O'Connor
Vice President, Infrastructure
Bus: 902-424-2758
Fax: 902-428-5718
John.oconnor@novascotia.ca

December 19, 2019

Jacques Dubé
Chief Administrative Officer
Halifax Regional Municipality
City Hall, 1841 Argyle Street
Halifax NS B3J 3A5

Dear Mr. Dubé,

On Behalf of Deputy Minister LaFleche I am replying to your November 20th, 2019 letter concerning the QEII New Generation project and the Halifax Commons.

The QEII New Generation project is a once in a generation opportunity to rethink and rebuild the way we deliver healthcare in the Province. The QEII is the center for healthcare for Nova Scotians and Atlantic Canadians. It is a massive, multi-year project, the foundation of how we'll meet the healthcare needs of patients for the next 50 years.

Staff on the QEII New Generation project have been meeting with representatives from Halifax Regional Municipality since May of 2017 discussing many aspects of the project: new buildings on the Halifax Infirmary (HI) site, Bayers Lake Outpatient Centre, this includes parking, integrated mobility plans, the Wanderer's Grounds and the Commons plans.

The decision to locate the parking garage at the current museum parking lot was not our first choice but was the final option available for the project. The new parking structure is needed to ensure patients using the Halifax Infirmary have a close parking spot for appointments and to ensure close proximity for those visiting patients in the facility during construction of the New Generation Project. The existing parking structure on Robie Street will be demolished and replaced by the new Inpatient Tower and its key to have the new Summer Street parking garage completed for use at the start of construction.

We understand the traffic volumes and transit services in the area. We are confident the technical concerns associated with the parking structure Summer Street entrance can be resolved before the design is finalized. The entrance is an important feature for all users, so it is imperative that we find the correct solution. The Province is working with our consultants on the traffic study for the parking structure and will continue to work with Halifax staff on the scope of the study to ensure the best solution is delivered.

Attached is a summary report of the 2010 MOU between the former Capital District Health Authority and Halifax Regional Municipality and the Province's response on how the project aligns with the spirit of the memorandum. The consultants of the New Generations Project have provided sketches identifying how the proposed Bell Road widening concept can be accommodated in the current design.

A new Central Heating Plant (CHP) is proposed to be located on the corner of Bell Road and Summer Street adjacent to the Nova Scotia Museum of Natural History, and across the street from the HI campus. Having to locate this building not within the HI block was not a preferred decision, but a necessary one. This new Central Plant will service all the new HI buildings (Ambulatory Care, Learning and Innovation Centre, Cancer Care and the Inpatient/OR Building). This power plant

Will require an underground access to Bell Road. The existing Central Plant on the HI site will also continue to service all the existing buildings on the HI site.

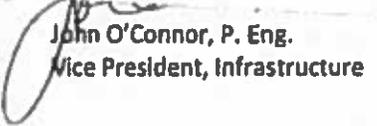
Due to the prominent location of the proposed Central Plant, careful consideration of the design from the massing to the exterior envelope treatment was required to create a building that is non-utilitarian, where equipment was appropriately screened from sight and shares a common aesthetic with the proposed buildings on the HI site and the pedestrian realm of the Halifax Commons.

TIR Property Group will be sending a separate request to Halifax Regional Municipality to purchase a portion of HRM property required for the parking structure and power plant service requirements. In our request, the Province is seeking a License to permit the use of the Halifax Regional Municipality land immediately prior to finalizing the land acquisition process in order to tender the design-build for the parking structure.

The QEII New Generation project has a very defined schedule. The Province is interested in resolving items with Halifax Regional Municipality in a manner which allows the project to continue.

Regards,

Original Signed


John O'Connor, P. Eng.
Vice President, Infrastructure

Attachment – Province's response to the 2010 MOU

Cc: Paul LaFleche, Deputy Minister, Transportation and Infrastructure Renewal
Denise Schofield, Director, Parks and Recreation
Kelly Denty, Director, Planning and Development

MOU between Halifax Regional Municipality and Capital District Health Authority (2010)

(the following comments noted in blue reference activities, action items and project information distributed regarding the QEII New Generation Project on the HI Robie Street Site only, not the VG)

Whereas the Halifax Common was given to the people of Halifax for public use "forever", and the Capital District Health Authority (CDHA) is a major owner of facilities on the Halifax Common, the staff of CDHA and the Halifax Regional Municipality (HRM) have agreed upon the following urban design principles and site planning provisions as the foundation of the future redevelopment of portions of the Victoria General (VG) and Halifax Infirmary (HI) sites:

1. General Principles

The following principles summarize the overarching urban planning goals for the redevelopment of the VG and HI sites:

1.1. Mutual Planning

That HRM be included in on-going collaborative master planning and development efforts for redevelopment of CDHA sites on the Halifax Common; reciprocally, that CDHA be included as a major stakeholder in HRM's Halifax Common planning exercise.

Consultation between HRM and CDHA, has expanded since 2010 to include a project team lead by the province's crown corporation, NS Lands, Healthcare Infrastructure Projects, Nova Scotia Health Authority (NSHA) and Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR). When the Masterplan process began in late 2016, regular meeting with HRM began, and as the Master plan wraps up in 2019, regular bi-weekly meeting with Directors and Program Managers are being held.

The Project continues to align with the NS Bill 157 2012, which amended the Commons Act to allow the construction of the Halifax Oval Building on the Commons land.

1.2. Provision of Health Promotion and Care for Benefit of HRM

That CDHA and HRM recognize that any redevelopment undertaken by CDHA is for the purpose of the provision of promoting and improving the health and healthcare of our communities and that any redevelopment must meet the principles and requirements of that purpose

The QEII Redevelopment Project aligns with the NSHA strategic plans, Healthier Together and Connected Care, the project aligns with the goal of the Nova Scotia Department of Health and Wellness (NSDHW) to make our health care system stronger to ensure addressing the health needs of Nova Scotians remains at the heart of everything. The projects will help support the health care needs of all Nova Scotians today, and for future generations.

1.3. Good Urban Planning/ Urbanity

That CDHA and HRM collaborate on pursuing good urban planning, quality architecture, sensitivity to surrounding neighborhoods, support for the public realm, support for pedestrian sensitive design, and strong landscape architecture for the VG and on the site of the Queen Elizabeth High School (QEHS) building ("QEHS site") in order to strengthen the Halifax Common as a distinct and special district.

The current QEII Redevelopment Project was inspired by the Common Roots Urban Farm which existed on 2 acres of the site from 2012 – 18. The design is an exploration of the concept of integrating nature into the healing environment. Urban connectivity was a key driver that resulted in the current campus approach, to maximize site utilization, enhance patient experience and reflect environmental influences. Buildings are broken down into a pedestrian friendly, human scale along the street edge, overhangs provide protection at grade from the elements and locations to pause and enjoy the exterior. To demonstrate the importance of sustainable development to the future health of our community, the Province is targeting LEED Silver certification for this project.

1.4. Green Corridor

That in accordance with HRM policy objectives, CDHA will work to secure a green corridor through the Halifax Commons by promoting the extension of Victoria Park via the existing VG parking lot

Not included in this project scope

1.5. Pedestrian Realm

That HRM and CDHA work cooperatively to ensure that a high-quality pedestrian realm is created in association with the Halifax Common campus concept, principles of the HRM Regional Plan and HRM by Design. This will include efforts to encourage active transportation between the VG and Infirmary sites.

The QEII Redevelopment Project is developed to align with Halifax's Active Transportation program (2014-19) which promotes walking, bicycling and use of other human-powered ways to move around the city and, for this project, between medical sites. Summer Street shall remain the direct and most pedestrian friendly walk between the sites: a pleasant 15 minutes walk. A coordinated improvement plan along the Summer Street corridor would certainly attract more users and provide the required infrastructure and utilities.

1.6. Porosity

That HRM and CDHA will work cooperatively to ensure that the public has a high level of quality access through the Common and hospital sites to adjacent neighborhoods and destinations.

The QEII is well served and easily accessible and connected to the Commons and adjacent neighbourhood through a network of pedestrian paths. The QEII Design will maintain and enhance the pedestrian connectors through the hospital site to the surrounding greenspace. The site is also well served by public transit routes with several bus stops located on 3 of the project's perimeter streets.

1.7. Site Use

That contingent on the approval of appropriate funding, CDHA will begin demolition of the QEII building within one (1) year, and that the site will not be used for surface parking as an interim use and that the primary use in future will be for public hospital and health care.

QEII has been demolished, and used as a successful urban garden, it is now vacant, waiting for new construction to begin.

1.8. Respect for Halifax Common Plan

That both parties will work to respect the policies outlined in the Halifax Common Plan.

The Halifax Common documents states that the land belongs "...to, and for the use of, the inhabitants of the town of Halifax as Common forever". Circumstances, commitments, requirements and priorities have changed since King George III granted the land in 1763. Aware of the invasion of parking into the 235 acres of original parkland. The QEII project provides multi-story parking solutions to reverse this trend and reduce the future demand for parking overall.

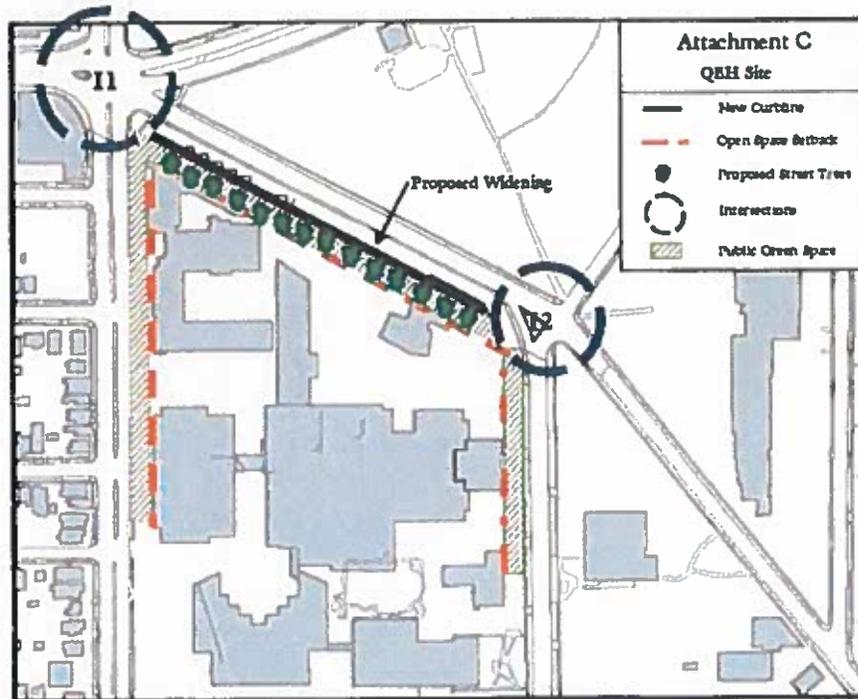
The Summer Street Parkade is modular and demountable, so if the demand for parking does reduce as predicted, it could be dismantled and re-used in a location where demand remains high.

To address societal concerns regarding less physical green space, within the project, the landscape design approach will be user focused, urban scaled and sustainable. Setting a new standard of doing more with less, as wellness and healthcare remains the primary project focus.

2. Victoria General Site – to be determined

3. Halifax Infirmary / QEHS Site

QEHS offers CDHA an opportunity to redevelop the site for future hospital requirements. In so doing, HRM proposes to work closely with CDHA toward achieving objectives of the Halifax Common Plan and public wishes as much as practicable, and thus to help facilitate enhancements to public green space along the block's perimeter in recognizing the site as a fundamental gateway to the Halifax Common and Downtown Halifax.



- 3.1. Any building proposed to be constructed on the site of the Queen Elizabeth High School (QEHS) building should be architecturally significant and of the highest quality, which contributes positively to the gateway* of the Halifax Common and Downtown Halifax;

3.2. Bell Road

- 3.2.1. Bell Road should be widened by adding approximately forty-five feet (45') along its southern edge from Robie Street to Summer Street, dependent on design. This will help facilitate the introduction of extra travel lanes for more efficient traffic and bike flow; a ten-foot (10') wide tree lawn; and a ten-foot (10') wide sidewalk;

The QEII Design evolved to respect HRM's request to widen the travel route along Bell Road. The design responds to this requirement at grade level to accommodate additional travel lanes in the future and a 20' green space for trees and sidewalk. The extent of encroachments above and below grade level to be determined.

Dec 2019 design drawings current indicate the Ambulatory Care building with a 42.5 ft setback and the Cancer Care building with a 36 ft setback. Variations of the conceptual 45' travel way can be provided along with trees and landscaping along Bell Road in the current design.

- 3.2.2. The slope of the ramp leading to the Infirmary Emergency Wing is currently near to a maximum slope. HRM agrees to alter the street geometry when Bell Road is widened to ensure that the ramp off of Bell Road can be accommodated as currently built. This may involve the use of an asymmetrical street crown and/or curb cut outs.

The QEII design evolves in effort to respect requirements. HRM to share their design plans.

- 3.3. HRM proposes that the width of open space conceptualized along the south side of Bell Road extend through the CBC site and around the corner along Summer Street if CDHA were to acquire the CBC parcel;

The QEII Design currently includes the CBC site and evolved in effort to respect HRM's preference to continue the open green space requirement from along Bell down Summer Street.

- 3.4. The Robie Street side of any new hospital/health care building at QEHS should utilize an active edge, creating movement to/from the street and into the building. The set-back of the facade should be consistent with the existing parking structure set-back, and landscape features should also be consistent with those already established along the east side of Robie Street;

The project frontage along Robie Street consists of the new Inpatient /Perioperative Building and the new Cancer Care Building. Both building facades align with the existing parking structure set-back with appropriate green space where possible.

- 3.5. In designing any new building at QEHS, CDHA should provide sufficient space to accommodate future traffic and intersection improvements at I1 (see I1 [Intersection I] in Attachment C-QEH Site), and to have them landscaped appropriately to reflect its status as an important "gateway" of the Halifax Common and Downtown Halifax;

As the QEII project develops into Design Development NS Lands and the construction partner will be available to coordinate plans to upgrade intersections with TIR and HRM.

There are currently no plans to upgrade or significantly change the traffic patterns at the intersection of Quinpool Rd, Robie, Bell and Cogswell St.

-
- 3.6. In designing any new building at QEHS, CDHA should provide sufficient space to accommodate future traffic and intersection improvements at 12 (see 12 [Intersection 2J in Attachment C), and to prepare the site with due consideration to the open space "campus" setting that is now established at the existing corners of the intersection, specifically at Citadel High School, Nova Scotia Museum of Natural History, and the Summer Street Entrance to the Halifax Infirmary Hospital;

As the QEII project progresses into Design Development NS Lands and the construction partner, will be available to coordinate plans to upgrade intersections with TIR and HRM.

There are currently no plans to upgrade or significantly change the traffic patterns at the intersection of Bell, Summer and Trollope St.

-
- 3.7. CDHA should not propose new surface parking, and rather strive to remove existing surface parking as much as practical.

The decision to remove the existing parking structure (682 vehicles) was not taken lightly. The functioning and connectivity of the new buildings on the Infirmary campus was impeded by the garage's present Robie Street location. Pursuing the planned parkade on the NS Museum site was the result of parking and traffic studies which predicted the parking demand for patients and visitors will expand as the services presently provided at the VG site are moved to the Halifax Infirmary (HI) site. Although the project schematics dug deep under the proposed buildings to provide parking underground, the numbers fell short of demand.

When the decision was made to vacate the Dickson Building and locate new Cancer Care facility on the corner of Bell Road and Robie St, the parking demands increased to those shown in current traffic studies

The QEII project provides multi-story parking solutions (both above and below ground) to reverse this trend and reduce the future demand to lose more greenspace for parking. The Summer Street Parkade is modular and able to be disassembled, so if the demand for parking does reduce as predicted, it could be removed and re-used.

Presently, many of the staff at the VG and HI sites park on neighbouring streets, however, HRM is evaluating parking in local neighbourhoods, which will have an impact.

Working with the HRM Transit, it is hoped that bus schedules can help alleviate some of this demand if the hours of service more closely match the hospital's shift changes. This is an on-going conversation.

It has been predicted that autonomous vehicles will be in wide use in the next 25 years which would greatly affect the use patterns for parking. The NS Museum parkade design has carefully considered this changing demand scenario.

Attachments:

Documents previously circulated to HRM

- Appendix A – Site Context, 2.3.2. Roads & Parking, 2.3.2 HI Compendium Report, July 19, p. 48
- Appendix B – Pedestrian Circulation & Transit, 2.3.3 HI Compendium Report, July 19, p. 49
- Appendix C – Existing Green/Open Space, 2.3.5 HI Compendium Report, July 19, p. 51
- Appendix D – Halifax Commons Principles, 2.4.2 HI Compendium Report, July 19, p. 54
- Appendix E - Pedestrian & Site Circulation, 3.2.2. April 2019, p. 61
- Appendix F – Cross Section, April 2019

Updated Fall 2019 Design Information for Reference

- Appendix G – Ambulatory Care Building, Plan & Section, 2019-12-06
- Appendix H – Bell Road Cancer Care Building, Plan & Section, 2019-12-06
- Appendix J - NS Bill 157 Halifax Regional Municipal Charter

SITE CONTEXT

2.3 HALIFAX INFIRMARY (HI) SITE

2.3.2 ROADS & PARKING

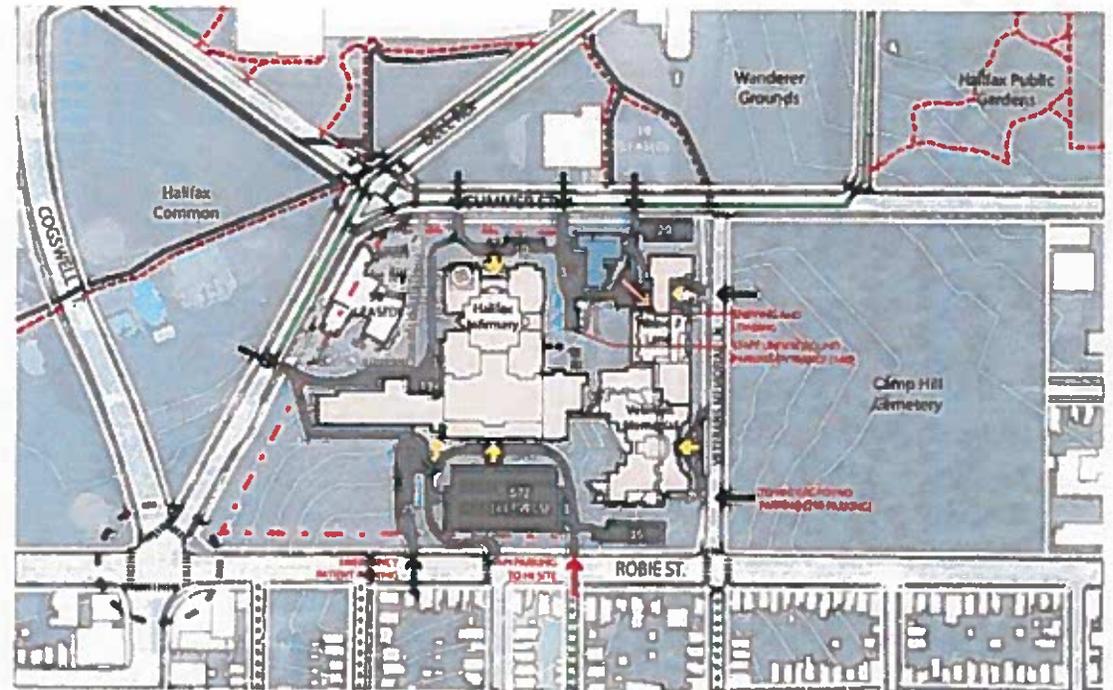
The HI site is bound by Bell Road to the north, Summer Street to the east, Veterans Memorial Lane to the south, and Robie Street to the west. Currently, the intersections at Robie St. and Bell Road, and Bell Road and Summer Street are signalized. However, Halifax Regional Municipality (HRM) has completed traffic studies to convert these two intersections into rotaries to help alleviate traffic volumes. As well, a proposed road widening of Bell Rd between Robie St. and Summer Street to include an additional lane of traffic, a bike lane, sidewalk and green space is also being considered.

The main vehicular access to the site for patients and visitors is from Robie Street where patients/visitors can be dropped off at the Halifax Infirmery Building entrance or vehicles can access the main parking structure for the site. A secondary drop off/pick up area is located at the Summer Street Entrance. This vehicular entrance is also used by the shuttle bus between the HI and VG sites. Vehicular access to the Emergency Department is located on Robie Street, while ambulances have a dedicated entrance from Bell Street. The Veterans Memorial Building and the Abbie Lane Building also have their own dedicated parking.

Staff parking is provided on site as well as across the street at the Nova Scotia Museum. Limited free on-street parking is also available.

Access to the main loading dock is from Summer Street. Trucks must manoeuvre past the Central Plant and back into the dock located at the Abbie Lane Building. Further, the loading access road from Summer Street is also shared by vehicles leaving the drop off area at Summer Street, posing a safety concern and potential traffic conflicts on site.

TOTAL PARKING COUNT ON HI SITE:	122 PARKING (SURFACE)
	1071 PARKING (STRUCTURE)
	109 PARKING (LEASED)
	1302 PARKING



LEGEND:

- | | | | | | |
|--|-------------------|--|-----------------------------|--|-----------------------------|
| | PARKING COUNT | | MAIN PARKING ENTRANCE | | SHIPPING & LOADING ENTRANCE |
| | HOSPITAL ENTRANCE | | SECONDARY PARKING ENTRANCES | | SETBACK |



Fig. 203 HI Roads and Parking

SITE CONTEXT

2.3 HALIFAX INFIRMARY (HI) SITE

2.3.3 PEDESTRIAN CIRCULATION & PUBLIC TRANSPORTATION

As the HI site is located in the Halifax Commons, it is well served and easily accessible and connected through a network of pedestrian paths. The master plan should consider how future development will maintain and enhance the pedestrian connections through the hospital site to the surrounding parkland.

The HI site is also well served by public transit routes, with a number of bus stops located with convenient access to the hospital.

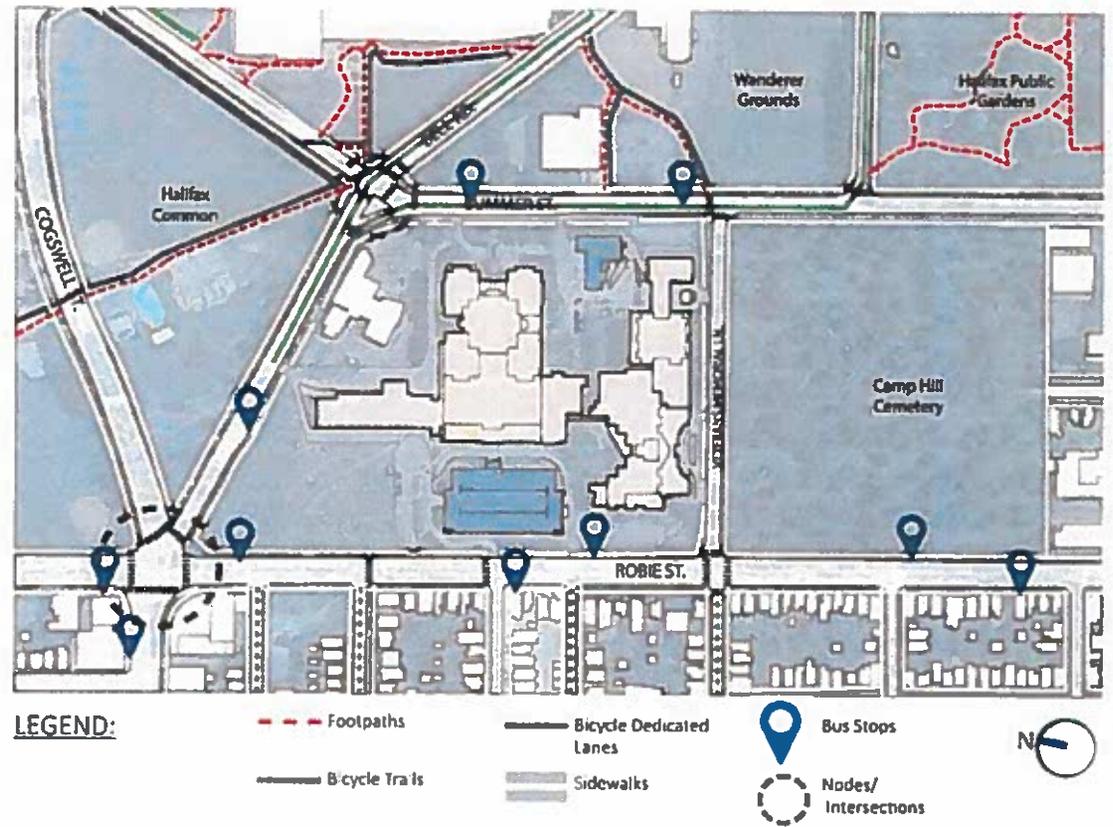


Fig. 204 HI Pedestrian Circulation

SITE CONTEXT

2.3 HALIFAX INFIRMARY (HI) SITE

2.3.5 EXISTING GREEN / OPEN SPACE

While the HI site is surrounded by public green space and parks, there is little green space on the site for use by patients and staff. As part of the MOU between NSHA and HRM, there are setbacks required along Robie Street, Bell Road and Summer Street as part of the redevelopment of this site. The master plan must maximize opportunities for green space within the site that can be used by patients and staff to promote healing and well-being. Views to nature from patient spaces in the building is also an important consideration for future development.

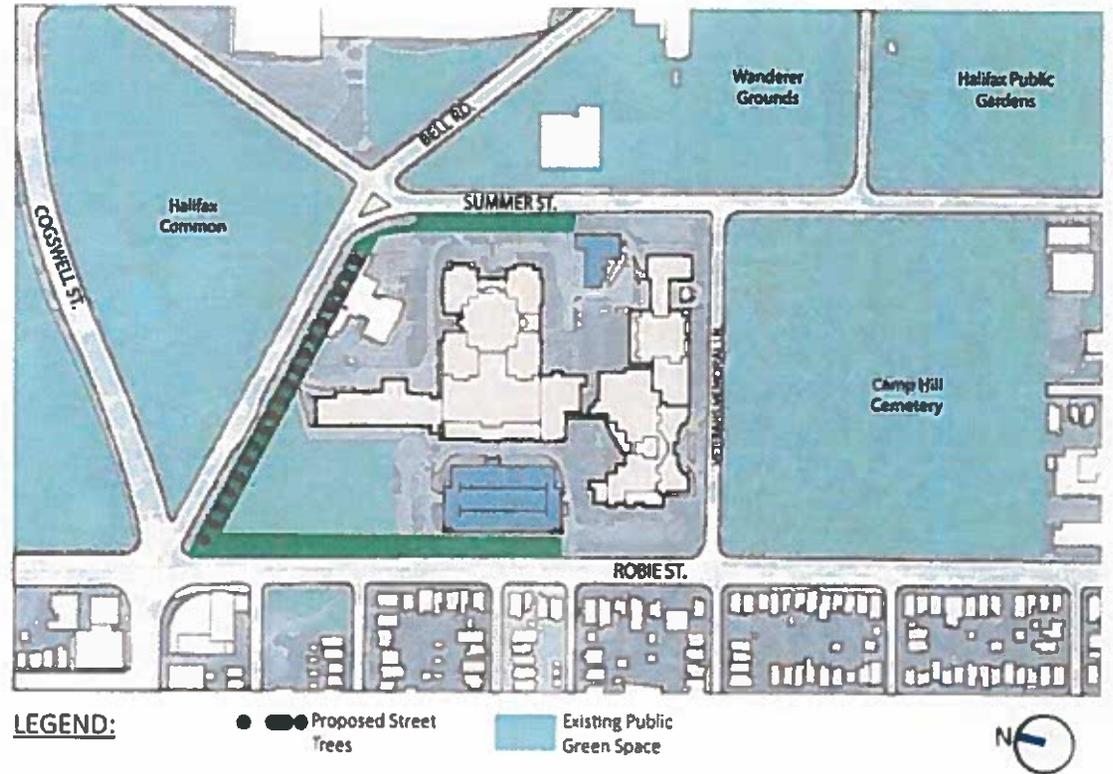


Fig. 206 HI Green Open Space

SITE CONTEXT

2.4 SITE OVERVIEW

2.4.2 HALIFAX COMMONS PRINCIPLES

- **Mutual Planning**
 - Involvement and collaboration with HRM on master planning and redevelopment of CDHA sites on the Halifax Common.
 - CDHA to be included as major stakeholder in HRM's Halifax Common Planning exercise.
- **Provision of Health Promotion and Care for Benefit of HRM**
 - Redevelopment of the site is for the purpose of the provision of promoting and improving the health and healthcare of our communities.
 - The redevelopment must meet the principles and requirements of that purpose.
- **Good Urban Planning/ Urbanity**
 - Must pursue good urban planning, quality architecture, sensitivity to surrounding neighbourhoods, support for the public realm, support for pedestrian-sensitive design, and strong landscape architecture for the Victoria General and Queen Elizabeth High School site to strengthen the Halifax Common as a distinct and special district.
- **Green Corridor**
 - Securing a green corridor through the Halifax Common by promoting the extension of Victoria Park via the former School for the Blind. (Currently in VG parking lot).
- **Pedestrian Realm**
 - Ensure high quality pedestrian realm and to align with the Halifax Common campus concept, principles of the HRM Regional Plan and HRM by Design.
 - Encourage active transportation between Victoria General and Halifax Infirmary sites.
- **Porosity**
 - Ensure the public has a high level of quality access through the Common and hospital sites to adjacent neighbourhoods and destination.
- **Site Use**
 - Upon approval, CDHA will begin demolition of the QEH building within one year, and the site will not be used for surface parking
 - Primary future use will be for public hospital and health care.
- **Respect for Halifax Common Plan**
 - Respect for policies outline in the Halifax Common Plan

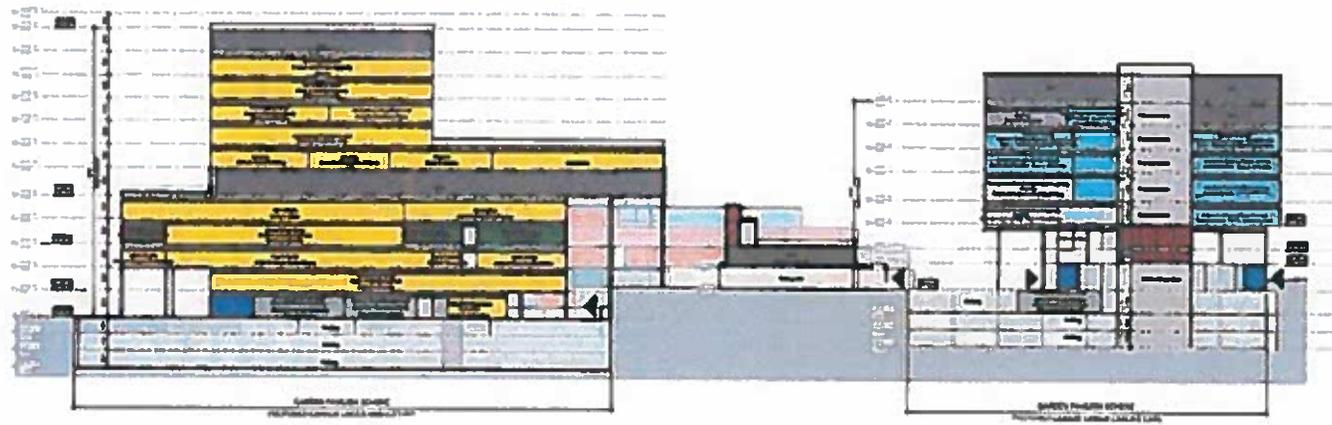
Reference document: "Memorandum of Understanding ("MOU") among Halifax Regional Municipality ("HRM") and Capital District Health Authority ("CDHA")."

GARDEN PAVILION
3.2 SITE DEVELOPMENT
3.2.2 PEDESTRIAN AND SITE CIRCULATION

- 1. New Intensive OR Building
 - 2. New Ambulatory Building
 - 3. New Learning and Innovation Centre
 - 4. New Cancer Care Building
- Property Line
 - Ground Floor
 - Roof Outline Above
- Green Spaces**
- Buffer Zone
 - Green Space
 - Roof Terrace / Meeting Spaces
 - VMI Veterans Garden to be reduced and enhanced
- Pedestrian Circulation/Entrances**
- Pedestrian Entrance into Building
 - Internal Circulation / Links
- Setbacks**
- Proposed building alignment is with existing parking structure
 - Proposed far e of building to property line



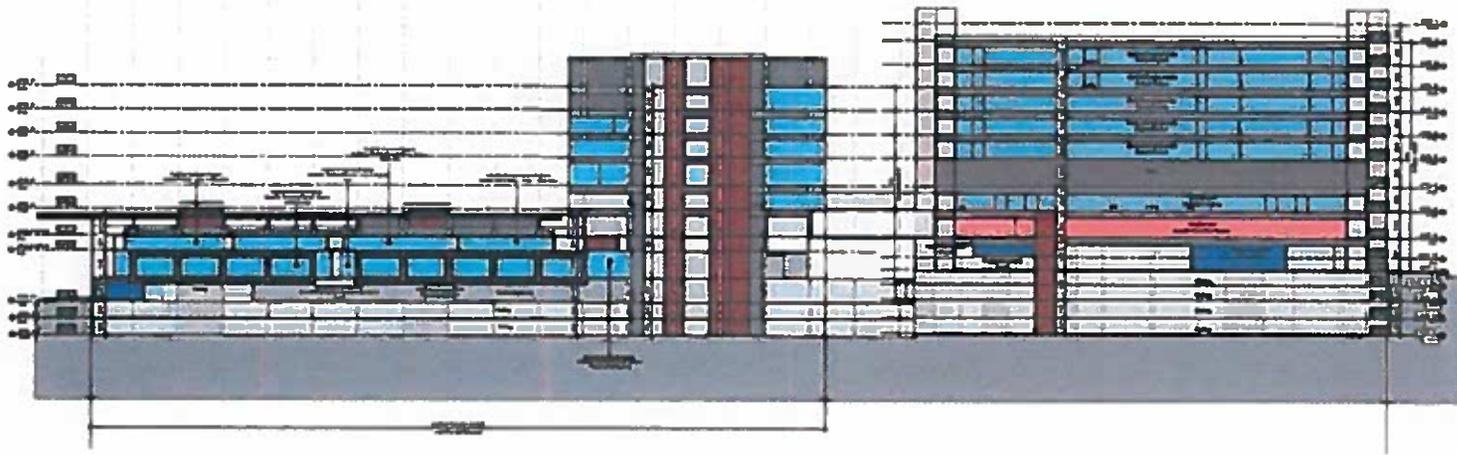
GARDEN PAVILION
3.3 FLOOR PLANS
3.3.1 OVERALL DEPARTMENT PLANS | SECTIONS



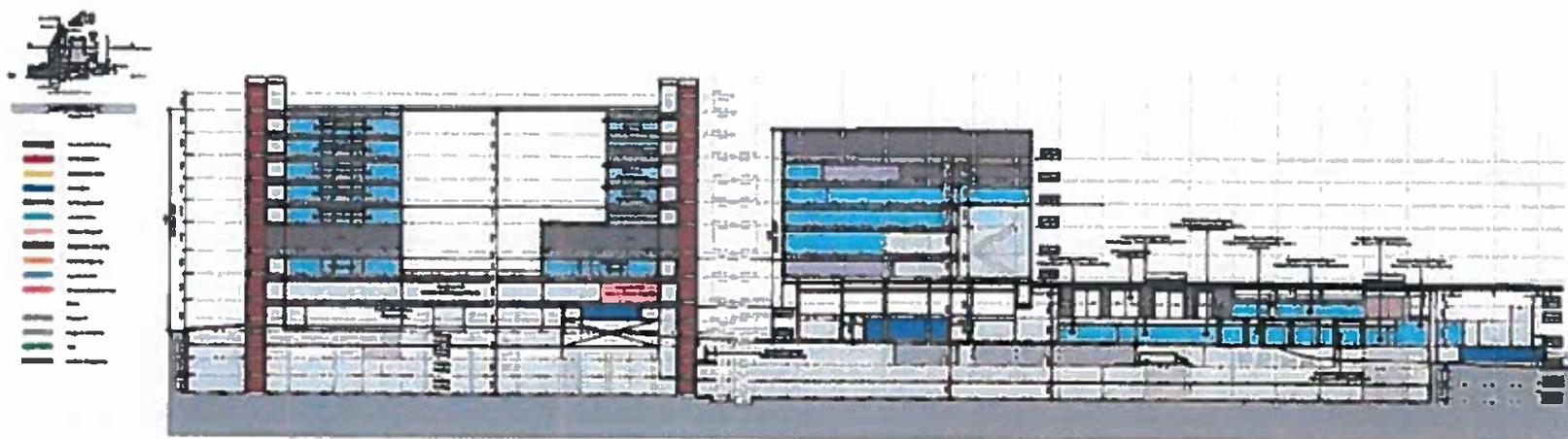
GARDEN PAVILION

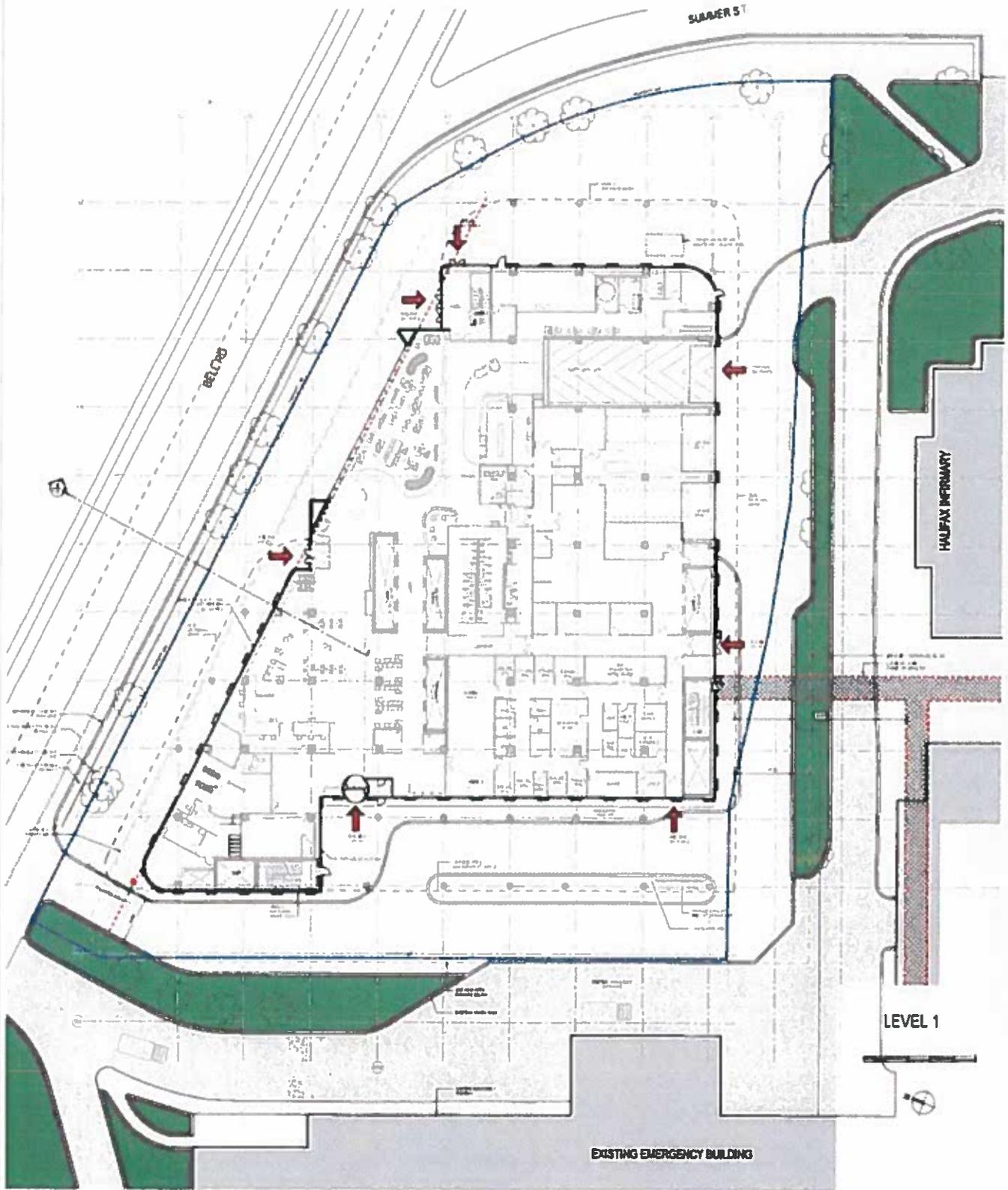
3.3 FLOOR PLANS

3.3.1 OVERALL DEPARTMENT PLANS | SECTIONS



GARDEN PAVILION
3.3 FLOOR PLANS
3.3.1 OVERALL DEPARTMENT PLANS | SECTIONS





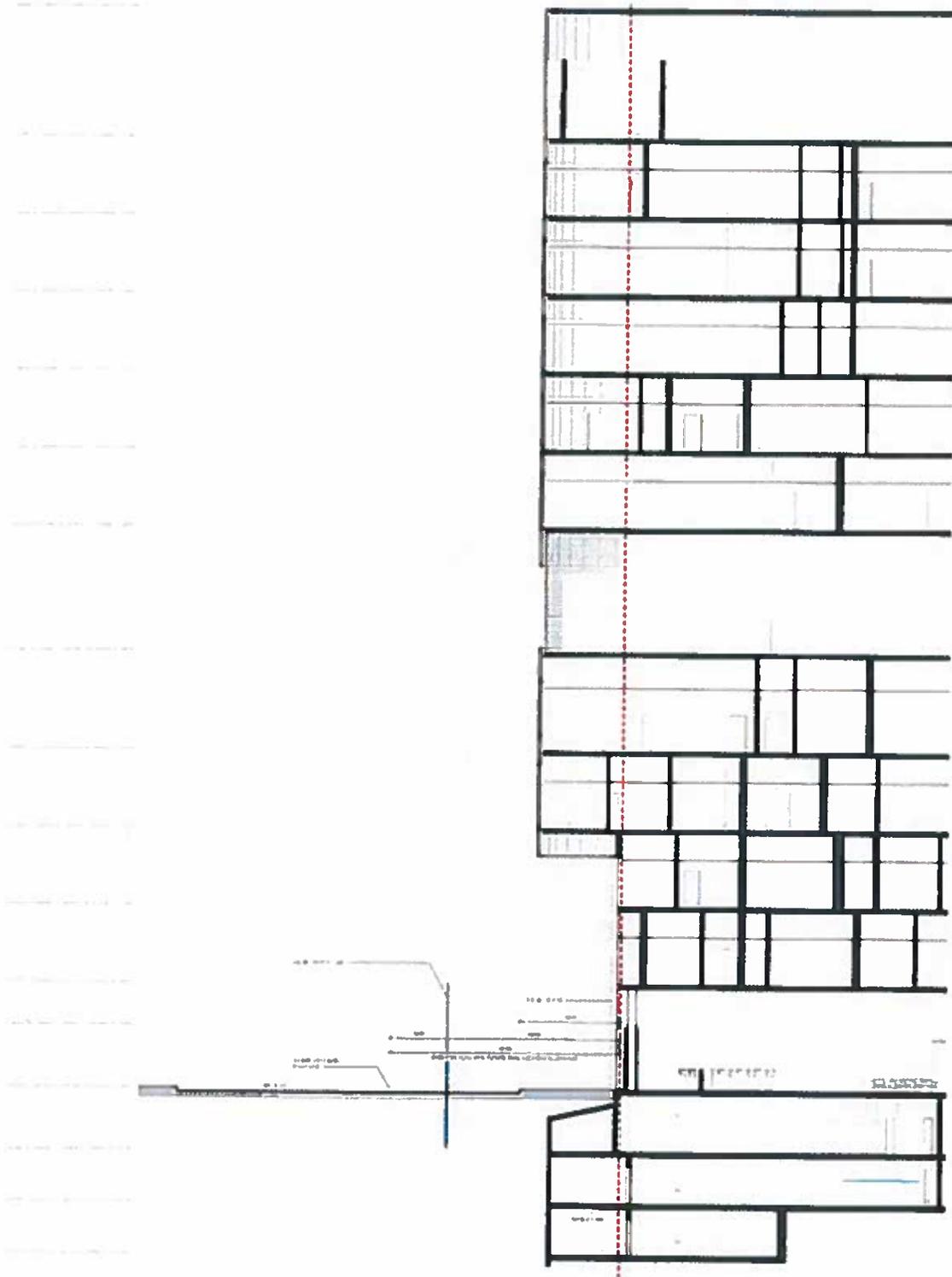
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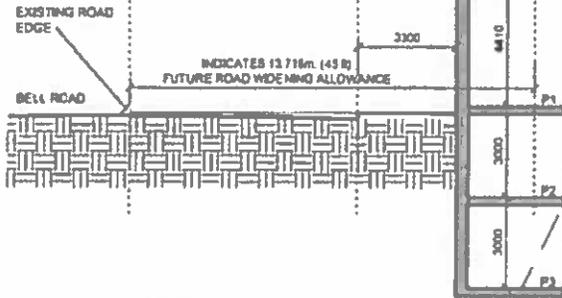
SITE PLAN
AMBULATORY CARE BUILDING
HALIFAX, NOVA SCOTIA

ACA-111
ISSUE DATE
PROJECT 201070

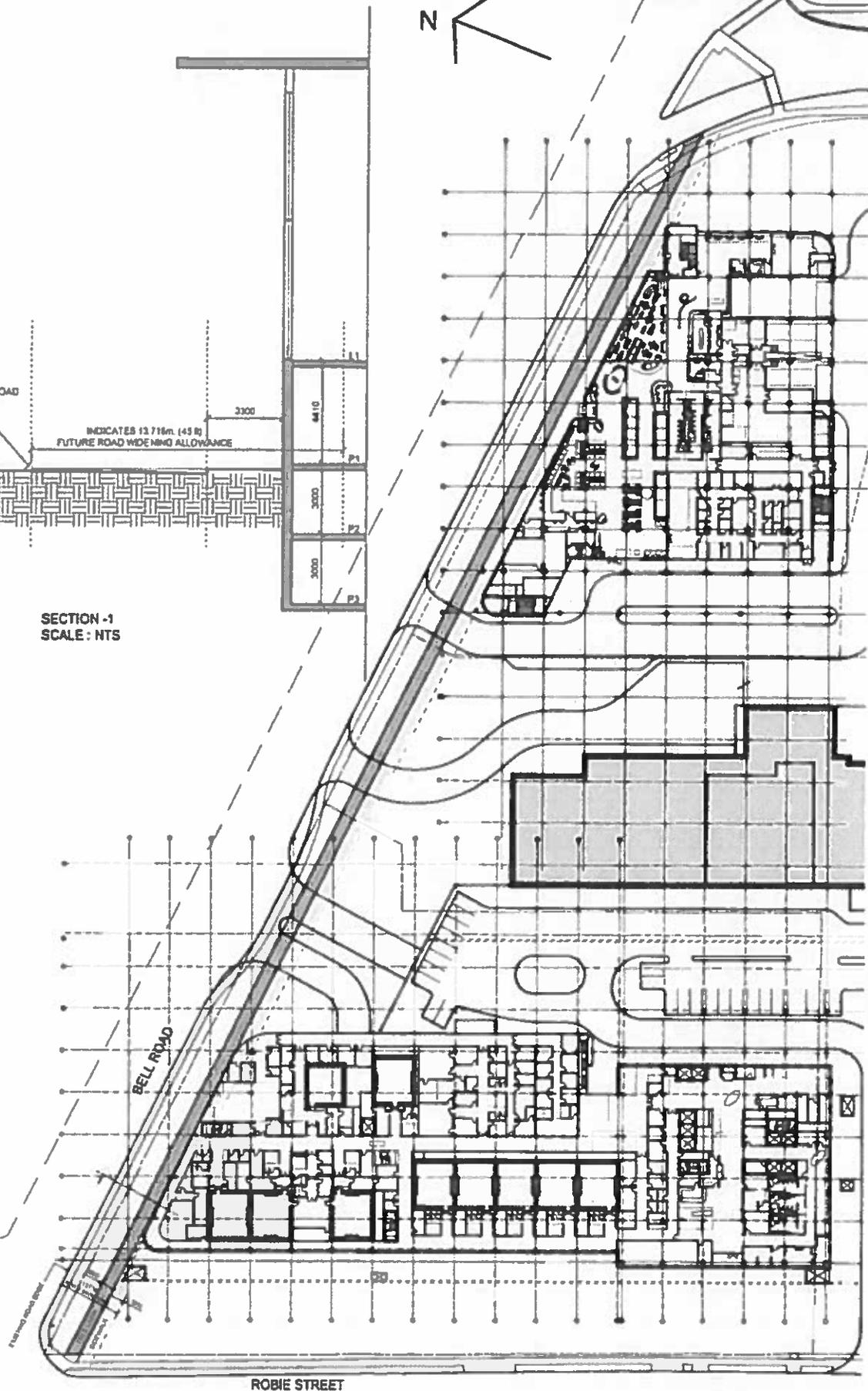


Appendix G





SECTION -1
SCALE: NTS



**An Act to Amend Chapter 39
of the Acts of 2008,
the Halifax Regional Municipality Charter**

Be it enacted by the Governor and Assembly as follows:

1 Chapter 39 of the Acts of 2008, the Halifax Regional Municipality Charter, is amended by adding immediately after Section 66 the following Section:

66A (1) The Municipality may erect on the North Common of Halifax a permanent building to be used exclusively to support the Oval on the North Common.

(2) A building or structure on the North Common used at the time of the coming into force of this Section or erected pursuant to subsection (1) may continue to be used for its original purpose but no change in the use of that building or structure may be made unless approved by the Governor in Council and, when the building or structure is no longer required for that purpose and the Governor in Council has not approved its use for another purpose, the land occupied by that building or structure must revert to public open space.

Attachment 3

THIS MEMORANDUM OF UNDERSTANDING ("MOU") made the 12th day of ^{February} May, 2009.
2010

AMONG

HALIFAX REGIONAL MUNICIPALITY ("HRM")

APPROVED
AS TO FORM
Original Signed
Municipal Council

AND

CAPITAL DISTRICT HEALTH AUTHORITY ("CDHA")

Whereas the Halifax Common was given to the people of Halifax for public use "forever", and the Capital District Health Authority (CDHA) is a major owner of facilities on the Halifax Common, the staff of CDHA and the Halifax Regional Municipality (HRM) have agreed upon the following urban design principles and site planning provisions as the foundation of the future redevelopment of portions of the Victoria General (VG) and Halifax Infirmary (HI) sites:

1.0 General Principles

The following principles summarize the overarching urban planning goals for the redevelopment of the VG and HI sites:

1.1 Mutual Planning

That HRM be included in on-going collaborative master planning and development efforts for redevelopment of CDHA sites on the Halifax Common; reciprocally, that CDHA be included as a major stakeholder in HRM's Halifax Common planning exercise.

1.2 Provision of Health Promotion and Care for Benefit of HRM

That CDHA and HRM recognize that any redevelopment undertaken by CDHA is for the purpose of the provision of promoting and improving the health and healthcare of our communities and that any redevelopment must meet the principles and requirements of that purpose.

1.3 Good Urban Planning / Urbanity

That CDHA and HRM collaborate on pursuing good urban planning, quality architecture, sensitivity to surrounding neighbourhoods, support for the public realm, support for pedestrian-sensitive design, and strong landscape architecture for the VG and on the site of the Queen Elizabeth High School (QEHS) building ("QEHS site") in order to strengthen the Halifax Common as a distinct and special district.

1.4 Green Corridor

That in accordance with HRM policy objectives, CDHA will work to secure a green corridor through the Halifax Common by promoting the extension of Victoria Park via the former School for the Blind (currently the VG parking lot) subject to Clause 2.1 herein.

1.5 Pedestrian Realm

That HRM and CDHA work cooperatively to ensure that a high quality pedestrian realm is created in association with the Halifax Common campus concept, principles of the HRM Regional Plan and HRM by Design. This will include efforts to encourage active transportation between the VG and Infirmary sites.

1.6 Porosity

That HRM and CDHA will work cooperatively to ensure that the public has a high level of quality access through the Common and hospital sites to adjacent neighbourhoods and destinations.

1.8 Site Use

That contingent on the approval of appropriate funding, CDHA will begin demolition of the QEH building within one (1) year, and that the site will not be used for surface parking as an interim use and that the primary use in future will be for public hospital and health care.

1.9 Respect for Halifax Common Plan

That both parties will work to respect the policies outlined in the Halifax Common Plan.

2.0 Victoria General Site

An important street "spine", active transportation route, and "grand allée" of peninsular Halifax extends from Point Pleasant Park at the southern terminus, toward the north via Young Avenue, South Park Street, Bell Road-to-Ahern Avenue, North Park Street, Agricola Street, and Highland Avenue, terminating at the Nova Scotia Community College at Leeds Street. The future redevelopment of the VG site lends itself to a high priority opportunity toward realizing part of the goal to improve the urban design and pedestrian realm along this "grand allée". The following principles and objectives at the VG site will support this goal at South Park Street and will further help strengthen the evolution of the Halifax Common.

Note: Please see Attachment C (Victoria General Site) for a plan-based reference supporting the elements discussed below.

- 2.1** While HRM would prefer that no buildings be placed on the VG parking lot site, HRM recognizes that new health care buildings are needed to replace aging structures. If this is the case at the existing VG parking lot site, CDHA and HRM will work together towards establishing setbacks from any building along South

Park Street to allow the centre line of Victoria Park to be extended with green space and trees on either side of GC1 (see GC1 [Green Corridor 1] in Attachment C - Victoria General Site). This treatment will reinforce the "grand allée" objective between nodes N1a and N1b as depicted in Attachment C. HRM recognizes CDHA's need to design buildings that are effectively and efficiently laid out for the provision and promotion of healthcare. Notwithstanding the foregoing, setbacks will at the minimum set out in Attachment C. The set back will be established from the corner property pin of the VG parking lot at University Ave and South Park and proceed 115 ft west on University Ave then run south parallel to South Park Street until it reaches the north edifice of the southern most building as indicated on Attachment C at which point the setback is reduced to 50 feet.

- 2.2 Site permeability will allow a desirable pedestrian route to be maintained, the route commencing at University Street and Tower Road and terminating at South Street and Tower Road (i.e., the historic south boundary of the Halifax Common);
- 2.3 All nodes (N1a/b, N2a/b, N3, N4) are to be recognized and respected as stations of public conveyance and change in urban character surrounding the Halifax Common district;
- 2.4 Public pedestrian access which extends along Pedestrian Route 3 (PR3 in Attachment C), should, as much as possible, continue through the VG campus from node 4 (N4) to node 3 (at or near N3), and should inspire safe and inviting entry into and through the VG campus at both nodes;
- 2.5 Proposed building treatments:
 - 2.5.1 Any new buildings fronting open space or public streets with the Halifax Common should be sympathetic to human-scale design in terms of height and rhythm;
 - 2.5.2 Vertical facade divisions should articulate a modular unit size that reference the grain of surrounding buildings;
- 2.6 CDHA should not propose new surface parking, and rather strive to remove existing surface parking as much as practicable.

3.0 Halifax Infirmary / QEHS Site

QEHS offers CDHA an opportunity to redevelop the site for future hospital requirements. In so doing, HRM proposes to work closely with CDHA toward achieving objectives of the Halifax Common Plan and public wishes as much as practicable, and thus to help facilitate enhancements to public green space along the block's perimeter in recognizing the site as a fundamental gateway to the Halifax Common and Downtown Halifax.

Note: Please see Attachment C (QEHS Site) for a plan-based reference supporting the elements discussed below.

- 3.1 Any building proposed to be constructed on the site of the Queen Elizabeth High School (QEHS) building should be architecturally significant and of the highest quality, which contributes positively to the "gateway" of the Halifax Common and Downtown Halifax;
- 3.2 Bell Road
 - 3.2.1 Bell Road should be widened by adding approximately forty-five feet (45') along its southern edge from Robie Street to Summer Street, dependent on design. This will help facilitate the introduction of: extra travel lanes for more efficient traffic and bike flow; a ten-foot (10') wide tree lawn; and a ten-foot (10') wide sidewalk;
 - 3.2.2 The slope of the ramp leading to the Infirmary Emergency Wing is currently near to a maximum slope. HRM agrees to alter the street geometry when Bell Road is widened to ensure that the ramp off of Bell Road can be accommodated as currently built. This may involve the use of an asymmetrical street crown and/or curb cut outs.
- 3.3 HRM proposes that the width of open space conceptualized along the south side of Bell Road extend through the CBC site and around the corner along Summer Street if CDHA were to acquire the CBC parcel;
- 3.4 The Robie Street side of any new hospital/health care building at QEHS should utilize an active edge, creating movement to/from the street and into the building. The set-back of the facade should be consistent with the existing parking structure set-back, and landscape features should also be consistent with those already established along the east side of Robie Street;
- 3.5 In designing any new building at QEHS, CDHA should provide sufficient space to accommodate future traffic and intersection improvements at I1 (see I1 [Intersection 1] in Attachment C – QEH Site), and to have them landscaped appropriately to reflect its status as an important "gateway" of the Halifax Common and Downtown Halifax;
- 3.6 In designing any new building at QEHS, CDHA should provide sufficient space to accommodate future traffic and intersection improvements at I2 (see I2 [Intersection 2] in Attachment C), and to prepare the site with due consideration to the open space "campus" setting that is now established at the existing corners of the intersection, specifically at Citadel High School, Nova Scotia Museum of Natural History, and the Summer Street Entrance to the Halifax Infirmary Hospital;
- 3.7 CDHA should not propose new surface parking, and rather strive to remove existing surface parking as much as practicable.

- 4.0 The Parties to this MOU agree to work together in a cooperative and professional manner to facilitate the planning and implementation of this MOU.
- 5.0 The Parties to this MOU may review this MOU throughout its term and upon mutual agreement, may revise its principles, terms, and objectives in writing.
- 6.0 This MOU shall be effective as of the date of signing and shall continue until the principles, terms, and objectives of this MOU are met.

SIGNED in the presence of:

Original Signed

 Witness

Original Signed

 Witness

Original Signed

 Witness

) Capital District Health Authority

) Original Signed

) Chris Power, President and CEO of Capital District Health Authority

) HALIFAX REGIONAL MUNICIPALITY

) Original Signed

) Peter Kelly, Mayor

) Original Signed

) Julia Horncastle, Acting Municipal Clerk

The terms of this MOU are hereby acknowledged by Her Majesty the Queen in right of the Province of Nova Scotia as represented by the Department of Transportation and Infrastructure Renewal.

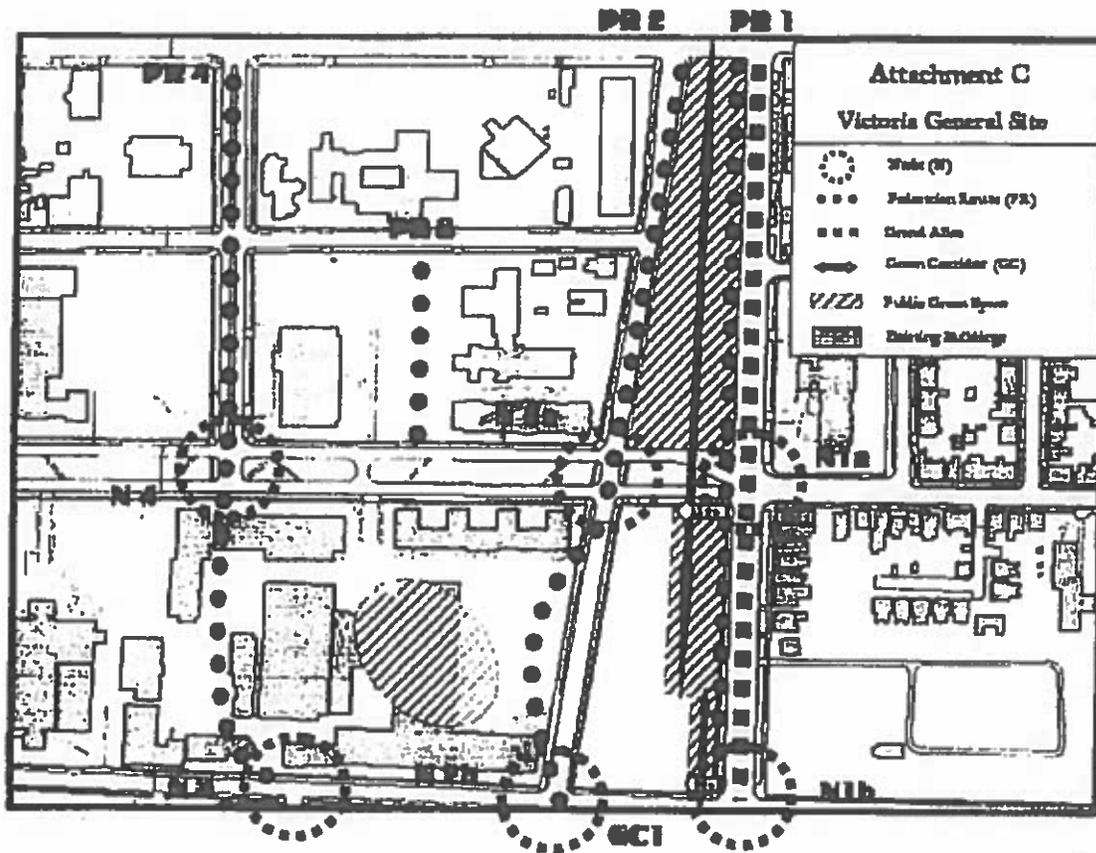
HER MAJESTY THE QUEEN in Right of the Province of Nova Scotia

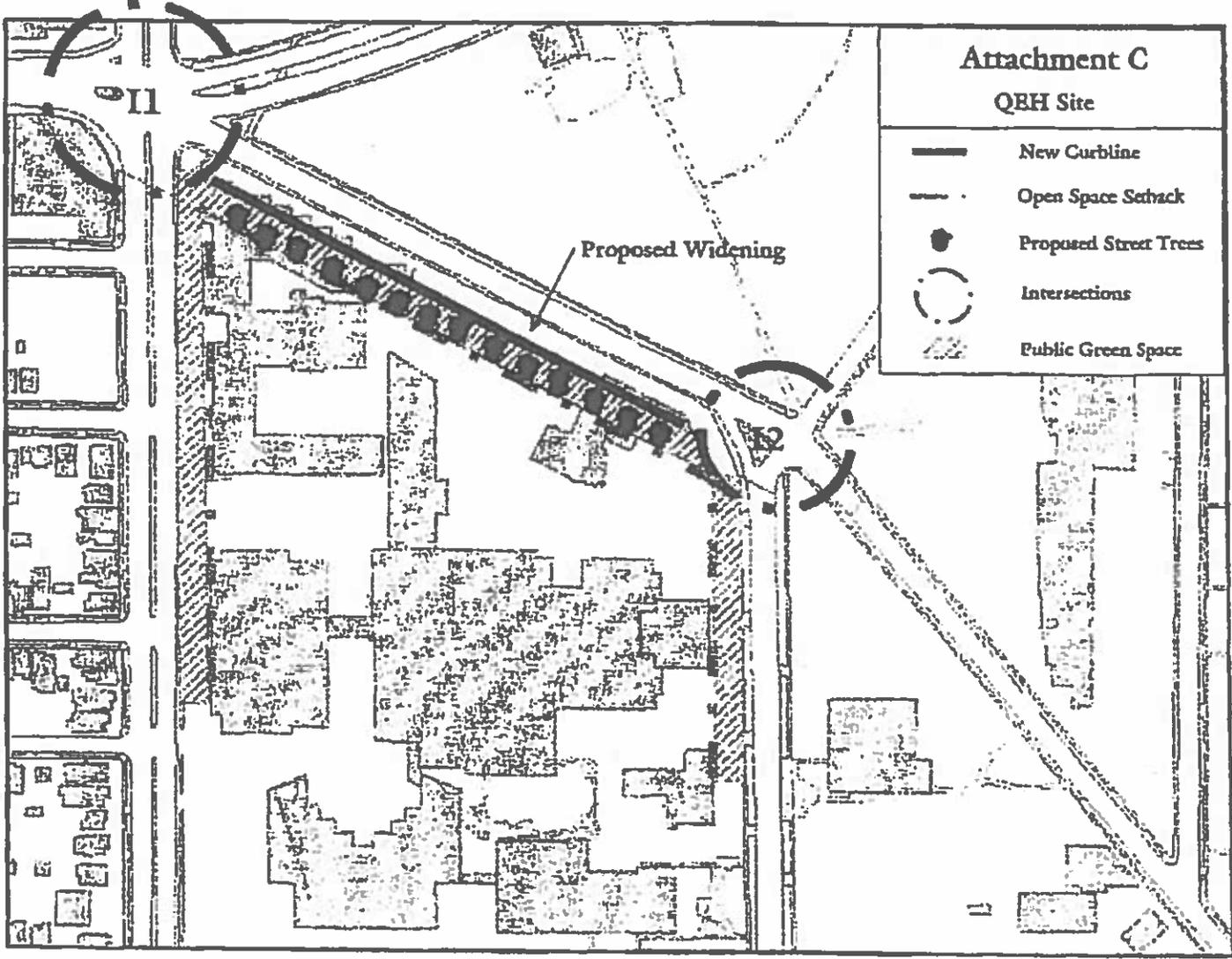
Original Signed

 David Darrow, Deputy Minister of Transportation and Infrastructure Renewal

ATTACHMENT A AND B- INTENTIONALLY LEFT BLANK

ATTACHMENT C - QEH AND VICTORIA GENERAL SITES



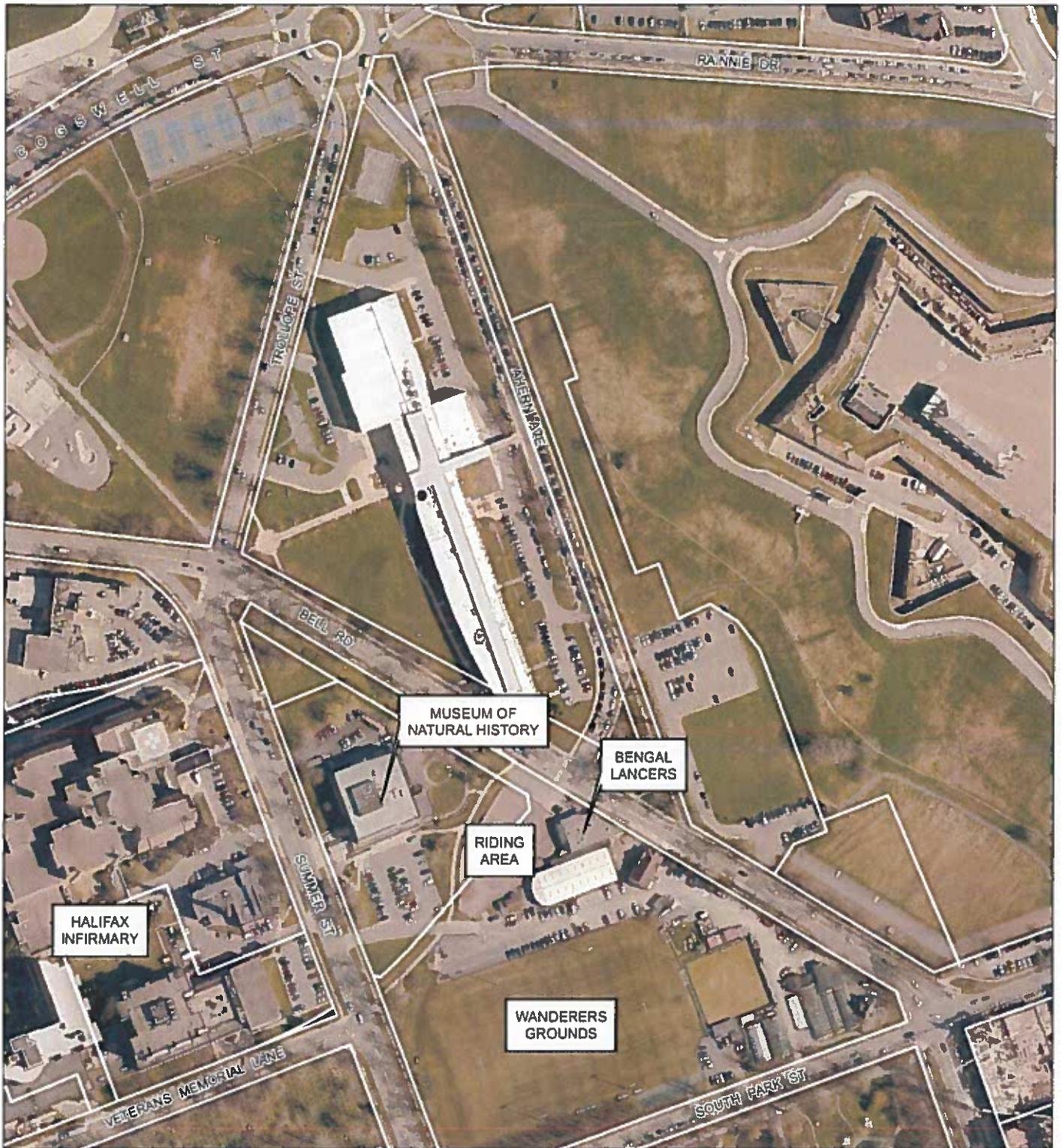


Attachment C

QBH Site

-  New Curbline
-  Open Space Setback
-  Proposed Street Trees
-  Intersections
-  Public Green Space

Proposed Widening



REFERENCE MAP

HALIFAX
Parks & Recreation
Strategic Planning & Design





Transportation and
Infrastructure Renewal
Public Works Division
Real Property Services

5th Floor
Johnston Building
1672 Granville Street
PO Box 186
Halifax, Nova Scotia
B3J 2N2

Attachment 5

Bus.: 902 424-6038
Fax: 902 424-0583
E-mail: Stephen.MacKenzie@novascotia.ca

January 7, 2020

Mr. Peter Stickings
Manager Corporate Real Estate
Finance, Asset Management and ICT
Halifax Regional Municipality
PO Box 1749
Halifax, NS B3J 3A5

Dear Peter:

RE: QE2 RE-DEVELOPMENT PROJECT

Further to our discussions on January 7, 2020 and the various meetings with Halifax staff, we are seeking a current "License" or agreement of the lands to support the construction of a parkade for the QEII hospital project.

Once the project has secured a Design Builder and the acceleration of our land requirements are finalized, we will seek to work with HRM on the acquisition. The licence or agreement will permit access for the Province and its assigns to proceed with construction.

I have attached a survey sketch of the lands proposed for the initial lease which are outlined in red and are currently estimated to include 2,589 sq.m. ($\pm 27,868$ sq.ft.).

There will also be a requirement of a small portion of lands yet to be determined for access from Bell Rd, west of the Museum, to the proposed Central Heating Plant. The area outlined in blue has been identified as potential Provincial surplus lands which could be used to mitigate the HRM land requirement and impact to the Bengal Lancers paddock and riding ring. We are also aware that Halifax would like to secure an interest in Provincial lands spanning along Bell Road.

Each of these items can be addressed as we determine final land requirements and continue negotiations. We have estimated the market value of unencumbered lands in the area at approximately [REDACTED] per sq.ft.

To meet the requirements of the QEII Redevelopment Project, NS Lands is required to go to market in January 2020, and secure a Design Builder for a parking garage to replace the existing QE parking structure on Robie St. This new parking structure is required to be operational by the financial close of the QEII Redevelopment Project in March 2021.

NS Lands has been working with HRM Managers to reduce stakeholder impacts and ensure HRM, residents and stakeholders requirements are considered and accommodated wherever practical. This will include the development of a shared driveway, buffer zones between the parking structure and adjacent properties, creative façade screenings that will make the structure blend into its surroundings and a landscape design approach that will be user focused, urban scaled and sustainable. NS Lands will continue to support HRM in their consultation with their tenants on the Commons to guarantee the success of a project which will transform health care for Nova Scotians.

We request you review with HRM staff and upon staff agreement, request and seek council approval for a "Licence" of the lands, which will give the Province of Nova Scotia, care and control of the site (and the associated liability) to commence construction of this important project.

Should you have any question, please give me a call.

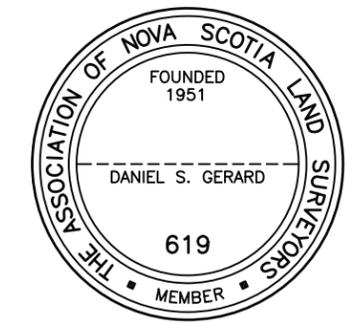
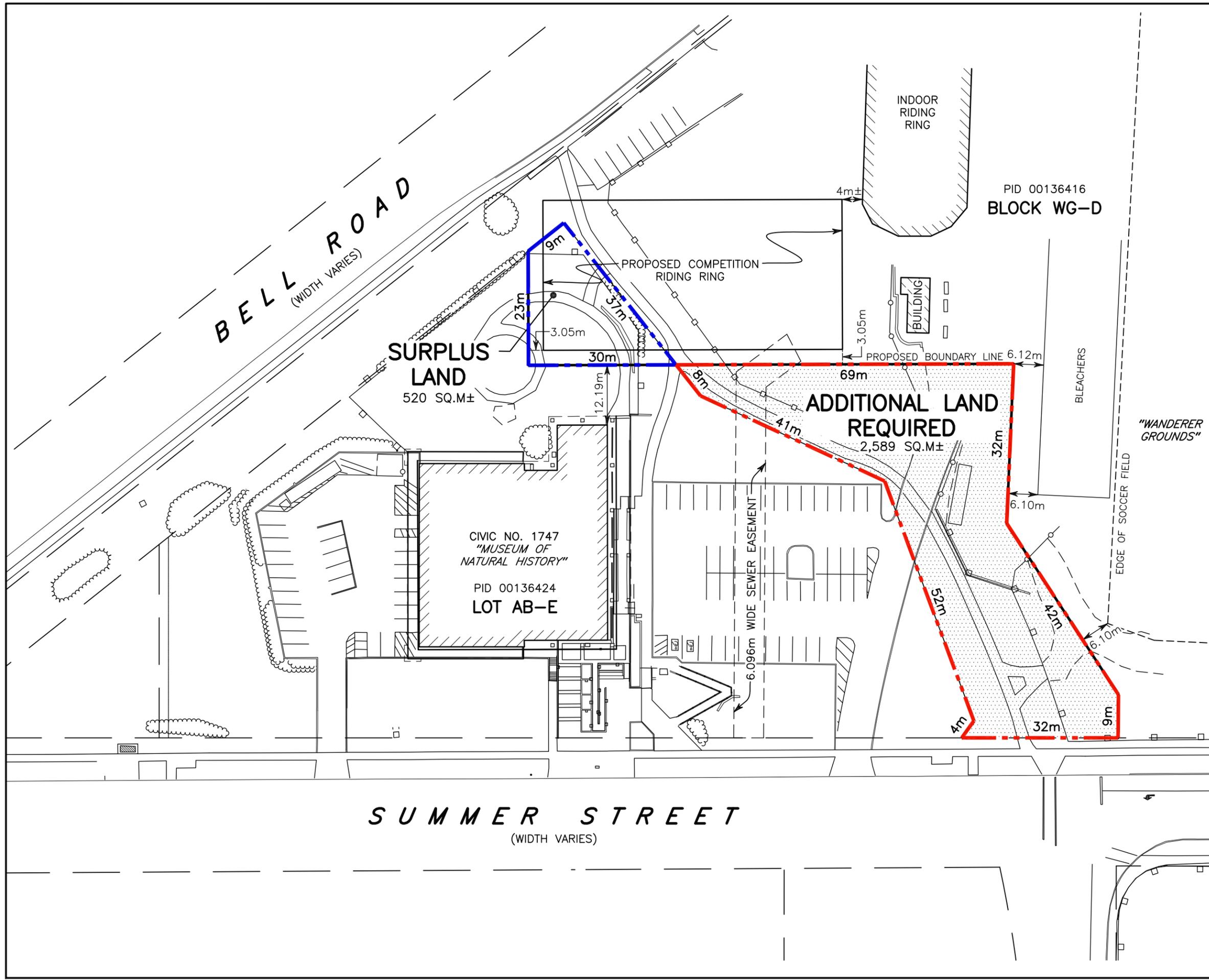
Best Regards,

Original Signed

Stephen MacKenzie
Director, Real Property Services

Attachments: 2

LEGEND
 ——— PROPOSED BOUNDARY LINE
 PID PARCEL IDENTIFICATION NUMBER

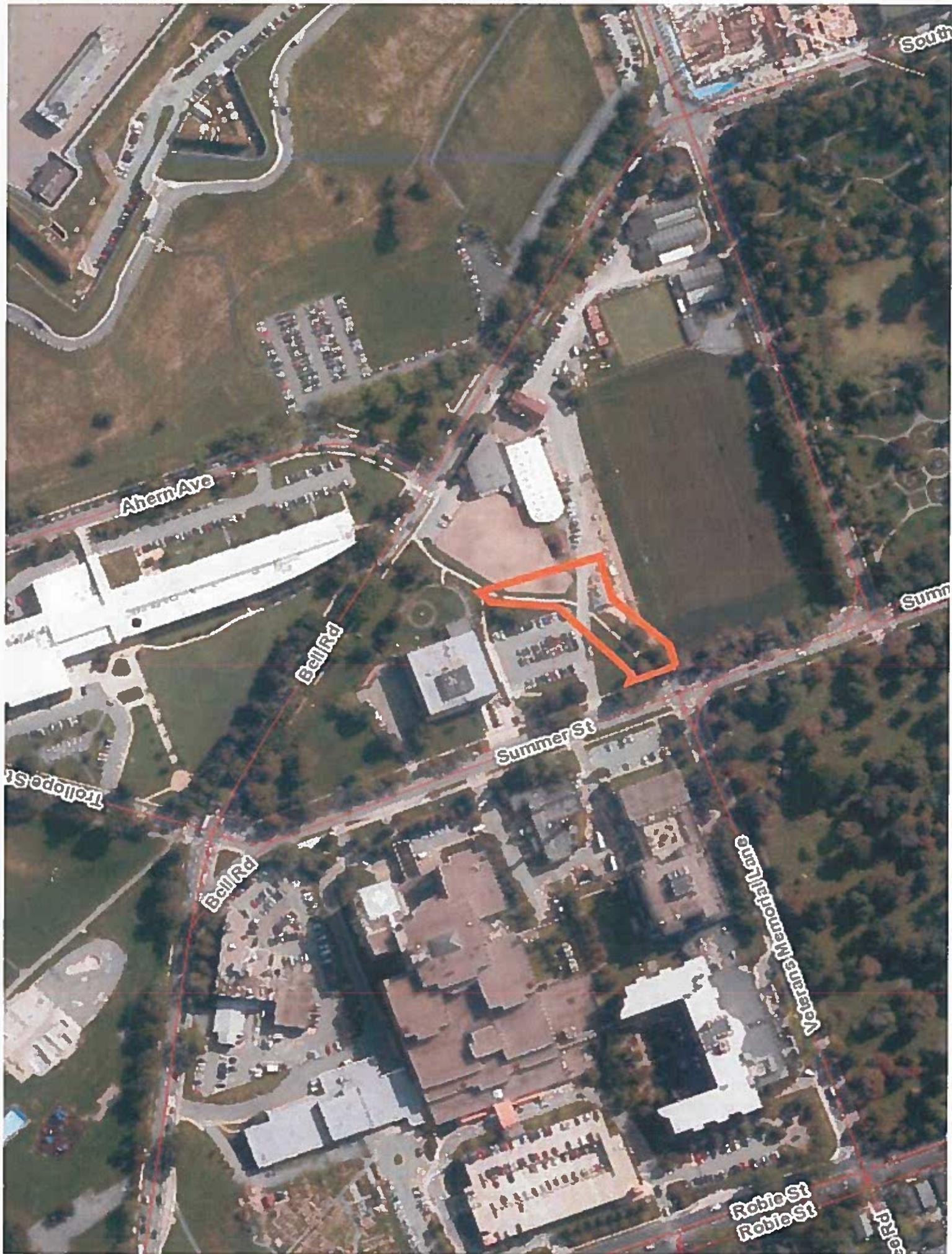


PLAN SHOWING
PROPOSED LAND EXCHANGE
 SUMMER STREET & BELL ROAD
 HALIFAX, HALIFAX COUNTY, NOVA SCOTIA



Servant, Dunbrack, McKenzie & MacDonald Ltd.
 NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS
 36 OLAND CRESCENT
 BAYERS LAKE BUSINESS PARK
 HALIFAX, NS B3S 1C6
 PHONE: (902)455-1537
 FAX: (902)455-8479
 WEB: www.sdmm.ca

OCTOBER 25, 2019
 SCALE 1 : 750 (METRIC)
 FILE NO. 1-1-237 (34677)
 PLAN NO. 7-2836-0



South

Ahem Ave

Bell Rd

Summ

Summer St

Tropolo St

Bell Rd

Veterans Memorial Park

Robie St
Robie St

Robie St