



REGIONAL CENTRE SECONDARY MUNICIPAL PLANNING STRATEGY (PACKAGE B)

HALIFAX

DRAFT

**Regional Centre
Secondary Municipal
Planning Strategy**

**New sections are highlighted
in red**

The following version of the Draft Regional Centre Secondary Municipal Planning Strategy – Package B (inclusive of Package A), has been prepared for **public consultation purposes only** and is subject to change.

THIS IS TO CERTIFY that this is a true copy of the Regional Centre Secondary Municipal Planning Strategy which was passed by a majority vote of the Council of the Halifax Regional Municipality at a duly called meeting held on the __ day of _____202__, and reviewed by Municipal Affairs and Housing on the __ day of ____, and is in effect as of the __ day of ____202__.

GIVEN UNDER THE HAND of the Municipal Clerk and under the Corporate Seal of the Halifax Regional Municipality this _____ day of _____, 202__.

Municipal Clerk

Preface

The Regional Centre is the political, cultural and economic heart of the Halifax Regional Municipality (Municipality), and Nova Scotia's capital city. The Regional Centre Secondary Municipal Planning Strategy (this Plan) applies to lands identified on Map 1, which includes all those areas of the Municipality defined as the "Centre Plan Area", and the "HRM By Design Downtown Plan Area" (Downtown Halifax) in the Halifax Regional Municipality Charter (*HRM Charter*). It also includes Lakeshore Park Terrace and Wallace Heights, which fall outside the Centre Plan Area as defined by the *HRM Charter*.

The Regional Centre offers numerous attractions associated with its history and urban form. Concentrated commercial districts are within walking distance of established neighbourhoods, and within an easy reach of parks, open spaces, and community facilities. Future development in the Regional Centre is key to the ongoing social and economic health of the region and the Province. The overall goal of this Plan is to provide a planning framework that enables the Regional Centre to become one of the most livable communities in Canada.

The *HRM Charter* provides Council with the power to establish planning policy with respect to a broad range of activities including future development, land use, public lands, transportation, municipal services, coordination of public programs, and any other matters related to the physical, social, or economic development of the Municipality. The Regional Municipal Planning Strategy (RMPS or Regional Plan) identifies the Regional Centre as a desirable location for future growth at an appropriate density and scale. The Regional Plan's vision for the Regional Centre is that of a distinct urban region with a high quality of life, an economic hub and a global destination for tourism. The goal of this Plan is to accommodate growth in the right locations, to foster complete communities with access to multiple services and attractions, and place pedestrians first in a human scaled environment.

This Plan is a statutory document under the *HRM Charter*, which guides decisions about the location, type, and form of future development. It was guided by the Regional Plan, background technical studies, and an extensive community engagement process. All policies in this Plan should be read together, and not in isolation. Any amendments to this Plan will require a public consultation process.

This Plan includes the following Parts: Vision and Core Concepts, Urban Structure, Built Form and Urban Design, Culture and Heritage, Housing, Economic Development, Mobility, Environment, and Implementation. This Plan will be chiefly implemented through the companion Regional Centre Land Use By-law (Land Use By-law), as well as through the Regional Subdivision By-law, Municipal Priority Plans, and other municipal programs and capital initiatives that may be adopted by Council over time.

This Plan identifies development approval mechanisms for various categories of development proposals, including development permits, site-plan approval, development agreements, and more detailed neighbourhood planning processes through proposed Heritage Conservation Districts. Within the Centre Plan Area, as defined by the *HRM Charter*, this Plan enables the use of site plan approval for the external appearance of structures. For the remaining areas of this Plan, the use of site plan approval for the external appearance of structures is not enabled by provincial legislation.

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Part 1: Introduction

1.0 Regional Centre Context

The Regional Centre is the most urban and densely populated part of the Municipality. It has a rich variety of landscapes, neighbourhoods, parks and public spaces, building forms, industries, services, and activities. Given its long history, the Regional Centre offers many attractions associated with its history and architecture. Concentrated commercial districts are within a walking distance of established neighbourhoods, and within an easy reach of parks and open spaces.

The Mi'kmaq First Nations are the original inhabitants of the area and named it K'jipuktuk. There is evidence of permanent settlements dating as far back as 10,000 years in locations such as Turtle Grove and Dartmouth Cove. The first Europeans to visit the area were likely Basque fishermen from the Bay of Biscay. The British established the first permanent European settlement in 1749, founding the Town of Halifax. The new settlement was laid out in a manner typical of British military planning of the time, with a regular grid system protected by military fortifications. In that same year, the British established a sawmill on the Dartmouth side of the harbour. In 1750, the sailing ship Alderney arrived with settlers, who took up residence in what is now downtown Dartmouth.

The evolution of the Regional Centre has been closely tied to European settler colonial history, and war. Economic development in Halifax and Dartmouth waxed and waned as conflicts such as the War of 1812, the American War of Independence, and the World Wars resulted in direct military investment, shipbuilding and repair, and business supplying various militaries. This history of growth and development is reflected in the diverse communities and neighbourhoods in the Regional Centre. As a major port, the

Regional Centre has been the 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's architecture and cultural identity. In recent years, Council passed a Statement of Reconciliation with Aboriginal People, a commitment to learning from the lessons of the Truth and Reconciliation Commission, and to taking action to ensure the needs and aspirations of Aboriginal people are fully acknowledged.

The development of the railway system in Dartmouth and Halifax in the late 1880s and early 1900s opened new lands for development, and improved connections to communities in Nova Scotia and Canada. War also shaped the Regional Centre physically. In 1917, the Halifax Explosion levelled many areas in the North End of Halifax and portions of Dartmouth. This destruction, in part, led to a realigned street grid and the historic Hydrostone District, among the first planned communities in Canada. In the booming post-World War II years, much of the Regional Centre's housing stock was built to accommodate returning servicemen and their families. With the advent of the automobile, construction of the freeway system, and extension of trunk water supply lines, development spread outward from the Regional Centre. Some of the

other events that influenced planning and development over the past 70 years include the following:

- The opening of two Halifax Harbour Bridges, the Angus L. MacDonald Bridge in 1955, and the A. Murray MacKay Bridge in 1970, to connect the former cities of Dartmouth and Halifax;
- The preservation and gradual restoration of Halifax Citadel in 1956 by Parks Canada, followed by the adoption of selective view planes and ramparts to preserve historic setting and views from the Citadel;
- The adoption of a system of international intermodal freight transport using shipping containers in the 1960s transformed the Port of Halifax to include containerized terminals. The opening of the South End Container Terminal in 1969 opened much of the urban waterfront for re-development, and shifted development patterns;
- Urban renewal in the 1960s and 1970s resulted in large-scale developments, the acquisition of land for social housing under the National Housing Act, as well as the loss of heritage architecture and community fabric as large downtown developments were constructed;
- Urban renewal in the region continued into the 1960s. The African-Nova Scotian community of Africville, located on the northern tip of Halifax Peninsula and founded in the mid-18th century, was demolished and its residents displaced and relocated to clear land for industrial use and the A. Murray MacKay Bridge. In 2010, Seaview Park was renamed Africville after the Mayor of the Municipality apologized for the eviction of those from Africville;
- The partial construction of the Harbour Drive Highway project along the Halifax waterfront, which included the Cogswell Interchange;
- Initial growth and development within the Regional Centre were shaped by the 1949 Master Plan for the City of Halifax and the 1978 Halifax Municipal Planning Strategy (Halifax Plan), and the 1960 and 1978 Dartmouth Municipal Planning Strategy (Dartmouth Plan);
- Suburban and commercial mall development, increased reliance on the private automobile, and changes in household size and composition impacted growth and development patterns in the Regional Centre between the 1970s and 1990s;
- The amalgamation of the Halifax Regional Municipality in 1996 resulted in the former municipalities of the Town of Bedford, County of Halifax, City of Halifax, and the City of Dartmouth to become part of the same Municipality; and
- On September 29, 2003, Hurricane Juan made landfall west of the urban core and resulted in large-scale disruptions, flooding, and the loss of substantial tree canopy.

The Regional Centre continues to be one of the more compact and densely populated urban communities in Canada¹, and its population is growing. Recent years have seen a renewed interest in living and investing within the Regional Centre. A major objective of this Plan is to

¹ Gordon, D. 2018. Still Suburban? Growth in Canadian Suburbs, 2006-2016 Council for Canadian Urbanism Working Paper #2 http://www.canadiansuburbs.ca/files/Still_Suburban_Monograph_2016.pdf

provide an updated yet context-specific planning framework for the entire Regional Centre to help accommodate this growth.

1.1 The Regional Centre Today

Today, the Regional Centre is the political, cultural, and economic heart of the Municipality and the Province. The Regional Centre is home to many major features, First Nation lands, and public lands and institutions, including:

- Province House and the Nova Scotia Legislature;
- Halifax City Hall- the seat of Regional Council;
- the lands of Millbrook First Nation and Tuft's Cove, the site of a traditional Mi'kmaq settlement named Turtle Grove;
- the headquarters and dockyards for the Canadian Navy's Atlantic Fleet;
- two provincial museums- the Museum of Natural History and the Maritime Museum of the Atlantic;
- one national museum- Canadian Museum of Immigration at Pier 21;
- twenty-nine Parks Canada National Historic Sites including Africville National Historic Site, Halifax Citadel National Historic Site, Georges Island National Historic Site, and Prince Wales Tower National Historic Site; and
- eight hospitals; Halifax Infirmary, Veteran's Memorial Hospital, Dartmouth General Hospital, QEII Health Sciences Centre, Victoria General, Nova Scotia Hospital, Camp Hill Veterans Memorial Hospital, and IWK Health Centre.

The Regional Centre also includes:

- five universities - Dalhousie University, University of King's College, Saint Mary's University, Atlantic School of Theology, and Nova Scotia College of Art and Design (NSCAD) University;
- two Nova Scotia Community College (NSCC) campuses;
- two container ports and break-bulk cargo facilities- Port of Halifax and Fairview Cove Container Terminal;
- a passenger rail and motorcoach station, and ten transit terminals, including and three with ferries;
- a historic railway cut used by the Intercolonial Railway;
- shipbuilding yards- Her Majesty's Canadian Dockyard and Irving Shipbuilding Inc.; and
- an industrial park- the Woodside Industrial Park.

These features and institutions, together with the communities, people, history, and business environment, emphasize the significant role the Regional Centre plays in the Municipality and the Province.

1.2 Regional Centre: Strengths and Challenges

In 2016, there were 97,120 people living and 94,000 people working in the Regional Centre. There was also a total of 55,332 dwelling units in the Plan area (Statistics Canada, 2016). While the Municipality's annual population growth has typically hovered at 1%, between 2016 and 2019, the range has increased between 1.6% and 2.3% to an estimated population of 440,348 in 2019 (Statistics Canada, 2020).

The 2014 Regional Plan sets a target for at least 25% of the Municipality's new housing units to be constructed in the Regional Centre. However, based on recent development trends and a study conducted by Stantec on the costs and benefits of various development patterns², the Integrated Mobility Plan (2018) now plans for up to 40% of regional growth to occur in the Regional Centre. Given the current shift in housing preferences to urban living, and the economic and environmental goals that can be attained by strategically focusing growth around existing services and amenities. Based on 2017 population growth and development projections, it is estimated that 18,000 new residential units or approximately 33,000 new residents will be housed in the Regional Centre by 2031. This will result in an increase the Regional Centre's population from 97,000 in 2016 to 130,000 people by 2031. To ensure sufficient capacity and higher than average population growth observed in recent years, this Plan identifies areas for comprehensive planning over and beyond the life of the Plan in addition to enabled developments.

Planning for this growth can build on the current strengths and opportunities and addressing current and foreseen challenges.

1.2.1 Strengths

This Plan identifies the following topics as strengths and opportunities:

- **People:** The population of the Municipality continues to grow, and the Regional Centre attracts people from within Nova Scotia, from Canada, and from abroad. This diversity is one of the region's greatest strengths. In addition to growing Indigenous, African Nova Scotian, and newcomer populations, student enrollment has also been on the rise. This growing and diverse population will contribute to the Regional Centre's growth and economic development in the years to come.
- **Downtowns:** The downtown areas of Halifax and Dartmouth are the Central Business Districts and part of the cultural, civic and economic heart of the Municipality.
- **Parks and Open Spaces:** As one of the most populated areas of the Municipality, the Regional Centre has access to numerous parks and open spaces, and waterways including the Halifax Harbour, the Northwest Arm, and the lakes in Dartmouth which make it a very attractive place to live, work, and visit.
- **Culture and Heritage:** Rich and diverse cultural history is reflected in treasured heritage buildings and streetscapes, cultural landscapes, public art, open spaces and many cultural

² Stantec. 2013. Quantifying the Costs and Benefits of Alternative Growth Scenarios

venues and events. In 2002 Council issued an apology for the demolition of Africville, and in 2015 Council passed a Statement of Reconciliation with Aboriginal People. The future development of the Regional Centre provides ample opportunities to tell, celebrate, and interpret the rich history of the Municipality and its many communities.

- **Institutions:** The Regional Centre is home to many major public institutions, including institutions of higher learning, which are the centres of innovation and decision making. The five universities and two community college campuses are a draw for young people resulting in a youthful Regional Centre population. Clustering of institutions within compact geographies multiplies the effectiveness of innovation districts, helping to create and spread innovative ideas and new industries. Supporting and growing clusters of innovation is therefore a key goal of this Plan.
- **Waterfront:** The Halifax Harbour Waterfront is a hub of culture, commerce and industry with two container ports, bulk cargo facilities, shipbuilding yards and an industrial park that connect the Municipality and the Province to global markets. The waterfront is the focus for the province's ocean and tourism economy with its mix of year-round and seasonal businesses, museums, farmer's markets, year-round events, and emerging urban developments. The downtown boardwalk or harbour walk and trail are a focal point for public art, placemaking pilot projects, and connection to transit. Public access and public views to the ocean are a key aspect of the Regional Centre.
- **Mobility:** Walking and active transportation routes, an all-day ferry service that links three terminals within the Regional Centre, and transit routes that converge on the Regional Centre provide a growing number of mobility options and foster transit supportive lifestyles.

1.2.2 Challenges

This Plan identifies the following topics as potential challenges:

- **Sea Level Rise:** As a coastal area, the Regional Centre is vulnerable to climate change, extreme weather events, and sea level rise. Sea level is projected to rise in the Municipality by 13 centimetres from 2010 levels by 2030³. Regional Council has declared climate emergency and directed planning to ensure long-term community resiliency. This Plan provides measures to increase the safety of future development along the coast.
- **Demographic Changes:** Although the Regional Centre has a relatively youthful population as compared to the rest of the Municipality and the Province, it also has an aging population with increasing mobility and accessibility issues. Smaller households, young households, seniors on fixed income, and lone-parent households, are also among those who are the most vulnerable to changes in housing and living costs. Urban planning for complete communities needs to consider the needs and aspirations of diverse populations.
- **Diversity, Inclusion, and Equity:** The Halifax Diversity and Inclusion Framework defines diversity as more than race, ability, sexual orientation, language, gender, or any other

³ The Canadian Extreme Water Level Adaptation Tool (CAN-EWLAT) accessed Nov. 2018

descriptive category. Diversity means understanding and utilizing different views, ideas, life experiences, skills, and knowledge. By recognizing diversity as a core value, the Municipality aspires to represent the communities that it serves. This Plan considers the needs of diverse and under-represented communities through a greater integration of land use, housing and transportation policies. Diversity and inclusion outcomes can also be addressed through investments in community development, infrastructure, facilities and programs.

- **Health and Well-being:** In addition to providing healthier mobility choices, communities can be designed to provide access to clean air, water, and land. Access to safe and affordable housing, healthy foods, green spaces, public places, and accessible facilities that invite community interaction are essential to both individual and population health outcomes. Communities and neighbourhoods in the Regional Centre can be designed, developed and supported to protect the wellness of residents, and help them make healthier choices.
- **Parks, Open Spaces and Community Facilities:** As the population of the Regional Centre increases, parks, open spaces and public community facilities will experience additional demands and will require further investment and possible expansion. To ensure the resiliency of the Regional Centre green infrastructure, the urban forest, must be maintained, diversified and expanded.
- **Infrastructure:** As one of the oldest urban areas in Canada, the Regional Centre is challenged with an aging water, wastewater, and utility infrastructure. Investment in this infrastructure is critical to supporting new growth. While new development is largely expected to pay for needed infrastructure charges, the overall cost of development fees in the Regional Centre must be comparable to the rest of the Municipality to ensure that overall regional planning goals are met.
- **Mobility:** Development patterns and investment priorities since the 1950s have favoured low density and segregated land uses, which continue to feed the reliance on the private automobile over other modes of transportation. However, there is a momentum towards travel options that are more sustainable, enjoyable and healthy. Enabling more people to walk, cycle, take transit and use other sustainable modes of transportation requires rethinking not only the design of our transportation system, but also the design of our communities.
- **Commercial Vacancy Rates:** In a fast-changing global marketplace, the Regional Centre needs to stay competitive and flexible to maintain its vitality. Commercial development, traditionally the mainstay of urban areas, is currently experiencing persistent vacancy rates. Two regional shopping malls, numerous smaller shopping centres and the revitalization of downtowns will benefit from the increased density of residents, employees and tourists. As the Regional Centre develops, a balance needs to be maintained between new housing, commercial, and other employment opportunities.
- **Employment Lands:** Although the Regional Centre contains significant land holdings dedicated to institutional and industrial uses, the expansion of residential uses can put increased pressure on those lands and tip the balance between jobs, housing, and access to markets. Protection, intensification and planned expansion of employment lands is a key component of maintaining economic vitality of the municipality.

1.3 Purpose of this Plan

Land use planning seeks to order and regulate land use to ensure an efficient and strategic use of land, to safeguard natural resources, to reduce land use conflicts, to integrate mobility with a wide range of land uses, and to support other social, economic, and environmental goals. Guided by a vision of future possibilities, it is also concerned with providing for the current and future needs of residents by building sustainable, vibrant, safe, and walkable communities and neighbourhoods. Today, land use plans include policies, regulations, and urban design requirements to guide growth and change in the community.

This Plan was designed to achieve the vision and guiding principles for the Regional Centre as set out in the 2014 Regional Plan. Based on further community engagement, the vision has been refined and supported by four key core concepts of Strategic Growth, Complete Communities, Pedestrians First, and Human Scale.

Achieving a great Regional Centre requires that attention is paid to all four of these interconnected and mutually supportive core concepts.

The purpose of this Plan is to:

1. Express a Vision: this Plan provides a civic vision based on the input of diverse communities and stakeholders in the creation of this Plan, and provides an invitation for the public's ongoing engagement in the implementation of this Plan;
2. Guide Municipal Decisions: this Plan provides direction for municipal decision making on development proposals and provides policy support for municipal initiatives related to opportunities and challenges specific to the Regional Centre. It also provides guidance for municipal investments and future updates that can continue to achieve the vision and key objectives, or respond to new challenges and opportunities;
3. Provide Clarity for Strategic Growth: this Plan provides direction with respect to growth and change, and how it can be supported while balancing protection parks and open spaces, heritage resources, and existing neighbourhoods. It can also provide direction and clarity for businesses, land owners, developers, organizations, community groups and residents regarding future development;
4. Guide Urban Design: this Plan provides a vision and Urban Design Goals to inform more specific built form regulations and design requirements for shaping public realm and building design, as well as developments in heritage contexts; and
5. Provide for Clear and Efficient Development Approval Processes: this Plan enables a variety of planning tools available in the *HRM Charter* to both simplify and modernize land use policies and regulations, including:
 - development permit process subject to compliance with the requirements of the Regional Centre Land Use By-law;
 - site plan approval process for development proposals in the Downtown, Centre, Corridor, and Higher Order Residential, Parks and Community Facility, Institutional Employment, and Industrial and Commercial Employment designations, where the

built form is regulated by the Regional Centre Land Use By-law, including design requirements;

- development agreement process for Comprehensive Development Districts, registered heritage properties, large lots, and for certain matters related to non-conforming uses to be considered by development agreement; and
- providing for transition to this Plan for discretionary development proposals that were initiated prior to the Centre Plan process being completed.

1.4 Relationship to Other Plans

The Regional Plan is the overarching planning document guiding the growth and development of the entire Municipality. This Plan is a more detailed planning document that furthers the goals and objectives of the Regional Plan for the Regional Centre at the community and neighbourhood scale. This Plan is intended to implement and be supported by Municipal Priorities Plans such as the Economic Growth Plan, the Integrated Mobility Plan, and the Green Network Plan. Future updates to these Priority Plans should consider the Urban Structure and growth of the Regional Centre. This Plan may need to be adjusted based on updates to the Regional Plan and Priorities Plans.

Areas covered by this Plan were previously comprised of a portion of the Municipal Planning Strategy for Halifax (Halifax Plan), portions of the Municipal Planning Strategy for Dartmouth (Dartmouth Plan), the Secondary Planning Strategy for Downtown Dartmouth (Downtown Dartmouth Plan), and the Secondary Municipal Planning Strategy for Downtown Halifax except for approved Old South Suburb Heritage Conservation District and the Barrington Heritage Conservation District. This Plan replaces these plans in the areas identified on Map 1.

1.5 Provincial Role in Planning

Statements of Provincial Interest contained in the Nova Scotia Municipal Government Act (MGA) outline the province's vision for protecting Nova Scotia's land and water resources, and growth of communities. They are adopted as regulations under the MGA and apply to all municipalities. They are intended to help provincial government departments and municipalities make land use decisions that support the principles of sustainable development. Municipal planning documents must be reasonably consistent with the statements. The six statements are identified as:

1. Statement of Provincial Interest Regarding Agricultural Land
2. Statement of Provincial Interest Regarding Flood Risk Areas
3. Statement of Provincial Interest Regarding Housing
4. Statement of Provincial Interest Regarding Infrastructure
5. Statement of Provincial Interest Regarding the Development of the Nova Centre
6. Statement of Provincial Interest Regarding Drinking Water

The Statement of Interest Regarding Drinking Water is addressed by the Regional Plan. This Plan considered the following Statements of Interest as described below.

Provincial Statement (1): Agricultural Lands

By enabling strategic growth in the Regional Centre, this Plan provides for a variety of housing and development opportunities in urban areas where services already exist, therefore reducing development pressure on agricultural lands in other parts of the Municipality. This Plan also provides for opportunities for urban agriculture in the Regional Centre through policies contained in Parts 3 and 9.

Provincial Statement (2): Flood Risk Areas

While some low-lying areas within the Regional Centre may experience flooding and intense weather events, this Plan includes policies and regulations on ocean storm surge protection, landscaping and green roof requirements, and watercourse setbacks to reduce and mitigate the risk of flooding through policies contained in Parts 4 and 9.

Provincial Statement (3): Housing

This Plan permits a variety of residential built forms and residential uses, including grade-related units, work-live units, shared housing, secondary and backyard suites. Policies in this Plan also support unit mix within high-density developments and built form regulations to support accessibility. This Plan also provides support for affordable housing through incentives such as incentive or bonus zoning, minimal parking requirements, provisions for the adaptive re-use of heritage properties, and support for ongoing partnerships, through policies in Parts 3, 4 and 9.

Provincial Statement (4): Infrastructure

This Plan supports the efficient use of municipal infrastructure by enabling the densification of areas where municipal water, sewer and transit services exist, and accommodating up to 40% of regional growth. The Centre Plan also focuses growth in Downtown Dartmouth, Centres, Corridors Higher Order Residential Areas, and Future Growth Nodes located strategically along major transportation and transit corridors. A 2013 study by Stantec (Quantifying the Costs and Benefits of Alternative Growth Scenarios) estimated significant infrastructure cost savings if Regional Plan growth targets could be achieved or exceeded. This statement is mainly addressed by policies contained in Parts 3, 8 and 10 of this Plan.

Provincial Statement (5): Development of the Nova Centre

This Plan recognizes the publicly-sponsored convention centre with associated retail, hotel, residential and office uses as the Nova Centre (NC) Special Area as shown in the Land Use By-law. Any future redevelopment will continue to be subject to site plan approval.

Provincial Statement (6): Drinking Water

This Plan recognizes the importance of protecting the quality of drinking water within municipal water supply watersheds. A safe supply of drinking water is a basic requirement for all Nova Scotians. This statement applies to all municipal water supply watersheds in the Province including surface watersheds and groundwater recharge areas.

1.6 Development of This Plan

This Plan is the result of a planning process that included extensive analysis of the Regional Centre's physical, social and economic structure, and public engagement. Creating this Plan was first directed by the 2006 Regional Plan, given the age of the existing municipal planning strategies. The development process of this Plan included the following phases:

1. Regional Centre Urban Design Study (HRMbyDesign) (2006-2007): articulated a design strategy to foster quality development and vibrant public spaces through the creation of new policies and tools such as design guidelines, improved development approval processes, and resulted in a vision statement for the entire Regional Centre.
2. HRMbyDesign Downtown Halifax planning process (2007-2009): recognized the economic and cultural importance of this area, made significant improvements to heritage conservation measures (including adoption of the Municipality's first Heritage Conservation District) and resulted in Council approval of the Secondary Municipal Strategy and Land Use By-law for Downtown Halifax.
3. Centre Plan Package A planning process (2015-2019): resulted in the Regional Centre Municipal Planning Strategy and Land Use By-law for Downtown Dartmouth and mixed-use growth areas of the Regional Centre.
4. Centre Plan Package B planning process (2019-2020): resulted in a comprehensive plan for the Regional Centre, including Downtown Halifax, Downtown Dartmouth, parks, open spaces, community facilities, mixed-use growth areas, and employment lands. It also incorporated one of the three existing Heritage Conservation Districts. The remaining two HCDs require certain administrative amendments to be fully incorporated as part of this Plan.

During the preparation of the Downtown Halifax Plan, Regional Council endorsed a vision statement and guiding principles for the Regional Centre. Further, the following objectives for the Regional Centre were then included in the 2014 Regional Plan:

1. Adopt a Regional Centre Plan, which achieves the vision statement and guiding principles endorsed by Regional Council;
2. Adopt heritage plans and programs that further preserve and enhance the viability of heritage properties, streetscapes, and districts;
3. Prepare capital and operating expenditure programs that enhance development within the Regional Centre, with emphasis of resources on Downtown Halifax and Dartmouth, and take advantage of opportunities to strategically leverage other public and private sector investments; and
4. Create financial and regulatory incentives to stimulate desired growth.

The process to develop this Plan included several distinct phases of public engagement focused on the vision and key concepts, alternatives for growth, proposed urban structure, and planning policies to guide land use regulations. This included numerous presentations, open houses, pop-ups, community and stakeholder workshops, neighbourhood walking tours, a storefront location, development industry consultations, and updates to Community Councils and Standing

Committees of Council. The process was also guided by the Community Design Advisory Committee (CDAC) comprised of community volunteers, and Councillors.

1.7 How to Read this Plan

This Plan establishes policies which are implemented through the land use regulations of the companion Land Use By-law. This Plan is intended to be used by residents, property owners, elected officials, municipal staff, developers, planners, architects, community organizations, and other stakeholders in the Municipality. While this Plan is organized into distinct parts, for any part to be properly understood it must be read in the context of the whole document, and the Regional Centre Land Use By-law. It must also be read in the context of the Regional Plan and its associated Priorities Plans.

This Plan is divided into the following Parts:

- Part 1: Introduction: explains the background of this Plan and the areas to which it applies.
- Part 2: Vision and Core Concepts: articulates the vision for the future of the Regional Centre organized around four core concepts.
- Part 3: Urban Structure: sets out Urban Structure Designations and provides the policy support for the Land Use By-law with regards to zoning, permitted and prohibited uses, the planning tools that may be used, and key built form outcomes related to directing growth and managing change by integrating land use, mobility, and built form.
- Part 4: Built Form and Urban Design: sets out the policy framework for site and building design, including the Urban Design Goals, and their implementation through discretionary approvals, site plan approval process, and development permit processes. This includes matters such as the density and massing of new developments, building envelopes and street walls, public realm, pedestrian-oriented commercial streets, significant public views and public view terminus sites, landscaping and other urban design elements.
- Part 5: Culture and Heritage: sets out policies for engaging diverse cultural communities, considering and protecting living and built heritage, and, establishing existing and future Heritage Conservation Districts and cultural landscapes, and related programs and incentives.
- Part 6: Housing: sets out overall land use policies for increasing the variety and accessibility of housing choices throughout the Regional Centre, increasing access to housing that is affordable to low and moderate-income households, increasing options for the location of shared housing, and for other incentives and partnerships related to housing.
- Part 7: Economic Development: sets out policies related to fostering an economic climate that supports growth and development, the maintenance and expansion of key institutions, supporting enclaves of innovation, removing land use barriers to entrepreneurial activities, and other actions set out in the Halifax Growth Plan.
- Part 8: Mobility: sets out overall land use policies that support the Integrated Mobility Plan, including the priority of pedestrian and cyclist safety and comfort, public transit, movement

of goods, development near railways and higher order transit, and implement Transportation Reserve zoning.

- Part 9: Environment: sets out policies for the implementation of environmental directions under the Regional Plan in the Land Use By-law, as well as policies supportive of the urban forest, urban agriculture, and parks and open space planning consistent with the Halifax Green Network Plan and the Urban Forest Master Plan.
- Part 10: Implementation: sets out an approach to implementing this Plan through community engagement, future reviews and amendments to this Plan and the Land Use By-law, development approval processes, policies to guide future local planning and development agreements, incentive or bonus zoning, variations to the Land Use By-law, investments to support this Plan, and transition to this Plan.
- Appendix 1: Key Performance Indicators are included to guide the Centre Plan monitoring and review process
- Appendix 2: Regional Centre Urban Design Manual is intended to be applied to specific types of development agreement policies enabled by the Plan and considered in discretionary decision making processes.

1.7.1 Interpretation

This Plan is written in the active voice to indicate purposeful direction for future development and outcome. Under the provisions of the *HRM Charter*, a Municipality cannot regulate directly from a Municipal Planning Strategy; rather, it must regulate from a Land Use By-Law adopted by the Municipality to carry out the intent and direction of this Plan.

Implementing actions, initiatives, and programs identified in this Plan will need to be reviewed against the priorities and municipal financial capacities of current and future Municipal work plans, as well as other existing plans.

1.7.2 Key Terms, Maps and Illustrations

This Plan uses the following terms:

- **Affordable housing** means housing that meets the needs of a variety of households in the low to moderate income range;
- **Diverse Communities** means individuals with shared characteristics such as Indigenous, racial, ethnic, linguistic, cultural, religious, and persons with disabilities residing within the Municipality;
- **Green Infrastructure** includes the management of stormwater runoff and heat island effect at the local level using natural systems, or engineered systems that mimic natural systems, to reduce the stormwater flowing into the public stormwater system, and to improve the quality of runoff through filtration;
- **High-Density Dwelling Use** means a building containing 13 or more dwelling units on the same lot;
- **High-Rise Building** means a building that is greater than 26 metres high;

- **Low-Density Dwelling** means a building containing 4 or less dwelling units, including semi-detached and townhouse dwellings.
- **Low-Rise Building** means a building that is no more than 11 metres high;
- **Mid-Rise Building** means a building that is greater than 11 metres high but no more than 20 metres high;
- **Multi-Unit Dwelling Use** means a building containing five or more dwelling units;
- **Municipality** means the Halifax Regional Municipality;
- **municipality** denotes the physical area of the Municipality;
- **Pedestrian** means a person moving by any means of non- motorized active transportation and includes the use of assisted mobility devices such as wheelchairs;
- **Placemaking** means a collective and a collaborative process for creating or reinventing public spaces;
- **Public Realm** means the space around and between buildings that are publicly accessible, including streets, squares, plazas, parks and open spaces that support or facilitate public life and social interaction; and
- **Tall Mid-Rise Building** means a building that is greater than 20 metres high but no more than 26 metres high.

In this Plan:

- **May** is permissive;
- **Shall** is imperative; and In this plan, where:
- **“may”** is used in policies, the Municipality may but is not obliged to undertake future action.
- **“shall”** is used in policies related to land use, the policy shall be implemented through the Land Use By-law;
- **“shall consider”** is used in policies, the Municipality is required to consider, but not obligated to undertake any action or expend any money; and

The diagrams, sketches, and photos in this Plan are provided for illustrative purposes only. Maps and appendices are part of this Plan.

Part 2: Vision and Core Concepts

2.0 Introduction

The Regional Plan established eight guiding principles for preparing this Plan. The Vision for the Regional Centre is as follows:

The Regional Centre is the civic, cultural and economic heart of the Halifax Regional Municipality. It is a prosperous and resilient community that supports the needs, health, and well-being of a diverse and growing population. New growth is located strategically to support the creation of complete communities, human scale design, and pedestrian comfort. The Regional Centre is the core of the most liveable mid-sized municipality in Canada. It welcomes all who want to live, work, play and learn here.

In support of the guiding principles and vision, this Plan focuses on the following four Core Concepts which were established through the extensive public consultation:

- Complete Communities;
- Human Scale Design;
- Pedestrians First; and
- Strategic Growth

2.1 Complete Communities

Complete communities support people of all ages, abilities, incomes, and backgrounds to sustainably live, work, shop, learn, and play near one another. This diversity of people and activities helps communities to be physically, socially, and economically vibrant.

This Plan provides land use and design policies to promote pedestrian supportive, mixed use developments that allow safe and convenient access to the goods and services needed in daily lives that are located within walking distance.

The Regional Centre comprises many distinctive neighbourhoods, some of which are already complete communities, and others with some components of complete communities in place. It is the intent of this Plan to strengthen existing communities, enhance the elements that make a community complete, and bring these elements to all communities within the Regional Centre. This will be accomplished by establishing higher density mixed-use areas, and by encouraging infill and a range of housing forms. Directing growth close to established commercial community nodes and existing schools can help support a variety of businesses, community centres and parks. When these amenities are located close to where people live and work, people are more likely to walk, cycle, and use public transit.

2.2 Human Scale Design

Human scale design is focused on building and streetscape design that makes people feel more at ease and allows them to relate to their surroundings. It refers to a relationship between the size, shape, and design of components in the urban environment that matches the pace of pedestrians. Buildings and streets, as well as elements like trees and street furniture, all contribute to providing a scale that is comfortable for people. This Plan provides direction for the built environment that respects the human scale.

While human scale is typically associated with low-rise and mid-rise buildings, taller buildings can also provide human scale experience through design that provides generous stepbacks for the upper storeys, low streetwalls with architectural detailing, weather protection, and frequent entrances. These can work together with narrow streets, short blocks, plazas and other open spaces to create an intimate environment and comfortable experience for an average person to enjoy. Human scale design makes urban environments more interesting, encourages exploration, and draws more people to local shops and services.

2.3 Pedestrians First

Pedestrians first policies prioritize the needs and comfort of pedestrians in all seasons. The intent of this Plan is to create safe, comfortable and enjoyable environments for people of all ages and abilities. Pedestrians first design makes walking, as well as all other forms of sustainable transportation a more convenient and viable transportation choice. It leads to community benefits, such as emission reductions, improved accessibility and improved public health.

This plan seeks to provide an inclusive form of pedestrian first policy that benefits all forms of personal mobility. Pedestrian-oriented design elements include connected streets, short blocks, four-way intersections, hard surfaced pathways, and an extensive sidewalk network. Sidewalks, paths, and other pedestrian connections should link to key destinations such as retail and services, employment centres, schools, and public transit stops.

Urban trees, parks and other open spaces, lively storefronts, and places to rest and visit promote access for persons with disabilities and can also make personal mobility easier and more enjoyable. Thoughtful design can ensure that sidewalks and pathways are wide enough to accommodate commercial activity and community interaction while allowing people to move unobstructed. Since everyone is a pedestrian at some point, placing pedestrians first improves the urban environment for everyone.

Placemaking is a key component of pedestrians first design, and when successful can result in quality public spaces that can contribute to people's health and well-being. Placemaking strengthens the connection between people and the places they share by paying attention to the physical, cultural, and social identities that define a place and support its ongoing evolution. Placemaking is an approach for improving a neighborhood, city, or region and is a key component of site design.

2.4 Strategic Growth

To encourage socially, economically and environmentally responsible growth, this Plan is designed to accommodate at least 40% of the Municipality's growth within the Regional Centre by the year 2031. Increasing the density and diversity of people, shops and services in the Regional Centre will support appealing, resilient and safe communities.

It is the intention of this Plan to distribute growth throughout the Regional Centre in context-specific forms. Most of the growth is enabled to occur within the Downtown, Centre, Corridor, Higher Order Residential, and Future Growth Node Designations in the form of mixed-use low-rise, mid-rise, tall mid-rise, and high-rise buildings. It is the intention of this Plan to implement its overall vision through policies related to the four concepts.

Policy 2.1

This Plan shall apply to the area identified on Map 1. The Municipality shall implement the Plan's vision through the policies and maps contained in this Plan, the Regional Centre Land Use By-law, and the Regional Subdivision By-law. Investments in public spaces and infrastructure to support current and future growth in the Regional Centre shall be guided by this Plan.

Part 3: Urban Structure

3.0 Introduction

Population growth is essential to the economic and social development of the Regional Centre, as well as the maintenance and renewal of services and amenities. The future growth of the Regional Centre is key to a balanced regional municipal approach to growth. In the Regional Centre, services such as transit, wastewater and water distribution services already exist, or can be efficiently provided. This Plan will implement the Regional Plan's policies by providing further guidance on how and where the Regional Centre grows, and how to build a more livable Regional Centre.

Growth potential within the Regional Centre was informed by population and development trends, and an urban structure analysis. This involved identifying areas which serve as community nodes of activities and land uses, and mobility links. Urban Structure links are public streets with existing or emerging mixed uses which connect people and places of significant activity. Urban Structure Links often have transit and active transportation routes, but sometimes exist to support and strengthen complete communities on public streets which may not have or are not planned for transit or active transportation routes. Based on the vision and core concepts of this Plan, the Regional Centre can be described as a system of nodes and links as illustrated on Map 2 where:

- **Major Nodes** are areas where additional growth can be accommodated within a walking distance of significant commercial and institutional land uses, recreation and cultural opportunities, and Transit Priority Corridors identified in the Integrated Mobility Plan (IMP). Such areas can be further developed as Downtowns, Centres or Future Growth Nodes.
- **Minor Nodes** are areas located on streets with good access to transit and existing mixed-use commercial or institutional uses organized in a linear pattern. Minor nodes can be further developed as Corridors;
- **Major Urban Structure Links** are streets that connect major nodes and contain some existing mixed-use development; and
- **Minor Urban Structure Links** are streets that predominantly connect low density residential areas and can support limited low-density intensification of residential, local commercial and minor institutional uses.

The Urban Structure is shown on Map 1 and is intended to serve as a strong framework for integrating land use and transportation planning through policies that support the core concepts of strategic growth, complete communities, human scaled design, and pedestrians first.

3.1 Urban Structure Designations

The Urban Structure Map (Map 1) establishes ten land use designations. These designations will form the framework for growth and land use management strategy of this Plan, which includes integration with transportation systems, and transitions in built form and land use within the Regional Centre. The characteristics of each designation within the Regional Centre are summarized as follows:

- **The Park and Community Facility Designation:** is applied to lands that include public parks and associated schools and community facilities where open space is the dominant use of the land. The intent of this designation is to support the protection, maintenance and enhancement of the network of parks and open spaces and uses associated with them as part of the green and social infrastructure of the municipality. Parks and community facilities will also be enabled in all of the other designations.
- **The Downtown Designation:** is applied to Downtown Dartmouth and Downtown Halifax which are part of the cultural, commercial, and civic heart of the Municipality. These lands are major growth areas within the municipality where the most intense mix of uses and larger scale developments are supported while also respecting the local heritage context and transitions to surrounding uses.
- **The Centre Designation:** is applied to concentrated nodes of commercial and mixed-use developments along one or more transportation links, but that do not typically directly abut surrounding low-rise neighbourhoods. These lands will be major growth areas outside the Downtown Designation where new mid-rise buildings, tall mid-rise buildings, and high-rise buildings will be accommodated, with transitions to low-rise areas.
- **The Corridor Designation:** is applied to lands at commercial and community nodes fronting on transportation links with established or emerging commercial uses, and that typically abut low-rise neighbourhoods in the rear yards. This designation also considers proximity to transit, jobs, and other amenities. A mix of residential and commercial uses that provide goods and services to surrounding neighbourhoods will be supported, but the permitted uses and the built form of new developments will be in the form of low-rise buildings, mid-rise buildings and tall mid-rise buildings that provide a transition from Centres to low-rise residential areas.
- **The Higher Order Residential Designation:** is applied to lands where low-rise, mid-rise, tall mid-rise buildings and high-rise buildings containing multi-unit dwellings with limited commercial opportunities are supported. The designation applies to existing multi-unit dwelling residential neighbourhoods, as well as larger sites at the periphery of Centres and Corridors and may include underutilized lands. While lands within this designation offer opportunities to accommodate growth, the allowable scale of new development must consider the surrounding residential context.

- **The Established Residential Designation:** is applied to existing predominately low-rise residential neighbourhoods and associated local commercial uses. This plan seeks to recognize the character of these neighbourhoods while allowing opportunities for additional housing units in the form of secondary suites, backyard suites, and internal conversions.
- **The Future Growth Node Designation:** is applied to larger commercial, industrial, vacant or otherwise underutilized lands. The intent of this designation is to accommodate residential infill or significant mixed-use growth in the future. While neighbourhood planning has been completed for some of the Future Growth Nodes and has been incorporated in this Plan, others will require detailed planning to develop policy for developing complete communities with sufficient infrastructure, including access to transit, active transportation routes, roads and open spaces.
- **The Institutional Employment Designation:** is applied to major institutional land uses such as university and college campus areas, hospitals, military lands, as well as smaller institutions such as schools, libraries, recreation centres, community facilities, and religious institutions that support the local needs of residential communities. The intent of the designation is to recognize, maintain and support the availability of land for these uses as the population of the Regional Centre grows and changes.
- **The Industrial and Commercial Employment Designation:** is applied to areas predominantly used for industrial, harbour related industrial, and larger scale commercial uses located in proximity to industrial uses. The intent of the designation is to maintain, protect and support the growth of harbour oriented, light industrial, and compatible commercial uses, and to limit conflict with residential uses.
- **The Water Access Designation:** this designation is applied to water lots on the Northwest Arm, Lake Banook, and Lake Mic Mac. The Water Access Designation is established to protect the cultural, environmental, aesthetic and built form character, recreational use, and to control development on infilled lots.

Policy 3.1

Map 1 shall establish the Urban Structure for the Regional Centre by creating the following designations: Downtown, Centre, Corridor, Higher Order Residential, Established Residential, Parks and Community Facility, Future Growth Node, Institutional Employment, Industrial and Commercial Employment, and Water Access designations. Regulations under the Land Use By-law shall be developed based on the vision, core concepts and policies of this Plan to recognize and support the distinctive characteristics, functions and needs within each designation.

Policy 3.2

Park and community facilities uses, utility uses, and water structure uses shall be permitted in all zones. Adult entertainment and construction and mitigation facilities shall be prohibited in all zones. Car-oriented uses such as auto repair uses, service uses, and dealerships shall be limited to the COM and LI zones.

3.2 Park and Community Facility Designation

Parks, open spaces and community facilities in the Regional Centre are vital to supporting human health, as well as sustainable and complete communities, and urban wildlife. Parks and open spaces are the ecological backbones of the region, have shaped the development of the Regional Centre, and provide numerous opportunities for outdoor recreation, connection to nature, civic events, and other community and cultural activities.

The Regional Centre contains generous parks and open spaces, and waterways including the Halifax Harbour, the Northwest Arm, and the lakes in Dartmouth which make it a very attractive place to live, work, and visit. As the population of the Regional Centre increases, parks, open spaces and public recreation facilities will experience additional demands and will require further investment and possible expansion. To ensure the resiliency of the Regional Centre's Urban Forest, its tree canopy must be maintained, diversified and expanded.

The Parks and Community Facility Designation identified on Map 1 will apply to existing parks and open spaces of regional and national significance, local parks, cemeteries, conservation lands, and waterfronts used for recreation or leisure activities. This designation will also apply to public schools, community facilities and club recreation facilities uses located within predominantly park and open space settings. This Plan seeks to protect and support a connected public park and open space network that satisfies diverse and evolving community needs and helps shape future growth and built form as identified in the Regional Plan and the Halifax Green Network Plan.

Parks and open spaces and other informal spaces not part of this designation but which enrich the urban open space environment will be encouraged and permitted in all zones. Increasingly, community gathering area parks contain a wide variety of accessory uses such as urban agricultural uses, farmers' markets, food and beverage retail, club recreation, and community facilities. These accessory uses are supported in this designation to encourage diverse users and activities. Built form and urban design for community facility and institutional uses are addressed in Part 4 of this Plan, while policies related to the Regional Centre open space network are contained in Part 9 of the Plan.

Objectives:

- PCF1 Protect and expand the open space network and improve connections within the Regional Centre and to surrounding communities.
- PCF2 Preserve cultural landscapes.
- PCF3 Protect and improve public access to public water bodies, active waterfronts, and shorelines.
- PCF4 Ensure equitable access to the diversity of outdoor recreation amenities in public parks.
- PCF5 Ensure public right-of-ways as connectors, active transportation routes, and places.
- PCF6 Encourage preservation of significant open spaces on private properties.

PCF7 Support active and healthy lifestyles.

PCF8 Ensure that the public realm is a safe and comfortable for people of all ages and abilities.

3.2.1 Land Use

Parks and associated community facilities serve natural, recreational, and cultural functions and will continue to change and adapt as the population of the Regional Centre grows and changes. The Park and Community Facility Designation establishes two categories of parks. Regional Parks are of regional or national significance due to their natural systems protection, cultural landscapes, scenic beauty, vistas offered, or recreational value. The second category of parks have varied scales and facilities serving local to municipal-wide active/passive and structured/unstructured recreational needs. New development shall respect the context of park and community facilities.

Policy 3.3

The Land Use By-law shall establish two zones within the Park and Community Facility Designation to maintain and protect a network of publicly accessible parks, open spaces and community facilities in the Regional Centre:

- a) The Regional Park (RPK) Zone shall apply to federal parks, provincial parks, and provincial park reserves. The RPK Zone shall permit a range of park and community facility uses, and other compatible uses.**
- b) The Park and Community Facility (PCF) Zone shall apply to public community parks, community facilities and club recreation located within a predominantly park and open space setting. The PCF Zone shall permit a range of park and community facility uses, institutional uses, and other compatible uses.**

Policy 3.4

The Regional Park (RPK) Zone and the Park and Community Facility (PCF) Zone may be applied within any designation.

3.2.2 Halifax Common and Dartmouth Common

The Halifax Common and the Dartmouth Central Common are two primary parks and open spaces in the Regional Centre. The Dartmouth Common is recognized by provincial legislation, and both are considered as potential cultural landscapes in Policy 5.12 of this Plan. They represent the 18th century traditional British land use practice of establishing communal grazing lands.

Perception of the landscape and cultural values around the highest and best use of common land has evolved over time and influenced land use and management decisions for the commons. The significantly reduced common and public open spaces that remain today are a result of changing attitudes towards common land over the past two and a half centuries. This included converting some of the land to institutional uses to serve a variety of public needs.

This Plan recognizes the importance of parks, open green spaces and associated institutional uses to human and ecosystem health. As densification increases in the Regional Centre, the protection and creation of high-quality parks, open spaces and community facilities will be required to serve the growing population. This Plan continues to recognize importance of the existing and traditional boundaries of the Commons as identified in previous planning documents, in the 1994 Halifax Common Master Plan, and the 2010 Dartmouth Common Master Plan. Future enhancements to both common areas should give priority to recreational, cultural and institutional uses.

Policy 3.5

The Municipality shall continue to preserve, maintain and enhance the existing Dartmouth Common and the Halifax Common for park, open space and institutional uses. Where opportunities arise, Regional Council may consider acquisition to reclaim lands contained within the traditional boundaries of the Halifax and Dartmouth Common.

3.3 Downtown Designation

This Plan provides a benchmark for the Downtown's economic health, quality and character of buildings, space, and overall livability for its residents, businesses, and visitors. The Downtown Designation provides planning policies that are intended to guide and influence the physical, social, environmental, and economic conditions of the area, and to ensure a sustainable and balanced approach to growth, including policies to develop and enhance the waterfront areas.

Downtown Dartmouth and Downtown Halifax form a part of the cultural, financial, commercial, and civic heart of the Municipality. Lands within the Downtown Designation are strategically located within the core of the Regional Centre to be a major growth area within the Municipality, where the most intense mix of uses and larger-scale developments are supported, while also respecting the local heritage context and transitions to surrounding low-rise neighbourhoods. This area will continue to accommodate new residents, various housing types, mixed-use development, and support the rest of the region.

The Downtown Designation also provides a vision for the distinct character and growth aspirations for Downtown Dartmouth and Downtown Halifax as Central Business Districts (CBDs). Building upon the success of previous planning policies this Plan provides support and direction to foster public, private, and partnership-based actions. This direction will also improve and maintain the downtown as the heart of the Municipality.

To help achieve the visions of the two distinct CBDs, special areas and precincts are established to bring clarity and predictability to development within the Downtown Designation, including along the waterfront. This will retain heritage resources, prescribe the maximum building envelopes of new development, and focus on design excellence in the public realm. This approach will also promote the in-filling of vacant lots, new development at a variety of scales, styles and uses, and ensure that new development is appropriate to its location based on existing and desired precinct character.

Precinct-specific character descriptions detailed in this chapter articulate long-term goals for these areas, as well as their unique characteristics. Each Precinct is governed by a vision statement that is implemented through the Land Use By-law to address the following:

- Precinct character and identity;
- Building height;
- Building massing and upper storey setbacks;
- Heritage protection considerations;
- Detailed urban design requirements; and
- Park and open space considerations.

Objectives:

- D1. Promote a compact, intensified, accessible and walkable downtown that features environmentally sustainable development practices.
- D2. Create a living downtown through distinct neighbourhoods while supporting residential development and new commercial uses, including a variety of housing choices that are supported by high quality community, streetscape and open space amenities that are open year-round.
- D3. Maintain distinctive downtowns by preserving and reinforcing the elements that impart a sense of history, culture, and a unique natural setting.
- D4. Support civic pride, visual appeal, and inspiring qualities in the design, improvement and construction of streets, open spaces, and buildings.
- D5. Strengthen the visual and physical connections between historical and natural assets, and civic and open spaces in the downtown.
- D6. Create connections to surrounding districts and neighbourhoods outside the downtown, particularly along major transit nodes and corridors.
- D7. Enact policies and procedures that encourage an urban environment with a broad mix of land uses, the required infrastructure, and the necessary critical mass of people to support a creative and vibrant economic, cultural and social community.
- D8. Create a safe and human scale public realm for all ages and abilities, and increase residential, commercial and employment density to supports transit services.
- D9. Ensure that parks and community facilities meet the needs of residents and visitors.

Policy 3.6

Map 3 shall establish the Downtown Dartmouth Central Business District and the Downtown Halifax Central Business District within the Downtown Designation to recognize those districts as the core of the cultural, financial, commercial, and civic heart of the Municipality, and provide a vision for their distinct character and growth aspirations. The Land Use By-law shall establish the Downtown Dartmouth (DD) Special Area and the Downtown Halifax (DH) Special Area to establish the built form regulations of the two Central Business Districts.

3.3.1 Land Use

The Downtown Designation can support a wide mix of land uses, including commercial, institutional, industrial, cultural, recreational, and residential activities. It also contains unique uses associated with the tourism industry and marine industries along the waterfront. Marine-oriented industrial uses that existed on the date of this Plan coming into force shall be permitted in the Downtown Designation, but new industrial uses shall not be permitted.

Policy 3.7

The Land Use By-law shall establish the Downtown (D) Zone and apply it to lands within the Downtown Designation, with the exception of Precinct 9 (Cogswell Lands). The D Zone shall permit a wide range and mix of commercial, institutional, cultural, park and community facility, residential, and urban agricultural uses, which support both local and regional needs of residents, visitors, businesses, government agencies, and the economy.

3.3.2 Waterfront Development

The downtown Dartmouth and Halifax waterfronts are a significant public resource and help define the image and identity of the Municipality. Most undeveloped lands within the Halifax waterfront are owned by Develop Nova Scotia, the provincial crown corporation responsible for purchasing, consolidating, redeveloping, and revitalizing lands around Halifax Harbour. Develop Nova Scotia works with public and private sector partners to facilitate sustainable development of high potential property and infrastructure such as waterfronts to drive inclusive economic growth in Nova Scotia. Undeveloped lands on the Dartmouth waterfront are owned by Develop Nova Scotia, as well as the Municipality and private interests.

The Dartmouth and Halifax waterfronts are uniquely characterized by an organic and diverse built form with many opportunities for intensification and redevelopment. More design discretion is required to respond to this unique development pattern and ensure future waterfront development responds to public interests and objectives in relation to the water's edge.

The water's edge and the terminus of the east-west Harbour streets are fundamental components of the open space network for downtown, as are the goals of public and visual access to the water. In downtown Halifax, the east-west orientation of buildings as characterized by the Historic Properties is to be reinforced through the design review process required by this Plan. It is critical for public safety reasons that new development along the waterfront includes design measures to mitigate the impacts of sea level rise. These considerations are addressed as part of the design review guidelines, and environmental policies contained in Section 9.1 of this Plan.

In recognition of the shared mandate for planning the public use of these lands, the Municipality will work with Develop Nova Scotia, the Halifax Port Authority and other landowners to guide the following design objectives for the waterfronts, including the following:

- Encourage low, medium, and high-rise development at appropriate locations and massing that will enhance the waterfront experience through well-designed architecture and public spaces;
- Encourage linear building forms perpendicular to Lower Water Street that step down in height as they approach the water's edge;
- Ensure visual and public access to the water's edge and views of the harbour through the extensions of east-west streets as public open space, and a continuous public boardwalk along the water's edge;
- Establish appropriate funding arrangements for capital public realm improvements, including high quality urban open space on the water suitable for hosting a wide range of civic events;
- Development of a multi-use linear trail and greenway system which extends along the water's edge in Dartmouth from the MacDonald Bridge to the Downtown Ferry Terminal, through Dartmouth Cove to the Woodside Ferry Terminal;
- Development of two "anchor" parks at either end of the Dartmouth waterfront;
- Re-establishment of the Dartmouth Common at the western edge of the waterfront on the Geary Street lands;
- Maintenance and ongoing improvement to the children's activity centre within the Alderney Landing area and Halifax waterfront to provide a family focus on the waterfront;
- Development of additional public recreational docking space and attraction of small tour boat operators;
- Implementation of a physical enhancement plan for public infrastructure and amenities in the Canal-Maitland Street area;
- Development of interpretive opportunities related to the industrial heritage of the rail and shipyards.
- Complete connections to the Trans Canada Trail;
- Ensure a continuous, pedestrian scale streetwall along the east side of Lower Water Street;
- Encourage the redevelopment of surface parking lots and restrict future surface parking;
- Ensure development mitigates the impacts of climate change and where possible, incorporates sustainable design principles;
- Support tourism development, including cruise ship terminals as a potential future land use within the waterfronts;
- Support innovative marine oriented employment uses; and
- Consider future potential transit access to, and within, downtown waterfront areas.

Policy 3.8

The Land Use By-law shall establish the Dartmouth Waterfront (DW) Special Area and the Halifax Waterfront (HW) Special Area to be applied over portions of the Downtown (D) Zone adjacent to the Halifax Harbour to permit additional flexibility in land use and built form.

Policy 3.9

The Land Use By-law shall include provisions for development within the Dartmouth Waterfront (DW) Special Area and the Halifax Waterfront (HW) Special Area to address the following matters:

- (a) provide for flexibility in the design and form of development;**
- (b) integration of development with park and open spaces;**
- © provision and design of park and open spaces;**
- (b) maximize view of the sky, sun penetration to public spaces and streets, and visual and public access to the water;**
- (c) allow for flexibility in land uses and building forms that reinforce the orientation of development to the Halifax Harbour;**
- (d) when water lots are to be infilled, the development shall be subject to the abutting zone and ensure public use and access to the water's edge; and**
- (e) to ensure development considers measures to mitigate the effects of sea level rise and storm surge events.**

Policy 3.10

It shall be the intention of the Municipality to support Develop Nova Scotia and other provincial and federal government agencies in continuous planning and investment in the infrastructure, public realm improvements, transportation and programming to ensure the sustainable and inclusive economic development of Regional Centre's waterfronts.

3.3.3 Downtown Dartmouth Central Business District

Downtown Dartmouth Central Business District (DDCBD) is one of the oldest settled areas of the Municipality, and has retained much of its character, with a traditional street pattern and many historically-significant properties, including the Shubenacadie Canal system. Downtown Dartmouth also encompasses waterfront lands which are a valuable resource for the community and the region, and the Alderney Gate – Alderney Landing hub of services which includes a public library, performing arts centre, farmers market, outdoor state and event venue, and a ferry terminal. The Dartmouth Common, the Ferry Terminal Park, and the Trans Canada Trail along the water's edge connect Downtown Dartmouth to the regional open space network. The vibrant commercial streets are an attractive destination, offering a range of services and small retail operations to residents, visitors, and downtown workers. Marine-related businesses contribute to the working character of the waterfront in the downtown.

The DDCBD can accommodate increased density in mid-rise buildings, tall mid-rise buildings, and high-rise buildings integrated with existing development. Higher densities can also support

the downtown's function as a primary employment and cultural centre for the broader region. Subject to maximum Floor Area Ratio (FAR), a maximum height of 90 metres shall be established in the Downtown Dartmouth Special Area in the Land Use By-law. Downtown Dartmouth can largely accommodate growth by infilling existing vacant and under-utilized lands.

Policy 3.11

The Land Use By-law shall establish built form, and maximum Floor Area Ratio (FAR) regulations for the Downtown Dartmouth (DD) Special Area, in accordance with built form policies in Part 4 and Part 5 of this Plan. Built form may vary in accordance with Precincts described in this chapter and illustrated on Map 4. The Land Use By-law shall permit low-rise buildings, mid-rise buildings, tall mid-rise buildings, and high-rise buildings consistent with Floor Area Ratio (FAR) Precincts, as illustrated on Map 5 of this Plan.

3.3.3.1 Vision and Precincts

The following is the community's vision for growth and development of Downtown Dartmouth that is to guide this Plan's policies towards development, as well as public investments:

Downtown Dartmouth is an attractive and safe community with a lively business district, quiet and stable neighbourhoods, and an accessible and beautiful waterfront for all to enjoy. The community has retained a strong sense of its heritage and culture, provides a broad range of quality housing choices for all, and assures that all lifestyles can be met through an abundance of park and recreation facilities and employment opportunities.

To help achieve the above vision, the Downtown Dartmouth Central Business District features four distinct precincts as shown on Map 4, each with varying character, functional identities and building forms. The objective of defining these precincts is to help focus and direct land uses, define appropriate character for development, protect heritage, direct public investment, and guide future amendments to the Land Use by-law. Precinct-specific character descriptions articulate long-term goals for these areas, as well as their unique characteristics.

Policy 3.12

Downtown Dartmouth Central Business District is divided into four precincts, as shown on Map 4, based on their unique characteristics. These existing and desired characteristics, shall guide planning policies and land use regulations regarding permitted uses, built form, heritage preservation, public realm, public investment, and future amendments to this Plan and Land Use By-law.

Precinct 1: Historic Dartmouth

This precinct generally includes properties along Portland Street and Ochterloney Street between Victoria Road and Alderney Drive, except for some vacant lots, and properties facing Alderney Drive that have limited historic value, as shown on Map 4. This precinct is the historic and commercial heart of Downtown Dartmouth, which supports a revitalized shopping area with a wide range of shops, boutiques, cafés, restaurants, and services. It also contains a concentration of registered heritage properties, as well as other significant buildings and properties that contribute to the unique character of the area. This area has been identified as a potential Heritage Conservation District in Part 5 and Map 20 of this Plan.

Portland Street is the traditional main street of Downtown Dartmouth and has retained a historic and cohesive streetscape. It also serves as a major pedestrian route providing a direct link to the ferry terminal, the waterfront, and the Alderney Gate – Alderney Landing hub of services. The historic streetscape of lower Portland Street between Dundas Street and Alderney Drive is intended to be preserved, and design requirements will support the street and public spaces. The built form includes a mix of historic and modern buildings, and the challenge for future development opportunities is to integrate and complement the historic fabric of the street.

Due to the cohesive and historic nature of this precinct, a large portion of this precinct will only enable Maximum FARs that support low-rise buildings. Maximum FAR Precincts that support mid-rise buildings, tall mid-rise buildings, and high-rise buildings will be enabled at the north and south ends of Portland Street, within this Precinct, the area north of Dundas Street, and on vacant lots in the vicinity of Queen Street and Alderney Drive. Low-rise streetwalls with stepbacks and weather protection that supports the pedestrian main street environment is particularly important in this precinct. Streetwall heights, setbacks, articulation, and narrow grade-oriented premises shall respect the historic nature of this precinct.

Portland Street will be designated as a Pedestrian-Oriented Commercial Street and no residential uses shall be permitted on the ground floor, to help foster an active pedestrian environment. Portland Street will also be established as a Special Area in the Land Use By-law to require all new buildings facing Portland Street to provide streetwalls that do not exceed 11 metres to support the established main street environment. Any high-rise buildings shall be required to include a minimum of 6 metre stepbacks in this Special Area.

Transition provisions for developments that abut low-rise downtown neighbourhoods, and parks and regulations that support narrow storefronts that reinforce or create the traditional lot patterns and streetwall frontages shall also apply in this precinct.

Policy 3.13

Map 5 shall establish the Maximum Floor Area Ratio (FAR) Precincts for the Historic Dartmouth Precinct between 1.75 to 4.0. On a limited number of vacant or under-utilized sites the maximum FAR shall be 6.25. The Land Use By-law shall establish maximum FAR

Precincts consistent with Map 5 and policies in Part 4 and Part 5 of this Plan. All new development shall have regard for abutting public parks and heritage contexts.

Policy 3.14

The Land Use By-law shall designate lands fronting on Portland Street as a Special Area requiring all new developments to provide a maximum streetwall height of 11 metres, and streetwall setback for high-rise buildings to be a minimum of 6 metres.

Precinct 2: Alderney and Central Waterfront

This Precinct is generally bounded by the Halifax Harbour and lands on both sides of Alderney Drive from Park Avenue to Dundas Street, except for the historic streetscape of Alderney Drive between Portland Street and Queen Street, as shown on Map 4. Alderney Drive is an important transportation corridor, a boulevard and gateway to Downtown Dartmouth. It also supports a number of larger mixed-use developments, integrated with valuable public open space. This area also includes the Alderney Gate - Alderney Landing hub of services, which includes a major transit facility, community and cultural facilities.

Public access and public views to the Halifax Harbour are a key feature of this Precinct, and future developments shall ensure improved physical and visual linkages with the water. To achieve this, view corridors to the Harbour shall be protected, and consideration may be given to providing additional public view corridors.

Mid-rise buildings, tall mid-rise buildings, and high-rise buildings are supported in most of this Precinct, but buildings shall step down to the water, to low-rise neighbourhoods, and to the Historic Dartmouth Precinct. There are opportunities for high-rise buildings along Alderney Drive. Current parking lots and vacant lands shall be encouraged to redevelop into visually attractive new development, with 11-metre streetwalls, setbacks and stepbacks that support an active pedestrian environment.

To further foster a pedestrian environment, a section of Alderney Drive shall be designated as a Pedestrian-Oriented Commercial Street, and no residential uses shall be permitted on the ground floor. Narrow and articulated storefronts, and other grade-oriented premises in new developments shall also be required. Future investments in transit, pedestrian, and bicycle friendly infrastructure can help make Alderney Drive a safer and more accessible street for pedestrians and cyclists, to support its role as a regional transportation link as envisioned in the Integrated Mobility Plan. Capital improvements and year-round programming will continue to animate the ferry terminal plaza and provide improved connectivity to the nearby parks, open spaces and trails.

Policy 3.15

Map 5 shall establish the Maximum Floor Area Ratio Precincts for the Alderney and Central Waterfront (AL) Precinct. The Land Use By-law shall establish Maximum FAR Precincts of between 4.0 to 8.0 based on the local context and consistent with Map 5 and Part 4 and Part 5 of this Plan. Buildings shall step down to the water, to low-rise residential, and to the Historic Dartmouth Precinct. New developments shall have regard for abutting public parks and heritage contexts.

Precinct 3: Irishtown and Canal

This precinct generally includes lands generally bounded by Victoria Road, Alderney Drive, and properties along Ochterloney Street and Portland Street near Dartmouth Cove as shown on Map 4. Distinct features of this precinct include the Shubenacadie Canal System and Greenway, and Starr Park. Recent investments have been made to enhance the Shubenacadie Canal System and Greenway, including the partial daylighting of the Sawmill River and the restoration of the cultural landscape of the Shubenacadie Marine Railway.

This precinct contains architecturally significant and historic buildings, but also offers opportunities for developments that recognize, celebrate and complement the Historic Dartmouth Precinct, the Shubenacadie Canal, surrounding neighbourhoods, and connection to the Sullivan's Pond Park.

This precinct will enable various Floor Area Ratios (FARs) that support low-rise buildings and mid-rise buildings, tall mid-rise buildings, and high-rise buildings. To take advantage of vacant and underutilized properties, tall mid-rise and high-rise buildings shall be limited to the eastern portion of the precinct between Irishtown Road and Victoria Road. Built form regulations, detailed in the Land Use By-law, shall encourage new developments to utilize high quality materials, and integrate three-storey streetwalls, setbacks, and stepbacks to support an active pedestrian environment.

Policy 3.16

Map 5 shall establish the Maximum Floor Area Ratio Precincts for the Irishtown and Canal Precinct. The Land Use By-law shall establish maximum FAR Precincts of between 1.75 to 6.75 based on the local context and consistent with Map 5 and policies in Part 4 and Part 5 of this Plan. New developments shall have regard for abutting public parks, and heritage contexts.

Precinct 4: King's Wharf

This precinct includes lands that extend from the Alderney Drive and King Street intersection to the Halifax Harbour. It is a large area that includes a water lot that has been developing comprehensively in accordance with existing development agreement policies under the Downtown Dartmouth Secondary Planning Strategy (2000), as shown on Map 4. It is a mixed-use pedestrian- oriented area with major residential and commercial developments, including a marina, public open spaces, and public access to the Harbour. This precinct provides pedestrian and bike connections to adjacent precincts, the Trans-Canada Trail, and the regional transportation network. Mid-rise and high-rise buildings shall be designed to mitigate wind impacts on pedestrians.

A development agreement for this precinct was approved under the provisions of the Downtown Dartmouth Secondary Planning Strategy. This development has the potential to enhance the public realm, as well as complement both the Historic Dartmouth Precinct and other neighbouring precincts. The terms and conditions of the existing development agreement are reasonably consistent with the objectives of this Plan. As such, the King's Wharf lands will be established as a Special Area in the Land Use By-law that shall recognize a greater time for completion of this large and multi-stage development.

Policy 3.17

The Land Use By-law shall establish the King's Wharf Special Area (KW) of the Land Use By-law. Development agreements or amendments to development agreements for King's Wharf that have been received by the Municipality on or before September 5, 2029, may be considered by Council in accordance with the policies in effect at the time Council provides notice of intention to adopt this Plan.

3.3.4 Downtown Halifax Central Business District

The Downtown Halifax Central Business District (DHCBD) encompasses the commercial and business core of downtown Halifax as shown on Map 3. This area functions as the central business district, cultural heart and civic seat of the Municipality, and possesses the greatest mix and intensity of land uses within the region. Framed by the Halifax Citadel National Historic Site and the Halifax waterfront, Downtown Halifax consists of the historic settlement's original block and street pattern, and numerous heritage and cultural landmarks in a distinctive landscape setting.

The overall goals of the DHCBD include fostering a positive downtown development climate, making a beautiful public realm, improving heritage protection, investing in public spaces, promoting high quality architecture, and well-designed streetscapes. Given the influence of Citadel Ramparts and View Planes on Downtown Halifax, built form will continue to be regulated by maximum heights.

Policy 3.18

The Land Use By-law shall establish built form, and maximum building height regulations for the Downtown Halifax (DH) Special Area in accordance with built form policies in Part 4 and Part 5 of this Plan. Built form may vary in accordance with Precincts as described in this chapter and as illustrated on Map 4. The Land Use By-law shall permit low-rise buildings, mid-rise buildings, tall mid-rise buildings, and high-rise buildings consistent with the maximum building height, as illustrated on Map 6 of this Plan.

3.3.4.1 Vision and Precincts

The following is the community's vision for growth and development of Downtown Halifax that is to guide this Plan's policies towards development, as well as public investments:

Downtown Halifax is envisioned to become a thriving urban environment with a strengthened historic heart. A mix of housing types will increase living and working opportunities for the Municipality's residents and will appropriately transition in scale and design to surrounding neighbourhoods and cultural destinations. The streetscape experience will be improved through redevelopment and reinvestment that incorporates active street level shops and activities. Infill development and redesigned streetscapes will encourage a culture of walking.

Downtown Halifax will define its character by distinct precincts that reinforce the downtown as a civic, cultural, and economic destination. High-quality public plazas, forecourts, courtyards, and promenades will complement and visually connect every precinct, adding valuable public amenities and performance spaces throughout the downtown. The Halifax Harbourwalk will be celebrated as one of the best attractions of downtown Halifax.

Downtown Halifax's built heritage will be conserved through its registered municipal heritage properties, its two existing heritage conservation districts along Barrington Street and in the Old South Suburb, and through the potential establishment of another heritage conservation district in Historic Properties.

To help achieve the above vision, the Downtown Halifax Central Business District features ten precincts as shown on Map 4, each with varying character, functional identities, and building forms. The objective of defining these precincts is to help focus and direct land use, define appropriate character for development, protect heritage, direct public investment, and guide future amendments to this Plan and the Land Use by-law.

Policy 3.19

Downtown Halifax Central Business District is divided into precincts, as shown on Map 4, based on their unique characteristics. These existing and desired characteristics, shall guide planning policies and land use regulations regarding permitted uses, built form that supports this commercial district, heritage preservation, public realm, public investment, and future amendments to this Plan and Land Use By-law.

Precinct 1: Southern Waterfront

Centered on the southern end of Lower Water Street and anchored by the Halifax Harbourwalk, Cornwallis Park, and the seawall, the southern waterfront is one of downtown Halifax's most desirable neighbourhoods. Building on the existing residential area, significant residential intensification alongside a mix of other compatible civic and commercial uses can serve to create an inviting and diverse new destination within proximity to all the amenities that downtown living has to offer.

New mixed-use, mid-rise and high-rise buildings will be the emphasis of the new infill, while closing the gaps in the southern waterfront streetscape. These developments will solidify the link between the central downtown and its southern extent anchored by the train station. Building on the existing residential character and heritage resources, new developments will create an integrated high-density neighbourhood with an engaging street-level that will include convenience retail outlets, sidewalk cafes, specialty shops, end of street plazas, and grade-access residential units.

Defining landmark developments and improvements include the adaptive reuse of an integrated power plant facility, a landmark development of signature architectural quality at the southern terminus of Lower Water Street, and waterfront plazas framed by new potential cultural attractions at the foot of Morris Street and Marginal Road. Along with open space and streetscape improvements, a strong linkage will be established between the Halifax Harbourwalk and Cornwallis Park to complete the connection between downtown Halifax's southern destination anchors and further stimulate pedestrian movement throughout the area. The southern waterfront is a precinct defined by the harbour, with open spaces along the Halifax Harbourwalk, at the end of the streets leading to the harbour. New buildings will fill in existing gaps along the streetscape. Lower Water Street will have great sidewalks, landscaping and a streetwall that emphasizes its meandering qualities. Pedestrian-oriented retail shops and services will frame open spaces.

Policy 3.20

Map 6 shall establish the maximum building height in the Southern Waterfront Precinct. The Land Use By-law shall establish the built form regulations consistent with policies in Part 4 and Part 5 of this Plan. All new development shall have regard for abutting public parks and heritage contexts.

Precinct 2: Spring Garden Road Area

This precinct is one of downtown Halifax's most appealing and active mixed-use areas centered on the lively Spring Garden Road commercial corridor. With proximity to major health and academic institutional complexes, the Halifax Central Library, and surrounded by green amenity space, the Spring Garden Road precinct will play a leading role in defining the image of downtown as an engaging and sustainable place. Additional commercial uses and enhancements to the streetscapes will further strengthen the precinct's critical pedestrian function as a link between the downtown and the institutions and neighbourhoods to the west and east.

Residential, office and mixed-uses in mid to high-rise buildings will continue to ensure pedestrian activity that lend to the precinct's vitality while providing for greater utility and enclosure to the surrounding open spaces. New, large-scale developments will be carefully designed to ensure that pedestrians on Spring Garden Road continue to enjoy sunlight for significant periods throughout the day. New infill developments along Clyde Street, adjacent to the historic Schmidville neighbourhood, will reinforce its residential character while providing for buildings along Clyde Street that transition in height from mid- and high-rise buildings along Spring Garden Road, to the existing low-rise buildings of Schmidville to the south. The mixed-use nature of the new buildings along Clyde Street will also provide a transition in intensity of use from the active retail required along Spring Garden Road to the primarily residential uses in Schmidville. Infill developments along Spring Garden Road to the east of Queen Street will reinforce the area's distinct qualities characterized by historic civic monuments with generous landscaped setbacks.

Defining landmark developments and improvements will include the enhancement of Spring Garden Road as the key east-west downtown pedestrian connection that links the Public Gardens to the Barrington Street Heritage Conservation District, as well as the Schmidville Heritage Conservation District. It also includes infilling vacant sites, such as a large parking lot located on Queen Street, known as the former Halifax Infirmary property, with a mix of uses that will serve to fill the major 'gaps' in the precinct, while complementing the adjacent established and historically significant neighbourhoods. A major opportunity for this district is the redevelopment of the old Halifax Library and the Spring Garden Road Streetscaping project.

Policy 3.21

Map 6 shall establish the maximum building height in the Spring Garden Road Area Precinct. The Land Use By-law shall establish the built form regulations consistent with policies in Part 4 and Part 5 of this Plan. All new development shall have regard for abutting public park and abutting heritage contexts.

Policy 3.22

The Land Use By-law shall establish the South Park Street (SPS) Special Area and the Spring Garden Road (SGR) Special Area. New developments located on the south side of Spring Garden Road between Queen Street and South Park Street, and along the east side of South Park Street between Sackville Street and Spring Garden Road, shall be required to meet specific built form requirements to ensure adequate sunlight penetration to the street and the adjoining Public Gardens.

Precinct 3: Lower Central Downtown

Fronting on the central waterfront, and containing a large concentration of downtown office towers, hotels and major regional attractions, this precinct will continue to serve as the primary regional hub for finance, commerce, culture, and tourism. The gaps along the waterfront are to be infilled with a mix of uses that support pedestrians, accommodate transit users, and integrate parking facilities and are focused around a series of distinctly designed waterfront plazas at the ends of the streets leading to the Halifax Harbour. Most significant of these plazas is at the terminus of the Grand Promenade, which serves as a splendid east-west spine that links the waterfront, Grand Parade and the Citadel along Carmichael and George Streets. The design of the Grand Promenade will provide an appealing route for pedestrians to navigate the steep slope to access many downtown attractions and destinations.

New tall mid-rise and high-rise developments along the waterfront will step down in height to ensure a low-rise frontage along the Halifax Harbourwalk, while infill within the historic block and street pattern will be massed to ensure that buildings have proportional relationships to the depths of the blocks and widths of the streets. In addition to major new office complexes, new high-density residential developments will help to balance the mix of uses in the precinct, and ensure an active street life throughout the day and in all seasons.

Defining landmark developments and improvements will include the infill of major vacant sites to the south and along the waterfront, the redevelopment of the ferry terminal to create an identifiable civic landmark, and major enhancements to the public realm that include key streetscape improvements, new plazas and key public art installations.

Policy 3.23

Map 6 shall establish the maximum building height in the Lower Central Downtown Precinct. The Land Use By-law shall establish the built form regulations consistent with policies in Part 4 and Part 5 of this Plan. All new development shall have regard for abutting public park and heritage contexts.

Policy 3.24

The Land Use By-law shall establish the Lower Central Downtown Halifax (LCDH) Special Area to establish specific built form requirements, including requiring streetwall width of all new developments to extend the full width of the streetline.

Precinct 4: Upper Central Downtown

Fronting on the Citadel, anchored to the north and south by major civic destinations, and near Barrington Street, this precinct has enhanced appeal as a location for the hospitality and entertainment industry. The fine-grained historic block and street pattern lends well to the concentration of pedestrian-oriented alternative shops, restaurants, bars, night clubs, sidewalk cafes, and cultural venues such as performing arts theatres. Infill and redevelopments continue to intensify this area's distinct function as the downtown's arts and entertainment district by accommodating complementary uses such as hotels, offices for creative related ventures, galleries and artist studios. This precinct is also known for the publicly-sponsored convention centre, known as the Nova Centre, which includes a mix of uses such as retail, hotel, residential, and office space.

New mid- and high-rise buildings will be designed to ensure proportional relationships to the depths of the blocks and widths of the streets. Streetscape improvements will accommodate the area's high pedestrian volumes and support spill out activities, including a grand esplanade along the base of the historic Citadel.

Streetscape improvements accommodate the area's high pedestrian volumes and support spill out activities, and lend well to the staging of outdoor events and festivals. Buildings fronting on George, Argyle and Carmichael Streets will be re-adapted to provide a positive pedestrian frontage. New development will feature commercial spaces, narrower frontages, and architectural detailing that supports a pedestrian environment.

Policy 3.25

Map 6 shall establish the maximum building height in the Upper Central Downtown Precinct. The Land Use By-law shall establish the built form regulations consistent with Part 4 and Part 5 of this Plan. All new development shall have regard for abutting public parks and heritage contexts.

Policy 3.26

The Land Use By-law shall establish the Nova Centre (NC) Special Area over the portion of Grafton Street bounded by Prince and Sackville Streets to permit the convention centre, including spaces for retail, hotel, residential or office uses, and underground parking space, and vehicular and pedestrian passageway extending from Prince Street to Sackville Street.

Precinct 5: Historic Properties

This contiguous and intact heritage environment will continue to serve as a major attraction and hub of social and commercial activity in downtown Halifax. Anchored by the waterfront and the Granville Street Pedestrian Mall, this precinct's character is defined by low-rise buildings and the intimate spaces they frame. The convergence of small-scale retail uses, a market, restaurants, bars, institutional uses, galleries, and hotels creates a charming and vibrant 'urban village' in the heart of downtown. This unique function will be further strengthened with the transformation of the Cogswell Interchange, which places this precinct in a central position to serve as an area focus and primary pedestrian linkage to newly developed areas to the north.

Sensitive adaptive re-use, additions and infill will help to revitalize the precinct while reinforcing its historic character. The Granville Street Pedestrian Mall will be further enhanced by the development of the site to its north, which will reinforce the low-rise street wall and provide a complementary landmark feature to mark its north view terminus. Enhancements to the streetscapes and crosswalks, as well as a potential plaza to the north, will help to strengthen east-west pedestrian connections and links to the waterfront.

Policy 3.27

Map 6 shall establish the maximum building height in the Historic Properties Precinct. The Land Use By-law shall establish the built form regulations consistent with Part 4 and Part 5 of this Plan. All new development shall have regard for abutting public parks and heritage contexts.

Precinct 6: Cogswell Lands

Over the life of this Plan, the dismantling of the Cogswell Interchange will enable the transformation of this area into an appealing mixed-use precinct that will serve to reconnect downtown Halifax with the Halifax's north end, provide a compelling northern gateway, and accommodate a significant density of office, commercial and residential uses. This area was first adopted as a precinct requiring detailed master planning in 2009. Formal consultation for the renewal of the Cogswell Interchange area dates back to 2013. The Cogswell Lands Precinct encompasses the current Cogswell Interchange and lands around Barrington Street, Hollis Street and Upper Water Street from the eastern terminus of the Granville Mall to Proctor Street.

In 2019 Regional Council approved a 90% construction design plan for roads, infrastructure, and open spaces following a public engagement process conducted in 2018. That process focused on public spaces and overall urban design of the Cogswell District.

This Plan envisions this area as a complete community with supportive transit services, pedestrian-oriented streets, a mix of uses and services, multi-use trail connections, bike lanes and greenways linking this area to existing neighbourhoods to the north and providing connections through to the waterfront. New streets and improved alignments will enhance pedestrian connections to the waterfront and to the north end neighbourhoods. The focal point of this Centre will be a large plaza at the intersection of Hollis Street and Upper Water Street offering a variety of flexible and programmed spaces for active and passive activity, gatherings, markets and festivals.

Future development shall support the complete community for this area including mid-rise to high-rise buildings, with towers landing on low-podiums that reinforce human-scaled streetscapes and the pedestrian realm. Maximum building heights shall respect designated Halifax Citadel View Planes and Citadel Ramparts views as shown on Map 7 and Map 8.

Recent efforts reflect the Municipality's commitment to move forward with the planning and design work for the redevelopment of the Cogswell Interchange lands. A special area will be established to ensure that the ultimate development of this area considers the result of previous consultations, builds on the master planning process to date, and further evaluation of the impacts and construction costs of the planned roads and infrastructure for this new community. Amendments to this Plan and the Land-Use By-law may be required following those actions.

Policy 3.28

Map 4 shall establish the Cogswell Lands Precinct. The Land Use By-law shall establish the Cogswell Lands (CL) Special Area to allow for the application of the D Zone upon the closure of the Cogswell Interchange to public use, completion of the road network and subdivision process. The maximum building height within this precinct shall be as shown on Map 6, and shall respect the Halifax Citadel View Planes and Ramparts.

Policy 3.29

It is the intention of the Municipality to implement a public infrastructure plan and to complete the master planning process for the Cogswell Lands Precinct prior to initiating future land use redevelopment. This shall include a public engagement process and consideration of amendments to this Plan and Land Use By-law to determine appropriate future land uses, built form framework, urban design requirements, and any other provisions unique to the Cogswell Lands Precinct.

Precinct 7: North End Gateway and Scotia Square Complex

Fronting onto the Citadel and interfacing with the existing historic neighbourhoods of the north end, this precinct is afforded with tremendous views of the Harbour and proximity to the Commons and the services and shops of Gottingen Street. This area's role as a major gateway into the downtown will be signified by a high-quality open space and public art installation and signature architecture at the prominent corner framed by Cogswell Street, Rainnie Drive, and Gottingen Street. The transformation of Cogswell into a ceremonial boulevard and the esplanade treatment of Rainnie will serve to provide this precinct's residents, businesses and visitors with tremendous amenity, while enhancing these important pedestrian connections into the downtown from the surrounding areas.

Existing civic and recreational facilities will be integrated into new, mixed-use developments that frame the streets while providing architectural features to enhance important north-south view corridors from the areas to the north. The low to mid-rise buildings will provide interior courtyard gardens accessed through mid-block connections. Their massing and material quality will provide for a complementary transition to the distinct character of the neighbourhood to the north. Gottingen's intersection with Cogswell and its link to Rainnie will become an important civic focus for the area that will extend the 'main street' character to a celebratory terminus at the Citadel Esplanade.

Policy 3.30

Map 6 shall establish the maximum building height in the Lower Central Downtown Precinct. The Land Use By-law shall establish the built form regulations consistent with policies in Part 4 and Part 5 of this Plan. All new development shall have regard for abutting public park and heritage contexts.

Policy 3.31

The Land Use By-law shall establish the Scotia Square (SQ) Special Area to establish built form regulations to recognize the unique size and grade changes of the site.

Precinct 8: Purdy's Wharf Precinct

Fronting on the northern portion of the waterfront, and including a mixture of major commercial uses and attractions similar to those in Precinct 4 (Lower Central Downtown), this precinct will continue to serve as a hub for finance and commerce. This precinct is adjacent to the Historic Properties (Precinct 7), Cogswell Lands (Precinct 8), and the Halifax Harbour. It includes Purdy's Wharf, Casino Nova Scotia, and the Downtown Halifax Link pedway system.

Purdy's Wharf is an office complex built over the water at the edge of Halifax Harbour. It consists of two office towers, and a smaller office structure called Purdy's Landing. The complex also contains a seven-story multistory car park, as well as pedways connecting the complex to Casino Nova Scotia, the Marriott Hotel, and the Downtown Halifax Link system.

Potential redevelopments and improvements within this precinct may include major enhancements to the public realm through streetscaping projects, new plazas, public art installations,

Policy 3.32

Map 6 shall establish the maximum building height in the Purdy's Wharf (PW) Precinct. The Land Use By-law shall establish the built form regulations consistent with policies in Part 4 and Part 5 of this Plan. All new development shall have regard for abutting public park and heritage contexts and integration with the waterfront.

3.3.4.2 Downtown Halifax Central Block Development

Heritage character identifies the variety of heritage resources and contexts that currently exist in Downtown Halifax that should have priority consideration where impacted by a new development. These resources are a legacy of the area's rich and proud history and comprise the most significant aspect of the downtown's distinction. Culture and Heritage policies in Part 5 govern heritage conservation, and distinct from those policies the purpose of this section is to:

- (a) ensure heritage streetscapes and potential Heritage Conservation Districts are reinforced with compatibly scaled and designed developments; and
- (b) ensure development abutting heritage resources provides appropriate transitions based on the significance of the heritage resource.

One of the defining elements of the urban design character of Downtown Halifax is the historic grid of the blocks that define much of the original settlement block pattern, designated as Central Blocks on Map 9. On these blocks, the scale of new developments ought to be proportional to the modest depths of the blocks and narrow street widths. Special built form provisions will be established in the Land Use By-law in consideration of the historic block pattern.

Policy 3.33

Map 9 shall designate the historic grid identified as Central Blocks. The Land Use By-law shall establish the Downtown Halifax Central Blocks (DHCB) Special Area and require all new developments in the DHCB Special Area to meet built form provisions intended to maintain the historic block development pattern and continuous streetwall.

3.4 Centre Designation

The Centre Designation is established on Map 1, over portions of lands adjacent to the following major streets or intersections where major commercial nodes exist, as identified and shown on Map 2:

- Gottingen Street, Halifax;
- Highfield Park Drive, Dartmouth;
- Quinpool Road, Halifax;
- Robie Street and Young Street, Halifax;
- Spring Garden Road, Halifax; and
- Wyse Road, Dartmouth.

The streets that are the backbones of the Centres are served by transit and have been developed with a variety of commercial and residential buildings. Centres are located on transit priority corridors as identified in the Integrated Mobility Plan. However, there are many sites within the Centres that are either vacant or underutilized, and offer development opportunities that could include diverse housing choices, commercial opportunities, and entertainment venues. These important nodes, which do not typically abut low-rise residential areas, will be strengthened as mixed-use areas that serve as service areas for local and regional residents, and as destinations for visitors.

Lands within Centres have the potential to accommodate much of the housing and population growth targeted for the Regional Centre. The challenge is to do so in a manner that transitions to residential neighbourhoods, and to create a built form that is safe and comfortable for pedestrians, cyclists, and other active transportation users. This shall be achieved by applying a two-tiered approach to zoning within Centres.

To achieve strategic growth under this Plan, the Centre Designation shall permit a wide range of commercial, institutional and residential uses. Built form volume shall be regulated by FAR, which will support low-rise buildings, mid-rise buildings, tall mid- rise buildings, and high-rise buildings that transition to adjacent Corridor Designations and low-rise residential areas. Subject to maximum FAR, a maximum height of 90 metres shall be established in the Centre Designation.

Objectives:

- CE1. Support intensification of a mix of residential, commercial, institutional, cultural, park and open space, and urban agriculture uses that offer a variety of housing opportunities, a variety of goods and services needed by residents, and access to transit.
- CE2. Encourage complete main streets within Centres that prioritize pedestrian comfort and transit mobility through building and streetscape design for people of all ages and abilities.

- CE3. Develop a built form framework that manages growth, is sensitive to its current or desired character and surrounding context, and allows for an effective transition to adjacent low-rise residential neighbourhoods.
- CE4. Enhance the transportation network to prioritize pedestrians, cyclists, and public transit over personal vehicles, and improve connections to other communities.
- CE5. Create a safe, attractive and accessible public realm for people of all ages and abilities.

Policy 3.34

Map 5 shall establish the Maximum Floor Area Ratio Precincts and the Land Use By-law shall establish maximum built form regulations in the Centre Designation, in accordance with policies in Part 4 and Part 5 of this Plan. Built form may vary within and between Centres to permit low-rise buildings, mid-rise buildings, tall mid-rise buildings, and high-rise buildings consistent with maximum FAR ratios, as shown on Map 5.

3.4.1 Land Use

The Centre Designation can support a wide mix of land uses, including commercial, institutional, cultural, recreational and residential activities. However, lots within the Centres that are adjacent to low-rise residential areas shall have less permissive land uses. Land uses that are not compatible with the overall mixed-use function of Centres, and desired pedestrian and human scale environment of the Centres, shall be prohibited. This excludes recycling depots and wholesale food production which shall be permitted in the more intensive CEN-2 Zone.

The intent of this Plan is to ensure enhancing the human-scale and pedestrian-oriented environment in areas within the Centre Designation. As such, incompatible uses such auto repair shops and car dealership shall not be permitted in the CEN-2 and CEN-1 Zones. It is also the intent of this Plan to prohibit adult entertainment uses, construction and demolition facility uses, and salvage uses in all zones.

Policy 3.35

The Land Use By-law shall establish two zones within the Centre Designation and shall apply them as follows:

- a) The Centre 2 (CEN-2) Zone shall generally apply to lands with frontage on designated Pedestrian-Oriented Commercial Streets or major commercial streets within the Centre Designation, except for through lots facing on low-rise building residential streets. It shall permit a wide range and mix of residential, commercial, park and community facility, cultural, institutional and urban agricultural uses which support both local and regional needs of residents. Limited light industrial uses and service uses may also be permitted.**
- b) The Centre 1 (CEN-1) Zone shall apply to all remaining lands within the Centre Designation. Due to the proximity to low-rise residential areas, limitations shall be placed on development so that the type of uses and scale of development are compatible with neighbouring low-rise residential areas; and**
- c) The CEN-1 Zone shall prohibit all industrial uses and commercial uses that are not compatible with adjacent low-rise residential contexts, including drinking establishments and service stations.**

3.4.2 Gottingen Street Centre

This Centre includes lands around Gottingen Street from Cogswell Street to Cunard Street and Prince William Street, and generally the area between Brunswick Street and Creighton Street. The focal point of this Centre is the portion of Cogswell Street where it intersects with Gottingen, Brunswick and Barrington Streets. Historically the commercial and entertainment heart of Halifax's North End, Gottingen Street contains both large and narrow lots and is flanked by a grid of diverse and rapidly changing residential neighbourhoods that contain registered heritage properties, and properties with heritage value. It is well served by transit and is a short distance from Downtown Halifax, and the proposed redevelopment of the Cogswell Interchange.

This Centre serves neighbourhoods that include market and non- market housing as well as many health, social support, and cultural organizations serving a diverse population. The future redevelopment of the former Saint Patrick's Alexandra school site adjacent to this Centre represents an opportunity to increase connectivity to this Centre. Future redevelopment should consider diverse housing options and the historic value of the site and remaining building. The proposed Creighton's Field Heritage Conservation District, as shown on Map 20, is also part of this Centre. Properties or parts of properties facing on Creighton Street and Maitland Street shall generally be zoned as CEN-1 to benefit from mixed-use permitted land uses while maintaining low-rise built form.

Gottingen Street is a relatively narrow street with narrow lots and street frontages where development regulations need to consider landscaping treatments for the public realm to ensure a comfortable pedestrian environment. View Terminus Sites identified on Schedule 5 of the Land Use By-law at intersections provide opportunities to create urban design interest. New development should respect the historic character of the area and contribute towards a variety of housing types. Design requirements that require narrow and frequent grade-oriented premises, streetwall articulations, and weather protection will help maintain and reinforce a main street pedestrian environment in this Centre.

Policy 3.36

The Land Use By-law shall, within the Gottingen Street Centre permit:

- a) maximum FAR of between 7.50 and 6.00 on lands zoned as CEN-2 abutting on Cogswell Street and Gottingen Street;**
- b) maximum FAR of between 2.25 and 1.75 on lands zoned as CEN-1 abutting Creighton Street, Cunard Street, Falkland Street, and Maitland Street**

consistent with Map 5 and built form policies in Part 4 and Part 5 of this Plan. The Land Use By-law shall support distinctive characteristics and transitions to adjacent residential areas. Parts of the Gottingen Street shall be designated as a Pedestrian-Oriented Commercial Street to support active pedestrian-oriented uses on the ground floor.

3.4.3 Highfield Park Drive Centre

This Centre is generally bounded by Highway 111, Highfield Park Drive, and Victoria Road. The area is near the Burnside Industrial Park, Highfield Park Transit Terminal, several schools, and a combined library and community centre. This Centre and the surrounding neighbourhood contains multi-unit dwellings, including market and non-market housing, which serves a diverse socio-economic community. The current road network and block pattern, however, isolates this Centre from the surrounding community. Current land use includes large car-oriented commercial uses and multi-unit dwellings. The area provides some services to the neighbouring Dartmouth North community, but additional services would contribute to a complete community.

The Pinecrest-Highfield Park Secondary Planning Strategy under the Dartmouth Municipal Planning Strategy focused on the social and economic development of the area, while limiting development in much of the surrounding neighbourhood. This Plan recognizes the community's efforts and partnerships to continue the social, environmental and economic development of the Dartmouth North community while providing additional opportunities to re-invest in current properties, including infill on vacant and under-utilized lands. Due to the current lot fabric, this Centre may benefit from further subdivision to enable improved pedestrian and transit connections, and more diverse and human scale developments.

Future developments should consider the needs of current and future residents and the impact on overall affordability and accessibility of the area. The future vibrancy of this centre will require easy access for pedestrians, cyclists, and transit users. Additional services, amenities and housing choices will support the livability of the surrounding neighbourhood. Mixed-use high-rise buildings, tall mid-rise buildings, mid-rise buildings and a range of low-rise buildings shall be supported in this Centre.

Improvements in pedestrian access, street grid and open space connectivity will contribute to the development of this area as a complete community. New built form requirements that require buildings to be located closer to the streetline can improve the safety and comfort of pedestrians. New developments should consider connectivity to the surrounding context, and appropriate setbacks from Highway 111.

Policy 3.37

The Land Use By-law shall, within the Highfield Park Drive Centre, permit maximum FARs between 3.5 and 5.0 consistent with Map 5 and built form policies in Part 4 and Part 5 of this Plan.

Policy 3.38

The Municipality shall consider through the implementation of the Integrated Mobility Plan, additional street and pedestrian connections from the Highfield Park Drive Centre to the surrounding community, and to the Burnside Business Park.

3.4.4 Quinpool Road Centre

This Centre includes lands on both sides of Quinpool Road, from Oxford Street in the west to Robie Street near the Halifax Common in the east. The focal point of this Centre is the intersection of Quinpool Road and Robie Street, but it also includes secondary streets such as the north side of Pepperell Street, the south side of Yale Street, as well as Quingate Place and the former Saint Patrick's High School site. Quinpool Road is a mixed-use commercial hub with many ground floor local businesses with residences above. The size of land parcels and the scale of buildings along Quinpool Road transition from larger parcels and taller buildings at the eastern end, to smaller parcels and low-rise buildings in the more residentially focused western end.

Future development shall maintain this pattern with floor area ratios enabling mid-rise buildings on Quinpool Road at Oxford Street, gradually rising to high-rise buildings where Quinpool Road intersects with Robie Street. Creating mobility connections through larger blocks, improving access to parks, and supporting local businesses through increased foot traffic are all priorities for this Centre.

Policy 3.39

The Land Use By-law shall, within the Quinpool Road Centre, permit:

- a) maximum FAR of 8.0 in the eastern part of the Quinpool Road Centre, transitioning to a maximum FAR of 3.5 to 2.25 in the western part of the Centre based on the local context on lands zoned as CEN-2; and**
- b) maximum FAR of between 1.75 and 2.25 on lands zoned as CEN-1 on the north and south side of the Quinpool Road Centre to provide transition to established residential neighbourhoods,**

consistent with Map 5 and the built form policies of Part 4 and Part 5 of this Plan. Parts of Quinpool Road shall be established as a Pedestrian-Oriented Commercial Street to support active at grade pedestrian uses at grade.

3.4.5 Robie Street and Young Street Centre

This Centre generally includes lands bordering, and in the vicinity of North Street, Agricola Street, Almon Street, Robie Street and Young Street with the exception of lands designated as the Young Street Lands Future Growth Node. There are significant development opportunities in this centre on vacant and under-utilized commercial and institutional lands. Priorities for this Centre are to create a more pedestrian-friendly environment by connecting the existing street grid and improving pedestrian movement through new and expanded mobility connections. Other priorities for this Centre would also benefit from including additional parks, open spaces, and community facilities as development proceeds. The potential redevelopment of the Halifax Forum registered heritage site can support future redevelopment of this Centre.

New developments shall introduce human scale buildings and articulated streetwalls that invite pedestrians. Ground oriented units in multi-unit dwelling developments can contribute to a human scale environment. A mix of housing and unit types, services and employment opportunities will support the development of this centre as a complete community. Low densities will be maintained within the vicinity of Fern Lane. Consideration shall also be given to Robie Street and Young Street as a major transit and transportation link on the Peninsula.

Policy 3.40

The Land Use By-law shall, within the Robie Street and Young Street Centre permit:

- a) maximum FAR of between 8.0 and 2.75, between St. Alban's Street and Young Street, with higher FARs generally concentrated along Robie Street and Young Street;**
- b) maximum FAR of between 3.5 and 1.75 between St. Albans Street and North Street, with lower FARs generally focused along Agricola Street; and**
- c) maximum FAR of between 3.5 and 1.75 along Fern Lane,**

consistent with Map 5 and the built form polices of Part 4 and Part 5 of this Plan. Parts of Robie Street and Young Street shall be established as Pedestrian-Oriented Commercial Streets to support active pedestrian uses at grade.

3.4.6 Spring Garden Road Centre

The Spring Garden Road Centre encompasses lands along Spring Garden Road from Robie Street to Summer Street and includes Carlton and College Streets. The area is characterized by multi-unit dwelling residential buildings set back from the street, and 2-3 storey single detached buildings with residential and commercial uses. The Centre is also adjacent to registered heritage buildings, and the Carlton Street Heritage Streetscape.

The Centre is also adjacent to two historical open spaces, the Halifax Public Gardens and Camp Hill Cemetery, and is near Dalhousie University, the Victoria General Hospital site, and the IWK Health Centre. Floor Area Ratios which enable high-rise buildings shall be supported in this Centre. New development will respect the existing heritage context. Redevelopment along Spring Garden Road should also include at-grade commercial storefronts to draw additional pedestrian activity and active uses into the Centre.

Policy 3.41

The Land Use By-law shall, within the Spring Garden Road Centre, permit a maximum FAR of between 8.0 to 1.75 as shown on Map 5, and consistent with built form policies in Part 4 and Part 5 of this Plan. Parts of Spring Garden Road and Robie Street shall be designated as Pedestrian-Oriented Commercial Streets to establish support active pedestrian uses at grade.

3.4.7 Wyse Road Centre

This large Centre runs along Wyse Road in Dartmouth from approximately Thistle Street to Boland Road, and along Nantucket Avenue. The current development pattern favours private automobiles over pedestrian and other active transportation mobility.

Wyse Road transitions from a narrow two-lane street in the north, to a wide median-divided road as it intersects with Nantucket Avenue, which connects to the Bridge Terminal as well as the Angus L. Macdonald Bridge approaches. The scale of buildings varies from a tall office tower to one-storey commercial and recreation buildings. This Centre offers significant potential for bike, pedestrian and transit supportive development, as it anchors the Dartmouth end of the Macdonald Bridge bikeway and walkway, offers a refurbished and expanded sportsplex, and hosts a state-of-the-art bus terminal. Future development in this Centre should establish it as an attractive gateway to Dartmouth, and to Downtown Dartmouth. Over time, this Centre will develop a new pedestrian-oriented character as new growth, built form regulations, new street and pedestrian connections, and streetscape changes are implemented.

Policy 3.42

The Land Use By-law shall, within the Wyse Road Centre:

- a) permit maximum FAR Precincts of between 2.25 and 8.0 based as shown on Map 5 with higher FARs focused around the intersection of Nantucket and Wyse Road; and**
- b) provide for a transition of built form, from commercial streets to low-rise residential areas in the vicinity of Pelzant Street and Green Road**

consistent with Map 5 and built form policies in Part 4 and Part 5 of this Plan.

Policy 3.43

Wyse Road may be considered as a Pedestrian-Oriented Commercial Street through an amendment to the Land Use By-law when new growth and new commercial uses are established.

3.5 Corridor Designation

The Corridor Designation is established on Map 1, over portions of lands, typically one lot deep, adjacent to the following key emerging commercial streets as shown on Map 2, and which are not already part of a Centre Designation:

- Agricola Street, Halifax;
- Barrington Street – Inglis Street, Halifax;
- Chebucto Road, Halifax;
- Gottingen Street – Isleville Street – Young Street, Halifax;
- Lady Hammond Road, Halifax
- Oxford Street – Bayers Road, Halifax;
- Pleasant Street, Dartmouth;
- Portland Street, Dartmouth;
- Prince Albert Road – Braemar Drive, Dartmouth;
- Queen Street, Halifax;
- Quinpool Road, Halifax;
- Robie Street – Cunard Street, Halifax;
- Victoria Road – Primrose Street, Dartmouth;
- Windmill Road, Dartmouth;
- Windsor Street, Halifax; and
- Wyse Road, Dartmouth.

Lands within the Corridor Designation have been developed along key transportation links with a mix of residential and commercial uses. They typically abut low-rise residential areas in the rear yard, and connect Centres and Higher Order Residential Areas, as well as other smaller commercial and community nodes. They also contain infill and redevelopment opportunities that can attract new residents and businesses that can serve the local neighbourhood.

The Corridor Designation is generally intended to support lower built form scale and lesser land use intensity than the Centre Designation, due to its proximity to low-rise residential areas. By generally limiting this designation to the first lot, or the depth of the majority of first lots within a block adjacent to the commercial street, this Plan seeks to introduce mid-rise density to support transit use, while maintaining the integrity of adjacent low-rise residential areas.

The existing corridors differ with respect to lot sizes and configuration, street width, existing uses, presence of heritage resources, adjacent developments, and the frequency of transit service as described in Table 1 below. This Plan seeks to integrate new development in a manner that is respectful of the established character of each Corridor by generally limiting the scale of buildings to low-rise and mid-rise forms, with tall mid-rise forms permitted in certain local contexts, subject to transition and buffering requirements when abutting Established Residential Zones as contained within the Land Use By-law for low-rise residential areas.

Objectives:

- COR1. Support a mix of residential and business uses that offer a variety of housing opportunities and goods and services needed by residents.
- COR2. Support a built form that reflects the character and surrounding context and allows for transition to adjacent low-rise residential neighbourhoods.
- COR3. Create a public realm and built form environment that support transit services.
- COR4. Create a safe, attractive, comfortable and accessible public realm for people of all ages and abilities.

Key characteristics of the Corridors inform the built form policies of this Plan and are described in Table 1 below.

Table 1: Corridor Characteristics	
Corridor	Corridor Characteristics
Agricola Street, Halifax	<p>This Corridor extends from Cunard Street to Young Street, but from Willow Street lands only on the east side of the street are included. It connects the Halifax North Common to the Hydrostone neighbourhood and the Young Street/Robie Street Centre.</p> <p>A defining characteristic of Agricola Street are the simple box form houses, most of which are constructed of wood, are modest in design and are generally no more than two to three storeys in height. As older buildings are restored, the street is taking on a colourful and traditional aesthetic. Buildings generally come right to the sidewalk and are characterized by small stoops or stairs, and a generally small and regular urban fabric.</p> <p>While some of the buildings have commercial uses on the ground floor, others continue to contain residential uses. South of Willow Street the street is characterized by short blocks, regular and shallow lot fabric which results in a low-rise and regularly patterned built form.</p> <p>It is desired that the different character of the street north and south of Willow Street be maintained. North of Willow Street, the east side of the Corridor maintains a small and regular lot patterns typical of traditional box form houses and small business development. Some lots are however in transition from larger scale commercial, and industrial uses to mixed use residential uses. Future development should continue the fine-grained streetwall of the historic streetscape.</p>

Table 1: Corridor Characteristics	
Corridor	Corridor Characteristics
Barrington Street – Inglis Street, Halifax	<p>This Corridor extends from Bland Street to Green Street and includes the Inglis Street Park. The Inglis Street area includes a fine grained lot fabric, traditional wood construction, and registered heritage buildings. This Corridor includes a mix of residential, commercial and mixed-use buildings in low-rise and mid-rise forms.</p> <p>Lands abutting Barrington Street include new construction in the form of mid-rise multi-unit dwellings, low-rise commercial uses and vacant lots that abut railway lands. These large parcels do not abut low-rise residential areas and can accommodate mid-rise built and tall mid-rise buildings that are set-back from the rail line.</p>
Chebucto Road, Halifax	<p>This Corridor generally extends from Oxford Street to Connaught Avenue. It generally includes and some commercial uses which are adjacent to low-rise neighbourhoods, as well as vacant and under-utilized lots which can support infill development. A mid-rise built form and additional land can provide additional services to the surrounding neighbourhoods.</p>
Gottingen Street – Isleville - Cunard Street, Halifax	<p>This Corridor includes lands between Cunard Street and Buddy Daye Street which are adjacent to a low-rise residential area. It connects the Gottingen Street Centre to the Hydrostone Market, with some lots maintained as Higher-Order Residential. This Corridor includes low-rise and mid-rise residential and commercial uses and new developments on previously vacant lands. Registered heritage buildings are intended to be preserved.</p>
Lady Hammond Road, Halifax	<p>This Corridor includes lands along Lady Hammond Road from Agricola Street to Massachusetts Avenue. It generally includes established one- and two-storey residential interspersed with commercial uses that tend to include significant amounts of surface parking. The parcels on the north side of the street back onto established low-rise residential, while the south side of the street backs onto multi-unit residential uses, commercial lots with parking, and institutional uses at the eastern tip.</p>
Oxford Street-Bayers Road, Halifax	<p>This Corridor extends from Bayers Road to Liverpool Street, including two large lots on the north-east corner of Bayers Road and Oxford which contain under-utilized properties. Along Oxford, the Corridor extends to Liverpool Street. This Corridor is characterized by regular, short blocks, regular lot pattern, and emerging commercial uses which support pedestrian movement.</p>

Table 1: Corridor Characteristics	
Corridor	Corridor Characteristics
Pleasant Street, Dartmouth	<p>This Corridor generally extends from Tupper Street to Acadia Street. It connects the Newcastle Street Park and Higher Order Residential Area to the Nova Scotia Community College Ivany Campus. Buildings are typically in the low-rise form, and are located close to the street. Pedestrian movement is supported by short, regular blocks except for a large vacant parcel between Prince Arthur Avenue and Cuisack Street. Future development of this site provides an opportunity to introduce short blocks, pedestrian connections, and buildings located close to the streetline. Where shallow and irregular lot patterns exist, additional lots were included in the designation.</p> <p>Land uses include a mix of residential, commercial, institutional and recreation uses, including historically significant properties. The proximity to the Woodside Ferry Terminal, the Woodside Industrial Park, the Dartmouth General Hospital, and the Irving Oil Halifax Harbour Terminal make this Corridor an important and strategic connector.</p>
Portland Street, Dartmouth	<p>This Corridor extends from Gaston Road to Brenton Street. Noteworthy features include Maynard Lake, Maynard Lake Park, a school and several low-rise and mid-rise residential contexts. This Corridor is well-served by transit and experiences high pedestrian traffic. While some buildings are located close to the street, the streetwall is broken up by larger setbacks, parking lots and vacant lots. Due to the irregular lot fabric and grade changes, in some locations properties beyond the first lot fronting on Portland Street were designated as part of this Corridor. This Corridor can further develop into a multi-use community node with additional mid-rise housing located on a high-frequency transit corridor, and a range of services to serve the local community. Pedestrian connectivity to local green spaces and the Dartmouth South Academy are encouraged.</p>
Prince Albert Road - Braemar Drive, Dartmouth	<p>This Corridor extends from Celtic Drive to the Circumferential Highway (111). Noteworthy features include Lake Banook Regional Park, Kiwanis Park-Grahams Grove Park, and the associated canoe clubs. Current uses include low-rise, mid-rise residential and commercial uses generally located close to the street, with some under-utilized lands. Lands within this Corridor are included in the Lake Banook Maximum Building Height Precinct (Map 19).</p>
Prince Albert Road – Pleasant Street, Dartmouth	<p>This Corridor extends from Pleasant Street to Eaton Avenue and connects Downtown Dartmouth to significant parks and open spaces. Noteworthy features include the Starr Park, Sullivan’s Pond Park, and the daylighted Sawmill Creek. This Corridor currently includes low-rise residential and commercial uses.</p>
Queen Street, Halifax	<p>This Corridor extends from South Street to Victoria Road in the southern part of the Halifax Peninsula. It includes a mix of commercial and residential uses, some vacant and under-utilized properties, and is surrounded by Higher Order Residential uses.</p>

Table 1: Corridor Characteristics	
Corridor	Corridor Characteristics
Quinpool Road, Halifax	This Corridor extends from the Quinpool Street Centre at Oxford Street to Beech Street, and only on the north side to Poplar Street. The corridor includes a wide range of commercial uses, with medium to small-scale retail. New mixed-use developments will transition to the adjacent residential neighbourhoods.
Robie Street – Cunard Street, Halifax	<p>This Corridor extends from North Street to Coburg Road, except where it intersects with the Quinpool Road Centre. This Corridor connects the Young/Robie Centre, the Quinpool Centre and the Spring Garden Road Centre, as well as the Halifax Common, the Camp Hill Veterans Memorial Building and the Dalhousie University campus. Robie Street is one of the main arterial streets connecting the north and south ends of the Halifax Peninsula, and has been identified as a potential Transit Priority Corridor by the <i>Integrated Mobility Plan</i>.</p> <p>The street cross-section and adjacent land uses vary considerably along this Corridor. Many current buildings retain relatively small lot fabric and small building setbacks from the streetline, typical of older development forms. While mid-rise development is generally supported on lands abutting the Corridor, low-rise development has been identified as the desired form for certain blocks containing character defining buildings and heritage resources. Increased range of permitted uses will support the further development of this Corridor as a pedestrian street.</p>
Victoria Road-Primrose Street, Dartmouth	<p>This Corridor extends from the Wyse Road Centre, and Higher Order Neighbourhoods between Frances Street and Primrose Road in Dartmouth North on the east side of the street. Victoria Road is a major transit and mobility connector, with some parts characterized by small and shallow residential lots, while others taking on increasingly commercial form on larger lots. Lands on the west side of the street, and north of Moira are predominantly residential and are therefore not included in the Corridor designation.</p> <p>North of Albro Lake Road, the Corridor becomes an extension of Highway 111 and does not include adequate and safe pedestrian infrastructure or safe crossings. Due to the irregular lot parcels size and patterns more than one lot is included in parts of the Corridor. The Primrose Street and Brule Street intersection includes a fledging commercial and community node which can benefit from additional built form and land use permissions.</p>

Table 1: Corridor Characteristics	
Corridor	Corridor Characteristics
Windmill Road, Dartmouth	This Corridor generally includes lands along Windmill Road between Nivens Avenue and Fernhill Drive. It connects Higher Order Residential Neighbourhoods to employment lands in the Burnside Industrial Park and the Shannon Park Future Growth Node. Lot fabric is typically larger and less regular than other corridors. Current land uses include a range of low-rise and mid-rise residential uses, as well as commercial and auto-related uses which are set back away from the street. Some street frontages are dominated by parking lots. Infill mid-rise development will be supported in this corridor to support the current commercial uses and provide additional housing opportunities.
Windsor Street, Halifax	This Corridor extends along Windsor Street from Welsford Street in the vicinity of the Quinpool Centre and Halifax North Common, to the intersection of Young Street and Bayers Road close to the Young Street Lands Future Growth Node. Windsor Street is a major connector on the Halifax Peninsula, and includes a range of residential, some institutional and increasingly commercial uses.
Wyse Road, Dartmouth	This Corridor is the extension of the Wyse Road Centre, from Boland Road to Albro Lake Road. Noteworthy features include high pedestrian traffic due to its proximity to the Dartmouth Bridge Terminal, Dartmouth Common, Northbrook Park, Howe Park, two schools, and a major regional recreational facility. This corridor abuts both low-rise and mid-rise residential neighbourhoods, yet the area between Boland Street and Elmwood includes commercial uses on large lots. Buildings are set back from the streetline and the streetscape is dominated by surface parking lots. Part of the Corridor between Elmwood Avenue and Albro Lake Road includes more regular and fine-grain lot fabric with narrow blocks, buildings located close to the streetline, and low-rise streetwalls which are pedestrian-scale.

Policy 3.44

The Land Use By-law shall establish the maximum height and built form regulations in the Corridor Designation, consistent with Map 6 and policies in Part 4 and Part 5 of this Plan. Built form may vary within and between Corridors to permit low-rise buildings, mid-rise buildings and tall mid-rise buildings based on local context.

Policy 3.45

Maximum building heights shall not exceed 11 metres in the Agricola Corridor on lots facing Agricola Street between Harris Street and Cunard Street, and along the Robie Street Corridor between Jubilee Road and Bliss Street to maintain the current scale and character of the streetscapes. The Land Use By-law shall establish a Special Area over certain lands in the Agricola Street Corridor where the maximum streetwall height shall not exceed 8 metres.

3.5.1 Land Use

The Corridor Designation can support a moderate mix of land uses, including residential, commercial, institutional, recreational, open space, and urban agricultural activities. The Corridor (COR) Zone is intended to be more permissive than the CEN-1 Zone, but less permissive than the CEN-2 Zone as it is typically applied to areas that back on or are adjacent to low-rise residential areas. The Corridor Zone shall not support land uses that are not compatible with the overall mixed-use residential and commercial function of the Corridors, such as industrial uses except for recycling depots and wholesale food production.

Most car-oriented land uses are incompatible with the intent of this Plan to create a safe and human scale pedestrian-oriented environment and shall not be permitted in the COR Zones. Some commercial uses are also not compatible with the overall existing or desired function of the Corridors as commercial neighbourhood nodes.

Policy 3.46

A Corridor (COR) Zone shall be established under the Land Use By-law, and apply to all lands within the Corridor Designation. The COR Zone shall permit a variety of residential, commercial, institutional, park and community facility, and urban agriculture uses that achieve the objectives of the Corridor Designation.

3.6 Higher Order Residential Designation

The Higher Order Residential Designation encompasses neighbourhoods as well as some individual properties characterized by a concentration of multi-unit dwelling residential buildings but sometimes mixed in with other housing forms. The application of this designation on certain individual properties recognizes the existence of these buildings while maintaining the surrounding cohesive streetscapes, low-rise residential or commercial areas. The intent of this designation is to protect existing housing and provide opportunities for additional multi-unit dwelling residential development. Opportunities will vary with the scale and character of the neighbourhood.

Many of these neighbourhoods are close to goods and services needed for daily living and places of employment, and are served by public transit. Efforts to support alternatives to private automobile use can be achieved by reducing the need for travel by increasing the stock of diverse housing close to employment areas, improving public amenities, and the walkability of neighbourhoods.

Lands in the Higher Order Residential Designation include some of the most densely populated areas of the Regional Centre, and therefore require services and amenities to serve the residents of those areas. Built form and urban design should prioritize a pedestrian and human scale environment. While some local commercial uses are supported, this Plan seeks to maintain the overall residential character of these areas.

Objectives:

- HR1. Protect and increase access to housing choices through infill and development that is complementary to the surrounding neighbourhood.
- HR2. Support a built form that reflects and integrates with local character and surrounding context, and allows for transition to adjacent residential neighbourhoods as well as commercial areas.
- HR3. Allow home offices, work-live units, daycares, grocery stores and other commercial uses that are supportive of the neighbourhood.
- HR4. Improve access to pedestrian, active transportation and transit networks.
- HR5. Create a safe and comfortable public realm for people of all ages and abilities.

Policy 3.47

The Land Use By-law shall establish the maximum height and built form regulations in the Higher Order Residential Designation in accordance with Map 6 and built form policies in Part 4 and Part 5 of this Plan. Built form may vary within and between areas to permit low-rise buildings, mid-rise buildings, tall mid-rise buildings, and high-rise buildings.

3.6.1 Land Use

The Higher Order Residential Designation can support additional housing opportunities by allowing for the infilling and development of new multi-unit dwelling residential buildings at a scale that is complementary to surrounding neighbourhoods. Existing buildings that are out of scale with the overall surrounding context are not considered to be precedent setting for this designation. Provisions shall be established in the Land Use By-law to allow for commercial uses which serve local and neighbouring residents and support complete communities while maintaining the predominantly residential character of those areas. To support economic development opportunities, home offices, work-live units and bed and breakfasts are also supported in Higher Order Residential Designation. Improved connectivity of areas within this designation to transit, active transportation infrastructure, parks, open spaces and amenities are key strengthening elements of a complete community in this designation.

Policy 3.48

The Land Use By-law shall establish two zones within the Higher Order Residential Designation and shall apply them as follows:

- a) The Higher Order Residential 2 (HR-2) Zone shall apply to lands that contain or can support multi-unit dwelling uses and that are located within self-contained blocks that do not abut Established Residential Zones. The HR-2 Zone shall permit townhouse dwellings, and multi-unit dwelling uses in the form of low-rise, mid-rise and tall mid-rise buildings;**
- b) The Higher Order Residential 1 (HR-1) Zone shall apply to all remaining lands within the Higher Order Residential Designation. Due to the proximity to low-rise building residential areas this zone shall permit all residential uses in the form of low-rise buildings, mid-rise buildings and limited tall mid-rise buildings.**
- c) A broad range of local commercial and institutional uses shall be permitted in the HR-2 zone, and a limited range of local commercial and institutional uses shall be permitted in the HR-1 Zone.**
- d) More intensive local commercial uses shall only be permitted on corner lots in the HR-1 zone.**
- e) Within mixed-use buildings, neighbourhood commercial uses shall only be permitted where at least 75% of a building's floor area is occupied by residential uses; and**
- f) The Land Use By-law shall establish requirements for a minimum mix of unit types in high-density dwellings the HR-1 and HR-2 Zones, including 2-bedroom and 3-bedroom units.**

3.7 Established Residential Designation

The Established Residential Designation is established over lands in the Regional Centre where the predominant land use is comprised of low-rise residential uses. Some established residential areas contain small scale institutional uses, such as schools, and local commercial uses such as small-scale grocery or convenience stores. Established residential areas are identified and shown on Map 1.

Low-density established residential neighbourhoods make up a substantial portion of the Regional Centre. Land use in these areas currently ranges from single unit dwellings, up to high concentrations of three-unit and four-unit buildings in certain areas. These neighbourhoods benefit from supporting parks, schools, places of worship, other landmark buildings, minor and major institutions, and local commercial uses. This plan seeks to retain the scale of the existing built form of these diverse neighbourhoods while allowing opportunities for additional housing units in the form of secondary suites, three and four-unit buildings, limited infill and backyard suites. Shared housing will be encouraged to provide a wide range of housing options for residents with housing needs or preferences that cannot be met by independent living. Existing land leased communities will also be supported.

Existing institutional uses will be designated under the Parks and Community Facility or Institutional Employment designations to recognize the distinct land use functions of those areas. However, a limited number of small-scale institutions will also be permitted in the Established Residential Zones.

To encourage more complete communities, local commercial uses, urban agriculture and related uses will be supported. The zones, precincts, and special areas established under the Plan seek to support the predominant land uses and built form characteristics of neighbourhoods within this designation.

Objectives:

- ER1. Retain the scale of the existing built form of lower density residential areas and provide opportunities for community led neighbourhood planning.
- ER2. Support retention and rehabilitation of the existing housing stock while creating opportunities for new housing units through secondary suites, backyard suites, infilling and, where appropriate, townhomes and three-unit and four-unit dwellings.
- ER3. Support home occupations and local commercial uses to create complete communities, improve food access and increase employment in established residential areas in a context specific manner.
- ER4. Create a safe and comfortable public realm for people of all ages and abilities.
- ER5. Provide for a diverse range of housing options with the intent to encourage affordable housing and housing for vulnerable populations.
- ER6. Retain landmark buildings that have a significant impact on the character of established neighbourhoods.

Policy 3.49

The Land Use By-law shall establish the maximum height in the Established Residential Designation in accordance with Map 6 and built form policies in Part 4 and 5 of this Plan. Built form may vary within the special areas established in the Land Use By-law.

3.7.1 Land Use

The Land Use By-law shall establish four zones within the Established Residential Designation and shall apply them as described below to recognize the location and predominant land use of various areas. The intent of the residential zones is to provide opportunities for a variety of housing types and forms while protecting the character of established neighbourhoods. It is also to support local commercial uses, institutional, park and community facility and urban agriculture uses complementary to established residential areas. Certain uses not compatible with residential areas will be prohibited in the Established Residential Designation.

3.7.1.1 Established Residential Zones Intent

The intent of the Established Residential – 3 (ER-3) Zone is to allow for a range of low-rise housing types up to four units and local commercial uses typically located along streets identified as minor links on Map 2.

The intent of the Established Residential 2 (ER-2) Zone is to provide a range of low-rise housing types up to three units, and to provide transition between ER-3 and ER-1 zones. The intent is to also provide context sensitive forms of density to support small community nodes and large institutions as identified on Map 2.

The intent of the Established Residential 1 (ER-1) Zone is to recognize the character and retain the scale of the existing built form of low-rise single-unit residential areas while allowing gentle density in the form of secondary suites, backyard suites and internal conversions within identified Special Areas.

The intent of the Land Leased Community (LLC) Zone is to permit existing land leased communities to exist and redevelop. The LLC Zone shall also permit home occupations on all lots.

Policy 3.50

The Land Use By-law shall establish four zones within the Established Residential Designation and shall apply them as follows:

- a) The Established Residential – 3 (ER-3) Zone shall apply on lots within the Established Residential Designation, which typically abut transportation links as shown on Map 2. The ER-3 Zone shall permit low-density residential uses up to four dwelling units, local commercial uses and related accessory uses.**
- b) The Established Residential – 2 (ER-2) Zone shall apply on lots within the Established Residential Designation which are surrounded by or in close proximity to, but do not directly abut, mobility links and community nodes, as shown on Map 2. The ER-2 Zone shall also apply in areas with a strong mixing of three-unit dwellings. To encourage density that is appropriate within a low-rise residential context, the ER-2 Zone shall permit low density dwellings up to three units per lot, and local commercial uses on corner lots only, and related accessory uses.**
- c) The Established Residential – 1 (ER-1) Zone shall apply on lots which are generally not located on a major or minor community nodes or a mobility link as shown on Map 2, and where the predominant land use is single-unit dwellings and two-unit dwellings. The ER-1 Zone shall also apply to potential future Heritage Conservation Districts within the Established Residential Designation as shown on Map 20. To retain the low-rise character of existing residential neighbourhoods the ER-1 Zone**

shall permit single-unit dwelling uses, related accessory uses, and internal conversions up to three units within special areas identified in the Land Use By-law.

- d) The LLC Zone shall apply to existing land leased communities and shall permit mobile home uses, shared housing uses, and related accessory uses.

Policy 3.51

To control density on individual lots, the Land Use By-law shall regulate the maximum number of bedrooms permitted on a lot in the Established Residential designation.

3.7.1.2 Institutional Uses in the Established Residential Designation

Policy 3.52

To support complete communities small scale institutional uses will be permitted within the Established Residential Area Designation. The following small-scale Institutional uses shall be permitted in the ER Designation:

- a) cultural uses;
- b) emergency services;
- c) medical clinics in the ER-3 Zone;
- d) medical clinics on corner lots only in the ER-1 and ER-2 Zones; and
- e) schools; and
- f) other similar institutional uses.

3.7.2 Neighbourhood Character and Established Residential Precincts

This plan seeks to recognize, celebrate, preserve and enhance the character of established residential areas while allowing for additional density and uses.

Established residential areas of the Regional Centre contain a mix of architecture and built form styles. The social, economic and social events of each era are frequently reflected in the construction of homes. Built into the fabric of the established residential areas are certain stories of the region's past. Some homes tell us about the region's European settlers who brought their built traditions; simple Victorian forms borrow from more ornate and detailed origins that were no longer economically feasible for the average family to build. The use of stone in some areas of Halifax's North End was a conscious effort to utilize fire resistant materials in the wake of the explosion. Others are reminders of returning soldiers who sought a place to call home. Regardless of the context, the established residential areas contain a significant portion of the region's built history and play a major role in forming the overall identity of the Regional Centre and the Municipality.

Established Residential Precincts will be created with policy and land use regulations which recognize and reinforce local built form context without dictating architectural details. These precincts allow the application of regulations which are context sensitive. Additional precincts may be created through an amendment to this Plan.

Policy 3.53

Within the Established Residential Designation, the following Established Residential Precincts are established as shown on Map 10 to recognize their history, unique built form characteristics and to maintain the integrity and character of each area:

- **Precinct 1: South End Halifax**
- **Precinct 2: North End Halifax**
- **Precinct 3: West End Halifax**
- **Precinct 4: North Dartmouth**
- **Precinct 5: Historic Dartmouth Neighbourhoods**

Precincts shall be implemented through the creation of one or more Special Areas in the Land Use By-law and shall be considered in future amendments to this Plan and the Land Use By-law.

Precinct 1: South End Halifax

The South End of Halifax is home to much of the Regional Centre's traditional built forms.

Most homes are single or two units, although the area exhibits a strong mixing of housing typologies. One and one half and two-storey bungalows are common in some areas. In these homes common elements include covered front porches, offset to the right, or centered in the middle of the home, and dormers in the middle of the home, offering light to the half storey above. Many of the Late Victorian Plain two storey homes exhibit strong symmetry, with three windows and a door aligned in a typical fashion – two windows on the upper level, and a single window and door on the lower level. Some homes have been renovated over the years to have the lower level window expanded into a bay which does not match the character of the initial design.

In former industrial areas near the rail cut and harbour, contemporary homes are intermixed with some multi-unit buildings and row homes, mid-century apartments and post-war homes. Among the mid-century homes some, there are fine examples of gambrel roofs dot this area with decorative pilasters a common site.

The Northwest Arm is home to larger lots than the Regional Centre average, with houses commonly set far back from the street. Material palettes are more diverse and commonly include red brick, stone facades, stucco, and wide window emplacements. Many of these materials are rare outside the North West Arm and South End of Halifax as they would have been too expensive to be a viable building material in the average working-class neighborhood.

Many examples in this precinct borrow from New England shapes and proportions yet incorporate elements from other time periods. Palladian-inspired windows are present at some entrance ways, while others have transom windows squarely situated above the front door, others still exhibit triangular pediments which find their origins in neo-classical architecture. Some contemporary buildings have incorporated elements of classical architecture in particular columns with decorated capitals.

Young Avenue is one of the Regional Centre's most recognizable streetscapes. Its many historic homes play host to a wide range of architecture. Homes here are typically on larger lots and are larger in floor area than most homes in the Regional Centre. In addition to its unique architectural offerings, the boulevard street acts as a gateway to Point Pleasant Park. The green space of its median and tree canopy acts as an informal extension to the Park and pulls activity towards the park. A set of gates at the end of the street welcomes visitors to the park.

The areas near Point Pleasant Park are home to many large homes, typically on large lots with greater setbacks compared to other areas. Some areas still hold surviving Victorian Plain examples especially closer to the Park. The area's large homes and mansions reflect the street's historic prosperity, yet only several have a historic designation. The street's character is vulnerable due to recent vacancies and demolitions of several large mansions. The Young Avenue mansions stand in contrast with some of the idyllic cottages which tightly hug small side

streets off of Tower Road and share narrow side yards. The Grant Street area is comprised of low-rise cottages with narrow front and side yard setbacks which has its own distinct character.

The area bordered by South Street, Beaufort Avenue, the rail cut, and Robie Street has seen development pressures in recent years, out of scale with its traditional built form. To preserve the character of this area the land use by-law will control height and building footprint and permit internal conversions to preserve the character of the area.

Recognizing the value of the built form in certain areas of the South End, this plan shall protect certain character defining elements of the area. While recognizing that that area has unique character as a whole, it also has special areas within its boundary. Therefore, the primary goal will be to retain those areas with the most unique characteristics.

Policy 3.54

Map 10 shall establish the South End Halifax Established Residential Precinct to recognize unique built form defining elements of the area. The Land Use By-law shall, within the South End Halifax Established Residential Precinct, establish the Grant Street Special Area, the Armview Special Area, Oakland Special Area and the Young Avenue Special Area to maintain the unique built form characteristics of those areas.

Precinct 2: North End Halifax

Many residential areas of the North End feature buildings brought directly up to the street with little or no setbacks, blending the public and private space into a seamless transition. There is frequently little or no side yard separation between homes, leading to consistent streetwalls that reinforce the low-rise streetscapes typical to the area. Narrow lot frontages create an ideal form of urban development in terms of walkability and provide a consistent rhythm to many streets. Most homes are two storeys in height with three storey residential buildings being rare.

The North End of Halifax presents an eclectic mix of architecture. The dominant form is a mix of Late Victorian Plain. Flat roofs are common and design elements are typically simple and economic. Front doors commonly employ the use of symmetrical panels, wooden caps and heads and transom windows to highlight the entrance. Occasionally, some examples employ more ornate designs, especially along cornice lines in the form of elaborate wood carving as trim around roof edges. To make up for the frequently simple designs bright colours of paint are frequently used along the façade with window and door edges acting as accent points for contrasting colours. Original stained-glass windows can still be spotted in some examples which are usually limited to a maximum of two to three colours.

In the most northerly portions of the Peninsula, much of the residential architecture is simple cottage and bungalow style homes, frequently one and one half storeys in height with a very limited kit of design variables. Prefabricated houses were popular at the time of the area's development and are well represented; in particular the "Victory Home" style, popular at the conclusion of the Second World War, are numerous. The focus on cost effective construction is apparent in the compact footprint of many homes. Single storey cottages with brick chimneys centered in the middle of a street-facing gabled roof are still a common sight in the area. Many have been expanded through additions, usually to the rear of their site as the narrow side yards offer limited space for growth.

Wooden shingles are widespread as a cladding material. In recent years modern composite materials have begun to replace traditional wooden shingles as a low-maintenance alternative for siding, with varying levels of success- some of these materials emulate the appearance of wood well, while others are less successful. Porches are prevalent with several primary styles notable. More detailed Victorian examples will have a covered front porch with a front door directly facing the street, while others employ an enclosed porch that runs parallel to the street with the front door facing the neighboring home due to the narrow front yards. Many of these porch types engage the street through a glass panel on the front.

Mid-century architecture is more challenging to locate in the area today, but undoubtedly still makes an impact. Distinct design characteristics such as vertical windows at staggering heights in front doors, curved bay windows, wood paneled doors and brick chimneys as accent pieces are still present today, although they are quickly disappearing as renovations introduce more modern tastes.

Certain areas of the North End, generally located closer to the Halifax Harbour, have cottage and bungalow forms common in the early 1900's. They act as a constant reminder of the Halifax Explosion which decimated entire neighborhoods. These examples are frequently more simplified in their design and reflect more economical designs to provide housing to local working-class families. In the aftermath of the explosion some neighbourhoods were planned with stone as the primary building material reflecting the focus on fire resistance in the wake of the disaster. This is particularly prevalent in the Hydrostone proposed Heritage Conservation District.

To encourage the existing character of the area to be maintained, the scale of the North End shall be supported through policy.

Policy 3.55

Map 10 shall establish the North End Halifax Established Residential Precinct to recognize unique built form defining elements of the area. The Land Use By-law shall, within the North End Halifax Established Residential Precinct, establish the North End Special Area 1, the North End Special Area 2, and the North End Special Area 3 to maintain the unique built form characteristics of those areas.

Precinct 3: West End Halifax

The West End of Halifax is typified by construction common throughout the 1930s, 1940s and 1950s. Many examples of simplified Cape Cod homes – sometimes called “Victory Homes”- tell a story of returning soldiers from Canada’s involvement in the Second World War. Many other 1950’s suburban styles are present as well.

Dormers are common in some areas with the most common application being symmetrical projections in pairs. Front porches are an extremely common design feature, and many are enclosed, usually in glass. Some examples have simple architectural details that borrow from older traditions such as porches that imitate classical Pediments, or simple columns to give the design some more detailed elements. Such features reflect a desire to beautify the design, while keeping the construction economical.

Bungalows are a common form of housing throughout the West End. In recent years more modernist homes have begun to appear with some respecting the scale of the neighbourhood, while others are less successful. These post-modern styles typically employ the use of boxy volumes with sharp edges and dark colour palettes. Although the use of modern materials is encouraged to provide variety in the built form palette, the scale of these buildings will be regulated to fit the character of the surrounding areas.

The West End’s low rise, compact residential character is a key part of the built history of Halifax. Regulations for the neighbourhood will encourage the existing scale of the area to be retained, while allowing for flexibility in materials and designs.

Policy 3.56

Map 10 shall establish the West End Halifax Established Residential Precinct to recognize unique built form defining elements of the area. The Land Use By-law shall, within the West End Halifax Established Residential Precinct, establish the West End Special Area 1, and the West End Special Area 2 to maintain the unique built form characteristics of those areas.

Precinct 4: North Dartmouth

North Dartmouth contains a variety of architectural forms, many of which are examples of working-class housing construction.

The Dartmouth Ropeworks occupied a site near present-day Wyse Road and Russell Street in the mid-1800’s and continued operation until the 1950s producing rope for ships and cord for parachutes during the Second World War. A tannery was also located nearby

along with factories, breweries, mills and shipping facilities. North Dartmouth has its origins rooted in manufacturing and industry.

Housing in the area is typified by small building footprints, single storey cottages and simple, compact designs. The area generally between Albro Lake Road, Windmill Road, Lyle Street and Wyse Road has slightly larger footprints than that of the rest of the district. Homes in this area commonly have front porches, many enclosed with glass on all sides. Homes are typically two stories in height and arranged in a dense pattern with narrow setbacks and yards.

The residential areas generally North of Wyse Road and south of Albro Lake are compact, small forms. Some houses still exist which were originally built for local industrial workers. Multi-unit buildings have changed the fabric of the neighbourhood in recent years; many are dotted throughout the neighbourhood providing little consistency to the streetscape.

This plan seeks to preserve the existing low-rise form of North Dartmouth while allowing for gentle density, and recognizing certain existing multi-unit developments to maintain residential density in the area.

Policy 3.57

Map 10 shall establish the Dartmouth North Established Residential Precinct to recognize unique built form defining elements of the area. The Land Use By-law shall, within the Dartmouth North Established Residential Precinct, establish the Dartmouth North Special Area 1 and the Dartmouth North Special Area 2 to maintain the unique built form characteristics of those areas.

Precinct 5: Historic Dartmouth Neighbourhoods

Dartmouth's Historic Neighbourhoods have their roots in the early 19th Century and contain many examples of building forms from that time period. The predominant lot pattern in the area is small, compact lots laid out in a grid pattern. Most homes are two storeys in height with compact building footprints.

Change has occurred in these neighbourhoods over the years with multi-unit buildings making their way into the area, mostly in the 1960's and 1970's. Some nearby industrial and marine related enterprises also appeared on the periphery of the neighbourhood at various times, prompting concerns from local residents. The traditional neighbourhood stock is generally well maintained. Three historic neighbourhoods are recognized by this

plan. A fourth is proposed as a Heritage Conservation District and is not included in this section.

Austenville is well known for its streets named after trees and flowers. It is named after the original developer, James Austen, who acquired much of the area in the mid 1800's. Austenville contains many single storey cottages and examples of late Victorian architecture. The area feels dense and compact.

The Hawthorne neighbourhood was developed on a number of former large estate properties in the mid 1800's, with the largest being that of Colonel Robert Bligh Sinclair. Architectural elements vary widely, but there are some commonalities. On Hawthorne Street, enclosed front porches are brought directly up to the street and form a continuous streetwall. They provide opportunities for social interaction between residents and passersby and blur the distinction between public and private space.

Hazelhurst, the area between Dartmouth Cove and Portland Street along Old Ferry Road, is named after the huge estate of John Prescott Mott which extended from Dartmouth Cove up to Portland Street. Mott operated large scale chocolate and soap factories in the area where Hazelhurst Street is now located. Many examples of Late Victorian plane homes can be found throughout the area, but elements from many other traditions are present as well. Pointed gable windows and projecting porches with pitched roofs borrow from the Gothic tradition. Some elements of Greek classical architecture are present in large wooden columns holding up triangular shaped porches and porticos, although these examples are rare. Post-war prefabricated homes are common in certain parts of the district which draw on traditional building materials such as shingle siding.

It is the intent of this plan to preserve the character of the Historic Dartmouth Neighbourhoods by allowing gentle density in the form of secondary suites, backyard suites and internal residential conversions.

Policy 3.58

Map 10 shall establish the Historic Dartmouth Neighbourhoods Established Residential Precinct to recognize unique built form defining elements of the area. The Land Use By-law shall, within the Historic Dartmouth Established Residential Precinct, establish the Historic Dartmouth Neighbourhoods Special Area 1 to maintain the unique built form characteristics of those areas.

3.8 Future Growth Node Designation

The Future Growth Node Designation is applied to large sites within the Regional Centre that require a comprehensive approach to planning to determine their future land use, and form of any future development. The designation is applied to largely vacant or ~~containing~~ predominantly single-use development such as existing or past shopping centres. This designation is also applied to the Southdale lands located within an established residential and industrial settings and which also require comprehensive planning process. Future Growth Nodes are located on transit priority corridors as identified in the Integrated Mobility Plan, with the exception of Shannon Park and Southdale lands.

Overall these areas have the potential to accommodate significant growth due to their size, location and proximity to services, through a comprehensive planning process that considers environmental, social, cultural, and economic aspects of those lands and future uses and development options. Future Growth Nodes are capable of transformative change as they have the land base to support population growth, new construction, and the creation of new open spaces. The location of transit facilities and proximity to existing and future transit connections is a fundamental consideration for the development of each Node.

This Plan generally envisions these nodes developing comprehensively as complete communities with supportive transit services, pedestrian- oriented streets, a mix of uses, services, and a blend of high-rise buildings, tall mid-rise buildings, mid-rise buildings, and low-rise buildings largely consistent with the land use and built form regulations of the Land Use By-law. However, in for the Southdale Growth Node future development may be limited due to environmental constraints and site context. Eleven sites are identified within the Regional Centre as Comprehensive Development Districts (CDDs) within the Future Growth Node Designation:

- Halifax Shopping Centre Lands, Halifax;
- Joseph Howe Rail Lands, Halifax;
- Kempt Road Lands, Halifax;
- Dartmouth Cove, Dartmouth;
- Mic Mac Mall Lands, Dartmouth;
- Penhorn Lands, Dartmouth;
- Shannon Park Lands, Dartmouth;
- Strawberry Hill Lands, Halifax;
- West End Mall Lands, Halifax; and
- Young Street Lands, Halifax; and
- **Southdale Lands, Dartmouth**

Objectives:

- F1. Provide for diverse and inclusive opportunities for public engagement during the comprehensive planning process;

- F2. Preserve and recognize significant environmental and cultural aspects and provide for a variety of open space uses;
- F3. Comprehensively plan and develop each Future Growth Node for a mixed-use neighbourhood with a range of housing opportunities, including low density infill, places of employment and services where daily needs of residents can be met;
- F4. Design a transportation network that includes transit services and facilities, prioritizes pedestrians, cyclists, and public transit over auto-oriented uses, and is connected to other communities;
- F5. Effectively integrate new developments with surrounding neighbourhoods;
- F6. Design and build attractive, pedestrian-oriented healthy places, which consider human scale design, food security, urban agriculture, and the use and conservation of energy;
- F7. Design to mitigate flooding, including coastal flooding, and to manage stormwater on-site; and
- F8. Create a safe, attractive and accessible public realm for people of all ages and abilities.
- F9. Consider risks, impacts and opportunities associated with nearby railways, freeways and high-traffic arterial roadways.

Policy 3.59

Lands designated as Future Growth Nodes on Map 1 are established as Comprehensive Development Districts (CDDs) over lands where there is potential to accommodate significant growth due to the site's size, location and proximity to services. These lands are intended to be developed comprehensively into compact mixed-use communities where transit and a human-scaled, pedestrian-oriented environment is prioritized and supported.

Policy 3.60

The Land Use By-law shall establish the following zones in the Future Growth Node Designation:

- a) Comprehensive Development District – 2: (CDD-2) Zone shall permit all commercial uses permitted in the CEN-2 Zone without a development agreement providing that:**
 - i) any new use or expansion to an existing use is limited to a maximum floor area of 1,000 square metres and to a maximum building height as shown on Map 6; and**
 - ii) the new use is located on a lot in existence at the time of the adoption of this Plan.**
- b) Comprehensive Development District – 1 (CDD-1) Zone which shall be applied to the Southdale Future Growth Node and which shall permit ER-1 uses without a development agreement, providing:**
 - i) any new use or expansion to an existing use is limited to a maximum building height as shown on Map 6; and**

- ii) the new use is located on a lot in existence at the time of the adoption of this Plan.

Policy 3.61

A development agreement shall be required for any other use in the CDD-1 or CDD-2 Zone, in accordance with Policy 3.64. Where a development agreement is required in a CDD-1 or CDD-2 Zone, the Land Use By-law shall require incentive or bonus zoning in accordance with Section 10.6 of this Plan.

3.8.1 Comprehensive Development District

Master neighbourhood planning will be required for each Future Growth Node Comprehensive Development District (CDD) before a development agreement will be considered to allow the comprehensive development of the site. The neighbourhood plans will be incorporated into this Plan as site specific CDD Development Agreement Requirements for each Future Growth Node based on a more detailed planning process.

Policy 3.62

The Municipality shall undertake master neighbourhood planning for each Future Growth Node prior to considering a development agreement to enable the comprehensive development of the site. A CDD Site Specific CDD Development Agreement Requirements for a Future Growth Node shall consider and be reasonably consistent with the criteria of the Regional Centre Urban Design Manual contained in Appendix 2 of this Plan, and the following matters:

- a) the objectives of Section 3.8 of this Plan;**
- b) the overall densities and classes of uses permitted;**
- c) the type, location and phasing of development;**
- d) the use and conservation of energy, including sustainable design;**
- e) opportunities to identify, preserve, rehabilitate and celebrate significant environmental features or cultural assets as identified through a culture and heritage assessment;**
- f) on-site stormwater management including green stormwater infrastructure to reduce the stormwater flowing into the public stormwater system, and improve the quality of runoff through filtration;**
- g) the provision of parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Green Network Plan;**
- h) the transportation network and the need for on-site transit facilities;**
- i) the layout of streets, buildings and open spaces to respond to weather patterns, mitigate potential for flooding and accommodate seasonal conditions;**
- j) the layout of public streets with a block pattern that supports transit and connects to the surrounding community, Centres, the Downtown, and other key destination areas;**
- k) the provision of a mix of uses;**
- l) encouraging the use of buffers, building design, and landscape design to mitigate negative air quality impacts to building users and residents, particularly in areas near highways, regional truck routes, high traffic streets and other sources of air pollution;**
- m) setbacks and other measures to minimize safety risks and conflicts associated with railway operations;**
- n) setting density and building massing for the entire or a portion of the site;**
- o) the location and built form regulations under the Land Use By-law particularly with respect to streetwalls and maximum building dimensions;**
- p) incentive or bonus zoning;**

- q) urban design that supports pedestrian environments;
- r) respect the Regional Centre View Corridors as shown on Map 17 of this Plan, and as more specifically defined in the Land Use By-law;
- s) policy 8.5 of this Plan;
- t) community food security and urban agriculture; and
- u) applicable direction contained in the Regional Plan and in any approved Priority Plans.

Policy 3.63

Council may only consider development agreement applications for the development of Future Growth Nodes when Site Specific CDD Development Agreement Requirements are adopted in this Plan

3.8.2 General Development Agreement and Land Use By-Law Amendment Requirements

Policy 3.64

The Maximum Building Height Precincts illustrated on Map 6 shall not apply to a development agreement within a CDD Zone. In considering development agreement for any lands zoned CDD, Council shall consider the following:

- a) the Urban Design Manual criteria contained in Appendix 2 of this Plan;
- b) the applicable site specific CDD requirements set out in Section 3.8.3 of this Plan;
- c) all applicable policies of the Regional Plan and of this Plan;
- d) the subdivision of land;
- e) the phasing of infrastructure;
- f) the proposed development block structure, road and walkway network, and the location of transit facilities;
- g) the provision of open space that meets the objectives of this Plan and the requirements of Regional Subdivision By-law;
- h) the proposed built form and land use requirements reference the appropriate zones and sections of Land Use By-law with limited variations considered as needed to meet Urban Design Manual criteria;
- i) the agreement may identify Pedestrian-Oriented Commercial Streets, View Corridors, and View Terminus Sites;
- j) provisions to comply with the Pedestrian Wind Impact Assessment Protocol and Performance Standards, and the Shadow Impact Assessment Protocol and Performance Standards of the Land Use By-law;
- k) provisions for incentive or bonus zoning;
- l) impacts to Municipal infrastructure and the need, if any, to concurrently approve by-laws to pay for growth related municipal infrastructure; and
- m) provisions to enable discharging the agreement when all terms and obligations are fulfilled.

Policy 3.65

Zoning identified in the development agreement pursuant to Policy 3.64 shall be applied to the Future Growth Nodes upon the fulfillment of the approved terms of the development agreement to continue to regulate land use and built-form on the site. In considering amendments to Land Use By-law to replace the CDD Zone with any other zones identified in the Regional Centre Plan, the Council shall be satisfied that the proposed zoning meets the intent of the approved CDD Development Agreement requirements.

3.8.3 Site Specific Comprehensive Development District (CDD) Development Agreement Requirements

At the time of adoption of this Plan, community engagement had already taken place, and CDD Design Requirements were prepared for the following Future Growth Nodes:

- Shannon Park Lands, Dartmouth;
- Penhorn Mall Lands, Dartmouth;
- Young Street Lands, Dartmouth; and
- Dartmouth Cove, Dartmouth.

These requirements are incorporated into this Plan to guide future development agreements and Land Use By-law amendments that enable the comprehensive development of these lands.

3.8.3.1 Shannon Park Lands

Shannon Park is a former military community located on the eastern shore of the Halifax Harbour. Now vacant, the 85-acre site is intended to be developed into a compact, mixed use community of approximately 7,000 residents. As a site that is bordered by a rail line, the A. Murray MacKay Bridge and the Tufts Cove Power Generating Plant, special attention is required to connect the community to surrounding neighbourhoods and employment centres.

Policy 3.66

When considering a development agreement for Shannon Park Lands Future Growth Node, Council shall consider that the proposed development is reasonably consistent with Policy 3.64 and with the following:

- a) The Land Use Concept as illustrated on Map 11, including the general location of proposed land uses, road network and road connections, parks and multi-use trails;**
- b) Site and building design that supports a compact, mixed- use neighbourhood by providing:**
 - i) a mix of mid-rise buildings, tall mid-rise buildings and high- rise buildings, including ground-oriented units;**
 - ii) commercial and institutional uses located within mixed use buildings and primarily clustered along the ground floor of pedestrian-oriented commercial streets; and**
 - iii) pedestrian-oriented building facades and designs.**
- c) Parks and open spaces that provide the full range of recreation and open spaces needed to serve the dense community by including:**
 - i) a waterfront park that is a destination for both residents and surrounding communities;**

- ii) a centrally located multi-use park primarily designed to serve the outdoor recreation needs of the local community; and
 - iii) other small park parcels that may be needed to facilitate pedestrian connections within the community and to surrounding areas.
- d) A transportation network that prioritizes walking, the use of mobility devices, cycling, and transit use by considering:
 - i) the location of a centrally located transit facility located close to shops and services that provides a comfortable space for people to wait and gather;
 - ii) multi-use trails through the site that link to planned multi-use trail routes located on Windmill Road, Baffin Boulevard and near the Mackay Bridge; and
 - iii) the location of potential future commuter rail and ferry services during the phasing and design of development blocks.
- e) The design and location of buildings and public infrastructure so as to mitigate potential climate change and storm surge risks in vulnerable areas by:
 - i) designing new buildings to be flood resistant to a storm surge/sea level rise elevation established in the Regional Plan;
 - ii) designing and locating roads, parks and other public infrastructure to comply with engineering standards to minimize risks of damage caused by future sea level rise and storm surge; and
 - iii) incorporating the following into the design and location of neighbourhood features: scenic views; historic connections to the harbour; past community and military use of the site; and the results of an archeological assessment.
- f) Development is designed to coordinate with adjacent lands and neighbourhoods by:
 - i) coordinating road, park, servicing and trail designs with the anticipated development of the lands owned by the Millbrook First Nation;
 - ii) considering development next to the railway and the Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations (Guidelines),
 - iii) ensuring land uses and buildings transition to existing and planned development located on Windmill Road;
 - iv) incorporating the Shannon Park School site into the design of the community while also enabling the school lands to be readily integrated into the neighbourhood design should it be closed in the future;
 - v) considering the proximity to the Tufts Cove Power Generating Plant and related infrastructure and any measures needed to mitigate potential land use conflicts; and
 - vi) considering the scale and separation of buildings adjacent to the Mackay Bridge and its approaches, to mitigate noise impacts and potential land use conflicts.

3.8.3.2 Penhorn Mall Lands

A Community Vision for the Penhorn Mall site was approved in principle by Regional Council in October of 2009 as a mixed-use area clustered around the transit terminal on Portland Street. The redevelopment concept includes pedestrian and transit-oriented spaces and corridors, a range of medium to high density housing choices that includes approximately 3,500 – 4,000 people. Public amenity spaces including Penhorn Lake and Brownlow Park will support the development of this community, and additional open spaces and open space connections will be provided. Protection of the water quality of Penhorn Lake is a key goal of future development on this site, and shall be considered during the development and construction of the site. Four areas are identified for this Future Growth Node:

- Area 1: this area abuts the Manor Park neighbourhood and Penhorn Lake Park and Brownlow Park. Future development will maintain and enhance the existing vegetative buffer. Low-rise residential buildings are supported in this area due to its proximity to an existing low-rise residential neighbourhood.
- Area 2: this area abuts Area 1 and the Penhorn Lake Park. Future development will maintain and enhance the existing vegetative buffer through landscaping. Predominantly residential low-rise buildings and mid-rise buildings will be supported in this area to provide transition between the low-rise residential of Area 1, and the more dense and mixed-use Area 3. Part of this area also abuts the Circumferential Highway where a multi-use trail is to connect the transit facility to Area 3, and Penhorn Lake Park.
- Area 3: this area is intended to be the mixed-use centre of the Penhorn Future Growth Node. Mid-rise buildings, tall-mid-rise buildings and high-rise buildings in a transit-oriented development is supported in this area. A main-street pedestrian- oriented development is envisioned for this area, providing a focal point for commercial activity and supporting public amenities for this dense community. A multi-modal active transportation greenway connects and provides a transition between this area, and Area 2 and connects the two key parks which exist on the site.
- Area 4: this area is nestled between Manor Park low-rise residential area, Brownlow Park, low-rise Area 1, and the mixed- use centre of Area 1. This area is facing Portland Street and is in close proximity to the transit facility. This area may develop into low-rise to high-rise mixed-use development, and additional park space adjacent to Brownlow Park may also be considered for this area.

Policy 3.67

When considering a development agreement for the Penhorn Lands Future Growth Node, Council shall consider Policy 3.64 and with the following:

- a) **That the general location of proposed land uses, road network connections, parks, and multi-use trails is reasonably consistent with Map 12;**
- b) **That site and building design supports a compact, mixed- use neighbourhood by:**
 - i) **planning for a mix of low-rise buildings, mid-rise buildings, tall mid-rise buildings and high-rise buildings as illustrated on Map 12;**

- ii) **planning for low-rise residential buildings in Area 1; low-rise to mid-rise buildings predominantly residential forms in Area 2; mixed-use mid-rise, tall mid-rise and high-rise buildings in Area 3; and low-rise to mid-rise buildings and open space in Area 4;**
 - iii) **transitioning new development down to existing low-rise residential buildings, and to municipal parks,**
 - iv) **locating commercial and institutional uses within mixed use buildings up to the third floor, and primarily along the ground floor of pedestrian-oriented commercial streets;**
 - v) **providing pedestrian-oriented building facades and designs;**
 - vi) **prohibiting new drive-through facilities;**
 - vii) **providing substantial landscaping around the perimeter of the site, and adjacent to all buildings; and**
 - viii) **providing a mix of units, including ground orientated units.**
- c) **That environmental protection, water quality and Urban Forest Master Plan objectives are supported by:**
- i) **designing on-site stormwater management that emphasizes low impact development measures as a means to maintain water quality in Penhorn Lake, with consideration given to the Analysis of Regional Lakes Water Quality Data (2006 - 2011) prepared by Stantec in 2012,**
 - ii) **considering a water quality monitoring program during and following development to ensure that the water quality objectives of the Regional Plan are satisfied;**
 - iii) **preparing a landscaping and vegetation plan as part of site development to support the canopy target for the Manor Park Neighbourhood as referenced in the Urban Forest Masterplan.**
- d) **Parks and open spaces provide the full range of recreation and open spaces needed to serve the dense community by:**
- i) **locating public amenity spaces near the transit terminal on Portland Street,**
 - ii) **retaining, and where feasible, enhancing vegetative buffers around Penhorn Lake,**
 - iii) **establishing setbacks from municipally-owned lands around Penhorn Lake,**
 - iv) **providing that only pervious landscaping surfaces or materials are permitted within the setbacks from municipally-owned lands around Penhorn Lake, and**
 - v) **planning for a public park or parks to be aligned with, and to be visible from existing parks and the multi-modal pathway linking Penhorn Lake area and Brownlow Park; and**
- e) **That the transportation network prioritizes walking, the easy use of mobility devices, cycling, and transit use by:**

- i) providing a minimum of two street accesses to Portland Street as illustrated on Map 12;
- ii) planning for a multi-modal greenway that links Penhorn Lake area and Brownlow Park, is hard surfaced and no less than 3 metres wide to accommodate public spaces, trees and an off-road active transportation route;
- iii) designing wide pathways to access the back half of the site and intersect with the greenway to give priority to pedestrians and active transportation,
- iv) designing pedestrian pathways to connect the transit facility, existing neighbourhoods, Brownlow Park, Penhorn Park, and the proposed Penhorn Lake trails, and
- v) planning for pedestrian pathways and open spaces.

3.8.3.3 Young Street Lands

Young Street Lands are an extensive urban block bordered by Young Street, Robie Street, Almon Street, and Windsor Street. This site has several large underutilized properties with a broad range of building types including a large Canada Post processing facility, warehouses, and big box retail stores. It is adjacent to the Halifax Forum, an important North End landmark and is also close to the Hydrostone neighbourhood.

A priority for this Centre is to create a more pedestrian-friendly environment by introducing a formalized and fine-grained block pattern, improving walkability through new and expanded mobility connections, and creating vibrant pedestrian streets. Once developed, this area will act as an extension of the Young Street/ Robie Street Centre.

Policy 3.68

When considering a development agreement for the Young Street Lands Future Growth Node, Council shall consider Policy 3.64 and with the following:

- a) **The general location of proposed land uses, road network connections, parks, and walkways pathways is reasonably consistent with Map 13;**
- b) **New parks and open spaces provide the full range of recreation and open spaces needed to serve the dense community and act as a focal point for key areas, intersections, and active transportation connections; and**
- c) **Site and building design supports a compact, mixed- use neighbourhood by:**
 - i) **planning for a variety of residential forms including low-rise buildings, mid-rise buildings, tall mid-rise buildings and high-rise buildings that transition to low- rise residential;**
 - ii) **focusing tall mid-rise and high-rise buildings and high-rise buildings along Young St., Robie St. and Windsor St., with lower built form along Almon Street adjacent to low-rise residential areas;**

- iii) **requiring ground floor commercial uses on properties that front on Pedestrian-Oriented Commercial Streets as identified in the master planning exercise,**
- iv) **supporting a wide range of uses, including office, retail, service, restaurant, cultural and entertainment uses that serve both local and regional needs;**
- v) **incorporating the following into the design and location of neighbourhood features: scenic views; connections to the Halifax Forum and the Hydrostone neighbourhood; and**
- vi) **considering heritage contexts.**

3.8.3.4 Dartmouth Cove Lands

Dartmouth Cove includes the lands between Alderney Drive and Maitland Street, and between Portland Street and Halifax Harbour except for some lands immediately abutting Portland Street. The following requirements are based on the Dartmouth Cove Comprehensive Plan (2012) which anticipated a community of approximately 2,000 residents on this site. 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 Cove lands. It will be a transit supportive and pedestrian-oriented community, setting a new benchmark in sustainability and design excellence for Halifax Regional Municipality and beyond.

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. Four precincts are identified for this Future Growth Node:

- Canal Street (Precinct 1): this precinct is framed by Dartmouth Cove, and the vision includes the Canal Street Greenway, a central, a linear street and greenway linking the Halifax Harbour to Portland Street and aligned on a view axis pointing to St. James’s Church. The Canal Street Greenway is to serve as an open space accommodating broad pathways, seating, street trees, patios, a bikeway and environmental functions such as bio-swales or rain gardens. This corridor is a key organizing element of the Future Growth Node, that serves to provide a strong visual and physical connection through the entire neighbourhood, while providing a central focus area for the development of Dartmouth Cove.
- Canal Side (Precinct 2): this precinct defines the areas fronting onto Martin’s Park and the Shubenacadie Canal. This precinct is an important interface between Dartmouth Cove,

King's Wharf and the rest of the Downtown, strengthening visual and physical connectivity between these areas.

- Maitland Street (Precinct 3): this precinct provides a view corridor to the mouth of the Harbour and the most direct public link to the waterfront, and is the interface between Dartmouth Cove, Portland Street and adjacent established low-rise neighbourhoods. Ensuring connections to the neighbourhood and reinforcing the view corridor and the connection to the water's edge must underpin future design and development. Part of this precinct, west of Newcastle Street can continue to accommodate commercial and industrial uses.
- Harbourside (Precinct 4): this precinct provides connection and interface between the Dartmouth Cove Future Growth Node and the waterfront. This must include careful design and grading near the rail line, especially where streets or paths cross the rail line. It is anticipated that the Harbourfront lands will continue to accommodate marine industrial functions, but through redevelopment they may also accommodate a range of commercial, retail and cultural uses. Residential uses may also be considered, but only if conflicts with industrial uses are minimal and provisions are made for storm surge protection.

Policy 3.69

When considering a development agreement for the Dartmouth Cove Future Growth Node, Council shall consider Policy 3.64, and that:

- a) **The proposed layout of streets, precincts, pedestrian 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, the easy use of mobility devices, 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 pedestrian pathways as generally illustrated on Map 14.**
- 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) **improving geotechnical conditions, providing development sites, and raising the elevation of developments in response to sea level rise,**
 - iii) **providing gentle slopes wherever possible; and**
 - iv) **minimizing the use of retaining walls and the view of retaining walls from public parks and streets.**
- d) **Site and building design that supports a compact, mixed- use neighbourhood by generally conforming with built form as illustrated on Map 14 by:**

- i) generally meeting the built form regulations as set out in the Land Use By-law;
 - ii) providing wider setbacks along the length of Canal Street to create a Canal Street Greenway,
 - 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, and building designs that provide active edges to the park; and
 - v) providing wider setbacks along the length of Maitland Street to preserve or create views of the Harbour; and
 - vi) Considering risks, impacts and opportunities associated with the active rail line and harbour-related businesses.
- 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; 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 precinct characteristics, and includes streets, squares, parks and open spaces;
- h) For Precinct 1, the development
- i) incorporates a design for a Greenway, a broad, green linear park or greenway with wide pathways next to an enhanced existing Canal Street that terminates at multi-use squares at the waterfront and at Portland Street;
 - ii) provides for a pedestrian pathway along the precinct border shared with the Maitland Street Corridor, as shown on Map 14;
 - iii) creates continuous retail, and cafés with patios and restaurants along the ground floors facing Canal Street and the Canal Street Greenway, to animate the greenway and stimulate pedestrian movement between the waterfront and Portland Street,
 - iv) allocates opportunities for public art sites,
 - v) protects space for a potential transit station where Canal Street intersects with the rail line,
 - vi) locates mid-rise, tall mid-rise and high-rise buildings to provide a sense of enclosure and to encourage optimal use of the greenway, and
 - vii) steps building heights down to the waterfront, and to Portland Street;

- i) For Precinct 2, the development:**
 - i) provides a Pedestrian-Oriented Commercial Street lined on one side by buildings that frame the street and increase access to the Canal;**
 - ii) provides grading that minimizes steep slopes and enables further development on nearby parcels;**
 - iii) enhances Martin's Park including a new trail link, new public art sites, and an opportunity for a restaurant overlooking the Canal;**
 - iv) provides retail uses along the pathway abutting Martin's Park, including retail, restaurants, with cafés and with patios, as well as work/live units; and**
 - v) provides access to the Canal.**

- j) For Precinct 3, the development**
 - i) provides trees, to reinforce the view corridor and to provide a safe and appealing path to the waterfront;**
 - ii) retains the landscaped hillside to the east of Maitland Street;**
 - iii) provides a pier and waterfront park at the end of Maitland Street that may include a boat launch, beach, open green, and interpretive signage;**
 - iv) creates a pedestrian pathway along the precinct border shared with the Greenway, as shown on Map 14;**
 - v) permits mixed-use mid-rise, and tall mid-rise buildings but steps in building height towards the water and adjacent low-rise residential neighbourhoods;**
 - vi) permits low-rise to mid-rise commercial and industrial buildings in the part of the precinct east of Maitland Street.**

- k) For Precinct 4, the development:**
 - i) provides for light industrial and commercial uses in low-rise to mid-rise building forms with building heights that step down to the waterfront;**
 - ii) maintains views of the Harbour, by providing a multi-use square at the terminus of Maitland Street that may be used as an event space, a market, or other similar uses;**
 - iii) retains and enhances the two existing, private rail crossings, and addresses safety and access for the development across the rail line;**
 - iv) in the long-term, creates a continuous boardwalk or trail in conjunction with a sea wall that reinforces the area's protection in the event of sea level rise and storm surges; and**
 - v) provides a pedestrian-oriented commercial street along the north side of the rail line, which integrates the Harbourwalk Trail with other parts of Dartmouth Cove.**

3.9 Large Lot Development

There are large lots within the Downtown, Centre, Corridor, Higher Order Designations, and Industrial Employment Designation that could benefit from more detailed planning based on site and context analysis. Development of lots in existence at the time of adoption of this Plan that are a minimum 1 hectare in size and remain 1 hectare in size or larger at the time of application, may be considered by a development agreement to support local planning, high quality design and context-specific development. Certain regulations under the Land Use By-law shall continue to apply to the large lot developments, but limited flexibility may be considered as part of the development agreement to support urban design and unique site conditions, including development that is complementary to any heritage resources on or in proximity to the site. In considering flexibility to built form provisions as part of the development agreement, Council shall consider the criteria of the Urban Design Manual contained in Appendix 2 of this Plan.

Policy 3.70

To support high quality design and context-specific planning and development Council may consider development by development agreement in the D, CEN-2, CEN-1, COR, HR-2, HR-1, and COM Zones on lots that are one hectare or greater in existence on September 18, 2019, and are in existence at the time of the application. Where a development agreement is considered on a large lot, the Land Use By-law shall require incentive or bonus zoning.

Council may consider a development agreement for large lots, providing the maximum site floor area ratios as illustrated on Map 5 of this Plan are not exceeded, and the following requirements of the Land Use By-law are met:

- a) the minimum separation distance between high-rise typologies;**
- b) the minimum setbacks of high-rise typologies from interior property lines;**
- c) the maximum dimensions of the tower portion of a high-rise building;**
- d) transitions to lower built forms;**
- e) all requirements related to Special Areas;**
- f) for any development within the COM Zone, no residential uses shall be permitted;**
- g) in any HR-2 and HR-1 Zones, commercial uses shall not exceed 25% of the total development floor area;**
- h) use requirements of the pedestrian oriented commercial streets;**
- i) minimum setbacks for high density dwellings near railway operations as per Policy 8.5;**
- j) minimum lot size requirements;**
- k) requirements related to the location of accessory surface parking lots;**
- l) Incentive or Bonus Zoning;**
- m) Appendix 1 – Pedestrian Wind Impact Assessment Protocol and Performance Standards; and**
- n) Appendix 2 - Shadow Impact Assessment Protocol and Performance Standards.**

Policy 3.71

In considering a development agreement in accordance with Policy 3.70, Council shall consider the following:

- a) the criteria of the Urban Design Manual;
- b) that the maximum height on Map 6 may be exceeded by a maximum of 4 metres to support high quality design based on the criteria of the Regional Centre Urban Design Manual;
- c) that below the height of the streetwall, any portions of a main building at least 0.6 metres above the average finished grade shall not exceed a building depth or building width specified in the Land Use By-law by more than 5%
- d) that on a through lot in any HR-2 or HR-1 Zone, the maximum building depth below the height of the streetwall may be increased to 64 metres;
- e) that a minimum of 40% of the required private amenity space is provided outdoors;
- f) where the proposed development is located within an established or proposed Heritage Conservation District, that the architectural design supports and complements heritage resources and streetscapes;
- g) that the proposed development has on-site stormwater management to reduce the stormwater flowing into the public stormwater system, and to improve the quality of runoff through filtration;
- h) that access to and through the site for pedestrians and vehicles, including mobility assisted devices such as scooters and wheelchairs;
- i) that maximum streetwall heights do not exceed 14 metres for 70% of the width of the streetwall;
- j) that the development proposal addresses block sizes and pedestrian movement to and through the site; and
- k) that the development agreement contain provisions to enable discharging it in whole or in part upon completion of all applicable terms and conditions.

Policy 3.72

An application for a development agreement in accordance with Policy 3.71 shall include a site and context analysis, and a design rationale that demonstrates how each of the design criteria contained in Appendix 2 of the Urban Design Manual has been considered and addressed in the proposed development.

3.10 Institutional Employment Designation

Halifax is a hub for ocean science, innovation, business, defense and tourism. Our location on the ocean drives our economy and provides competitive advantages in key sectors like ocean technology, defense and advanced manufacturing and transportation and logistics. Some of these institutions are regional in nature and play a critical role in the provincial, national and global economies. Local institutions play an important role serving local communities.

The Regional Centre is home to Maritime Forces Atlantic, research and development at universities, Defense Research and Development Canada, Nova Scotia Community College, numerous marine-based companies, the Centre for Ocean Ventures and Entrepreneurship, Canada's Ocean Supercluster, and the Climate Change Centre. Key cultural institutions, museums and regional hospitals are also located in the Regional Centre and provide important services to residents and visitors. This Plan seeks to support and enhance the thriving institutions in the Regional Centre.

The Institutional Employment Designation encompasses large scale institutions including the universities, colleges, health care facilities, hospitals, and the Department of National Defense lands. These institutions are major employers in the Regional Centre and provide a wide range of services and economic, social, and cultural benefits to the Municipality and the Atlantic region. The clustering of these facilities plays a critical role in fostering partnerships and the development of innovative technologies and services.

This designation also includes smaller institutions that support complete communities such as religious institutions, libraries, fire stations, police stations, recreational clubs and community facilities, schools and cultural facilities and similar uses that are located within residential areas and are integral to the fabric of all neighbourhoods. Local and small-scale institutions can act as hubs for a range of community services and recreation including social and protective services, community, educational facilities and informal gathering. As such, those uses shall be permitted as part of other designations and mixed-use zones. Adaptive re-use of these institutions is supported to maintain the long-term availability of institutional lands, and to maintain the character of residential areas.

While the Municipality has limited jurisdiction over provincial and federal institutions, coordination of planning efforts can achieve mutually beneficial goals, and high level of service provision. This Plan envisions reinvestment and intensification in current large-scale institutional areas, but also provides considerations for any planned expansion, such as transit service, active transportation facilities, public realm improvements, and impact on surrounding communities and other land uses. Institutional developments are also encouraged to demonstrate leadership in supporting the core concepts and urban design goals of this Plan.

Objectives:

- I1 Create a vibrant Regional Centre that supports and attracts talent.
- I2 Maintain and protect existing areas of significant institutional employment.
- I3 Support the intensification and orderly growth of major institutions, including governmental, educational, cultural and health sectors.
- I4 Develop and improve access to and functionality of major and small-scale institutions that support complete communities.
- I5 Maintain and protect existing small-scale institutional areas.
- I6 Support the adaptive re-use of small-scale institutions that support complete communities.
- I7 Create a safe and comfortable public realm for people of all ages and abilities.
- I8 Facilitate and maximize use of active transportation and public transit by employees, students and clients.

Policy 3.73

Map 6 shall establish the maximum building heights, and the Land Use By-law shall establish built form regulations in the Institutional Employments Designation. Built form regulations shall respect the unique character of institutional buildings, while supporting pedestrian oriented urban design.

3.10.1 Land Use

Policy 3.74

The Land Use By-law shall establish four zones within the Institutional Employment Designation to maintain the unique functions and character of various institutional areas and shall apply them as follows:

- a) Institutional (INS) Zone shall apply to lands that contain smaller institutional uses and shall permit shared housing, large shared housing, religious institutions, cultural uses, emergency services, daycares, emergency shelters, libraries, schools, other public buildings, spectator venues, and related accessory uses.**
- b) University and College (UC) Zone shall apply to current lands that contain university and college campuses and shall permit university or college uses, libraries, cultural facilities, spectator venues, emergency services, emergency shelter uses, religious institutions, other public buildings, medical clinics, large shared housing, daycares, and related accessory uses;**
- c) Hospital (H) Zone shall apply to existing public hospital lands and shall permit public hospitals, medical clinics, emergency services and related accessory uses; and**
- d) Department of National Defense (DND) Zone shall apply to military lands and shall permit military uses, related accessory uses.**

3.10.2 Planning for Major Institutions

The Halifax Economic Growth Plan's key objectives for the Municipality are to promote and maximize growth, attract and retain talent, make Halifax a better place to live and work, and to align economic development. This includes key strategies such as leveraging Halifax's key institutions, diverse populations, reducing red tape, and supporting clustering of key institutions.

To encourage the effective functioning of major institutions in the Regional Centre, the Municipality encourages Provincial and Federal Institutions to site major institutions at locations where other services are available. While institutional uses are permitted in other zones, major institutional campus areas are encouraged to build within existing campus areas, and to not expand beyond the boundaries of lands zoned for specific types of institutional uses until the current campus areas have been built-out. Any expansion of institutional uses shall consider the established residential context.

Universities, colleges, and other major institutions are encouraged to develop and maintain current facility master plans that consider public input. Where institutional lands are no longer needed, a similar planning process shall be undertaken to determine if alternative uses should be considered.

Policy 3.75

Major institutional buildings including hospitals, universities and colleges, shall be encouraged to locate on lands zoned UC, H and DND. To support the orderly development of major institutional uses within the Institutional Employment Designation, Council shall not consider plan amendment or rezoning applications which would permit an expansion of the boundaries of major institutional areas until such time as building sites, including surface parking lots, within the boundaries have been developed.

3.10.3 Planning for Local Institutions

Recognizing that the growing Regional Centre population may require new or different types of local institutional uses, and that some current uses may need to be re-purposed, future decisions related to the siting and re-use of small scale institutional buildings should be guided by the objectives of this Plan related to strategic growth, access by a variety of transportation modes, integration with parks and open spaces, land use, and design that complements the character of the local community.

Policy 3.76

To support their preservation and adaptive re-use, of institutional buildings including religious institutions, community centers, libraries or schools in existence on the date of coming into force of the Land Use By-law, internal conversion to a residential use, mixed-use or another institutional use, landmark buildings shall be supported. Institutional buildings that are landmark buildings shall be identified in the Land Use By-law. The Land

Use By-law shall establish requirements for internal conversion of landmark buildings as follows:

- a) any expansion to the building volume shall not exceed 5%;**
- b) the height of the existing building shall be maintained;**
- c) there shall be no minimum parking requirements;**
- d) there shall be no expansion of existing surface parking;**
- e) commercial uses shall be permitted for up to 25% of the building's floor area; and**
- f) any dwelling unit shall have a minimum floor area of 50 square metres.**

3.11 Industrial and Commercial Employment Designation

The Regional Plan recognizes the importance of industrial lands, business parks, and lands on the Halifax Harbour to the long-term economic growth and development of the Municipality. The Halifax Harbour plays a strategically important economic role in the Municipality, and the Province of Nova Scotia, for shipping, ship building, naval operations and other port related industries. This Plan seeks to ensure that sufficient lands are retained for these purposes and that the viability of these activities is not compromised by development of incompatible uses in their proximity.

The Industrial and Commercial Employment Designation encompasses lands where industrial and harbour-related industrial uses are established and supported. The designation is also applied to lands where larger-scale commercial areas are located between industrial and residential or mixed-use areas.

These industries are important contributors to the regional economy, particularly harbour-related industries. The Municipality seeks to preserve these areas from incompatible encroachments from residential developments and establish development standards to reduce the potential for land use conflicts. Built form regulations in the Land Use By-law shall recognize the unique functions of these employment lands. Given the proximity of current industrial uses to residential areas and the importance of strategic growth in the Regional Centre, only light industrial and harbour related industrial will be supported under this Plan.

Objectives:

- IC1 Ensure that there are sufficient lands available along the harbour, rail freight corridors, and in business parks to provide economic opportunities;
- IC2 Maintain, protect, and intensify existing industrial and commercial employment areas to capitalize on opportunities for economic growth.
- IC3 Support the growth of the industrial sector, including harbour-related uses, light manufacturing, and warehousing.
- IC4 Support access to transportation networks, and local, regional, and global economic markets.
- IC5 Provide a buffer and transition between existing residential and industrial uses.
- IC6 Provide for a range of commercial, recreation and light industrial uses.

Policy 3.77

Map 6 shall establish the maximum building heights, and the Land Use By-law shall establish built form regulations in the Industrial and Commercial Employments Designation. Built form regulations shall respect the unique function of industrial and commercial buildings.

3.11.1 Land Use

Policy 3.78

The Land Use By-law shall establish three zones within the Industrial and Commercial Employment Designation to protect, maintain and provide transition to industrial activities in the Regional Centre, and shall apply them as follows:

- a) Light Industrial (LI) Zone shall apply to lands that contain or can support light industrial or related uses. The LI Zone shall permit cannabis production facility use, industrial training facility use, light manufacturing use, wholesale use, wholesale food production use, and similar other light industrial uses. The zone shall also permit limited commercial, institutional, urban agricultural uses, and related accessory uses.**
- b) Harbour-Related Industrial (HRI) Zone shall apply to lands that contain or can support industrial uses on the Halifax Harbour. The HRI Zone shall permit existing or new marine-related use, industrial training facility use, warehousing use or storage yard use, or other uses that are compatible with the harbour environment. The zone shall also permit cruise ship terminal use, limited institutional urban, and related accessory uses.**
- c) Commercial (COM) Zone shall apply to lands that contain commercial uses adjacent to industrial uses, or to lands located between industrial and residential uses. This zone is intended to provide a buffer between industrial and residential zones. The COM Zone shall permit a broad range of commercial uses, and limited industrial, institutional uses, and related accessory uses.**

Policy 3.79

Residential uses shall not be permitted in the Industrial and Commercial Employment Designation, and provisions shall be established under the Land Use By-law to buffer existing residential uses from any adjacent LI, HRI or COM Zones through measures such as setbacks, yards, landscaping, fencing, and limits on outdoor storage.

Spanning 260 acres of federal land, the Halifax Port Authority manages a diverse of port properties and assets, including Fairview Cove Container Terminal (Ceres Halifax), South End Container Terminal (PSA Halifax), Richmond Terminals, Ocean Terminals, Halifax Grain Elevator, Cruise Halifax and Halifax Seaport among others. The Halifax Port lands connect to Maritime Forces Atlantic, National Gypsum Wharf, Woodside Atlantic Wharf, CN Halifax Intermodal Terminal, Imperial Oil Wharves, and the Autoport.

Within this large industrial district, the Halifax Seaport is a vibrant arts and cultural district found at the south end of the Halifax waterfront, and serving both residents and the many visitors to Halifax. Extending from Piers 19 to 23, it includes artisans, retailers, cruise terminals, event facilities, cafés, galleries, offices, a museum, a university and a farmers' market. This Plan will

continue to permit industrial uses within the Halifax Seaport, while also permitting a broad range of commercial and institutional uses within the Halifax Seaport Special Area.

Policy 3.80

The Land Use By-law shall establish the Halifax Seaport Special Area over lands containing the Halifax Seaport Market, Nova Scotia College of Art and Design (NSCAD) University Port Campus, Pier 21 National Museum, Pier 22, and Cunard Centre where, in addition to industrial uses, all uses permitted in the D zone shall be permitted with the exception of residential uses and gas station uses.

3.12 Water Access Designation

One of the defining characteristics of the Regional Centre is the unique character of the communities that have evolved along the shorelines of the Northwest Arm, Lake Banook, and Lake Mic Mac that are integrated with shoreline parks and water based recreational activities.

Pre-Confederation water lots exist around these waterbodies which can be infilled if approval is granted by the federal government on the Northwest Arm, or by the provincial government on Lake Banook and Lake Mic Mac. While the Municipality has no jurisdiction over the infilling of water lots, it does have jurisdiction to regulate any subsequent development on the lands created. The Water Access Designation was first established on the Northwest Arm in 2007 under Halifax Municipal Planning Strategy and Peninsula Halifax Land Use By-law. The Water Access Designation and regulations will be continued under this Plan, and extended to water lots on Lake Banook and Lake Mic Mac.

Objective:

WA1 Protect the unique character and recreation opportunities of the communities around the Northwest Arm, Lake Banook and Lake Mic Mac by limiting development on infilled water lots.

3.12.1 Land Use

Policy 3.81

The Land Use By-law shall establish the Water Access (WA) Zone and apply it over all water lots within the Water Access Designation. The WA Zone shall permit parks, water access structures and accessory uses. The Land Use By-law shall:

- a) establish within the WA Zone the Northwest Arm Special Area, the Lake Banook Special Area, the Lake Mic Mac Special Area, and the Boat Clubs Special Area;
- b) establish the shoreline reference line for the Northwest Arm Special Area, the Lake Banook Special Area, and the Lake Mic Mac Special Area and to establish additional land use permissions and requirements related to setbacks from the shoreline reference line, structures and land uses permitted in those areas;
- c) prohibit inclusion of the area of infilled water lots when calculating minimum lot area and setback from the shoreline reference line, and rear lot setbacks; and
- d) create exemptions for shoreline reference line setbacks for the Boat Clubs Special Area.

Policy 3.8.2

In any WA zone, a building shall not be erected, constructed, altered, reconstructed, or located on a wharf, pillars, piles, or any other structural support except for:

- (a) public infrastructure;
- (b) utilities;
- (c) ferry terminals; and
- (d) boating clubs.

Part 4: Built Form and Urban Design

4.0 Introduction

The urban environment significantly affects the way we live in our neighborhoods, communities, and the Municipality. Quality urban design is the key to creating engaging and inviting places that have a valuable contribution to the natural and built environment, and the economy. At its core, urban design is about considering the context, and putting people first when making design decisions. This approach has an influence on social, cultural, and physical well-being. It also encourages a compact and human scale design that promotes a wide range of mobility choices, enables better use of municipal infrastructure, and maintains the viability of neighborhood businesses. A “people first” urban design supports and fosters distinct neighbourhood and community character.

The Urban Design Goals presented in this Part are intended to further refine and implement the Vision and Core Concepts of this Plan. This Part follows the progression of the design process on a site, starting with an understanding of the broader Regional Centre context, followed by the site context, and ending with the detailed design of structures on the site.

- **Regional Centre Context:** this includes elements such as the site’s connection to transportation networks, neighbourhoods, cultural landscapes, and the Halifax Harbour. The protected views from the Halifax Citadel Hill and Dartmouth Common can influence built form. They include several view planes, rampart protections and view corridors established in previous planning documents to preserve iconic views of Halifax Harbour, or to preserve certain cultural and heritage contexts. These continue to be highly valued, and will continue to exist and shape and provide a framework for the built form of the Regional Centre. Public views to the Harbour cannot be obstructed, and view terminus site are also identified to enhance the prominence of these sites through design.
- **Performance standards** are also used in this Plan to offer protection from wind in the public realm, and to minimize shadow in prominent parks. The location of a site on a Pedestrian-Oriented Commercial Street requires consideration of the design of the ground floor and of future uses.
- **Site Context and Characteristics:** aspects of site context that can inform site organization and design include site history, abutting uses and heritage properties, proximity to watercourses, sloping conditions, streetline location, vegetation, and public realm such as open spaces. This can influence the location of a building on a lot, the distribution of massing, location and design of open spaces, landscaping, surface parking, pedestrian access, and the incorporation of utilities into the design. This is shaped through land use requirements which include site design regulations and design requirements, which are separate from built form regulations.
- **Built Form:** This Plan also places emphasis on built form regulations. Built form regulations pertain to the design of buildings, including the overall height or massing, streetwall height, streetwall setbacks, maximum dimension of the building envelope, and the appearance of the building. The design of buildings is mainly regulated through site plan approval design requirements and can include elements such as the design and articulation of a streetwall and the ground floor.

In this Plan, the desired built form will be shaped largely through built form regulations, the site plan approval design requirements and variation criteria adopted under the Land Use By-law and the Design Manual included in Appendix 2 of this Plan which will guide the approval for certain development agreements.

Guidance for developments within heritage contexts is a key component of urban design and site plan approval, and is included in Part 5 of this Plan.

Objectives:

- BF1. Design new developments and public realm spaces that support human scale and pedestrian-oriented environments that are designed with consideration of the site and surrounding context including history, use, form, and relationship to the public realm;
- BF2. Implement the Urban Design Goals of this Plan;
- BF3. Implement Pedestrian-Oriented Commercial Streets and human- scale design requirements for new development;
- BF4. Ensure that new development incorporates all-season design strategies that maximize human comfort in all weather conditions;
- BF5. Protect key public views and view corridors, and enhance view terminus sites;
- BF6. Create a safe, attractive and accessible public realm for people of all ages and abilities;
- BF7. Shape and guide new developments to respond to the unique context and characteristics of the Downtown Dartmouth and Downtown Halifax Central Business Districts;
- BF8. Reinforce distinct precinct character within Downtown by identifying desirable unique built form characteristics and guiding new developments to enhance those defining qualities; and
- BF 9 Provide guidance for building articulation, material quality, sustainable design, and for reinforcing the visual prominence of special sites.

The Urban Design Goals of this Part are:

- Contextual Design;
- Civic Design; and
- Human Scale Design.

The Urban Design Goals are achieved through the following built form and design requirements:

- Protected Public Views and View Terminus Sites
- Protection from Wind and Shadow
- Pedestrian-Oriented Commercial Streets
- Accessibility
- Site and Landscape Design

- Building Design
- Parking and Driveways, and
- Signs.

4.1 Urban Design Goals

The vision and core concepts of this Plan, and the following Urban Design Goals are implemented through the Land Use By-law, including site plan approval requirements, and discretionary approvals. They are also to be considered in municipal projects.

4.1.1 Contextual Design

Urban Design creates and reinforces elements of a complete community and community character by:

- incorporating and celebrating a neighborhood's history, culture, and sense of place;
- incorporating the natural systems that underlie and surround the site;
- recognizing and complementing the natural, built, and cultural character of the area around the development project;
- establishing or reinforcing a sense of place by highlighting distinctive elements of a site and emphasizing the values of its communities;
- striving to create distinctive buildings, vibrant public spaces, and natural areas that can generate a meaningful and unique sense of place;
- using both modern development techniques and materials, as well as traditional best practices that blend with a development's context; and
- ensuring that built heritage in the Regional Centre continues to be a vital part of existing streetscapes, and that new construction will be sensitive to the design context set by existing heritage buildings.

4.1.2 Civic Design

Urban Design inspires civic pride and creates public realm that encourages openness, equity and diversity by:

- improving universal accessibility and openness by designing places that encourage public use;
- designing parks, open spaces, streetscapes and waterfronts to be both visible and welcoming to pedestrians;
- designing and programming parks, open spaces, waterfronts and other public realm spaces to encourage people of all ages and abilities to use them and to gather;
- enhancing the quality of the built environment through high- quality, durable, and sustainable development techniques and materials;
- supporting the creation of vital street-life by promoting diverse and active ground floor uses;
- creating a sense of security and comfort walking and moving through a vibrant fabric of buildings and open spaces;
- reflecting a diversity of ways of living, promoting inclusivity and comfort as the foundation of a successful place; and
- encouraging civic engagement and an overall positive view of the Regional Centre.

4.1.3 Human Scale Design

Urban Design pays attention to design details and focuses on human scale by:

- reflecting and complementing the scale and walking pace of pedestrians in the design of streetwalls and the ground floor of buildings;
- prioritizing the relationship between buildings, open spaces, and the public realm;
- offering positive pedestrian experiences by creating safe, comfortable, interesting and welcoming environments;
- designing buildings, public and private open spaces that encourage walking, gathering and social interaction;
- prioritizing public views of the Harbour; and
- prioritizing safe and accessible pedestrian connections.

Policy 4.1

The Land Use By-law shall establish regulations, including site plan approval design requirements to implement the overall objectives and Urban Design Goals of this Plan. The Urban Design Goals and the Urban Design Manual contained in Appendix 2 of this Plan shall also be considered in development agreements specified in this Plan.

4.2 Protected Public Views and View Terminus Sites

4.2.1 Historic View Planes and Ramparts

A series of view planes, ramparts and public views have been established in previous planning documents to preserve iconic views of Halifax Harbour, and they continue to be highly valued. View planes and ramparts are meant to ensure that residents and visitors to our region can continue to enjoy unobstructed views of the Halifax Harbour from important public vantage points and maintain or recreate a sensitive and complementary setting for the Halifax Citadel National Historic Site by controlling the height of new development in its vicinity to reflect the historic and traditional scale of development. Some of the view planes originating from the Halifax Citadel were identified to preserve important historic military visual connections, such as views to George's Island. There are five view planes originating on the Dartmouth Common, and ten originating from the Halifax Citadel.

Policy 4.2

The Municipality shall control the height of new development in the vicinity of the Halifax Citadel to reflect the historic and traditional scale of development. The Land Use By-law shall establish:

- a) the Halifax Citadel View Planes, as shown on Map 7;**
- b) the Halifax Citadel Ramparts, as shown on Map 8; and**
- c) the Halifax Citadel Ramparts Special Area bounded by North Street, Robie Street Inglis Street and the Halifax Harbour, where no development shall be permitted that is visible over the top of the reconstructed earthworks on the Citadel ramparts, from an eye-level of 1.68 metres above ground level in the Parade Square of the Citadel, subject to all applicable requirements of the Land Use By-law.**

Policy 4.3

The Land Use By-law shall protect designated views from the Dartmouth Common, identified as the Dartmouth View Planes on Map 16.

4.2.2 Waterfront View Corridors

View corridors preserve key public views of the Harbour from public streets, maintaining long-standing opportunities for pedestrians to visually connect with the water and historic resources falling within those views. Views to the Halifax Harbour waterfront will be protected in this Plan.

Policy 4.4

The Land Use By-law shall prohibit all structures from protruding into Regional Centre View Corridors as identified on Map 17, and as detailed in the Land Use By-law.

4.2.3 View Terminus Sites and View Lines

View Terminus sites preserve interesting and engaging views at the ends of streets. Terminating vistas are considered an important method of adding aesthetic appeal to an urban environment, and to emphasize important structures or monuments. View terminus points shall be identified in the Land Use By-law and site plan approval design requirements will address the treatment these sites.

Policy 4.5

The Land Use By-law shall identify view terminus sites and view lines, and shall establish site plan approval design requirements to emphasize and enhance views of these sites.

4.3 Protection from Winds and Shadow

To support human scale design and a pedestrian first experience, it is important that new buildings do not cause excessive wind discomfort or safety issues at the street level and minimize the impact of shadow on prominent public parks. Built form regulations described in Section 4.7 of this Plan that mandate building design including low-rise streetwalls, streetwall setbacks and stepbacks, and maximum area and dimensions for buildings above the streetwall are intended to mitigate wind and shadow on streets and the public realm, but in some cases additional testing of the building's wind and shadow impacts on the public realm is needed.

Minimizing shadow is key to the enjoyment and usability of parks and open spaces. The orientation, mass and elevation of a building directly affects the area cast by a shadow, as well as its duration. Direct sunlight improves the enjoyment and usability of open spaces. To further minimize shadow in key public parks identified through detailed analysis as part of developing this Plan shall require a shadow impact study for mid-rise buildings, tall mid-rise buildings and high-rise buildings, and will specify limitations for allowable shadowing on important public parks.

Policy 4.6

The Land Use By-law shall establish a Pedestrian Wind Impact Assessment Protocol and Performance Standards for new development and shall require a wind impact assessment or study, and wind mitigation strategies for any new building over 20 metres high or any addition to a building that exceeds a height of 20 metres.

Policy 4.7

Except for low-density dwelling uses 11.0 metres or less and development in ER-3, ER-2, ER-1, LLC, PCF or RPK zones, the Land Use By-law shall establish a Shadow Impact Assessment Protocol and Performance Standards to ensure that any new building or addition to a building located within 100 metres of any area identified on Map 24, or any new building or addition to a building higher than 26 metres does not result in less than 6 hours of sunlight within an identified area boundary, and does not result in any point within that property being in shade for more than 4 continuous hours between the hours of 8:00 am and 6:00 pm on September 21.

Policy 4.8

Subject to Policy 4.7, areas identified on Map 24 and in the Land Use By-law shall include key public parks for the purpose of the Shadow Impact Assessment Protocol and Performance Standards, including the following: Halifax Common, Dartmouth Common, Green Road Park, Halifax Public Gardens, Kiwanis Grahams Grove Park, Maynard Lake Park, Murray Warrington Park, Newcastle Street Park, Starr Park, Sullivan's Pond Park, Northbrook Park, Victoria Park, Cogswell Park, Brownlow Park, Penhorn Lake Park, Gorsebrook Park, Jason MacCullough Memorial Park, Alderney Elementary School Park,

Hydrostone Park, Martins Park, Joseph Howe Elementary School Park, Chisholm Avenue Park, Grafton Street Park, and Cornwallis Park.

Policy 4.9

When considering any amendments to Map 24 to reflect changes in park use or the acquisition or disposal of new public parks, Council shall consider the objectives of this Plan, especially those related to parks and community facilities, cultural landscapes, the Urban Structure identified on Map 1 and the following matters:

- a) the public use of the identified park area;
- b) the proximity of other areas currently identified and protected under policy 4.8;
- c) the health of existing or planned plantings or other flora within the identified area;
- d) the network of open spaces and parks within the Regional Centre;
- e) the recreational or other outdoor public programming in place or planned for identified area;
- f) public or community urban farm uses dependent on access to sunlight within the identified area; and
- g) areas where built-form is intended to directly abut and frame a public space.

4.4 Pedestrian-Oriented Commercial Streets

Pedestrian-oriented commercial streets are characterized by a concentration of ground level retail in close placement to the sidewalk with narrow shop fronts, and extensive clear glazing at sidewalk level. They may include or evolve into specialized commercial or entertainment areas. This pedestrian-oriented urban environment is to be supported and encouraged.

These streets typically feature streetwalls with continuous retail uses characterized by close placement to the sidewalk, narrow shop fronts, high proportion of glazing, and frequent entries. New developments along pedestrian-oriented commercial streetscapes will be required to provide active at-grade uses consistent with pre-existing built form characteristics. Examples of such active uses include, but are not limited to: retail outlets, restaurants and cafes, and other services.

The quality of the public realm is key to an enjoyable and safe pedestrian experience. This can be achieved by setting buildings back far enough from the street to create opportunities for landscaping and active uses, but close enough to create a feeling of continuity and enclosure. The ground floor uses, and appearance of the building façade are also fundamental to the experience.

The Land Use By-law will identify streets with strong commercial character and pedestrian activity, including portions of Quinpool Road, Robie Street, Spring Garden Road, South Park Street, South Street, Grafton Street, Argyle Street, Carmichael Street, Duke Street, Granville Street, Gottingen Street, Lower Water Street, Portland Street, and Alderney Drive.

Policy 4.10

The Land Use By-law shall identify Pedestrian-Oriented Commercial streets, as set out on Map 18, and shall establish land use and built form regulations on lands abutting Pedestrian-Oriented Commercial Street by:

- a) identifying permitted active uses on the ground floor;
- b) restricting access to solid waste management areas;
- c) requiring minimum and maximum ground floor transparent glass glazing;
- d) setting the maximum width of any grade-oriented premises to support multiple pedestrian-oriented storefronts;
- e) requiring landscaping, including hard landscaping requirements for front or flanking yards that is complementary to the abutting sidewalk;
- f) setting minimum and maximum building setbacks that support pedestrian activity; and
- g) requiring canopies, awnings or other weather protection measures for pedestrians at the street level.

4.5 Site Accessibility

This Plan supports the design of buildings, private open spaces and streetscapes to support accessibility for people of all ages and abilities. Supportive measures shall be incorporated into the Land Use By-law.

Policy 4.11

To encourage the provision of sites and buildings accessible to all individuals, the Land Use By-law shall:

- a) permit accessibility ramps in required building setbacks;**
- b) establish site plan approval requirements for barrier free and at-grade private open space;**
- c) establish site plan approval requirements for barrier free parking areas where parking areas are provided;**
- d) establish site plan approval requirements for lighting common entrances, pathways, publicly accessible open spaces and parking lots; and**
- e) establish site plan approval requirements for barrier free pedestrian walkways for direct connections to buildings from the street, and through accessory surface parking lots.**

4.6 Site and Landscape Design

Urban design begins with an understanding of the development site, and its context. This includes aspects of natural and human environment, and its cultural identity. The understanding of site context should determine the organization of urban design elements such as building massing, open space, pedestrian connections, surface parking and the treatment of view terminus sites prior to moving to building design. The importance of site and landscape design elements in urban design includes open space planning, pedestrian connections, placement of building on a lot, and the location of parking and driveways.

Site and landscape design will be implemented in the Land Use By-law and the Urban Design Manual through requirements relating to site planning, including the following:

- **Open Spaces:** The Regional Centre has a range of public and private open spaces that contribute to a network of open spaces. This includes public and private parks, plazas, and commercial patios that are oriented to the street, but can also exist in the side and rear yards. Well-designed open spaces are welcoming and accessible to pedestrians and provide opportunities to sit alone or gather in groups in all weather conditions. Other key factors include the use of functional, durable and quality materials that can provide privacy for residential units, or can frame commercial uses. Human scale elements such as tables, chairs, trees and public art can establish the space as a notable destination. New open spaces that extend existing block patterns or create new opportunities for pedestrian movement through a site, contribute to the overall connectivity of the open space network. They can also create or reinforce fine-grained block pattern, and support complete communities.
- **Pedestrian connections:** The Regional Centre has an extensive network of pedestrian connections into open spaces or through blocks to other streets. Pedestrian connections are key in creating pedestrian-oriented communities because they can break up large building blocks into human scale blocks, promote walkability, connectivity and social interaction. New pedestrian connections that extend existing block patterns or create new opportunities for pedestrian movement through a site, contribute to the overall connectivity and utility of the network and support the complete and pedestrian-oriented communities.
- **Utilities:** Elements necessary to the function of a building can be unsightly and negatively impact the overall design of the building from the public realm. Utility and building uses need to be designed in a way that minimizes their impact on the public experience. Limiting impact is achieved when utilities (such as mechanical equipment), parking areas, service accesses, garbage collection areas, and storage areas are either completely concealed or designed to blend into, and become part of the overall design theme.

Policy 4.12

The Land Use By-law shall establish a site plan approval area consistent with the *HRM Charter*, and shall establish site and landscape design requirements, including open spaces, pedestrian connections and weather protection, lighting, and utilities.

4.6.1 Landscaping

Landscaping is a key component of the overall natural and built environment. Landscaping can support successful densification by creating a human scale and pedestrian-oriented public realm, preserving or contributing to local biodiversity, and incorporating green stormwater infrastructure. Landscaping around buildings, in surface parking lots and on building rooftops can provide valuable private amenity space, complement the public realm, provide shade, reduce stormwater entering the public stormwater system, and improve the indoor and outdoor micro-climate. To be successful, landscaping must be properly planned, implemented, and maintained.

Policy 4.13

The Land Use By-law shall establish landscaping requirements to regulate:

- a) the locations on a lot where landscaping or retention of trees is required;**
- b) the location and types of buffers required to support transition between different land uses and built forms;**
- c) where trees are to be planted and the number and types required;**
- d) where fences are required or permitted, the height and character of the fences, subject to the requirements of other by-laws;**
- e) the screening of accessory surface parking areas;**
- f) the location and screening of outdoor storage areas;**
- g) reduction of stormwater run-off from the site and improve filtration of runoff;**
- h) rooftop landscaping, and exempting the required amount of landscaping on roofs where solar energy systems are used;**
- i) sustainable landscaping practices; and**
- j) the prevention of invasive species.**

4.7 Building Design

Built form refers to the scale, shape, appearance, pattern, and configuration of buildings and structures that frame streets and open spaces. Built form carries cultural meaning, and is a key factor in shaping communities where more people choose to walk, bike and take transit. Built form is essential to the Urban Structure as it provides for transition from the most to least intense land use, and complements the surrounding context.

In this Plan, the most intense built form and land uses are envisioned for the Downtowns and Centres, followed by Higher Order Residential Areas and Corridors. High-rise buildings are supported for Downtowns, Centres and Higher Order Residential areas that do not abut low-rise residential areas. Mid-rise and low-rise forms are supported within all designations and areas abutting or adjacent to established residential zones, parks or heritage contexts. Transition and buffering requirements in those circumstances may include rear yard setbacks, landscaping and fencing.

In the Land Use By-law, built form is shaped by quantitative regulations that determine the overall massing and shape of buildings, and site plan approval requirements shape the qualitative elements associated with the appearance of buildings. Building design from an urban design perspective considers how each design decision will impact people in the public realm.

This Plan supports land use and built form regulations, and site plan approval requirements that support positive experiences between people and buildings, as well as the creation of a human scale form of development, throughout the Regional Centre. This includes building scale and transitions to lower scale buildings, streetwalls, portions of the building above the streetwall, materials, lighting, parking, and signs.

4.7.1 Floor Area Ratio and Building Height

A key component of land use planning and urban design is to provide certainty and predictability with respect to the density and scale of development in relation to the surrounding context. This also includes transitions in the scale of buildings, and the consideration of availability of services to support new developments. The overall scale of development can be regulated using maximum floor area ratio, or maximum building height.

Floor Area Ratio (FAR) is the total floor area of all main buildings within a FAR precinct on a lot, divided by the area of the lot within that FAR precinct. Building Height is the vertical distance between a structure’s average finished grade and the structure’s highest point.

When combined with other built form requirements, such as streetwall heights, setbacks, stepbacks and maximum building dimensions, a maximum FAR establishes an allowable building scale that is clear and predictable while allowing for flexibility in how a building floor area is distributed over a lot. It is a tool that is particularly well-suited for application within the Downtown Dartmouth Central Business District, and Centre Designation where the context affords greater opportunity to vary the height and shape of buildings. This will be implemented by allocating FAR precincts in this Plan, and under the Land Use By-law. Where a lot has been assigned more than one FAR, the transfer of the higher allowable FAR to the portion of the lot with a lower FAR will not be permitted. To encourage the distribution of density and more predictable built form on large sites, an overall maximum height will be imposed in the Downtown Dartmouth Special Area of the D Zone, and the CEN-2 and CEN-1 Zones.

In the Downtown Halifax Special Area of the D Zone, the COR and HR-2, HR-1, and all other zones building scale will be regulated through allowable maximum building height in conjunction with other built form regulations. The intent is to respect the Halifax Citadel ramparts and viewplanes and to provide adjacent residents with a greater predictability of the maximum built form. The permitted maximum building height will vary in accordance with the surrounding height, and be presented as maximum heights in the Land Use By-law. While minor exemptions may be allowed to the calculation of maximum height, in cases where a lot has been assigned more than one height precinct, the transfer of the higher allowable height to the portion of the lot with a lower height will not be permitted.

Maximum allowable FAR and building height ranges for each urban structure designation and zone, of the land use by-law, are summarized as follows. Specific maximum FAR and maximum height precincts are identified on Map 5 and Map 6.

Table 2: Maximum Floor Area Ratios (FAR) and Maximum Heights in Designation and Zones

Designation/District	Zones/Special Areas	Maximum Range	FAR	Maximum Height Range (metres)
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Parks and Community Facilities Designation	RPK Zone PCF Zone	N/A	Maximum of 17 metres
Downtown Dartmouth Central Business District of the Downtown Designation	Downtown Dartmouth Special Area - D Zone	1.75 - 8.0	Maximum FAR, to a maximum height of 90 metres
Downtown Halifax Central Business District of the Downtown Designation	Downtown Halifax Special Area - D Zone	N/A	Maximum of 11 – 66 metres or up to Halifax Citadel View Planes and Ramparts where identified
Centre Designation	CEN-2 Zone	1.75 - 8.0	Maximum FAR, to a maximum height of 90 metres
	CEN-1 Zone	1.75 - 3.5	
Corridor Designation	COR Zone	N/A	Maximum of 11 – 20 metres (typically 3-6 storeys), where the COR Zone abuts Established Residential Zones.
		N/A	Maximum of 26 metres (typically 8 storeys) in locations that are located within a self-contained block that does not abut another designation.
Higher-Order Residential Designation	HR-2 Zone	N/A	Maximum of 38 metres (typically 12 storeys) where the HR-2 Zone does not abut Established Residential Zones.
	HR-1 Zone	N/A	Maximum of 11 – 20 metres (typically 3 - 6 storeys), and up to 26 metres where the property does not abut Established Residential Zones.
Established Residential	ER-3 Zone	N/A	Maximum of 11

Designation	ER-2 Zone	N/A	metres
	ER-1 Zone	N/A	
	LLC Zone	N/A	
Future Growth Node Designation	CDD-2 Zone	N/A	Maximum of 20 metres without a development agreement
	CDD-1 Zone	N/A	Maximum 11 metres without a development agreement
Institutional Employment Designation	UC Zone	N/A	Maximum of 11 – 70 metres
	H Zone DND Zone	N/A	Maximum of 38 metres
	INS Zone	N/A	Maximum of 30 metres
Industrial and Commercial Employment Designation	LI Zone	N/A	Maximum of 20 metres
	HRI Zone	N/A	Maximum of 30 metres
	COM Zone	N/A	Maximum 11-20 metres or a maximum of 26 metres (typically 8 storeys) in locations that are located within a self-contained block that does not abut another designation.

The Land Use By-law will establish regulations for transitioning building heights to adjacent lower scale developments in all zones within the Downtown, Centre, Corridor, Higher Order Residential, Established Residential, Institutional Employment, Industrial and Commercial Employment, and Parks and Community Facility Designations, and will also establish requirements to enter into incentive or bonus zoning agreements to achieve maximum allowable FAR or building height as described in Section 10.6.

Policy 4.14

Maximum Floor Area Ratios (FARs) shall be established on Map 5 of this Plan and in the Land Use By-law for the Downtown Dartmouth (DD) Special Area, and the CEN-2 and CEN-1 Zones based on local context and maximums identified in Table 2. The Land Use By-law may exclude certain portions of a building from the calculation of floor area. In cases where a lot has been assigned more than one FAR, the transfer of the higher allowable FAR to the portion of the lot with a lower FAR shall not be permitted. The Land Use By-law shall also establish an overall maximum height limit of 90 metres on Map 5 over the Downtown Dartmouth (DD) Special Area of the D Zone, and the CEN-2, and CEN-1 Zones, where new developments shall not exceed the maximum allowable FAR, and the maximum height.

Policy 4.15

Maximum building heights shall be established on Map 6 of this Plan, and in the Land Use By-law for the Downtown Halifax (DH) Special Area of the D Zone, COR, HR-2, HR-1, ER-3, ER-2, ER-1, LLC, UC, H, DND, INS, LI, HRI, RPF, PFC and CDD Zones based on local context and maximums identified in Table 2. The Land Use By-law shall establish height exemptions for building components, such as certain architectural features, solar collectors, other energy-related alternative technologies, and mechanical equipment.

Policy 4.16

The Land Use By-law shall establish transition requirements which may include reductions in height from higher-density zones to lower-density zones, rear yard setbacks, side and rear streetwall setbacks, and landscaped buffers for:

- a) mid-rise buildings, tall mid-rise buildings and high-rise buildings abutting residential low-rise buildings in the rear yard; and
- b) mixed-use commercial, institutional, and industrial uses abutting residential and park zones.

4.7.2 Lake Banook Canoe Course

A wind impact study on the Lake Banook Canoe Course (RWDI, 2008) concluded that larger scale developments may prevent the course from holding national and international regattas. Height restrictions shall be adopted to protect the canoe course, and the established community context.

Policy 4.17

The Land Use By-law shall restrict the maximum building height of the Lake Banook Canoe Course Maximum Building Height Precinct, as identified on Map 19, to 11 meters, as identified on Map 6.

4.7.3 Building Envelope

The building envelope establishes the height and massing of new developments, and defines the limits of where a building can be located relative to the lot boundary, the surrounding built environment and the public realm, and the maximum dimensions of buildings.

In the Regional Centre, the placement of the building relative to the front property line generally reinforces the fine-grained and regular lot pattern which supports pedestrian traffic. Pedestrian activity is supported when buildings are close enough to the public realm to allow for immediate enjoyment of building features, identification of main entrances, weather protection, and shorter routes to main entrances. Streetline setbacks vary between 1.5 metres and 4 metres are generally supported in this Plan, with some variation allowed based on the local context.

Where maximum setbacks are not provided, buildings are encouraged to be located close to the streetline. Smaller or wider setbacks may be established to address unique area characteristics or strategic mobility requirements.

Maximum building dimensions and yard requirements at the street level will encourage mid-block connections and diversity in design. For mid-rise buildings, tall mid-rise buildings and high-rise buildings, interior setbacks, streetwall setbacks and stepbacks, above podium tower dimensions and tower separation distances are key to protection from wind and shadow at the street level. In certain special cases, the maximum dimensions of a building below the height of streetwall may be varied to be wider to allow each site to be planned to a high degree of efficiency, subject to some conditions to mitigate the impact of the expanded dimensions.

In recognition of the unique role that Universities and Institutional buildings play in the Regional Centre, and the unique requirements of certain large institutional buildings, the maximum dimensions of these buildings will be relaxed. However, this plan recognizes the importance of maintaining slim high-rise towers to provide ample access to sunlight and to prevent the impacts of wind on pedestrians and as such the maximum high-rise tower dimensions are not subject to any relaxations.

Other design considerations that impact the pedestrian and public realm include matters such as cladding materials, lighting, screening of solid waste management areas, utilities and rooftop features, outdoor storage as well as the location and built form of accessory structures, backyard suites and shipping containers. Pedways and drive-throughs shall not be permitted as a built form in mixed-use areas due to their impact on pedestrians, and the public realm.

Special Areas may be established to address unique existing or desired area characteristics.

Policy 4.18

The Land Use By-law shall establish regulations and site plan approval requirements, including building design requirements, for building envelopes to support context specific, human-scaled and pedestrian-oriented environments, and to mitigate wind and shadow on public open spaces, including by:

- a) establishing minimum separation distances for any building on the same lot above or below the streetwall height;
- b) establishing maximum building dimensions below the streetwall;
- c) establishing maximum floor plate and maximum dimensions for high-rise buildings requiring that the tower portion of the building shall not exceed a building depth or building width of 35 metres, or a floor area of 750 square metres per floor;
- d) establishing in the Downtown Halifax Special Area of the D Zone, any portion of a main building above 33.5 metres high shall not exceed:
 - (i) 38.0 metres in building width and 27.5 metres in building depth, inside the Downtown Halifax Central Blocks (DHCB) Special Area
 - (ii) 38.0 metres in building width and 38.0 metres in building depth, outside the Downtown Halifax Central Blocks (DHCB) Special Area
- e) establishing requirements for Special Areas to implement the policies of this Plan;
- f) prohibiting certain cladding materials;
- g) regulating fences;
- h) establishing siting and screening requirements for solid waste management areas;
- i) establishing requirements for outdoor storage;
- j) prohibiting pedways as a built form in all zones, except for the H, UC, DND, LI, and HRI Zones;
- k) prohibiting drive-throughs as a built form in all zones, except for the COM and LI Zones; and
- l) establishing requirements for accessory structures, backyard suites, and shipping containers.

4.7.4 Streetwall Scale and Design

In the public realm, the streetwall is the most prominent and visible portion of a building, and is created by the continuity of adjacent buildings facing a street. In an individual building, it is the distinct vertical plane containing the ground floor and any upper elevations. In stepped buildings, the streetwall is considered the building podium upon which a tower or successive elevations above the streetwall sit or land. Because of its location and impact on pedestrians, the key components that support and impact the pedestrian realm are overall streetwall height, ground floor height, articulation, materials and human scale elements:

- **Streetwall Height:** traditional streetwalls in the Regional Centre typically range from two to four storeys along commercial street frontages, with taller buildings stepping their upper elevations back from the top of the streetwall. Establishing a specific streetwall height is important because height is directly linked to human scale and what pedestrians can comfortably observe and enjoy from the sidewalk. Streetwall heights within the Plan and Land Use By-law have been selected to reinforce or create the desired pedestrian scale;

- **Ground Floor Height:** a street is welcoming to pedestrians when it includes commercial spaces that allow pedestrians to easily access building interiors. A minimum ground floor height is established under this Plan and the Land Use By-law to allow for commercial uses to locate in mixed-use areas without the need for future conversions;
- **Articulation:** many of the Regional Centre's commercial streets are known for and defined by streetwalls with fine-grained built form and inherent rhythm and variety. This is achieved through building articulation that reflects the walking pace of pedestrians. Fine-grain articulation includes a clear and legible rhythm of frequent, narrow and diverse shopfronts or at-grade units, where each section is taller than wide. Articulation of the ground floor and entrances are particularly important, and is therefore required under the Land Use By-law.
- **Materials:** the detail and quality of materials selected can either make a streetwall interesting and inviting or, uninteresting and deterring. The location, order, texture and extent of materials can also draw the attention of pedestrians to the building or inversely, have no noticeable impact and diminish the streetwall completely. Materials arranged in a specific order and over limited expanses can break up the façade of a building, promoting a more articulated and human scale form. Materials with texture and fine details can provide interest for pedestrians walking by.
- **Human Scaled elements:** elements such as signs, lighting, canopies, and other exterior building elements can contribute to the overall quality of individual buildings, animate the public realm, provide weather protection and enhance the unique characteristics of the area. Designing the entire streetwall, including the ground floor, to be fine-grained, respects and reinforces the historic built form of those streetscapes and realizes a desired form that creates a walkable, human-scale environment. The goal is to have the entire streetwall articulated both horizontally and vertically with an organized fine-grained rhythm, and where present, reflect the rhythm of abutting or adjacent existing fine grain streetwalls in the area.

Policy 4.19

The Land Use By-law shall establish built form streetwall regulations including:

- a) **minimum and maximum streetwall heights between 8 metres and 11 metres, except:**
 - i) **in the UC zone the maximum streetwall height shall be 14 metres;**
 - ii) **for registered heritage properties and Special Areas streetwall heights shall be as described in Part 3 and Part 5 of this Plan to recognize unique area characteristics; and**
 - iii) **in the Downtown Halifax Special Area maximum streetwall height shall be 18.5 metres;**
- b) **minimum stepbacks for mid-rise buildings, tall mid-rise buildings and high-rise buildings;**
- c) **minimum height for the ground floor;**
- d) **requirements for ground floor glazing;**
- e) **ground oriented units, and**
- f) **ground oriented premises.**

Policy 4.20

The Land Use By-law shall establish building design requirements for streetwalls, including:

- a) streetwall articulation;**
- b) pedestrian entrances;**
- c) ground floor transparency;**
- d) accessibility; and**
- e) weather protection.**

4.7.5 Above the Streetwall Design

In this Plan, the importance of the streetwall is emphasized in supporting and enhancing the pedestrian realm. However, the upper portion of a building also has an impact on the public realm. The upper portion of a building is highly visible from certain public vantage points, and therefore needs to be visually engaging. This plan encourages distinct building tops by requiring changes in colours, materials, recesses or projections, and the height of the upper portion of a building.

Policy 4.21

The Land Use By-law shall establish building design requirements for the upper portion of buildings, that may include changes in colour, materials, visual integration of penthouses, siting and screening of rooftop mechanical features.

4.7.6 Built Form for Institutional and Parks and Facilities Zones

The University College Zone encompasses large scale educational institutions. These educational institutions provide a wide range of services and economic, social, and cultural benefits to the Municipality and the Atlantic region. While buildings serving university and college uses serve different functions than other mixed-use buildings and are often located within a campus setting, human-scale and pedestrian-oriented design is equally important to create safe, attractive and welcoming environments. The development of large institutional buildings also presents unique opportunities to demonstrate excellence in urban design. Built form and design requirements therefore need to be tailored to these institutional uses.

The INS Zone and the PCF zones include many smaller institutions that support complete communities such as religious institutions, libraries, fire stations, police stations, recreational clubs and community facilities, public schools, cultural facilities and similar uses that are located within residential areas and are integral to the fabric of all neighbourhoods. Built form and built form requirements are therefore tailored to these smaller institutional buildings located in these zones.

Policy 4.22

To support human scale and pedestrian oriented environment, the Land Use By-law shall establish built form regulations and site plan approval design requirements for developments in the INS and UC Zones which may include certain built form and building design flexibilities, but will include transition requirements to PCF, ER, and LLC zones.

4.7.7 Built Form in Established Residential Areas

This Plan recognizes the importance of established residential areas as a substantial part of the Regional Centre. Built form regulations in established residential areas are intended to preserve and enhance the character of these neighbourhoods. The thoughtful introduction of additional housing units in these areas that respect and preserve character is another important objective. Built form regulations are intended to promote consideration of neighbourhood context, including scale, history, use and form. These regulations also serve to promote human scale and pedestrian oriented design in low-rise residential neighbourhoods.

Policy 4.23

To preserve and enhance the character of established residential areas the Land Use By-law shall establish building regulations in established residential areas including maximum height, minimum setbacks for front, flanking, and side yards, maximum lot coverage, minimum lot area, and minimum lot frontage.

4.7.8 Built Form in Other Zones

Policy 4.25

To support human scale and pedestrian oriented environment, the Land Use By-law shall establish built form regulations in the CDD, HRI, LI, DND, H, PCF, RPK, and WA zones which may include maximum height, maximum lot coverage, ground floor requirements, separation distance between buildings located on the same lot, front and flanking yards, and side and rear yards.

4.8 Parking and Driveways

While an adequate supply of parking is an important amenity for many developments, this Plan emphasizes pedestrian-oriented streetscapes that are interesting and safe. It also encourages alternative transportation modes to the private automobile, and measures that are supportive of sustainable development. Parking regulations adopted under the Land Use By-law shall reflect these objectives by reducing parking requirements. The built-form of car-oriented uses such as drive-throughs and parking structures shall be regulated to further support pedestrians first streetscapes.

Surface parking and driveways can break-up the block and building pattern which is important to pedestrian movement. They can also impact the safety of pedestrian movement. Internalizing parking areas within the site, using fencing or buffering to limit visibility of surface parking from the street, and incorporating pedestrian infrastructure into the design can make pedestrians visible to drivers, safe, and welcome within the site. Material selection and soft landscaping in parking lot design can alleviate urban heat island effect, and stormwater runoff.

Land uses fronting streets designated as Transit Priority Corridors or All Ages and Abilities Regional Centre Bikeway Network in the Integrated Mobility Plan may require special accommodations within the site plan or building envelope to meet accessible parking needs required by the Nova Scotia Building Code or to adequately service buildings. A municipal planning strategy can also help maximize the most efficient use of existing parking.

Policy 4.26

The Land Use By-law shall:

- a) establish general parking requirements, including the location and configuration of parking spaces, driveways, off-street loading, landscaping, access points, and delineated pedestrian pathways;**
- b) require parking to be located on the same lot as the use it is intended to serve;**
- c) provide for surface materials, and permit porous surfaces to reduce stormwater runoff into public stormwater infrastructure, and improve filtration of runoff;**
- d) establish parking requirements for uses within all zones;**
- e) allow for a reduction in the required number of motor vehicle parking spaces where additional or enhanced bicycle parking is provided;**
- f) establish requirements and regulations for bicycle parking;**
- g) prohibit standalone surface parking lots and commercial surface lots in all zones;**
- h) regulate the location, size and design of accessory surface parking lots, including the maximum number of parking spaces that may be provided in accessory surface parking lots in all zones; and**
- i) regulate the built form of parking structures, including screening of parking above ground.**

Policy 4.27

The Land Use By-law shall regulate the maximum or minimum number of parking spaces that may be provided for motor vehicles in any development.

4.9 Signs

Signs advertise businesses but also serve important public functions such as directing pedestrian, cyclist and vehicle movements, identifying civic buildings and public places, wayfinding and alerting people to potential hazards. The size, placement, and design of signs contribute to the quality of buildings, can support the architecture of a building and the public realm, and can affect public safety. The Land Use By-law shall regulate permanent signs, as temporary signs are regulated by the provisions of a general application by-law established under the *HRM Charter*.

Policy 4.28

The Land Use By-law may establish sign regulations to support the core concepts and Urban Design Goals of this Plan, which may vary for different zones enabled in this Plan.

Sign regulations in the Land Use By-law may:

- a) identify signs that do not require a municipal development permit;
- b) identify signs which are prohibited;
- c) regulate sign size, height, number, orientation and location of signs on a building or a lot;
- d) regulate materials used and illumination by type of sign and type of development;
- e) establish required sign setbacks for abutting zones; and
- f) regulate signs in heritage contexts.

Part 5: Culture and Heritage

5.0 Introduction

Protection of heritage resources is a key component of the urban design vision and principles that underpin this Plan. The Regional Centre consists of many unique and landmark historic buildings from different eras that play a role in defining the character of areas in the Municipality, and should be preserved and enhanced through the means set out in the *HRM Charter* and the Heritage Property Act.

What is now known as Halifax is on the traditional ancestral lands of the Mi'kmaq, and as such Halifax is known to the Mi'kmaq as K'jipuktuk meaning Great Harbour. The Mi'kmaq had permanent villages in K'jipuktuk and used the Halifax Harbour for fishing during the summer months. The Regional Centre is also composed of distinctive communities that evolved over thousands of years of use and settlement. A range of economic, environmental and social influences have shaped the evolution of the Region and continue to be reflected today in the physical form and character of communities and neighbourhoods. Culture and heritage policies balance the need to accommodate growth with the preservation of significant cultural and heritage assets. These include heritage buildings, properties and cultural landscapes that reflect the community character and cultural diversity. Cultural policies must also promote living heritage which includes the traditions, memories, experiences, objects and places recognized for creating a sense of community and belonging. This is essential to the Regional Centre's sense of place, identity and future development.

The Regional Plan establishes seven objectives for culture and heritage and various policies that apply throughout the Municipality. It also adopts the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada, 2nd edition, as a framework for managing and regulating heritage and cultural resources. This Plan supports the Regional Plan, the heritage policies and by-laws established under the *Nova Scotia Heritage Property Act*, and provides further direction for the Regional Centre.

Objectives:

- CH1. Consider built heritage and the impacts of land use and built form regulations on community character.
- CH2. Preserve and enhance the built and living heritage including places, sites, structures, streetscapes, archaeological resources, cultural landscapes, traditions and practices which reflect the Regional Centre's diverse evolution, built heritage and culture.
- CH3. Inventory potential cultural landscapes, built and living heritage, including heritage sites, landmark buildings, and Heritage Conservation Districts to inform land use and development decisions.
- CH4. Identify and protect a wide range of cultural resources that reflect the heritage and culture of diverse communities.
- CH5. Establish incentives to encourage public and private sector investments in heritage conservation and stewardship of cultural resources.

CH6. Evaluate heritage and cultural policies, programs, interventions, and building regulations to ensure consistency with evolving community values and new guiding documents.

5.1 Culture

The Regional Centre has an active and diverse community, which is key to building a healthy, vibrant and livable municipality. It also has the largest concentration of cultural workers and cultural places. Cultural planning can offer incentives and opportunities to foster the creative economy, increase access and exposure to culture, and preserve and celebrate built and living heritage.

A diversity of voices is critical to ensuring that the Regional Centre is reflective of the range of interests, backgrounds and experiences within it. Recent municipal efforts to engage with and build positive relationships with Mi'kmaq First Nations, other urban Indigenous people and groups, African Nova Scotian, Acadian and other culturally and linguistically diverse groups will be extended to cultural policies and planning efforts.

Policy 5.1

To support and encourage vibrant, diverse and inclusive cultural assets and ways to celebrate culture in the Regional Centre, the Municipality may:

- a) continue to build and broaden the inventory of cultural assets in the Regional Centre to be more inclusive of Mi'kmaq First Nations, Indigenous, African Nova Scotian, Acadian and other diverse cultures;**
- b) use the Inventory of Cultural Assets to further research and engage the community when planning for Future Growth Nodes, and when Plan amendments and development agreements are considered; and**
- c) continue to explore incentives and opportunities to encourage the preservation and expansion of built heritage, and the development of cultural spaces.**

5.2 Culture and Heritage Resources

Protection of cultural and heritage resources is a key component of the urban design vision and principles of this Plan. While the physical environment in the Regional Centre does not necessarily reflect building forms of the Mi'kmaq First Nations today, cultural landscapes within the Regional Centre are inherently tied to Mi'Kmaq history.

The Municipality may identify, designate, preserve, conserve, and rehabilitate buildings, public-building interiors, structures, streetscapes, cultural landscapes, areas and districts of historic, architectural or cultural value, and encourage their continued use under the Heritage Property Act.

Identification is a key and ongoing component of protecting, restoring and interpreting cultural and heritage resources. Once identified and researched, appropriate tools can be applied to the various resources. Alterations and changes to heritage properties may be needed to maintain their economic viability. The challenge is to do so in a manner that maintains the heritage value of the property. Incentives and regulations under the Land Use By-law will enhance provisions for adaptive re-use under the Regional Plan, and other heritage policies and regulations.

Policy 5.2

The Municipality shall consider creating and maintaining a broad range of programs that provide financial or other incentives for the identification, registration, conservation, and continued use of buildings, structures, streetscapes, cultural landscapes, areas and districts of historic, architectural or cultural value.

Policy 5.3

The Municipality shall consider conserving and maintaining registered heritage properties owned by the Municipality in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, 2nd edition, and shall seek to register additional significant heritage properties owned by the Municipality. The Municipality may consider registered heritage properties in the purchase or lease of space for its own use.

Policy 5.4

The Land Use By-law shall adopt measures to protect, restore and enhance heritage places, sites, buildings, structures, streetscapes, and cultural landscapes by:

- a) identifying significant public view planes and view corridors and prohibiting development within them;**
- b) identifying and conserving registered heritage properties;**
- c) adopting land use regulations and site plan approval requirements that support the conservation, preservation and continued use of registered heritage properties;**
- d) subject to Policy 5.10 and 5.11, establishing maximum heights and floor area ratios over registered heritage properties and proposed and established Heritage Conservation Districts to encourage development that is sensitive to heritage contexts;**

- e) requiring conformity to regulations established for Heritage Conservation Districts;**
- f) creating incentives to preserve and restore registered heritage buildings through incentive or bonus zoning and development agreements; and**
- g) addressing cultural values on municipal properties through conservation management plans and parks and facility management plans.**

5.3 Development in Heritage Contexts

Heritage buildings illustrate the evolution of local architecture in terms of their form, setting, assemblies, systems and materials. Buildings can express cultural, regional, local or individual uses or construction practices and embody meanings that have evolved over time. They can represent identifiable expressions of the region's diverse population, or the practical durability required by business or industry. The heritage value of a building or group of buildings illustrates a phase or various phases in the development of a building type, style or aesthetic.

Heritage buildings play an important role in defining the character and identity of communities in the Regional Centre. They provide a human-scaled built form and unique architectural detail that should be preserved, and exude a quality of materials and craftsmanship that benefits our streetscapes.

Site plan approval requirements related to heritage conservation design will ensure that built the heritage in the Regional Centre continues to be a vital part of existing streetscapes, and that new construction will be sensitive to the design context set by existing heritage buildings.

Each heritage building is unique in terms of its history and architecture, therefore consultation with municipal staff at an early stage of a development proposal is necessary to ensure any alterations or new development on a registered heritage property or abutting a registered heritage property are appropriate, and to ensure the development proposal complies with the Heritage Property Act and Heritage Conservation Design Requirements established under the Land Use By-law. New Development in a Heritage Context refers to the construction of any additions to a heritage building, any new construction of a building on a registered heritage property, as well as any new development on a property abutting a registered heritage property.

Key components of Heritage Conservation Design Requirements include:

- Character Defining Elements which consist of a heritage building's form, massing, materials, fenestration, articulation, location and details that contribute to the building's heritage value and must be maintained in order to preserve that value; and
- Conserving Character Defining Elements which refers to preserving those elements that define the character of the heritage building through the repair of those elements or the replacement of those elements with like appearance and materials where appropriate. In some cases, conservation means allowing alterations to improve the function and viability of a heritage building while preserving the character defining elements.

Policy 5.5

Where a site plan is required, the Land Use By-law shall establish Heritage Conservation Design Requirements for all development:

- a) on municipally registered heritage properties;**
 - b) on provincially registered heritage properties that are not owned by Her Majesty;**
 - c) on properties abutting municipally and provincially registered heritage properties;**
- and**

- d) on properties located within a Heritage Conservation District.**

The Land Use By-law may exempt properties where the property is located within a Heritage Conservation District that has its own Heritage Conservation Design Requirements.

Outside of the Downtown Halifax (DH) Special Area and a Heritage Conservation District, Council may consider a development agreement option instead of site plan approval to provide greater development opportunities as an incentive to preserve the integrity and support the viability of registered heritage properties and properties within Heritage Conservation Districts. This option also ensures that the resulting development is sensitive to the registered heritage buildings and surrounding context.

Policy 5.6

Subject to Policy 5.19 and Policy 5.20 and outside of the Downtown Halifax Special Area and any Heritage Conservation District, on any property containing a registered heritage building, Council may consider a development agreement for any development or change in use not otherwise permitted by the Land Use-By-law, including a development that exceeds the maximum heights or maximums floor area ratios on Maps 5 and 6 of this Plan, to support the integrity, conservation and adaptive re-use of registered heritage buildings. For a development agreement in accordance with this Policy, Council shall consider that:

- a) any development shall maintain the integrity of any registered heritage property, or streetscape of which it is part;**
- b) the impact on adjacent uses, particularly residential uses, is minimized in terms of intensity of use, scale, traffic generation, noise, hours of operation, and such other land use impacts as may be required as part of a development;**
- c) the development is reasonably consistent with the policies of this Plan, in particular the objectives and policies as they relate to heritage resources;**
- d) any new construction, additions, or renovations on the property meet the heritage conservation design requirements in the Land Use By-law, and the Standards and Guidelines for the Conservation of Historic Places in Canada, 2nd edition;**
- e) any new construction, additions, or renovations fronting on a street substantially maintains the predominant streetwall height, setbacks, scale and rhythm of the surrounding properties;**
- f) the transition for any new construction, addition or renovation with respect to the scale, form and intensity of abutting uses;**
- g) the development complies with Pedestrian Wind Impact and Shadow Impact Assessment Performance Standards of the Land Use By-law;**
- h) the quality and extent of the restoration or preservation of the registered heritage property when evaluating proposals for integrated development and adaptive re-use;**
- i) that any structures on the site which are not registered heritage buildings be assessed for their heritage value through a Heritage Impact Statement, and if found**

to have heritage value, must be retained and restored or otherwise integrated into the development so as to preserve their heritage value;

- j) the development complies with policies relating to protected public views and view terminus sites; and
- k) any new construction or addition considers and is reasonably consistent with the criteria of the Urban Design Manual.

Policy 5.7

Any development agreement considered in accordance with Policy 5.6, shall require incentive or bonus zoning for the property and the requirements of the Land Use By-law respecting incentive or bonus zoning shall apply, including that a development permit shall not be issued unless a waiver under Section 18 of the Heritage Property Act has been registered on the property. Any development that proposes to demolish registered heritage building or buildings shall not be eligible for a heritage development agreement. Council may only consider a development agreement in accordance with this policy or policy 5.6 if:

- a) site plan approval has not been granted for the development; and
- b) any proposed addition is not located within the existing front yard of the registered heritage building.

Policy 5.8

An application for a development agreement in accordance with Policy 5.6 that includes new construction or addition shall include a site and context analysis, and a design rationale that demonstrates how each of the design criterion contained in Urban Design Manual has been considered and addressed in the proposed development.

5.4 Heritage Properties, Future Heritage Conservation Districts, and Cultural Landscapes

Heritage Conservation Districts (HCDs) are areas identified by the Municipality as having significant heritage value, character, and attributes that emerge from a collection of properties, including buildings, structures and landscapes (i.e. a street or a neighbourhood). HCDs allow the Municipality to conserve the broader context of heritage resources, and subsequently are established through a conservation plan and by-law adopted by Regional Council, as enabled under the *Heritage Property Act*.

Areas identified in Table 3 and on Map 20 are areas of high heritage value within the Plan area based on an analysis of the age, history, cultural associations and architectural styles of the properties which make these areas likely candidates for future Heritage Conservation Districts. Table 3 and the associated Map 20 are to be used to support the identification, prioritization and establishment of future HCDs, but are not meant as a complete or definitive list. Priorities for the identification, and establishment of HCDs are to be determined by Regional Council, and may include areas not identified on table 3 or on Map 20. Until such time as conservation measures are approved by Regional Council for the areas identified here, the current land use policies and regulations shall apply to those areas and the built form framework will encourage development that is sensitive to the architectural character and heritage value of these areas.

Policy 5.9

The Municipality may collaborate with community partners, residents, property owners and educational institutions to:

- a) create an inventory and assess potential cultural and heritage resources and consider their protection through registration under the Heritage Property Act;**
- b) consider registering Heritage Conservation Districts, including those identified in Table 3, and Map 20;**
- c) consider regulating developments adjacent to Heritage Conservation Districts to complement the existing heritage character; and**
- d) consider adopting conservation measures for identified heritage resources and cultural landscapes as part of municipal facility and parks master planning and management plans.**

Policy 5.10

To support development that is sensitive to the architectural character and heritage value of registered heritage properties outside of Heritage Conservation Districts, the Land Use By-law shall apply built form regulations for registered heritage properties outside of Heritage Conservation Districts that do not exceed:

- a) a maximum Floor Area Ratio of 1.75, within the CEN-1, and CEN-2 Zones; and**
- b) a maximum Floor Area Ratio of 2.25, within the Downtown Dartmouth (DD) Special Area of the D Zone; and**
- c) a maximum height of 14 meters within COR, HR-1, and HR-2 Zones.**
- d) a maximum height of 8 metres within the ER-1, ER-2 and ER-3 Zones.**

Policy 5.11

To support development that is sensitive to the architectural character and heritage value of proposed Heritage Conservation Districts, the Land Use By-law shall apply built form regulations for properties within Proposed Heritage Conservation Districts identified on Map 20 that do not exceed:

- a) a maximum Floor Area Ratio of 1.75, within CEN-1, and CEN-2 Zones;
- b) a maximum Floor Area Ratio of 2.25, within the Downtown Dartmouth (DD) Special Area of the D Zone;
- c) a maximum height of between 11 metres to 14 meters with some sites at up to 20 metres based on local context and recognizing underutilized sites, within COR, HR-1, and HR-2 Zones;
- d) a maximum height of 22 metres in the Historic Properties Proposed Heritage Conservation District Study Area;
- e) a maximum height of 11 metres within the ER-3, ER-2 and ER-1 Zones; and
- f) a maximum height of 14 metres within INS Zone.

Table 3: Future Potential Heritage Conservation District Study Areas

Dartmouth
<p>1. Harbourview Area: The area is generally bounded to the south by Shore Road and to the north by Windmill Road and has notable harbour views from side streets and lanes. It was developed in the late 19th and early 20th century as a compact, early working-class residential district that supported the surrounding industry and commerce of Downtown Dartmouth.</p>
<p>2. Downtown Dartmouth: The sections of Downtown Dartmouth to the southeast of the Dartmouth Common contain a mix of 18th and 19th century residential and commercial buildings where the architecture of the buildings tell the story of the evolution of the community.</p>
<p>3. Five Corners: The area where Portland and Pleasant Streets intersect contains a nearly contiguous collection of 19th and early 20th century residences within one of the oldest neighbourhoods</p>
Halifax
<p>4. Historic Richmond and Hydrostone District: The Hydrostone area is an early example of town planning, that was built to house workers displaced by the Halifax Explosion of 1917. Richmond is the historic neighbourhood adjacent to Needham Hill that was destroyed by the Explosion and reconstructed in a variety of early 20th century architectural styles.</p>
<p>5. Bloomfield District: The largely intact and contiguous tree-lined streetscapes of the Bloomfield District, west of Gottingen in Halifax's North End, contains an important collection of Georgian, Victorian and Edwardian grand residences representing the merchant class of the 19th century.</p>

<p>6. Brunswick Street District (north of Cogswell Street): In the Brunswick Street area development dates to the earliest period of colonial British and German settlement beginning in 1756, spanning the Georgian period through to late 19th century residences of merchants and business owners.</p>
<p>7. Creighton’s Field: This North End neighbourhood adjacent to the Halifax Common is characterized by intact and contiguous streetscapes of small-scale workers houses dating from the Georgian and Victorian periods of the 19th Century.</p>
<p>8. Westmount: Developed post WWII, Westmount is one of two similar communities built by the federal government to house returning servicemen and their families.</p>
<p>9. Victoria Road: This area is generally south of what was once the Freshwater Brook, which flowed along Victoria Park from the Commons to the Halifax Harbour near the foot of Inglis Street. Tower Road, Victoria Road and South Park Street were fashionable streets in the late 19th Century that were at that time at the southern fringe of the City. This area includes two registered heritage streetscapes and dozens of mid-to-late Victorian homes, mainly in very good condition. Today, many of these old residences have been converted to multi-unit dwellings, but many have also been restored as single unit dwellings.</p>
<p>10. Historic Properties: This area has long been recognized as one of the most cohesive heritage environments in Halifax. The late 18th century waterfront warehouses were designated as a National Historic Site in 1963 and by the mid-1980s, all of the buildings in the three-block area bounded by Duke and former Buckingham Street between the Harbour and Granville Street had been registered as municipal heritage properties. In 2006, the entire “Granville Block” between Hollis Street and Granville Street was designated as a National Historic Site.</p>

Table 4 identifies potential cultural landscapes within the Plan area identified through the Cultural Landscape Framework Study (2016), the guiding document for the consideration of potential cultural landscapes and the basis for a future cultural landscape program to be advanced through the Culture and Heritage Priorities Plan. The Green Network Plan identifies the need to update the *Heritage Property Act* to include policies on the registration of cultural landscapes.

These potential cultural landscapes are considered in the Urban Structure and policies of this Plan, and can inform site context analysis of future developments or amendments to this Plan and Land Use By-law

Policy 5.12

Any future amendments to this Plan or applications for new development agreements shall consider, in its context analysis impact on key defining features of the Cultural Landscapes as identified in the Cultural Landscape Framework Study (2016) and in Table 4 in its context analysis. The Municipality may consider working with the Government of Canada and communities including First Nations to recognize and commemorate the cultural landscapes, including Point Pleasant Park, Tufts Cove, and the Halifax Citadel.

Table 4: Regional Centre Cultural Landscapes

Dartmouth
<p>1. Dartmouth Central Common: The Dartmouth Central Common is a remnant of the traditional British land use practice of establishing communal grazing land and has evolved to serve a variety of community needs. It has also been used as a burial ground of Mi'kmaq Chiefs, and has been traditionally used as a viewing and navigation station for Halifax Harbour.</p>
<p>2. Shubenacadie Canal Waterway: Graham's Grove and Lake Banook (Panuk) are major recreational features for the Regional Centre and the broader region. They are also two links in the chain of water and land resources that make up the cherished Shubenacadie Canal Waterway, integral to inland travel for both the Mi'kmaq and 19th century commerce. Archaeological evidence found along the canal indicates over 4,000 years of human use and activity along this water highway that connects the Bay of Fundy to Halifax Harbour.</p>
<p>3. The Avenue: The Avenue was a small African Nova Scotian community near Lake Banook at the end of what is now Crichton Avenue. This community was centered around a church founded by Reverend Richard Preston, and can date its earliest settlement to the Black Refugees who came to Nova Scotia following the war of 1812.</p>
<p>4. Tufts Cove: Tuft's Cove is the site of a traditional Mi'kmaq settlement named Turtle Grove. The Halifax Explosion and subsequent tsunami hit the area and wiped out the Mi'kmaq village. It was not rebuilt and survivors were resettled elsewhere. Today there is an effort to commemorate the site and Millbrook First Nation is working to redevelop it as part of the Shannon Park redevelopment.</p>

Halifax

- 5. Halifax Citadel and Halifax Common:** The Citadel, the primary emblem of British military and colonial settlement in the Halifax region, lies at the highest point and centre of a town plan that was laid out in 1750. A grid pattern formed the basis for the evolution of the historic commercial, industrial and residential core area and includes the Halifax Public Gardens. The Halifax Common was established in 1749 for pasturage and military purposes and today serves a wide range of cultural and recreation uses.
- 6. Africville:** Seaview Park, the site of the former community of Africville, is nationally recognized for its important links to the 250-year history of Afro-Canadian settlement in Canada, North American racial discrimination and the social effects of urban renewal strategies in the 1960s.
- 7. Point Pleasant Park and Young Avenue:** Point Pleasant Park is an area of rich cultural and ecological importance dating back to its seasonal use by the Mi'kmaq as the location of a yearly feast signaling the arrival of Spring. Two centuries of military history continue to dominate the park landscape through fortifications from different eras. The park provided recreation and enjoyment of nature through the 20th Century. Young Avenue forms a gateway to Point Pleasant Park and contains a significant Victorian-era residential streetscape fronting on the historic treed boulevard.
- 8. Connaught Avenue Corridor and Fairview Cemetery:** Fairview Cemetery was designed in the late 19th century on the rural park model, established in North America in 1830 at Mt. Auburn, Massachusetts. Designed with curvilinear roadways, the cemetery contains 121 graves from the Titanic disaster laid out to face the rising sun. Connaught Avenue directly abuts the site and was designed with input from Andrew Cobb as a major green boulevard entrance to Halifax lined with Linden trees.
- 9. Halifax Explosion Lands and North Gottingen Corridor:** This area is associated with the establishment of Halifax and the construction of Fort Needham as one of a series of fortification to protect historic Halifax Harbour in times of war, as well as the historic Wellington Barracks. The design of the Hydrostone neighbourhood is associated with reconstruction, the British Garden City Movement of the late 1900s as well as the history of residential neighborhood planning in Canada.
- 10. Northwest Arm Waterscape:** includes the many sequential viewsheds along the length of the Northwest Arm, walking trails along the shoreline, Jollimore Estate and its evolution as a large urban park, views of the Sir Sanford Fleming Park and the landmark Dingle Tower.
- 11. Uniacke Square, Gottingen/ Brunswick Creighton Corridor:** Character defining elements of this area include the comprehensively developed Uniacke Square in a row house model with internalized common courtyards, and streetscapes of historic merchant's housing of the mid to late 1800s designed in the Victorian eclectic style. This area also includes the open semi-rural character of the grounds of Victoria Hall, Little Dutch Lutheran Church, St. Patrick Alexandra's school site and St. George's Church Complex, and World War II Housing in Mulgrave Park.

5.5 Approved Heritage Conservation Districts

A Heritage Conservation District (HCD) recognizes the heritage character and heritage attributes that emerge from a collection of properties, including neighbourhoods, buildings, structures, streets, and landscapes. The Municipality's rich heritage assets are a main attraction for tourists and residents, increasing economic prosperity. The protection and preservation of these heritage resources is a key pillar of this Plan. HCDs enable the Municipality to conserve the broader context of heritage resources. By focusing on the district as a whole, the Municipality can prescribe policies and guidelines, as well as establish programs that over time, can link different heritage resources in a tangible way to ensure that the evolution of the area reinforces key heritage attributes.

The legal process for establishing an HCD occurs through the adoption of a heritage conservation district plan and by-law under the Heritage Property Act. A heritage conservation district plan and by-law will include, but not be limited to:

- (a) A heritage character statement – which sets the general parameters to which new buildings and alterations ought to contribute;
- (b) A list of the character defining elements of the district – which is essential when designing new buildings in and around the district and to understand what is being conserved;
- (c) Demolition policies;
- (d) Policies and guidelines respecting the design of alterations and new buildings; and
- (e) Financial incentives to encourage retention and restoration of buildings within the district.

The Heritage Property Act also requires that any heritage conservation district plan be preceded by background studies that address a range of issues including:

- (a) The heritage value and character defining elements of the proposed district;
- (b) The rationale or justification for heritage conservation measures, including development regulations, demolition control, and financial incentives;
- (c) The rationale for the boundaries of the district;
- (d) The relationship of the proposed conservation plan and by-law for the district with the municipal planning strategy and land use by-law; and
- (e) The social and economic implications of establishing the district as these relate to the proposed conservation measures.

Demolition protection for registered municipal heritage properties outside of heritage conservation districts is limited under the *Heritage Property Act*. It is only by designating a heritage conservation district, under the authority of the Heritage Property Act, where Council can establish stronger policies including improved demolition control for contributing heritage resources. The designation of heritage districts and the ongoing registration of resources is a key pillar of the Municipality's heritage conservation strategy.

5.5.1 Schmidville Heritage Conservation District

Schmidville is the first private subdivision in Halifax. The neighbourhood is valued as a largely intact area of traditional architectural character and for its association with the early settlement of Nova Scotia as one of Halifax's first suburbs outside the wooden palisade. Schmidville is also valued for its association with the economic and social history of Halifax, revealed through its existing character. Schmidville buildings have strong associations with the Georgian and Victorian eras and most buildings exemplify these architectural traditions.

Heritage conservation measures are justified in Schmidville because of its existing heritage character and the increasing pressure for redevelopment in and around this area. In terms of the boundaries, the proposed Schmidville Heritage Conservation District includes three of the original blocks of Schmidville, planned and subdivided in 1830, and additional areas that evolved adjacent to the original planned area but remain an integral part of the historic neighbourhood.

The purpose of the Schmidville Heritage Conservation District Plan is to encourage the preservation, rehabilitation, and restoration of Schmidville's historic buildings and public spaces. The Heritage Conservation District Plan recognizes both the thriving residential community and the historic significance of the built environment in Schmidville.

To establish Schmidville as a Heritage Conservation District, a Heritage Conservation District Plan (the Heritage District Plan) and Heritage Conservation District By-law (the Heritage District By-law) were adopted in 2018 after the completion of a background study.

Schmidville Heritage Conservation District Plan

The Heritage District Plan identifies three heritage conservation goals:

- a) Support a setting that inspires a greater understanding of the cultural heritage values inherent in the District;
- b) Facilitate the financial viability of housing to encourage residential use as a character-defining element of the District; and
- c) Secure and encourage public and private investments in heritage resources to protect and conserve the traditional character of the District.

Schmidville Heritage Conservation District By-law (H-700)

To further implement the policy directions of Heritage District Plan, By-law H-700 was established. It provides a regulatory framework to implement those policies of the Plan that require regulatory support.

Policy 5.13

This Plan shall recognize the Schmidville Heritage Conservation District Revitalization Plan and By-law established under the *Heritage Property Act*, identified as the Schmidville Heritage Conservation District on Map 21.

Policy 5.14

The Land Use By-law shall apply the ER-1 Zone to the Schmidville Heritage Conservation District, and establish land use and built form regulations that support the conservation objectives of the Schmidville Heritage Conservation District.

To support commercial uses that existed on July 17, 2018, the Land Use By-law shall permit additional residential and commercial uses for Schmidville Heritage Buildings that existed on July 17, 2018 within the Schmidville Heritage Conservation District.

Policy 5.15

The Plan shall preserve the predominantly residential uses, the park and institutional uses, as well as the existing mixed uses within the Schmidville Heritage Conservation District. The Plan shall also aim to ensure that new development is consistent with the character defining elements of the district listed in the Schmidville Heritage Conservation District Plan.

Policy 5.16

The Land Use By-law shall establish the Schmidville Historic Park and Institutional (SHPI) Special Area within the Schmidville Heritage Conservation District Boundary, as shown on Map 22. In accordance with Policy 5.14, any new building or an addition to an existing building exceeding a gross floor area of 139.5 square metres in the SHPI Special Area shall be considered by development agreement. Land uses permitted within the SHPI Special Area shall be limited to park and institutional land uses, including a school, daycare, community recreation, and other similar uses.

Policy 5.17

For development agreement applications within the Schmidville Historic Park and Institutional Area (SHPI) Special Area, Council shall consider the following:

- (a) the design requirements in Chapter 5, Part VI of the Land Use By-law; built form requirements in Chapter 1 and Chapter 3, Part VIII of the Land Use By-law
- (b) the height of the development is consistent with the height of adjacent buildings and may transition to a height not exceeding five storeys;
- (c) minimum setback of 12.2 metres from the street frontage and for the conservation and planting of trees throughout the property;
- (d) provision for vehicular access and egress;
- (e) provision for on-site parking;
- (f) provision for site disturbance, erosion control, site grading, and stormwater management;
- (g) provision for on-site signage; and
- (h) any development is reasonably consistent with all other provisions of this Plan.

Policy 5.18

Within the Schmidville Heritage Conservation District as shown on Map 21, the Land Use By-law shall permit up to four dwelling units.

Policy 5.19

Subject to policy 5.18, the Land Use By-law shall permit converted multi-unit dwelling uses of up to 10 units on sites identified on Map 22.

Policy 5.20

The Land Use By-law shall establish maximum permitted building heights within the Schmidville Heritage Conservation District, as shown on Map 6 and such building heights shall not exceed:

- a) for existing buildings with two storeys or less, a height of 7.62 metres;**
- b) for existing buildings with more than two storeys, a height of 10.67 metres; and**
- c) for any addition to an existing building, the height of the existing building.**

Policy 5.21

The Land Use By-law shall establish the Wright Avenue Special Area where the development of dwellings on through lots with frontage on Wright Avenue shall be permitted to frame the street with buildings that have minimum front yard setbacks.

Part 6: Housing

6.0 Introduction

Access to suitable and affordable housing is fundamental to the health, dignity and quality of life of all people. This can be partially achieved by providing opportunities for growth, enabling current residents to age within their neighbourhoods, and accommodating a variety of housing needs in locations close to transit in pedestrian neighbourhoods.

The Regional Centre's population is shifting with an increase in senior, one-person, renter, recent immigrant and youth-led households, which affects housing needs. It also includes a large student population that relies on and impacts the local housing market. This affects housing needs with respect to the size, form and desired location of housing units. Residential development is also changing with a move towards more multi-unit dwelling developments in urban areas. At the same time, an aging housing stock, and a limited supply of modestly priced, accessible and supportive housing affects the needs of Regional Centre households. Emergency and supportive housing is also important to addressing the needs of those who experience housing vulnerability and homelessness.

If the Regional Centre is to remain economically competitive and support a high quality of life, a diversity of housing types, sizes and tenures need to be available across the housing continuum. This includes various tenure and built form options including, but not limited to, secondary units, backyard suites, grade-related units, work-live units, and a range of multi-unit dwelling types. Shared housing options are also supported broadly under this Plan as residential and institutional uses.

Streamlined development approval processes, a strong focus on affordable housing in incentive or bonus zoning, and continued community partnerships to solve pressing housing issues can all contribute to a more sustainable housing system. Leveraging funding for affordable housing from other levels of government can also be considered to support a full range of solutions to the issue of affordable housing.

Objectives:

- H1. Increase access to housing choices that meet diverse needs and have access to transit, services, amenities and support aging in place;
- H2. Enable a range of housing options for people of all ages, abilities and income levels including emergency housing, shared housing, multi-unit housing, and ownership housing;
- H3. Increase the number of housing units affordable in the low- income to moderate income range throughout the Regional Centre;
- H4. Incentivize retrofitting existing buildings to increase their energy efficiency;
- H5. Enable neighborhood planning through community and stakeholder partnerships to support housing and community development goals of this Plan; and

- H6. Create regulatory and financial incentives and partnerships to maintain and increase the stock of quality housing which is affordable to a wide range of households, including low to moderate-income range households.

6.1 Land Use

Policy 6.1

Subject to Policy 6.2 and Policy 6.3, to create quality residential environments and increased housing options for diverse households, the Land Use By-law shall:

- a) permit a variety of housing forms and types in the D, CEN- 2, CEN-1, COR, HR-2 and HR-1 Zones to enable residents to live near commercial areas, employment, active transportation, and transit;**
- b) permit a mix of housing options to meet the range of needs in the local market, including secondary suites, backyard suites and small shared housing in low-density developments, single and two-unit dwellings, townhouses, row housing, grade- related units, mid-rise buildings, tall mid-rise buildings and high-rise buildings;**
- c) permit small shared housing, large shared housing, and emergency shelters in residential and mixed-use zones at a scale compatible with the local context;**
- d) permit large shared housing in the INS, UC and H Zones;**
- e) require new high-density dwelling to provide a range of units to accommodate different household sizes, including:**
 - i) two-bedroom units in the D, CEN-2, CEN-1 and COR Zones, and**
 - ii) two-bedroom and three- bedroom units in HR-2 and HR-1 Zones, and;**
- f) require new and redeveloped high-density dwelling uses to include both indoor and outdoor amenity spaces.**

Policy 6.2

The Land Use By-law shall exempt the internal conversion of high-density dwelling uses from meeting the unit mix requirements of the Land Use By-law if:

- a) the building existed on the coming into force date of this Plan;**
- b) the space being converted was not previously used as a dwelling unit or amenity space;**
- c) the footprint of the building is not altered; and**
- d) the volume of the building is not increased.**

Policy 6.3

The Land Use By-law shall exempt the internal conversion of large shared housing uses from meeting the unit mix requirements of the Land Use By-law if:

- a) the building existed on the coming into force date of this Plan;**
- b) the number of existing bedrooms is not increased; and**

c) and the volume of the building are not increased.

6.2 Affordable Market Housing

The Municipality encourages affordable housing to be provided by the private, public, and non-profit sector. Affordable housing is defined by the *HRM Charter* as “housing that meets the needs of a variety of households in the low to moderate income range.”

Based on the 2015 Halifax Housing Needs Assessment, and the Canada Mortgage and Housing Corporation (CMHC) affordable housing standard, the Municipality considers a variety of factors in calculating affordability, including:

- if the dwelling costs a household 30% or more of gross income;
- if the dwelling is priced at or below average market housing rents or average prices for housing within the Regional Centre;
- the number of persons living in the household; and
- if the dwelling is modest in terms of floor area and amenities.

The considerations for affordability can be different for rental and owner households.

In 2016 Council endorsed affordable housing targets, recognizing the need to maintain and expand a wide range of low to moderate cost housing options. The Municipality is supporting federal and provincial government efforts to address a range of housing issues by removing policy and regulatory barriers and considering a variety of financial incentives, such as the use of surplus lands and reduced development fees among other items.

There are communities in the Regional Centre which have been experiencing a lack of reinvestment in their housing stock, and others where the pace of development is affecting affordable housing. Improvements in street grid connectivity, public facilities and public open spaces can improve the sense of safety and livability, and may encourage new housing stock. Incentive or bonus zoning will provide money-in-lieu for affordable housing and may form part of a combined municipal, provincial and federal response to the Regional Centre’s housing needs.

Policy 6.4

The Land Use By-law shall enable and prioritize incentive or bonus zoning for affordable housing which shall be in the form of money-in-lieu of a contribution of affordable housing units in the Regional Centre as outlined in Section 10.6 of this Plan.

Policy 6.5

The Municipality may monitor the rate of housing stock change in neighbourhoods across the Regional Centre, including the extent and impact on residential areas and rental markets of short-term housing rentals and desired affordability levels.

6.3 Affordable Non-Market Housing

The Regional Centre has the greatest concentration of affordable non-market housing in the Municipality. Affordable non-market housing is housing that is built or operated by public agencies including the Federal and Provincial governments, and not-for profit organizations. Public subsidies enable lower than average market rents, and serve low-income and vulnerable populations. Affordable non-market housing includes a continuum of housing options including emergency housing, public housing, non-profit housing, some co-operative housing, and publicly funded supportive living facilities. While affordable non-market housing continues to be primarily the mandate of the Federal and Provincial governments, policies in this Plan are intended to remove barriers to the creation of affordable non-market housing throughout the Regional Centre.

Policy 6.6

To support the maintenance and expansion of affordable non-market housing, the Municipality may:

- a) continue to work with a wide range of community and private sector stakeholders to monitor and support housing needs in the Regional Centre;**
- b) encourage new and existing co-operative housing developments throughout the Regional Centre as a housing model that encourages community building and local ownership of housing;**
- c) explore ways to integrate co-operative housing into a comprehensive affordable housing program;**
- d) consider ways to increase the number of affordable non-market housing units in the Regional Centre;**
- e) consider the use of surplus municipal land for affordable non-market housing; and**
- f) encourage the renewal, repair, and upgrade of affordable non-market housing units.**

6.4 Shared Housing

Most Regional Centre residents live in independent living arrangements that include independent units. A growing portion of the population, however requires shared accommodation and housing with on-site support or supervisory services. This type of housing is required as part of a complete community.

Shared housing may include specialized on-site services that are provided to tenants, and may include special care facilities, supervised housing and emergency housing in many cases licensed by the Provincial or Federal government. Shared housing may also include living arrangement where the tenants have private or semi-private bedrooms with shared facilities.

Shared housing serves a broad range of residents including aging populations, students and persons with disabilities. When integrated into established communities, these housing forms promote social inclusion by providing assistance to those in need of support. When located close to transit, shopping and other services, these facilities can enable people to age close to home, and can keep existing community social supports intact.

Policy 6.7

The Land Use By-law shall permit shared housing at a scale compatible with the surrounding context in all residential and mixed-use zones.

6.5 Neighbourhood Housing

There are neighbourhoods in the Regional Centre where residents are faced with mobility challenges, social vulnerability or difficulty with accessing essentials such as healthy foods, child care, safe and affordable housing, and jobs. Although various community-based efforts have been able to achieve positive results, there may be persistent gaps in community-based infrastructure, mobility connections, facilities and services that can benefit from municipal leadership and place-based planning. This may include data collection, community consultation, and the development of a local vision and an action plan to tailor land use and urban design, as well as champion social and economic community development.

Policy 6.8

To support community and social development, the Municipality may partner with specific communities and neighbourhoods to support greater access to municipal and other services, including:

- a) preparing a neighbourhood vision;**
- b) improving local parks, transit, community facilities, and services;**
- c) improving the public realm, such as street grid connections, streets and sidewalks;**
- d) encouraging improvements to food and energy security;**
- e) monitoring the existing housing stock or building a range of new housing;**
- f) improving landscaping and tree planting;**
- g) identifying areas for investment;**
- h) identifying opportunities for the use of municipal lands;**
- i) identifying opportunities and partnerships to increase community engagement;**
and
- j) identifying other matters raised through community engagement.**

Policy 6.9

The following neighbourhoods are identified for further engagement, and others may be identified in the future as an amendment to this Plan:

- a) Peninsula North as generally bordered by Robie Street, Cunard Street, North Park Street, Cornwallis Street, Barrington Street and North Street; and**
- b) Dartmouth North as generally bordered by Albro Lake Road, Victoria Road, Highway 111 (Circumferential Highway), and Windmill Road.**

Part 7: Economic Development

7.0 Introduction

The Regional Centre is the principal economic centre of Atlantic Canada and home to numerous sectors and industries including government, military, financial, logistics, education, health care, and tourism. The Regional Centre currently has a nearly equal balance of residents to jobs. One of the key objectives of the Regional Plan is to build a vibrant and attractive Regional Centre that attracts private investment and more residents. The policies of this Plan support this objective by providing increased opportunities for employment, housing services, and encouraging development that will build a livable and attractive Regional Centre.

Although several large employers and industries provide significant employment within the Regional Centre, small businesses and entrepreneurs are also key to economic diversification and growth. One of the best ways to protect existing employment is to continue to develop and attract talent by investing in high quality education, housing and complete communities in the Regional Centre, and in the rest of the Municipality.

As indicated in Halifax's Economic Growth Plan, the Municipality can support business and innovation within the Regional Centre by ensuring adequate lands for office, retail, institutional and industrial development are available in strategic and accessible locations. The Municipality can also help support emerging "innovation districts", generally defined as dense enclaves of research-oriented anchor institutions, high-growth firms and, technology and creative start-ups in well-designed, amenity-rich residential and commercial environments. Permitting home offices, home occupations and work-live units can also provide affordable office and work spaces for individuals and start-up businesses that would otherwise be difficult to service in the commercial real estate market.

Strategic public investments, supportive partnerships with businesses, other levels of government and private institutions, and streamlined regulatory processes can act as catalysts for further economic growth and job creation.

Objectives:

- EC1. Build a vibrant and attractive Regional Centre that attracts private investment and more residents;
- EC2. Ensure that there are sufficient lands available around the harbour and in business parks to provide economic opportunities;
- EC3. Collaborate with institutions, businesses, and other levels of government to support the continued success of employers in the Regional Centre.
- EC4. Support businesses and entrepreneurial activities through land use regulations, programs and municipal initiatives.
- EC5. Improve the quality of life for the Regional Centre's residents by improving access to community and social services.
- EC6. Promote the Regional Centre as the place to do business within the Municipality, and as a regional, national and global tourism destination.

- EC7. Maintain a balance between jobs and residents by accommodating both employment and residential lands.

7.1 Land Use and Economic Development

Land use policies that encourage a concentration of employment and retail uses integrated with residential areas can position the Regional Centre as a hub of economic development, services and innovation. The preservation, restoration and continued use of heritage and cultural assets contribute to the development of the Regional Centre as a preferred location for large and small employers and a destination for tourism and cultural events.

Policy 7.1

To encourage and maintain a concentration of jobs and services in the Regional Centre, the Land Use By-law shall:

- a) permit a concentration of office space in the Downtown, Centres, and Corridors where frequent transit service is either present, or planned;**
- b) permit a wide range of commercial and institutional uses in the Downtown, Centres and Corridors, and local commercial uses in residential areas subject to applicable Urban Structure and Built Form policies;**
- c) permit and require, where appropriate, that new at-grade space designed for retail use be built to be flexible by enabling units to be expanded or made smaller over time to facilitate a diverse range of businesses;**
- d) establish Pedestrian-Oriented Commercial Streets that can support specialized shopping and entertainment districts;**
- e) permit home offices, home occupations and work-live units compatible with the surrounding community in residential and mixed-use zones;**
- f) permit workshop uses in commercial and mixed-use areas;**
- g) permit existing marine industrial uses on Downtown waterfront areas;**
- h) support the maintenance, expansion and pedestrian-oriented design of parks and open spaces;**
- i) support the retention, intensification and human-scale design of institutional lands;**
- j) support the retention and intensification of industrial lands; and**
- k) support the preservation and continued use of buildings, streetscapes, cultural landscapes, areas and districts of historic, architectural or cultural value, which contribute to the distinct character of the Regional Centre.**

7.2 Growth and Economic Development

The Halifax Economic Growth Plan aligns with the strategic growth and economic development objectives of this Plan. Policies of this Plan support the Economic Growth Plan by simplifying and modernizing land use regulations which support additional opportunities for mixed-use and strategic growth. It also provides additional support for ongoing partnerships with other levels of government, institutions, and the business community. This Plan also seeks to maintain and support the effective functioning of institutional and industrial lands in the Regional Centre contained in Parts 3, 8 and 10 of this Plan.

Policy 7.2

Council may consider strategic growth targets and economic development objectives of this Plan when amending the Land Use By-law.

Policy 7.3

The Municipality may support areas within the Regional Centre for businesses and institutions, including health and education institutions, research-oriented anchor institutions, high-growth firms, technology and creative start-ups, by prioritizing improvements to the public realm, and developing strategies to strengthen connectivity between the businesses and institutions with the adjoining neighborhoods and the rest of the Municipality.

Policy 7.4

The Municipality shall consider working with other levels of government and large public and private institutions to maintain and expand employment in the Regional Centre, and to create synergies between key services and economic sectors.

Part 8: Mobility

8.0 Introduction

The goal of this Plan is to develop the Regional Centre as a place where pedestrian movement, comfort, and safety is the priority, and where mobility and land use decisions are integrated. The Regional Centre offers opportunities to live within walking or bicycling distance to work, shops and transit, and it is also the most popular destination for commuters in the Municipality. Some of the key ingredients of great pedestrian streets include, accessible pedestrian realm sufficiently separated from traffic, human-scaled street dimensions, interesting streetwalls that offer weather protection, a tight grid of pedestrian routes, short blocks, and sufficient number of safe crossings.

The integration between transportation and land development has been a key regional priority since the 2006 Regional Plan and several functional plans were approved by Council to support these principles, and to guide decisions regarding transportation in the Municipality. These include the Moving Forward Together Plan (MFTP), the Active Transportation Plan (ATP), and the Integrated Mobility Plan (IMP) in addition to other localized plans.

The 2014 Regional Plan review further underscored the importance of directing growth to the Regional Centre to achieve regional planning objectives. A study prepared in support of the first five- year Regional Plan review concluded that significant cost savings could be achieved by increasing growth in the Regional Centre above the targets established by the 2006 Regional Plan. Given that in 2016 the Regional Centre already had 49% of trips made modes other than cars (20% transit, 26% pedestrian, 3% cyclist), additional growth would enable more people to use sustainable mobility options.

The IMP's vision is that *“Residents will have a choice of connected, healthy, affordable, sustainable travel options for moving both people and goods, through integrated transportation and land-use planning”*. The Plan includes detailed recommendations on how transportation and land use planning initiatives should be coordinated, including priority projects which support the movement of people as well as goods within the Region and across the Harbour, and it recognizes the role of streets as links as well as places.

To promote the use of active transportation and public transit the Regional Centre Plan will align with the recommendations of the Integrated Mobility Plan (IMP 2017) by aligning current and future Regional Centre's growth areas with the IMP's recommended Regional Centre Transit Priority Corridors and the All Ages and Abilities (AAA) Bicycle Network. Regulations enabling the development of these areas will ensure that sustainable mobility options are prioritized where needed. Policies in this Plan will direct growth to clustered complete communities within walking distance of sustainable mobility options, and promote a connected grid of streets, sidewalks and bicycle routes.

Objectives:

- M1. Prioritize the needs of pedestrians, cyclists, and public transit users.
- M2. Align and cluster growth with Integrated Mobility Plan Transit Priority Corridors.

- M3. Ensure that transit and active transportation infrastructure is implemented to support mixed-use areas that will accommodate growth.
- M4. Enhance and extend pedestrian corridors and pathways to provide safe and convenient connectivity within, to, and from the Regional Centre.
- M5. Optimize parking requirements and parking lot design to balance parking demand and supply with the needs of other modes and land uses, while reducing the number, size and effect of surface parking lots.

8.1 Land Use and Mobility

Land use policies and regulations will support and enable greater transportation choices in the Regional Centre by clustering development near transit services, reserving lands for strategic expansion of the transportation network and requiring setbacks that can support the implementation of strategic investments in bus lanes, sidewalks and cycling lanes.

Policy 8.1

The Land Use By-law shall permit growth around current and planned key transportation and transit service nodes and corridors as shown on Map 2. Where required to implement the recommendations of the Integrated Mobility Plan, Council may consider amendments to the Regional Centre Plan and Land Use By-law.

Policy 8.2

The Municipality may require transportation impact studies for site plan approval applications and discretionary approvals. Studies provided by the applicant shall prioritize pedestrian access, safety and comfort.

8.2 Transportation Reserves

A Transportation Reserve Zone is established under the Land Use By-law to allow for future implementation of new mobility connections. This Plan provides for a Transportation Reserve to be established for an extension of Dundas Street in Dartmouth between Alderney Drive and Maitland Street and a future public right-of-way within the proposed Cogswell Lands Precinct. Other connections may be identified through an amendment to this Plan.

Policy 8.3

The Land Use By-law shall establish a Transportation Reserve ~~hall be established~~ over lands within the Dartmouth Cove Future Growth Node as illustrated on Map 15 to allow for an extension of Dundas Street from Alderney Drive to Maitland Street.

Policy 8.4

The Land Use By-law shall establish a Transportation Reserve over lands within the Cogswell Lands Precinct as illustrated on Map 26 to allow for the creation of a future public street.

8.3 Railway Operations

Railways have played a fundamental role in the settlement and growth of the Regional Centre. Existing rail lines offer potential for Transit Oriented Development, although they pose challenges for minimizing nuisance and safety risk. In May of 2013 the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada coordinated to develop a common approach to the prevention and resolution of issues that may arise when people live and work near railway operations. Guidelines were developed to assist municipal governments and railways in reviewing and determining general planning policies when developing on lands in proximity to railway operations.

Policy 8.5

The Land Use By-law shall require minimum setbacks for any new high-density dwelling use development and for new buildings in CDD Zones on lands located near railway operations to reduce health and safety risks. Where the required setback distance cannot be provided, the Land Use By-law shall require the submission of a report by a qualified Professional Engineer identifying the measures necessary to mitigate the crash risk, noise, and vibration of trains, and require those measures to be implemented as a condition of issuing a development permit.

Policy 8.6

When considering any development agreements and Land Use By-law amendments for high-density dwelling use developments located in proximity to railway operations, Council:

- a) shall consider the required setbacks from railway operations under the Land Use By-law;**
- b) where the required setback cannot be met, shall consider requiring the submission of a report from a qualified Professional Engineer identifying measures to mitigate the crash risk, noise, and vibration of trains and require those measures be implemented prior to the issuance a development permit; and**
- c) may consider the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations (Guidelines), as may be updated from time to time.**

8.3 Pedestrian and Cyclist Safety and Comfort

People of all ages and abilities who want to walk, move by wheelchair or use other forms of active transportation such as cycling and skateboarding, need to feel safe and be safe. Walkable streetscapes are a pre-requisite for achieving high transit use. Civic infrastructure that includes barrier free and complete streetscapes, wide sidewalks, all ages and abilities bicycle lanes and multi-use pathways, needs to be in place to support active transportation. Active transportation routes that are connected to destinations for recreation, school, work, transit and shopping, make getting around without a vehicle easier. Priority connections identified in the Integrated Mobility Plan will help fill in the gaps in the current system.

This Plan supports walkable streetscapes through its policies for large sites and comprehensive development districts related to pedestrian connectivity, and built form policies that include context-specific heights, human-scaled and articulated streetwalls, setbacks from the street, maximum building dimensions that reflect Reginal Centre block sizes, and wind and shadow performance standards.

Policy 8.7

The Municipality shall consider ongoing improvements to the safety and convenience of pedestrians, and other active transportation options within the Regional Centre through measures such as site plan approval requirements, street design standards, street improvements, street and sidewalk maintenance operations, capital improvements and amendments to the Municipal Design Guidelines of the Regional Subdivision By-law.

Policy 8.8

The Municipality shall consider establishing new public street connections to achieve the strategic growth objectives of this Plan, to complete street grid connections, to provide new links for transit vehicles, and to improve pedestrian access to transit facilities and other destinations.

8.4 Public Transit

Public transit is an integral part of the Regional Centre's transportation system. Halifax Transit buses move people to, through, and within the Regional Centre, and since 1816 ferries have provided an important link across the Halifax Harbour between Downtown Dartmouth and Downtown Halifax. Land use planning can support public transit by directing growth to where transit already exists, and by identifying locations with potential for growth that may be candidates for transit service enhancements or expansion. The more convenient and accessible public transit becomes, the more people choose to use it, which in turn helps justify higher frequency and other service improvements. Council has adopted the Moving Forward Together Transit Priority Plan to guide planning and investment in transit services and facilities, and the IMP transit priority corridors and potential nodes for transit-oriented development align with the Downtown, Centre, and Corridor designations, as well as most of the Future Growth Nodes of this Plan. A Higher Order Transit plan is also anticipated, and the IMP identifies longer-term potential for other modes and technologies.

Policy 8.9

When amending the Moving Forward Together Transit Priority Plan, Council shall consider the Urban Structure Map 1, Regional Centre Urban Systems of Community Nodes and Mobility Links Map 2, the objectives of this Plan, regional growth patterns and the unique needs of the Regional Centre.

8.5 Goods Movement

As a municipality with a port, the safe and efficient movement of goods is of strategic importance to the regional economy. The key areas relying on effective bulk movement include the Halifax Port Authority lands including the Fairview Cove Container Terminal (Ceres Halifax), South End Container Terminal, Richmond Terminals, Ocean Terminals, Halifax Grain Elevator, as well as Maritime Forces Atlantic, National Gypsum Wharf, Woodside Atlantic Wharf, CN Halifax Intermodal Terminal, and the Imperial Oil Wharves. The Municipality will continue to work cooperatively with federal, provincial and industry stakeholders to facilitate the efficient movement of goods and services in the Regional Centre and to minimize disruptions and safety concerns for other users caused by truck traffic.

Policy 8.10

The Municipality shall support improvements to the transportation system to facilitate the efficient movement of goods and services in the Regional Centre, to increase transportation efficiencies and safety, and to mitigate any negative effects on pedestrians, other transportation modes, neighbouring businesses and communities

Policy 8.11

The need for movement of trucks and commercial vehicles shall be considered in the planning and design of the transportation network. The Municipality shall:

- a) develop strategic working relationships with other stakeholders in the transportation sector to collaborate and communicate on mutual transportation objectives; and
- b) work with the Halifax Port Authority, CN Rail and other stakeholders to develop and implement an alternative for trucking through the Halifax Peninsula.

Part 9: Environment

9.0 Introduction

This Plan seeks to ensure that residents in the Regional Centre benefit from clean air, water, land, and equitable access to diverse and interconnected parks and green spaces. The Plan considers issues such as tree cover loss and stormwater run-off to minimize the effects of development. In addition to implementing policies of the Regional Plan and related Priority Plans, the Land Use By-law will implement policies of this Plan related to strategic growth, efficient use of land, food and energy security, parks and open spaces, and low impact development practices.

Objectives:

- E1. Implement environmental and open space objectives and policies of the Regional Plan, and support the implementation of the Halifax Green Network Plan, the Urban Forest Master Plan, and Community Energy Plan;
- E2. Ensure equitable access to parks, open spaces, and waterfronts;
- E3. Support climate change adaptation and flood prevention in the Regional Centre, the stewardship of fresh water resources and the health of the Halifax Harbour and the Bedford Basin;
- E4. Improve air and water quality, stormwater management, and water and sewer capacity;
- E5. Reduce the Regional Centre's overall impact on the environment through the advancement of sustainable building design, district energy, renewable energy sources, composting and recycling;
- E6. Increase tree canopy coverage within the Regional Centre;
- E7. Support food security by increasing opportunities for urban food production and harvesting; and
- E8. Support biodiversity through the conservation and restoration of natural areas, and through site design and landscaping.

9.1 Regional Plan

The Regional Plan contains environmental protection policies which apply to the Municipality. These will be supported by this Plan and the Land Use By-law. In 2019 the Province of Nova Scotia introduced the *Coastal Protection Act*, and Council has declared a climate change emergency and directed the development of HalifACT 2050: Acting on Climate Together Plan. As part of HalifACT 2050 the Municipality is expected to update its corporate emission targets, complete a risk analysis related to climate change, and help the region transition to a low carbon economy and adapt to climate change.

In recent years the municipality has been experiencing more frequent severe weather events and associated public safety hazards and property damage. As part of a precautionary principle it is prudent that residential as well as commercial and institutional properties are protected from coastal flooding from increasing sea level rise and storm surge. This Plan will extend the Regional Plan minimum coastal elevation requirements to commercial and institutional properties.

Policy 9.1

The Land Use By-law shall implement Regional Plan policy directions relative to:

- a) coastal area elevations;
- b) watercourse buffers;
- c) wind energy facilities;
- d) stormwater management;
- e) naturalizing public and open spaces;
- f) food security;
- g) urban forest management;
- h) solid waste management; and
- i) any other environmental policies.

The Land Use By-law shall establish coastal elevation requirements for residential, commercial and institutional properties in the Regional Centre⁴.

Policy 9.2

Subject to Regional Plan Policy E-17, where a development may be considered by development agreement, the Municipality shall consider the acquisition of riparian buffers as public open space.

Policy 9.3

To support renewable energy sources and reduced reliance on fossil fuels, the Municipality may:

⁴ **NOTE: These requirements may be amended based on the complete LIDAR and other risk analysis undertaken as part of the HalifACT 2050 Plan, or provincial regulations.**

- a) encourage district energy facilities in areas of high growth and density, such as Centres and Future Growth Nodes within development sites;
- b) encourage new development located within an area served by a district energy system to connect to such a system;
- c) identify opportunities to capture and redistribute waste energy, and encourage combined heat and power systems;
- d) design and construct new municipal facilities within the Regional Centre require sustainable and efficient building design; and
- e) develop, promote and incentivize sustainable design practices.

Policy 9.4

To support climate change adaptation, the Municipality may adopt additional policies and programs related to managing the impacts of sea level rise.

9.2 Urban Lakes and Watercourses

The Regional Centre has an extensive marine shoreline, as well as rivers, creeks, lakes, and wetlands. Development and urban growth changes the natural flow of water. It can also increase runoff from precipitation, reduce groundwater recharge, raise water temperatures, increase water pollution and acidity. Communities in the Regional Centre rely on the health and safety of urban lakes for passive and active recreation. This Plan supports the use of low impact development. The Municipality owns and manages land around many lakes, and is an important stakeholder among many in lake and watershed management.

Policy 9.5

To support the sustainability and quality of water resources in the Regional Centre, the Municipality may:

- a) include Low Impact Development (LID) technologies for storm water management in municipal capital projects, and in the planning and maintenance of parks and open spaces;
- b) increase tree canopy cover to help manage storm water in highly impervious areas;
- c) encourage the naturalizing and daylighting of watercourses as Low Impact Development initiatives whenever possible;
- d) consider monitoring water quality in all lakes and developing recommendations to maintain water quality, water based recreational opportunities, and aquatic habitat; and
- e) consider pilot projects, and community and government partnerships to support the management of urban lakes;
- f) work with the provincial government and other stakeholders to maintain and restore water quality in lakes and watersheds.

9.3 Urban Agriculture

The *Regional Plan* states that “community food security exists when community residents can obtain a safe, culturally acceptable, nutritionally adequate diet through a sustainable food system that maximizes community self-reliance and social justice”. A range of urban agriculture and food production uses will be permitted throughout the Regional Centre, including the processing and sale of food at a scale appropriate to the local context.

Policy 9.6

The Land Use By-law shall permit and regulate land use impacts related to the production, processing and distribution of food at a scale appropriate to the surrounding land uses, including:

- a) accessory keeping of bees and hens in all Zones, except for the WA Zone;**
- b) permitting farmers’ markets in urban farms;**
- c) the processing of urban agricultural products as an accessory use to an urban agriculture use;**
- d) the sale of urban agricultural products grown or produced on-site as an accessory use in conjunction with an urban farm; and**
- e) permit urban farm uses in shipping containers in the Dartmouth Waterfront Special area and Halifax Waterfront Special Area.**

9.4 Parks and Open Space Network

The Regional Plan identifies the diverse ways that open spaces contribute to a healthy, sustainable and desirable region. The Green Network Plan further defines the importance of open spaces within the themes of ecology, working landscapes, community shaping, outdoor recreation, and cultural landscapes. The Green Network Plan also identifies core planning concepts to guide future open space planning and decision making, and identifies specific goals and actions under each theme. These actions provide a comprehensive approach to parks planning in the Municipality, and this Plan supports many of the goals by:

- enabling and encouraging more growth in the Regional Centre, to help reduce development pressure on key ecological landscapes;
- requiring coastal elevations and watercourse buffers,
- identifying key cultural landscapes within the Regional Centre;
- introducing a Shadow Impact Assessment Protocol and Performance Standards to minimize shadow impact on key public parks;
- enabling urban agricultural uses;
- providing landscaping requirements to support the implementation of the Urban Forest Master Plan by establishing landscaping regulations, and prohibiting the use of invasive species; and
- establishing site design requirements through the site plan approval process in the Land Use By-law relative to open space design and pedestrian connections in new developments.

Equitable access to parks, open spaces, and community and recreation facilities is a key component of complete communities. Improvements to these spaces will enhance the quality of life of residents and help ensure that residents benefit from additional growth.

Several parks in the Regional Centre, including the Halifax Common, Dartmouth Common, Point Pleasant Park, Fort Needham Memorial Park and Gorsebrook Park are governed by their own Master Plans. Future park planning should consider the Urban Structure of this Plan, equitable access to park space and outdoor recreation amenities and the socio-economic make-up of the area being served. The importance of greenspaces for biodiversity, food security, local climate, and stormwater management must also be considered.

Policy 9.7

The Municipality shall develop a Parks and Open Space Plan for the Regional Centre to support the objectives of this Plan and the goals of the Green Network Plan. During priority plan review and master planning exercises pertaining to parks, opens spaces, trails, facilities and amenities within parks in the Regional Centre, the Municipality shall consider the objectives of this Plan and the goals of the Green Network Plan including:

- a) **Urban Structure Map 1 and the growth patterns within the Regional Centre;**
- a) **formalizing a public engagement program for the planning and stewardship of parks and recreation facilities;**

- b) developing an Open Space Plan for the Regional Centre to support the objectives of this Plan and the goals of the Green Network Plan;**
- c) connections between parks, fresh water bodies and the Atlantic Ocean used for recreational purposes;**
- d) improving accessibility, quality and the diversity of public activities in parks, open spaces, and community and recreation centres;**
- e) preparing policies and procedures to incorporate cultural and heritage values in park and facility management plans;**
- f) preparing policies and procedures to incorporate naturalization and green infrastructure in parkland maintenance;**
- g) supporting community gardens and other forms of food production in public parks and other Municipally-owned properties, balanced with other open space uses;**
- h) promoting and designing parks and open spaces for health, well-being, sense of community and overall quality of life;**
- i) incorporating year-round recreation infrastructure when planning parks; and**
- j) parkland acquisitions where opportunities arise; and**
- k) using edible landscaping as part of soft landscaping requirements.**

Part 10: Implementation

10.0 Introduction

This Plan is a Secondary Municipal Planning Strategy, which implements the Regional Plan at a community and neighbourhood scale. This Plan will be implemented through the adoption of the Regional Centre Land Use By-law, the Regional Subdivision By-law, other by-laws of Council, and through Council's annual capital and operating budgets. Development approval processes and planning tools will include development permits, site-plan approval, development agreements, incentive or bonus zoning agreements, variance processes, and limited variations under the Land Use By-law which may be considered through the site plan approval process. This section outlines the implementation tools and strategies necessary to support the goals and objectives of this Plan, as well as transition to this Plan.

10.1 Community Engagement

This Plan was developed through extensive public and stakeholder consultation, including diverse community and cultural organizations. The HRM Community Engagement Strategy will guide how the Municipality informs, consults with, and engages the public in developing and implementing its programs and services. Engagement will take a consistent, strategic and inclusive approach.

Policy 10.1

The HRM Community Engagement Strategy, as updated from time-to-time, shall guide how the Municipality will inform, consult with, and engage the public in developing, amending, and implementing this Plan. Community engagement shall provide opportunities for a diverse range of stakeholders and communities to be consulted on future updates and amendments to this Plan.

10.2 Regional Centre Secondary Municipal Planning Strategy

This Plan is the detailed policy document used to guide decision-making for development and investment within the Regional Centre. It provides a vision for land use, built form, design, heritage preservation and public investment in public realm improvements such as streets and parks, and sets out strategies and actions to be taken by the Municipality, its citizens and partners to achieve that vision.

It is also recognized that this Plan is a strategic document that responds to opportunities and challenges in an evolving social, political and economic environment. Its policies should be monitored to evaluate their effectiveness in achieving the objectives of this Plan.

Amendments to this Plan may be brought forward periodically to address matters or amendments which are consistent with, or further the vision and objectives of this Plan. A more comprehensive review may be undertaken on a ten-year basis to evaluate the effectiveness of policies and programs in achieving the vision and objectives of this Plan.

Policy 10.2

This Plan is the Regional Centre Secondary Municipal Planning Strategy for the area shown on Map 1. Any changes to Map 1 shall require an amendment to this Plan.

Policy 10.3

This Plan and the Land Use By-law may be reviewed periodically, and Council shall consider a comprehensive review every ten years from the date of adoption, or from the date that the most recent ten-year review has come into effect. The review may include those items directed by Council, such as:

- a) evaluating the effectiveness of policies and programs adopted pursuant to this Plan in achieving its vision and objectives, and the Plan Indicators presented in Appendix 1;**
- b) reviewing the consistency of this Plan and Land Use By-law with the Regional Plan, the Statements of Provincial Interest, provincial regulations, or a recommendation of a Priority Plan that has been approved by Council;**
- c) considering whether amendments could significantly advance municipal objectives under statutes or regulations enacted by the Provincial or Federal Government;**
- d) considering whether amendments could support new provincial or federal programs that can benefit the Municipality;**
- e) considering whether amendments could address an economic, cultural, technological or social opportunity or challenge;**
- f) adopting new CDD Design Guidelines in the plan;**
- g) amending or establishing precincts and special areas;**

comprehensive planning for large privately-owned lands within the Parks and Community Facility Designation such as the Brightwood Golf and Country Club and Waegwoltic Club;

- h) considering the impacts of lands that have been acquired by the Municipality, Provincial or Federal governments for public parkland or a cultural landscape;
- i) considering amendments where a public or institutional land use is no longer required or viable; and
- j) the impacts of proposed amendments on disadvantaged persons or groups.

10.3 Regional Centre Land Use By-law

The Land Use By-Law is the principal tool for implementing the land development policies of this Plan. Permitted uses and development regulations are established under regulations. A degree of flexibility is provided in the Land Use By-law through the site plan approval process, including the provisions of the Land Use By-law that may be varied by site plan approval, incentive or bonus zoning, and through provisions in the *HRM Charter* relative to variances to the Land Use By-law, and non-conforming uses and structures. This Plan also provides guidance on when amendments to the Land Use By-law may be considered.

Policy 10.4

Concurrent with the adoption of this Plan, the Regional Centre Land Use By law is adopted for the lands shown on Map 1. The Land Use By-law shall prescribe:

- a) developments for which a municipal development permit is required;
- b) information required with an application for a municipal development permit;
- c) conditions for the approval, expiry and revocation of a development permit;
- d) permitted uses and development regulations that are consistent with the policies of this Plan;
- e) developments which will be subject to site plan approval, and the approval requirements;
- f) developments which are subject to development agreement;
- g) where incentive or bonus zoning agreements may be considered, and the approval requirements;
- h) relaxation of the restrictions for non-conforming uses and structures; and
- i) other regulations necessary to implement this Plan.

10.4 Discretionary Approvals

10.4.1 Land Use By-law Amendments

Policy 10.5

Council may consider amendments to the Land Use By-law that are reasonably consistent with or further the objectives and policies of this Plan.

Policy 10.6

In considering applications for Land Use By-law amendments and development agreements, in addition to other policies contained in this Plan, Council shall consider the following:

- a) the proposal is consistent with all applicable objectives and policies set out in the Regional Plan and this Plan;
- b) that the proposal is not premature or inappropriate by reason of:
 - i) the financial capacity of the Municipality to absorb any costs relating to the development,
 - ii) the adequacy of municipal wastewater facilities, stormwater systems or water distribution systems,
 - iii) the proximity of the proposed development to schools, parks and community facilities, and the capability of these services to absorb any additional demands, and
 - iv) the adequacy of transportation infrastructure for pedestrians, cyclists, public transit and vehicles for travel to and within the development;
- c) the potential for damage to or for destruction of designated heritage buildings and sites;
- d) that development regulations in the proposed zone or controls in the proposed development agreement will adequately mitigate potential conflict between the proposed development and nearby land uses, by reason of:
 - i) type of use(s),
 - ii) built form of the proposed building(s),
 - iii) traffic generation, safe access to and egress from the site, and parking,
 - iv) open storage and signage,
 - v) impacts of lighting, noise, fumes and other emissions, and
 - vi) that the subject lands are suitable for development in terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility to flooding.

10.4.2 Institutional Employment Lands

Where lands containing major institutions are being considered for redevelopment, expansion or a change of use, the Municipality will endeavor to collaborate with other institutions and other levels of government on these projects to maximize their impact on the economy, to attract and retain talent, to make Halifax a better place to live and work, and to align economic development.

Policy 10.7

Where redevelopment, expansion or change of use is proposed for institutional employment lands in the UC, H, INS and DND zones, Council may consider a rezoning application to another zone enabled within the Institutional Employment Designation. In considering rezoning applications Council shall consider:

- a) the goals and objectives of this Plan;
- b) the availability of municipal services and infrastructure;
- c) access to transit and transportation services;
- d) impact on registered heritage buildings, heritage streetscapes, and heritage conservation districts;
- e) impact on park and community facility lands;
- f) the impact on adjacent land uses and neighbourhoods;
- g) compatibility with respect to the scale, proportion, setback and building lines of surrounding residential neighbourhoods;
- h) opportunities for clustering with other institutions; and
- i) the criteria of the Urban Design Manual in Appendix 2 of this Plan.

10.5 Site Plan Approval

Site plan approval is a development tool enabled under the *HRM Charter* which can regulate site and building design, including the location of structures on a lot, the external appearance of structures as well as matters such as pedestrian access, outdoor lighting, and the location of facilities for the storage of solid waste. The purpose of site plan approval is to ensure that development achieves the Urban Design goals of this Plan. Under this Plan, site plan approval for developments will occur in two parts:

- a) the quantitative elements of an application are subject to approval based on those requirements of the Land Use By-law that are not set out in Part VI of the Land Use By-law - site plan approval Design and Requirements and Variation Criteria; and
- b) the qualitative elements of an application are subject to review in accordance with those requirements that are set out in Part VI of the Land Use By-law - Site Plan Approval Design and Variation Criteria.

Policy 10.8

The Land Use By-Law shall enable site plan approval for certain developments on lands zoned D, CEN-2, CEN-1, COR, HR-2 and HR-1, COM, INS, UC, H, PCF, and RPK to ensure high quality design for development. The Land Use By-law shall:

- a) identify developments that are not subject to site plan approval, including low-density residential development, changes of use, and interior and minor exterior building additions and renovations that do not impact a streetwall;
- b) specify the form and content of an application for site plan approval, and establish three types of site plan approval applications based on the size of the proposed development:
 - i) Level I site plan approval shall be required for new construction of small buildings, minor building additions and changes to the external appearance of structures. These minor developments shall not require public consultation;
 - ii) Level II site plan approval shall be required for new construction of medium-sized buildings that exceed Level I site plan approval, and moderate additions to existing buildings. Applicants for these moderate developments shall be required to provide information to the public about the project before an application for site plan approval is made;
 - iii) Level III site plan approval shall be required for large projects that exceed the thresholds established for Level II site plan approval. These are expected to be significant new developments that may generate a high level of public interest and will require a high degree of design review. Applicants for these projects will be required to provide information to the public and gather feedback through a public consultation process, to be submitted with the application for Level III site plan approval; and

The Land Use By-Law may establish a larger notification distance for site plan approvals and may permit the Development Officer to provide notice of site plan approval by advertisement in a newspaper circulating in the Municipality.

Policy 10.9

A site plan approval may provide a variation of the requirements of the Land Use By-law for the following matters:

- a) roof edge setbacks of height-exempted rooftop features;
- b) location of a structure on a lot respecting maximum front and flanking yards where:
 - i) the variation results in an open space associated with a public building; or
 - ii) the location of the registered utility easement, prevents the structure from meeting the yard requirement(s);
- c) the minimum streetwall height for one streetline to a minimum of 3.5 metres to address sloping conditions and achieve the required streetwall along all other streetlines;

- d) the maximum streetwall height of up to 10% where the variation is necessary to address sloping conditions;
- e) side and rear setbacks for a high-rise portion of a building above the streetwall if the abutting property is restricted by view planes which would not permit a high-rise building form;
- f) side and rear setbacks for portions of tall mid-rise building above the streetwall where:
 - i) a proposal covers multiple parcels of land and will be developed under a single site plan approval and development permit,
 - ii) the applicant can demonstrate that the building could be achieved without the need for a variation if the parcels were consolidated, and
 - iii) the cumulative depth or width of the structure above the streetwall shall not exceed 52 metres;
- g) side yard setback for pedestrian access for the purpose of creating a single access driveway and a grade-separated walkway connecting a public sidewalk to accessory surface parking at the rear of the building, or to uses only accessed from the rear of the building;
- h) streetline dimension of the portions of a main building below the streetwall height to a maximum of 88 metres along one streetline to allow for two towers on the same podium in the Downtown Dartmouth (DD) Special Area and the CEN-2, CEN-1, COR, HR-2, and HR-1 Zones;
- i) additional variations for the Downtown Halifax Special Area:
 - a) maximum front and flanking yards;
 - b) the streetwall width; and
 - c) the minimum ground floor height of a building abutting the streetline or a waterfront view corridor.

Policy 10.10

The Land Use By-law shall include site plan approval design requirements and variation criteria to implement the Urban Design Goals of this Plan as stated in Section 4.1 and Section 5.2 of this Plan.

Policy 10.11

The Municipality may establish an advisory committee for the Regional Centre to provide advice to the Development Officer respecting the design requirements of site plan approval applications, and to perform such other duties set by Council.

10.6 Incentive or Bonus Zoning

Incentive or bonus zoning is a planning tool which allows the Municipality to require developments to provide public benefits in exchange for greater development rights. The intent of this tool is to supplement other municipal investments so that the density enabled under this Plan is accompanied by the amenities and public benefits that support complete and inclusive communities. This Plan seeks to ensure that any incentive or bonus zoning public benefits support the goals and objectives of this Plan, are long-lasting, are related to the development site, and are implemented in accordance with the *HRM Charter*.

Proposals that seek to demolish any portion of a registered heritage property shall be excluded from incentive or bonus zoning. Public benefits for the Centre Plan Area shall include affordable housing, heritage conservation, public art, improvements to municipal parks, affordable community cultural indoor spaces, and such other public benefits that may be set out in the Land Use By-law. The Land Use By-law shall establish the public benefits for which only money-in-lieu shall be accepted.

To support and facilitate a streamlined development approval process for infill development, small and moderate sized developments shall not be required to participate in incentive or bonus zoning. Incentive or bonus zoning shall apply to any development which exceeds a total floor area of 2,000 square metres.

The calculation to determine public benefit shall apply to 20% of total floor area above 2,000 square metres. The Land Use Bylaw shall establish density bonus rates and districts based on average market land values within each district, multiplied by a coefficient of 0.6. The average market land values shall be updated periodically by a qualified person.

The Land Use By-law shall establish a method of calculating the value of incentive or bonus zoning, the value of proposed public benefits, and any other requirements related to the acceptance of public benefits.

Areas designated as Future Growth Nodes represent different development situation from other areas of the Plan. In contrast to a typical development project, Future Growth Nodes are large enough that they will be developed in phases over time, will likely have one or more complex factors to manage such as site servicing and the creation of new public right-of-ways and transit infrastructure. Therefore, for lands designated as Future Growth Nodes and zoned as CDD, the value of the incentive or bonus zoning public benefits shall be based on the appraised value of the land following the adoption of the development agreement by Council, multiplied by a coefficient of 0.12.

Policy 10.12

The Land Use By-law shall require incentive or bonus zoning in any development that exceeds a floor area of 2,000 square metres in the D, CEN-2, CEN-1, COR, HR-2, HR-1, and COM Zone, up to a maximum Floor Area Ratio and maximum building height permitted as illustrated on Map 5 and Map 6. The public benefit value shall be calculated by multiplying

new floor area that exceeds 2,000 square metres by a coefficient of 0.2 and multiplied by a bonus rate in dollars per square metre.

The Land Use By-law shall provide the method for determining the value of incentive or bonus zoning public benefits for development which are subject to Policy 3.64, which will be based on an appraised land value at the time of the development agreement for comprehensive development district multiplied by a coefficient of 0.12.

The Land Use By-law shall identify:

- a) the area or areas where the developments may be located;
- b) the matters that the Development Officer may consider before approving an incentive or bonus zoning agreement;
- c) the method to be used to determine the contribution for incentive or bonus zoning;
- d) density bonus rates and districts based on average market land values in specified areas multiplied by a coefficient of 0.6,
- e) the method used to annually update local area incentive or bonus zoning rates;
- f) the method to determine, evaluate, accept and monitor the value of the public benefits; and
- g) the means of administering an incentive or bonus zoning agreement.

Policy 10.13

The Land Use By-law shall set out the public benefits that are eligible for incentive or bonus zoning, including when money-in-lieu shall be accepted in lieu of the public benefit.

The public benefit may be in the form of:

- a) affordable housing in the Regional Centre;
- b) conservation of a registered heritage property or a property located within a Heritage Conservation District;
- c) improvements to and acquisition of lands for municipal parks;
- d) affordable community or cultural indoor space;
- e) public art; or
- f) any other public benefit that may be set out in the Land Use By-law.

Policy 10.14

Subject to Policy 10.13 and as required by the *HRM Charter*, where affordable housing is a required public benefit in the Centre Plan Area, a majority of the calculated value of the public benefit shall be dedicated toward affordable housing except on a registered heritage property where the majority of the public benefit shall be dedicated to the conservation of a registered heritage building on the site of the development.

Policy 10.15

The Municipality shall establish a program to administer public benefits provided as money-in-lieu to ensure that the money-in-lieu is used for the purposes for which it was

collected. Required housing affordability levels may be established through municipal housing needs assessments that may be published from to time to time. Where opportunities arise, the funds may be leveraged through other contributions and partnerships to meet affordable housing needs, including housing agreements pursuant to the *HRM Charter*.

10.7 Non-Conforming Structures and Uses

Many buildings in the Regional Centre were constructed in accordance with former Land Use By-law provisions that may not conform to the new Land Use By-law. As this Plan focuses growth in the Downtown, Centre, Corridor and Higher Order Residential Designations where a substantial built environment exists, special provisions shall be made to allow for the relaxation of the restrictions for the extension, enlargement, and alteration of non-conforming structures.

Policy 10.16

The Land Use By-law shall relax the restrictions in the *HRM Charter* respecting the non-conforming structures in any zone to allow them to be extended, enlarged, or altered, if the extension, enlargement, or alteration does not further worsen any non-conformity with the By-law.

With the adoption of this Plan and associated Land Use By-Law, some existing uses will become non-conforming. To support the affected uses, this Plan provides for the relaxation of the restrictions non-conforming uses in a structure pursuant to the requirements of the *HRM Charter* through a development agreement process.

Policy 10.17

Council may consider a development agreement on a lot that existed on the coming into force of this Plan to provide for:

- a) the expansion of a non-conforming use into an addition of the structure; or
- b) the change of a non-conforming use in a structure to another less-intensive non-conforming use.

Policy 10.18

In considering a development agreement enabled by Policy 10.17, Council shall consider Policy 10.16, and the following:

- a) that controls are placed on the development to reduce conflict with and impacts on adjacent land uses;
- b) when adjacent to residential uses, that existing conditions resulting in noise, dust, vibration, odour, and emissions are mitigated;
- c) the adequacy of the siting, height, bulk and scale of the development with respect to its compatibility with the existing neighbourhood;
- d) facilities for parking, loading, vehicular access, outdoor display and outdoor storage shall be designed to avoid significant adverse effects on adjacent properties and to mitigate existing problems, through attention to factors including:
- e) the layout and number of parking spaces and loading areas;
- f) location of the use on the site;
- g) the surface treatment and storm drainage;
- h) the access from the street.

- i) the landscaping, screening and buffering, especially to reduce impacts on adjacent residential uses;**
- j) the controls on signage; and**
- k) the hours of operation.**

10.8 Investing for Growth

The Municipality's focus is on maintaining its assets in a state of good repair, as well as aligning future investments with Regional Plan growth targets, population growth and key social environmental and economic objectives. The Municipality has invested significant capital resources in upgrading recreation facilities, transit facilities, trails, streetscapes, active transportation routes, municipally-owned registered heritage properties and other Regional Centre infrastructure.

This Plan emphasizes the importance of the public realm in creating an environment that attracts and supports growth. Municipal investments in public water, wastewater and stormwater systems, streets, streetscapes, transportation links, public transit, public parks, and other public facilities may be needed to both accommodate and attract new residents and private investments. Incentives to support the preservation of cultural and heritage resources may also be required, as well as other community partnerships that support social, cultural and economic development and create a greater sense of place and belonging. The *HRM Charter* and the Regional Plan enable the Municipality to impose infrastructure charges to recover capital costs of infrastructure needed to service new development. To support the success of the changes to other municipal policies and by-laws may be required to help effectively manage noise, loading and other demands on curbside space in a way that supports mobility as well as economic activity of the area.

Policy 10.19

The Municipality shall consider conducting needs assessments for parks, community facilities, and cultural facilities to determine changing needs of the Regional Centre's population, and anticipated growth pressures.

Policy 10.20

The Municipality may prepare a street and streetscaping program for consideration in capital budget deliberations that establishes project priorities based on current and desired growth and pedestrian activity, with a priority placed on improvements identified by Regional Plan Priority Plans, and improvements to Pedestrian-Oriented Commercial Streets, and Corridors.

Policy 10.21

Master plans may be prepared for municipal parks and facilities to guide decisions for improvements to existing, new or expanded facilities.

Policy 10.22

The Municipality may establish heritage incentive programs in conjunction with new Heritage Conservation Districts.

Policy 10.23

The Municipality may support the economic and social development of neighbourhoods identified in this Plan through local urban design plans, capital investments, placemaking programs, pilot projects, urban design awards, support for affordable housing initiatives and other means.

Policy 10.24

Consistent with Regional Plan Policy SU-1, the Municipality, in conjunction with Halifax Regional Water Commission (Halifax Water), may fund studies needed to determine the adequacy of public water, wastewater or stormwater systems needed to accommodate growth projected by this Plan and, if upgrading is needed, may pay the costs in whole or in part. Council may consider imposing infrastructure charges in accordance with policies EC-18 and EC-19 of the Regional Plan, and Policy 3.64 of this Plan.

Policy 10.25

The Municipality may consider establishing one or more arts or entertainment districts to guide municipal investments, to support vibrant cultural and entertainment areas, and to mitigate potential land use conflicts.

Policy 10.26

To support the sustainable mobility goals of the Integrated Mobility Plan, the Municipality may implement measures, including changes to applicable by-laws, to discourage, limit or prohibit on-street curbside uses that may impede the effective functioning of the Transit Priority Corridors and the All Ages and Abilities (AAA) Bicycle Network. The Municipality may implement measures to encourage and support off-street curb side uses on these corridors while not compromising pedestrians-first built form design policies of this Plan.

10.9 Commercial Taxation

New growth may impact commercial assessments and levels of taxation. A Commercial Development District enables the Municipality to phase in or average commercial taxes from assessment increases within each district. This will provide commercial businesses with greater predictability on their taxes, leading to a more stable and competitive investment environment.

Policy 10.27

Council may establish, by by-law, one or more commercial development districts in the Regional Centre, provided the district is serviced by wastewater and water infrastructure.

10.10 Transition to this Plan

During the preparation of this Plan, development has continued to occur in the Regional Centre according to the previous policies and Land Use By-law requirements. At the time of adoption of the Plan, discretionary development applications in various stages of review and approval remained in progress. Recognizing these projects were designed within the parameters of the previous policies, that substantial investment was made in the preparation of such applications and that they were submitted in advance of this Plan being given first reading by Council, it is reasonable that provision be made to allow Council to consider them under the previous policies after the effective date of this Plan. Similarly, amendments to approved development agreements should be enabled under the non-substantive amendment provision of the respective agreements.

It is not, however, appropriate that development that is not in conformity with this Plan be afforded longstanding rights relative to time frames for project approval and completion. Developments that are not constructed and completed within a reasonable time period after Plan adoption should be required to comply with the requirements of this Plan, and Land Use By-law.

10.10.1 Policy Enabled Development Agreements

Policy 10.28

In addition to Policy 10.30, complete applications for development agreements on file with the Municipality on or before the date of the first publication of the notice of the intention of Council to adopt this Plan shall be considered under the policies in effect on the date of that notice. Where any such application is withdrawn, significantly altered, or refused by Council, any new development applications shall be subject to all applicable requirements of this Plan and the Land Use By-law. Applications that have not proceeded to public hearing within 24 months of the adoption of this Plan shall be subject to all applicable requirements of this Plan and the Land Use By-Law.

Policy 10.29

Applications approved pursuant to Policy 10.28 shall include project commencement dates not exceeding three years, and project completion dates not exceeding:

- a) for the King's Wharf Special Area as identified on Schedule 4 of the Land Use By-law, twenty years from the date the agreement is filed at the Land Registry Office; and
- b) for all other areas of this Plan, six years from the date the agreement is filed at the Land Registry Office.

Policy 10.30

Applications for non-substantive amendments to existing development agreements shall be considered under the policies in effect at the time the agreement was approved.

In addition to those items listed as non-substantive in an existing development agreement, the following amendments to those existing development agreements may be considered under the policies in effect at the time the agreement was approved:

- a) changes to architectural requirements that do not impact the massing of the building;
- b) changes to landscaping requirements;
- c) changes to sign requirements;
- d) reduction in motor vehicle parking requirements; and
- e) changes to building lighting and illumination.

Policy 10.31

Applications for amendments to existing development agreements to extend the project commencement and completion dates shall only consider project commencement dates not exceeding one year and project completion dates not exceeding two years, and only one application per development agreement shall be considered.

10.10.2 Policy Enabled Site Plan Approval Applications

During the course of preparation of this Plan, development continued to occur in the Plan area according to the previous planning policies and Land Use By-law requirements. At the time of the adoption of this Plan, several complete site plan approval applications in various stages of review and approval remained in progress. Considering that these projects were designed within the parameters of the previous regulations of the Land Use By-law, the substantial investment made in the preparation of such applications, and that complete applications were submitted in advance of the adoptions of this Plan and the Land Use By-law, it is reasonable that provision be made to consider site plan approvals under the previous regulations immediately in force before the effective date of this Plan and Land Use By-law.

It is not, however, appropriate that development that is not in conformance with this Plan be afforded longstanding rights relative to time frames for project approval and completion. Developments that are not constructed and completed within a reasonable time period after Plan adoption should be required to comply with the requirements of the Land Use By-law.

Policy 10.32

The Land Use By-law shall require that complete applications for site plan approval that were filed with the Municipality on or before the date of the first publication of the notice of intention to adopt the Land Use By-law be considered under the Land Use By-law in effect immediately prior to the date of the publication of the notice. The Land Use By-law shall permit the issuance of a development permit for an approved site plan that was approved under the Land Use By-law in effect immediately prior to the date of the publication of the notice of intention to adopt the Land Use By-law, provided:

- a) all requirements of the Land Use By-law in effect immediately prior to the date of the publication of the notice are met;**
- b) the terms of the approved site plan are met;**
- c) the development permit is issued within 24 months from the date the Land Use By-law comes into force;**
- d) the development permit shall expire 24 months from the date issued; and**
- e) where any such application is withdrawn or significantly altered, any new application for site plan approval shall be subject to all applicable requirements of the Land Use By-law, excepting those provisions permitting consideration of the application under the Land Use By-law in effect immediately prior to the date of the publication of the notice.**

10.10.3 Site Specific Policies – Robie Street Special Area

In recognition of the substantial investment made in the preparation of a planning applications for the site located at 2032- 2050 Robie Street, Halifax, this application was submitted in advance of this Plan being given first reading by Council, this site will be designated as the Robie Street Special Area on Schedule 4E of the Land Use By-law where for a limited period of time a development agreement may be considered for a single residential tower no greater than 85 metres in height, located atop a two- storey podium containing primarily commercial uses. Consistent with other transition policies, the project will be required to be commenced and completed within a reasonable timeframe.

Policy 10.33

Council may consider development on the site identified as the Robie Street Special Area on Schedule 4E of the Land Use By-law by development agreement, subject to the following requirements:

- a) the development shall consist of a mix of residential and commercial uses;**
- b) the tower portion of the development shall consist of a maximum of 22 storeys, located above a 2-storey podium;**
- c) the development shall be limited to 102 residential units located within the tower portion of the building;**
- d) a minimum of 43% of the units within the building contain 2 or more bedrooms and are a minimum of 75 square metres in size;**
- e) land uses located at the ground floor of the development, and fronting on Robie Street, shall be primarily commercial in nature to maximize street-level activity;**
- f) the building shall comply with the following massing and height requirements:**
 - i) an overall height of 85 metres, inclusive of all mechanical spaces, penthouses, and other structures;**
 - ii) the development provides a continuous 2-storey streetwall podium with a maximum height of 11 metres for the majority of the Robie Street elevation;**
 - iii) the ground floor of the building is setback a minimum of 1.5 metres from the front property line, inclusive of stairs, ramps, or other access points;**
 - iv) the building is setback a minimum of 6 metres from the rear property line from ground to a height of 6.2 metres, and above a height of 26 metres, and further no portion of the building may be closer than 4.5 metres to the rear property line;**
 - v) any portion of the building above a height of 26 metres does not exceed depth and width of 23 metres; and**
 - vi) all floors above a height of 26 metres do not exceed a floor area of 523 square metres per floor, and all other floors above the podium do not exceed a floor area of 676 square metres;**
- g) the development shall comply with the Pedestrian Wind Impact Assessment Protocol and Performance Standards in Appendix 1 of the Land Use By-law;**
- h) the external design of the building shall provide visual architectural interest;**

- i) the size and visual impact of utility features such as garage doors, service entries, and storage areas shall be minimized, and other features such as mechanical equipment or similar shall be concealed;
- j) adequate supply of vehicular parking and bicycle parking shall be provided;
- k) accessible and usable on-site amenity space shall be provided of a size and type adequate for the occupants of the development;
- l) the development shall include a landscaping plan;
- m) suitable on-site solid waste facilities shall be provided and internalized within the building;
- n) the sewer and water servicing capacity for the development shall be deemed adequate; and
- o) that incentive or bonus zoning is provided in accordance with Part XII of the Land Use By-law.

Policy 10.34

Policy 10.33 shall only apply to an application for a development agreement that has proceeded to public hearing within 24 months of the adoption of Package A of this Plan (September 18, 2019).

A development agreement adopted pursuant to this Policy shall include:

- a) project commencement dates not exceeding three years; and
- b) project completion dates not exceeding six years;

from the date the agreement is filed at the Land Registry Office.

10.10.4 Site Specific Policies - Young Avenue Special Area and McClean Street Special Area

The Young Avenue Precinct is recognized as a unique streetscape under Part 3 of this Plan. To further support the preservation of the existing built form of the street and provide for context-sensitive infill on existing vacant lands within the area, additional residential density may be considered by development agreement within the Young Avenue Special Area. To support context-specific redevelopment of existing vacant lands on Young Avenue, a McClean Street Special Area shall also be established.

Policy 10.35

Council may consider a development agreement for any building which existed on September 18, 2019 in the Young Avenue Special Area for up to a maximum of 6 dwelling units subject to the following requirements:

- a) consideration of the criteria of the Regional Centre Urban Design Manual contained in Appendix 2 of this Plan;**
- b) that the front and side façades of the building are retained;**
- c) that any expansions and additions to the building take place only in the rear yard**
- d) the development meets the Land Use By-law regulations for the Young Avenue Special Area respecting lot coverage, building height, yards and setbacks;**
- e) the agreement includes provisions for landscaping to buffer neighbouring properties from the development;**
- f) surface parking may only be added to the rear yard of a property and shall be limited to a maximum of 4 surface parking spaces per lot in total;**
- g) any garage or entrance to underground parking shall be located in the rear yard of any property; and**
- h) any underground parking or parking internal to a garage shall not be included in the maximum parking limit.**

Policy 10.36

Council may consider a development agreement on any land which existed and was vacant on September 18, 2019 in the Young Avenue Special Area for a building of up to 4 dwelling units subject to the following requirements:

- a) consideration of the criteria of the Regional Centre Urban Design Manual contained in Appendix 2 of this plan;**
- b) any land eligible for a development agreement under this policy shall be subdivided and/or consolidated to meet the following minimum standards:**
 - i. lot area of 772 square metres;**
 - ii. lot frontage of 15.85 metres and;**
 - iii. lot depth of 48.75 metres.**
- c) the development shall contribute to the visual interest, and architectural character of the street;**

- d) the development provides the appearance of a single low-density dwelling and shall:
 - i. provide a single visible entrance from the public street with a direct pedestrian walkway to the public street;
 - ii. provide distinct articulation, materials and façade design differentiating adjacent buildings; and
 - iii. make use of high-quality materials and architectural elements similar to those present in the surrounding context, especially those buildings within the Young Avenue Special Area.

- e) the development shall not exceed a maximum height of 10.66 metres excluding a penthouse level which shall not exceed a height of 3.42 metres and shall be setback a minimum of 6 metres from the roof edge of the portion of the building fronting the streetline;
- f) minimum yards and setbacks including:
 - i. a minimum front yard setback of 12.19 metres;
 - ii. a minimum side yard setback of 1.82 metres; and
 - iii. a minimum rear yard of 6.09 metres;
- g) provisions for landscaping to buffer neighbouring properties from the development;
- h) surface parking may only be added to the rear yard of a property and shall be limited to a maximum of 4 surface parking spaces per lot in total;
- g) any garage or entrance to underground parking shall be located in the rear yard of any property; and
- h) any underground parking or parking internal to a garage shall not be included in the maximum parking limit;

Policy 10.37

The Land Use By-law shall establish the McLean Street Special Area where minimum lot frontage shall be 9.75 metres.

Appendix 1: Key Performance Indicators

Appendix 2: Urban Design Manual