

Appendix A: Key Themes Table

Part 1: Parks and Community Facilities Designation			
THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Parks and Community Facilities Designation Stakeholder Meetings, Correspondence, Survey, Pop-Ups, Places Tool, Walking Tours, Ask Me Anything	PCF Survey	<p>The PCF Survey summarized in Appendix C2 received the greatest number of responses (499) with detailed responses about park use, accessibility, what the public values about parks, open spaces and community facilities, barriers to access and what the concerns are about current and future needs. The vast majority (approximately 89%) of respondents used a public park at least once a week. Many comments were received about improvements to parks, and the increased importance of parks during the COVID pandemic. There was support for pedestrian oriented design of facilities and the need for needs assessments and strategic parks planning.</p> <p>A need was expressed for new and increased facilities for activities in parks, as well as concerns for development pressures near or on parks land, often specifically related the scale of development next to parks. There were many detailed responses with specific requests for new, increased, or improved facilities for specific activities. Enforcement of by-laws in parks was also raised, often related to off-leash dogs.</p>	The PCF survey contains detailed information about park use and park needs in different season in the Regional Centre. The results were shared with Parks and Recreation Business Unit to help inform the Reginal Centre Parks and Open Space Plan. Staff will also be reviewing comments to consider additional policy support for parkland planning, programming and investments.
	Use of Parks/ Zoning	<p>A number of comments were received about proposed land uses in the PCF and RK zones, as summarized below.</p> <ul style="list-style-type: none"> • Support making PCF zones more pedestrian friendly. • While in the PCF survey, there was support for allowing complimentary limited commercial uses such as coffee shops in parks, (e.g Victoria Park is a good example where vendors sometimes set up), other comments asked that those uses be prohibited. • Others expressed a concern that a canteen would no longer be permitted in Point Pleasant as RPK, it meant that it cannot have a canteen because no commercial is permitted. • Concern for the broad range of uses in parks and how they might impact each individual park. Would like to see a pure “P” zone. • Concerned that Halifax Transit would love to have a transit terminal on the Common and so parking and transportation facility uses should not be permitted in parks. • Concern that there will not be consultation on what use will be permitted in the PCF zone on a park by park basis. The idea of major possible controversial changes without the support of the public is dictatorial in nature. I would not a want a bus terminal on the Common for example. • Suggest using alternate wording to say the list of uses may be permitted in parks, instead of a long as-of-right list that will apply to all parks. • The Public Gardens is NOT a park. It is a Garden and a National Historic Site. It is a special place and should never be dismissed as a park. 	The proposed list of uses recognizes current uses in many parks, which contain a range of uses. Public feedback was also received about the need for a range of facilities that serve diverse populations and users. While restaurant uses are not explicitly permitted on their own, “accessory structures and uses” means that they could be permitted if they are accessory to the main use such as a park or community facility. Any new land use on Municipal lands would need to be approved by HRM Parks and Recreation Business Unit and fit with the policy intent and mandate of the parks.
	Needs Assessments	Determine where connectivity between growth centres should happen to determine where additional parks are needed.	Staff will forward this comment to the Parks and Recreation Business unit and are reviewing draft Policy 9.7 for language related to all ages. The FGN section includes policies for the types and general location of parks, while the master planning exercise and development agreement will provide

		<p>Concern that policy doesn't direct staff to consider all ages in park needs. The Public Gardens for example are popular among seniors for walking paths but as density increases there will be less space for this age group.</p> <p>Parks don't just draw on the immediate surrounding local neighbourhood.</p> <p>Suggest that we look at some factors that are often forgotten in needs assessments – the age of people nearby.</p> <p>Concern that these assessments will not tie into community planning. How can we ensure schools, parks, etc. in master planning processes? FGN process won't go far enough to master plan a complete community.</p>	<p>more detail on the needed parks planning. The proposed needs assessments will look at access as well parkland per capita within various areas, a KPI recently presented to Council.</p>
	Regional Centre Parks and Open Space Plan	<p>Support the idea of stewardship through public engagement but also through the establishment of specific commissions of citizens to work with staff to promote and protect parks and facilities.</p> <p>Support a requirement for needs assessments on a continuing basis.</p> <p>Support for this policy, however, the policy and resulting Parks and Open Space Plan needs to take into account areas outside the Regional Centre which residents may access to meet needs relating to wilderness parks.</p>	<p>This feedback will be shared with Parks and Recreation Business Unit. The Plan also calls for an overall Regional Centre Parks and Open Space Plan (approved under Package A). The proposed plan is intended to be a more detailed plan under the regional scale Halifax Green Network Plan.</p>
	Parkland Dedication	<p>Does the HRM Charter require subdivision of lots for parkland dedication? We can't get new parkland except through subdivision, there has been no new parkland in the Regional Centre in the past 10 years.</p> <p>What is wrong with the way we do parkland dedication now? We don't get any funding for new parks that isn't subdivision?</p>	<p>Parkland dedication can only occur through a subdivision process which is the splitting or consolidation of lots. Under the HRM Regional Subdivision by-law, parkland dedication is only required for the subdivision of lots, but in the Regional Centre, large projects typically require land assemblies. Clarifying parkland dedication and associated subdivision by-law amendments may be best considered as part of the Regional Plan review, and would need to consider other fees and impact on developments.</p> <p>For FGNs, subdivision of large parcels into smaller ones will almost always be involved. Other subdivision may also take place as only one building is permitted on a lot under the Regional Centre Land Use By-law.</p>
	Common Lands	<p>Interested in the protection, programming and enhancement of the green space which the remaining Common provides, including lost areas that might be reclaimed or substituted nearby. Support for the intention to reclaim lands contained within the traditional boundaries of the Halifax and Dartmouth Commons, in the Halifax case the most obvious lost spaces are the former School for the Blind and current VGH lands.</p> <p>Regarding Policy 10.21 – a sensible approach but the recent masterplan for the Halifax Common paid little attention to public input and seems to have been driven by a questionable aquatics-based agenda.</p>	<p>This feedback will be shared with Parks and Recreation Business Unit. In addition to zoning individual park master plans will continue to guide future management of the parks. The Plan also calls for an overall Regional Centre Parks and Open Space Plan.</p>
	Africville	<p>Several comments in the PCF and Saint Patrick's Alexandra surveys were made about Africville (proposed to be zoned PCF to align with existing zoning), including returning Africville Park to the community as reparations. Questions were also received about the identification of Africville as a cultural landscape.</p>	<p>The identification of Africville as a cultural landscape can be considered in future management plans for specific parks or areas, commemoration, and any other partnerships. The designation does not carry any specific regulations at this time. Any dialogue about repatriation of the lands would require a separate process and Council direction to amend the Plan.</p>
	Pocket Parks	<p>There is a major disconnect between the density of people already living in the Bloomfield neighbourhood, the planned density increases and the available park/green space. Creating small pocket parks in this area is possible. Once all the development is complete there will be no way to acquire new parkland.</p> <p>We need additional pocket parks.</p>	<p>Staff will forward this comment to Parks and Recreation Business Unit.</p>
	Centennial Pool	<p>Concern that there are rumors that HRM wishes to destroy Centennial Pool. The land it occupies is adjacent to both the Common and the Citadel.</p> <p>Concern that Centennial Pool is not designated a park. Concerned that it may be turned into a parking lot.</p>	<p>The Centennial Pool site was zoned Downtown (D) under the 2009 Downtown Halifax Plan and Land Use By-law. As the property is municipally owned, future land uses can be carefully considered and will need to be approved by Council.</p>

		Without PCF zoning there is concern that the city has plans to knock down the pool. It is so important to the community, very popular among older people.	
	Community Spaces	Concern that there is a lack of space for worthwhile community based, healthful and social activities. Suggest that affordable community space be added to the list of on-site public benefits permitted for density bonusing in large buildings. A coalition of organizations such as Sport NS, Dance NS, and the Ecology Action Centre and others that support community-based activities could manage the spaces, set the rents and deal with the bookings. Various comments on the importance of gathering spaces and open space	Staff recognize the need for affordable cultural space and gathering spaces. The affordable community or cultural space public benefit was not included in the list of on-site public benefits due to administrative challenges and defining aspects such as affordability, length of time etc. This feedback will also be shared with Staff leading development of the Culture & Heritage Priorities Plan.
	Mobility Links	Suggest that mobility links and right of way be used as park or greenspace to connect existing parks.	This feedback is supported by the Integrated Mobility Plan's complete streets approach and streets as "places" and the Green Network Plan. Council recently directed amendments to the Street By-law (S-300) to allow for boulevard gardens in the public right-of-way (see Staff report recommending these changes).
	Height	The 17 metre height limit on city parks may be sending the wrong message. Suggest consider applying a lower default height to the PCF and RPK zones given the low likelihood of any developments 17 metres high in these areas.	Staff are evaluating max. permitted height in various types of parks and community facilities.
	Lot Requirement	the 1,000 sq. m minimum lot area requirement for the PCF zone precludes the creation of pocket parks, which are becoming increasingly popular elsewhere. Please reduce the PCF minimum lot area requirement to the equivalent of 1–2 residential properties (300–500 sq. m).	Staff are considering whether the proposed minimum lot area is appropriate.
	Programming	A number of comments and suggestions were received related to programming in parks: <ul style="list-style-type: none"> • standards for naturalization and ecological function i.e. bioswales and things like gardening • a green network to connect parks and that mobility links and right of way be used as park or greenspace to connect existing parks • emphasize green space and protecting green space in the urban core. • provide more green space abutting the right of way. • parks need to balance recreation (hard surfaces) and green spaces • create more park spaces and benches and connect development to existing parkland • parks need more trees, workout areas, picnic tables, BBQ pits, community gardens, pool renovations, fitness areas. • successful park programming: Needham Park renovation, Ardmore Park, Northern Lights Lantern Festival • support for the protective direction that the Public Gardens is moving in, no-touching rules etc. The children's green could really benefit from a tasteful metal playground. 	This feedback will be forwarded to Parks and Recreation Business Unit. Staff will be reviewing Policy 9.7 to consider additional considerations for the Regional Centre Parks and Open Space Plan.
	Parking	Very concerned about surface parking taking over parks. Support for strong regulations limiting parking in park areas.	The proposed LUB does not contain any minimum parking requirements for the PCF and RPK zones although access and accessibility to parks is also important. Staff will also share this feedback with Parks and Recreation Business Unit for consideration in future parks planning.
	Municipal Properties	Concern that the city has sold 2 surplus schools and lost opportunities for parks. The problem is that the park assessments are coming behind Centre Plan, you've put the cart before the horse. Ensure that the Bloomfield project considers parkland need. Concern that sales did not consider adding park connectivity as a condition, and the sales took place with almost no community input.	Council makes strategic decisions about the surplus lands based on Administrative Order-50 and other strategic documents. The Regional Centre Parks and Open Space Plan intends to include a needs assessment that identifies current and future parkland needs.

Part 2: Established Residential Designation

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
<p>Established Residential Designation</p> <p>Stakeholder Meetings, Correspondence, Survey, Virtual Meetings, Pop-Ups, Places Tool, Walking Tours</p>	ER Survey	<p>The ER survey summarized in Appendix C3 received 298 responses and included questions about specific land uses, built form, and other general issues.</p> <ul style="list-style-type: none"> • There was support to retail and overall scale of existing neighbourhoods, including historic neighbourhoods, while allowing for additional housing options. • There was significant support for urban farms, community gardens and allowing bee-keeping while responses were split on allowing egg-laying fowl in the Regional Centre. • There was also significant support for home businesses, daycares and local commercial uses (in particular restaurants and cafes) in low density neighbourhoods with some controls. • There is also support for flexible regulations for new buildings to permit a mix of uses and aesthetic styles. Some comments identified the scale of buildings as being important, but prioritized providing a mix of affordable housing over scale and design. • New buildings should not be held to the same standard as heritage buildings and should be permitted additional flexibilities. • There were comments about the size and permissions related to backyard suites. • Certain comments noted that emergency shelters are not permitted in residential zones, and identified this as a form of discrimination. • While there is general support for the concept of the Special Areas many comments suggested that the lot areas and frontages in several of the special areas are too large. Some respondents indicated that the special areas serve only to protect privileged property owners in certain areas of the Regional Centre while others went as far to say that the Special Areas should be eliminated altogether. • A small number of respondents said that while the special areas are a good idea in principle, they thought adding additional density and housing options are more important. • There were suggestions about new special areas or expansions to existing ones for specific areas of the Regional Centre. 	<p>The responses received in the survey were detailed and Staff are using them to make adjustments to the proposed policies and regulations, including Special Areas.</p>
	Zone Placement	<p>A number of comments were received about zone placement, and that they should more closely align with the existing R1/R2/R2A/TH zoning:</p> <ul style="list-style-type: none"> • Suggest that many areas on the peninsula should be ER-2 and not ER-1. • ER-2 and ER-3 zones are small in number. The overwhelming majority is ER-1. Are there scenarios where we actually have less density in the new rules than under the old Plans? How many areas are essentially being downzoned? • ER1 vs ER2 and ER3: there is no rationale we have ever debated or discussed with the public for upzoning streets that run parallel to corridors. This should be removed, ER2 and ER3 can go on corridors where appropriate but should come off of Cambridge and Henry and any other non-corridor streets. I do not support upzoning any streets on the interior of these neighbourhoods beyond what is discussed above. • Concern for ER-2 in the Highfield area since much of that is basically HR-1 already. Suggest that the entire area could be HR-1 but accepts that a lower height limit might be acceptable. • What is the rationale for ER-1 on Carlton when surrounded by CEN? • The ER areas in the south end are a problem. Almost all of the southern tip of the peninsula is limited to 11 metres, with record low vacancy in Halifax, protecting these neighbourhoods of low density detached housing is not the right move for the future of our city. Point Pleasant is a gem but it is currently hemmed by a kilometre of low-density zoning. 	<p>Staff have been analyzing the zone placement and presented CDAC with some of this preliminary analysis including current unit mix and development potential. This will be updated based on revised proposed zone structure and zone placement. Proposed Heritage Conservation Districts are proposed to be zoned ER-1 until the process is completed.</p> <p>Provisions under the R-2A and TH zone align well with the proposed ER-3 zone which permits townhomes and up to four-unit dwellings per lot. The ER-3 is not proposed to be permitted in proposed heritage conservation districts. The zoning around the Kent/Tobin/Queen area is being reviewed for HR-1 zoning opportunities throughout Package B.</p>

		<ul style="list-style-type: none"> • Opposition to proposed zoning for Newton Avenue. I fail to see how rezoning Newton Avenue is necessary to densify the Regional Centre. • Concerned with upzoning for Armcrescent East Drive and Fourth Street. Increases to traffic would have negative impacts. Opposition to local commercial, residents have plenty of options at the Quinpool Centre and West End Mall. • Support for the ER-1 placement in the Bloomfield neighbourhood (proposed Heritage Conservation District). Support by residents for some gentle density increase with a few backyard suites. • Concern that we are downzoning the Bloomfield neighbourhood • Questions about ER1 zoning in proposed HCDs, and support for non-conforming structures and uses. 	
	Impact of Density	<p>There were some comments that the proposed zones and where they are located support too much density:</p> <ul style="list-style-type: none"> • Concern for bedroom and dwelling unit limits. Why not just form-based requirements like all other residential zones? • Concern that there will be no room left on the peninsula that is strictly residential. Why does our neighbourhood have to be targeted for densification? What about families who want communities; want single family dwelling in a quiet residential street. We need to preserve these, not add to them will all of these other living options. • Concern that proposed changes are too drastic and will change neighbourhoods too much – additional housing types are the primary concern. • We want to ensure that whatever additional rights are continued or added in the detail areas does not destabilize neighbourhoods 	There were comments received indicating that that the Centre Plan is being both too restrictive, and too permissive with respect to the low density residential zones. Unit and bedroom count is clearer than GFAR in regulating density in low density neighbourhoods. Staff have been conducting additional analysis related to zone placements, number of permitted units in a zone, and special area provisions to balance exiting zoning and character context with modest increases in housing options.
	Special Areas	<p>Concern that the existence of the “GS” Special Area seems to acknowledge that, at least for one particular neighbourhood, a blanket lot area requirement is inappropriate — but why has this fine-grained approach not been applied more broadly? It seems strange to create special rules for just 40 properties when dozens of other areas neighbourhoods the Regional Centre would also benefit from such a detailed approach. Of course, adding dozens of these exceptions would be unwieldy, so your entire approach to regulating lot area, including the way it varies across the Regional Centre today, may warrant some reconsideration.</p> <p>The very high minimum lot area requirements for Young Avenue, Armview, and Oakland Road amount to “mansion zoning” and effectively zone out residents with lower incomes. This doesn’t seem fair or equitable; surely HRM planning in 2020 has advanced beyond this kind of exclusionary zoning approach.</p>	Proposed Centre Plan identifies several other special areas where different min. lot sizes are recommended. This approach is being reviewed to balance the need for clear and consistent rules, with the importance of considering neighbourhood specific characteristics.
	Young Avenue	<p>More than 20 pieces of correspondence received on Young Avenue, all in opposition to proposed Package B policies for the neighbourhood. There were also 227 of surveys specific to the Young Avenue Special Area.</p> <ul style="list-style-type: none"> • Concern expressed over multi-unit infill policy 10.36 and 10.35. Young Avenue is a heritage streetscape and development of this type should never be allowed. This matter had been previously dealt with. • Preserve 2017’s enacted lot width requirement and honour the pending single family low-density residential designation for Young Avenue. Most homes on Young are already permitted to contain 3 internal apartments. These policies are unnecessary and damaging to the streetscape. • Virtually every historic mansion on the avenue is already a 3- or 4-unit conversion, permitted since early in the 20th century, and they offer affordable and gracious apartments to a wide and diverse group of renters. • Concern that increasing the unit density to six units will only be attractive to large developers. 3-4 multi-unit grandfathering is adequate and sufficient to preserve these beautiful homes, 3-4 units is the maximum a homeowner can manage easily. • Opposition to 10.36 as it is not consistent with any other good planning principles in Package B. • Oppose a DA policy for Young Avenue. Maximum 4 units on 80-foot lots. Keep current 3-unit conversion clause. Consider a heritage district for this area. 	Staff met with a residents’ group and the development agreement policies are being re-evaluated as part of the review process and consideration will be given to more streamlined tools that are better aligned with the current Young Avenue Special Area.

		<ul style="list-style-type: none"> Do not support any changes to the LUB that change the requirements for built form adopted in May 11 2018. It is not acceptable that staff are bringing forward these changes less than three years after the amendments were adopted. The lot size, front, side, and rear yard requirements for existing and future lots must be maintained, along with all the other requirements HRM has already established after extensive public consultation. I do not understand why the LUB is enabling multiunit conversions in this area without requiring Heritage registration. It seems to undermine the whole Heritage DA process. I feel further consultation is required to determine if there is adequate support for a Heritage Conservation District as some residents have said. In the past many property owners had opposed it but this may have changed. 	
	3-unit Conversion Special Area	<p>Comments related to the 3-unit conversion included the following:</p> <ul style="list-style-type: none"> Why are only some ER areas allowed to convert to 3 units? Why not everywhere? Support the extension of the 3-unit conversion clause to the entire Regional Centre, or at least more around Downtown Dartmouth and Halifax. If an 11-metre high, 40% coverage single-unit dwelling is permitted in an area, why would HRM prohibit a house from being expanded to those same parameters in the process of adding a second or third unit? Is this a defensible regulation? The Internal Conversion regulation seems unnecessarily complicates. The regulation ties the building's physical structure to the way the building is being used today, which is contrary to the principles of adaptive re-use. How will HRM keep track of all this? Suggest eliminating the Internal Conversion clause and regulate things in a more straightforward way through table 1. The R-1 zone in South End and Peninsula Centre allows for conversion if the home existed and has not changed since 14 Oct 1982 to a maximum of 3 units. CP proposes to allow this in both the R-1 and R-2 zones south of Quinpool. HWCC removed 34E conversions from the R-2 zone of South End and Pen Centre in March 2019. The EC Conversion zone should only apply to the current R-1 zone to stay in line with that direction. The EC Conversion area should have bedroom limits if 6 bedrooms for 2 units, 8 bedrooms for 3 units. There are several examples in the current LUB where rights are dated from the adoption of past plans – 11 May 1950 for example in the R-2 zone. The proposed provisions should date back to 1982 in the south end, and should maintain other provisions such as min. unit sizes of 90 sm, no changes to height and footprint, bedroom counts etc. 	Staff are evaluating the 3-unit conversion special area, and given the recent Council approval to allow secondary suites and backyard suites one option may be to reduce the use of this provision.
	Oakland Special Area	I think it is appropriate to extend the R-1A protection to the western part of Oakland and the other surrounding streets. For the most part, I think the proposal captures the intention of the 27 Sept 2011 creation of R-1A. R-1A requires 15-foot front yard minimums and 20 foot back yard. The front yard minimum on SCH-10 for the R1A streets be increased to 4.5m and possibly extended to the entire proposed special area. The proposed 6m rear yard in all ER zones is sufficient. R-1A has side yards of 10% of lot width to a max of 6 feet per side. This needs to be added to table 10, section 114. Question about frontage on curved streets.	The standard frontage for all ER zoned lots is 10.7 m (35 ft) but the special areas apply exceptions to support local context. For example, the Oakland Road Special Area applies a minimum lot frontage of 15.2 m (50 ft), carried forward from the R-1A zone. Staff are reviewing the min. front and flanking yards in this area. Centre Plan has a general clause which addresses lots fronting on curves and reduced frontages.
	Downzoning	<p>Some concern over the zoning of proposed HCDs as ER-1.</p> <p>The R-2 on the Peninsula/Peninsula South zone is more permissive than the ER-1 zone allow, but with the caveat that lot size controls what type conversion or new build is allowed. Applying the ER-1 Conversion Special area to this area is inappropriate given the 23 March 2019 decision to no longer allow R-1 34E conversions in the R2 zones.</p> <p>Look at preserving the existing rights but also consider lot sizes, max. bedrooms and min. unit sizes. I zoning ER-1 there may be a need for additional overlays.</p>	<p>The policy to limit change in proposed HCDs was supported by the Heritage Advisory Committee and Council in Package A, and a similar approach is extended to Package B.</p> <p>The R-2 zone generally did not permit lots to achieve two units or more due multiple overlapping regulations including lot frontage, lot area, side yards and GFA. The 35 ft minimum requirement for the ER zones is a slightly increased compared to the 30ft for a single unit and 33 ft for a two unit building in the current HPEN by-law. The placement of zones is being carefully reviewed by staff to better reflect current zoning, existing unit mix, and key transit investments.</p> <p>The 3-unit conversion area is being reviewed.</p>

			<p>Centre Plan proposes to move away from lot area as a determining factor of density in favor of maintaining context sensitive zoning in order to simplify the development process and avoid overlapping regulations. This also provides clarity to landowners as to their permitted uses.</p> <p>Centre Plan regulates density in ER areas through permitted uses in zones and bedroom counts. Minimum unit sizes do not support context sensitive zoning placement, may limit a variety of housing types and may contribute to regulatory complexity.</p>
Local Commercial	<p>Overall there was a lot of support for local commercial uses, in particular coffee shops, in local neighbourhoods although some concern was also expressed. There was support to “dig deeper” and determine which kinds of business could be allowed in low-density residential neighbourhoods as “local commercial” may be too broad in one sense, but too restrictive in other (e.g. cafes). Specific comments:</p> <ul style="list-style-type: none"> • During the walking tours residents were at first very supportive of local commercial uses, but wanted to also see some conditions attached, such as community consultation on the specific type of local commercial use in a given neighbourhood, hours of operation, parking etc. Some residents did not want additional local commercial uses as they felt that they were already well-served, and that those services should be located on main streets and in other locations. • Concern that ER-3 is the only ER zone that permits local commercial on all lots. Local commercial uses should be expanded throughout the ER zones. • Concern that neighbourhood is missing local businesses; food desert • Opposition to any grocery store, daycare or urban farm in my neighbourhood. I do not feel responsible to use my home neighbourhood to increase density. We live walking distance to any shopping we need. • Support for limits on restaurants (places serving take-out) as it encourages strings of customers driving to come by to pick things up. However, there is support for coffee shops in these areas. • Open to the idea of allowing local commercial on a case by case basis subject to community approval. • Differentiate between residential areas with close proximity to high-density residential areas and associated commercial and some of the less compact areas in Dartmouth for example with less access to those high-density areas. • Very supportive of the increased usage limitations in the ER-1 zone, and the inclusion of nearby commercial use changes. 	<p>Staff are reviewing as-of-right permissions for local commercial uses, including replacing this approach with a potential discretionary processes.</p>	
Work-Live Units	<p>Support for the widespread permission of work-live units.</p>	<p>Work-live units are proposed to be permitted in D, CEN, COR and HR zones. Due to their commercial nature they are considered to be too intense as a land use within established residential zones.</p>	
Cultural / Institutional Uses	<p>Does a cultural use include artist and music studios, and could they be permitted in ER zones?</p> <p>Please permit libraries and religious institutions in all HR and ER zones — there is no reason I can think of that these should be prohibited.</p>	<p>Staff are reviewing this feedback. Artist and music studios that can meet the provisions associated with home office or home occupations could be permitted in ER zones.</p>	
Home Occupations	<p>Concern that it doesn’t make sense to forbid all home occupations in multi-unit dwellings, secondary or backyard suites. In the future more people will want to live in a smaller space on the peninsula – foregoing some of the conveniences of suburban living. If someone is living in a backyard suite, is that a reason for them not to be able to practice, say massage therapy from their home. Support for the ability to have a small business in your own home.</p>	<p>Staff are considering this feedback in the revisions to Package B.</p>	
Backyard and Secondary Suites – Size/Built Form	<p>Numerous comments and e-mails were received regarding proposed regulations for backyard suites. This included size and height limits, servicing, accessibility, impact on urban trees, questioning the limit of only one backyard suite or one secondary suite per lot, min. lot size requirements and max. size, including additional flexibility for existing accessory structures to allow conversions. Select specific comments included:</p> <ul style="list-style-type: none"> • Concern that the current size may be too large for many lots in the Regional Centre. Lot coverage will limit how big buildings can be but there is still concern. 	<p>Staff are considering built form controls for backyard suites, including flexibilities for existing accessory structures. The min. lot size in Package A was already removed in draft Package B. Overall, the proposed size combined with regulations such as lot coverage are intended to ensure that backyard suites are not “second homes” but accessory to the main dwelling. In addition:</p>	

		<ul style="list-style-type: none"> • Positive comments on the proposed size – it needs to be livable space and additional height could allow for peaked roofs, not just flat roofs. • Concern that current accessory structures may not be able to meet new setbacks, height restrictions etc. Many neighbours currently have garages that are larger than backyard suites and take up more coverage but do not seem out of place in the context. • Concern that lot coverage requirements may be too restrictive for many who want to build a backyard suite. • Concern that many of these backyard and secondary suites will become Airbnb's. • Question whether shipping containers are permitted as backyard suites • Question about the servicing of backyard suites. Has the Centre Plan team explored the implications of servicing for these units? • Concern that NS Power will not permit separate power connection to a backyard unit, making a rental difficult. • Concerned having to choose between a secondary or backyard suite will negatively impact increasing gentle density. Some may want to do a home office in the backyard suite and have a rental unit in a secondary suite. • Concern with limiting choice to between a backyard and secondary suite. Suggest limiting with a unit count instead. • Concerned about the impacts of backyard suites on the tree canopy. Is there anything we can do to mitigate the loss of trees? • Consider including backyard suites as percentage of lot coverage to prevent tear downs. • Suggest more flexibility and a homeowner incentive plan that lowers lot coverage requirements to support more densifying units. • Concern that the proposed 4,000 square foot requirement for lots to allow a backyard suite is too large. Strongly support removing the lot size requirement for backyard suites. • Suggestion to permit backyard suites in conjunction with 3- and 4-unit dwellings also. 	<ul style="list-style-type: none"> • The proposed Package B does not currently permit shipping containers in the ER areas, however, if the shipping container is extensively modified and meets the Building Code and other LUB requirements it could potentially be used subject to Development Officer determination. • Halifax Water has indicated that these suites can be connected to the main dwelling for servicing. • Council directed the development of additional regulations intended to regulate short term rentals, such as Airbnb's. • New main dwellings are required to provide at least one tree with a minimum caliper of 50 mm. The Municipality is continuing to plant trees on public lands and in the street right-of-way. • Consistent with the Region wide amendments, the Centre Plan proposes to permit backyard suites in conjunction with a single-unit dwelling, a two-unit dwelling, a semi-detached dwelling, or a townhouse dwelling. For emergency purposes a backyard suite needs to have unobstructed access.
Backyard and Secondary Suites – Westmount	<p>Numerous e-mails were received during Reginal Council's consideration for region-wide amendments for secondary suites and backyard suites. Reasons to oppose backyard suites in Westmount included: lack of consultation; backyard suites will destroy the very design feature that originally defined and continues to define this neighbourhood; secondary suites were also deemed to be not appropriate; short driveways, and lack of garages, throughout most of the subdivision, additional cars needing to be parked will be a serious issue.</p> <p>Some concerns that the footprint and height limits on backyard suites will effectively prohibit backyard suites in Westmount. Was this the intention?</p>	The region-wide initiative permitted backyard suites and secondary suites in the Westmount subdivision. Both the recent amendments and the proposed Centre Plan maintain footprint and height limits on accessory structures thus limiting the potential for backyard suites to support the current character of the neighbourhood.	
Cluster Housing / Micro-Units	<p>Suggest that with the new secondary and backyard suites, Cottage Clusters/Pocket Neighbourhoods should be considered.</p> <p>Also suggest that micro-apartments be permitted in the city. They are small and affordable, and as a low-income renter it is difficult now to find a housing option that does not require a roommate.</p>	Staff are considering provisions for cluster housing based on recent Council direction and feedback. There are no minimum size regulations for dwelling units other than what may be required by the Building Code.	
Secondary Suites – Size	The revised by-law allows a secondary suite up to 80 square metres. Question if the secondary suite square footage is included in the house maximum gross floor area or not? Does the revised by-law allow existing maximum gross floor area + additional 80 square metres?	Package B does not use max. floor area in the ER zones. The max. floor area of a secondary suites is based on the Building Code; a larger floor area would be considered a full second unit and would need to meet more stringent Building Code requirements.	
Shared Housing	<p>In the ER survey, the majority of comments expressed positive opinions about shared housing in established residential neighborhoods, while expressing that maintenance of property standards, landscaping, and scale can help it be integrated in the neighbourhood. Some comments however were opposed to this form of housing.</p> <p>“Opposition to shared living, townhomes, and multi-unit apartments, they come with their share of problems. I do not want the transient population these living options bring. I don't trust HRM to hold the owners of such</p>	Broader permissions for shared housing reflect Council direction for region-wide amendments for this form of housing. Staff continue to coordinate with this region wide policy project.	

	<p>properties accountable. It will be a constant battle to have garbage picked up, cleaned up, increased noise complaints etc. “</p> <p>“Concern that shared housing is inappropriate, rooming houses don’t belong in low-density neighbourhoods. Neighbourhoods are for families.”</p>	
Lot frontage	<p>The foot of frontage needs to stay at 40’ in Pen South and Centre for anything larger than a 1-unit home. I can think of several sites where ‘bad things happen’ if this is changed. 40’ lots are the predominant form in the neighbourhoods and are important to maintaining the character.</p>	<p>In the Peninsula LUB, in Pen Centre and Pen South, a single unit dwelling requires 30 feet of frontage, a duplex 33 feet. The standard frontage for all ER zoned lots is 10.7 m (35 ft) but the special areas apply exceptions to support local context. For example, the Oakland Road Special Area applies a minimum lot frontage of 15.2 m (50 ft), carried forward from the R-1A zone and Young Avenue required frontage is 24.4 m (80 feet) retained from current regulations.</p> <p>Staff are reevaluating how the ER zones are placed as part of the next Centre Plan draft. The existing unit density in each area and the current underlying zones form the foundation for this reevaluation. This is meant to focus levels of density according to the existing context and preserve development rights.</p>
Lot Size	<p>Suggest that 300 square metres would be a better requirement. Lots along Duncan/Lawrence/Allan are 300 square metres or less and this is a highly livable, desirable area that exemplifies walkability and rhythm and good planning principles.</p>	<p>Staff are evaluating potential changes to min. lot sizes in ER zones. The increasing scale of frontage required for the current R-2 zones disqualifies a majority of lots from achieving more than 1 unit due to multiple overlapping requirements.</p>
Lot Coverage	<p>I find the ER zone coverage requirements counterintuitive — why are larger lots permitted more coverage? I would suggest the opposite should be true — 50% on smaller lots, 40% on larger lots — if the goal is to encourage a marginal increase in “invisible density” with addition of backyard/secondary suites.</p> <p>Support for a general increase in ER zone lot coverages.</p>	<p>Staff are reviewing this feedback.</p>
Built Form Requirements	<p>Why regulate building footprints in ER zones? Concern that this is an unnecessary regulation given that coverage is also regulated, especially when many of the areas where footprint is proposed to be regulated already have fairly small lots. Especially concerned with footprint requirements that vary depending on the kind of low-density dwelling that is being constructed (S. 145).</p> <p>Support for storm porch clause – which acknowledges and upholds a Halifax vernacular architectural tradition, as well as allowances for open porches to encroach in setbacks.</p>	<p>Staff are evaluating the footprint regulations proposed in a limited number of areas, which were designed to protect the character of unique areas.</p>
Height Requirements	<p>New infill development should be required to survey the neighbourhood block to determine the average first floor height to be in keeping with the neighbourhood character. What is happening is that new infill is being built with substantially higher first floor levels than the rest of the neighbourhood. This is not in keeping with "Established Neighbourhood" ideals. There are unintended consequences from this lack of attention to infill. One such consequence is removal of privacy as now the first level of an infill is up to a meter higher than the established neighbour - meaning that an extended rear deck is now overlooking the neighbour. This is just one example.</p>	<p>All ER zones will have a maximum height of 11 m with some exceptions in some Special Areas, and registered heritage properties. Regulating the height of the first floor would be administratively challenging based on different slopes on small sites and could have unintended consequences.</p>
Townhouses	<p>In the Hydrostone residential area it appears we’ve given ER-1 zoning which doesn’t allow townhouses. This will make them non-conforming. Under the impression that these historic townhomes were intended to be conforming under Centre Plan.</p> <p>Please consider allowing semi-detached and townhouse dwelling in every ER zone. Concern that the rationale for not including these effectively single-unit dwellings from ER-1 is not clear. This isn’t even a question of the “missing middle” – these are just basic, affordable housing types that should be permitted everywhere in 2020.</p>	<p>Staff are evaluating permissions for townhomes and zone placement.</p>

		<p>Comment on the CDAC memo questioning that townhomes deliver a good level of affordability, stating that the price of new and existing homes should not be compared, and that a townhouse would cost 33% less than a single unit dwelling.</p> <p>Ensuring that the Regional Centre has a range of housing options is critical. Housing prices in Halifax have risen over 11% in the past year and show no signs of slowing.</p> <p>Many neighbourhoods have become unaffordable for all but the wealthiest renters and home buyers. If Package B does not permit a wider range of housing types, this trend will only get worse.</p> <p>Accommodating growth will mean some changes for existing neighbourhoods but the alternative will exclude new residents from the city's most desirable areas. When considering Package B, I encourage you to consider how these changes will benefit the community at large, including future residents.</p> <p>Support for adding more rental units and gentle infill up to 4 units. This should be incentivized with renovation and energy grants</p>	
	Garages	<p>Support for restrictions on garages in ER zones – which is important to prevent the “suburbanization” of the Regional Centre’s ER areas.</p> <p>Concern that garages at the front of houses will take up too much street frontage or make the street feel unwelcome. Concern that the proposed regulations may not be enough to prevent these situations.</p>	Staff are further evaluating built form regulations in the ER areas.
	Non-Conforming Uses/ Structures	The Bylaw needs to be updated to recognize existing residential uses and to consider them conforming so that they are not subject to this issue.	Staff are reviewing this feedback with consideration given to potential more flexibility for existing residential uses and structures.
	Parking	Concern for the impact of development on available on-street parking in ER areas.	Staff are consulting with regional parking Staff on this topic
	Discretionary Process	As of right provisions should be used very sparingly because once that right is given for a certain activity, it becomes impossible to fight against an unwanted activity or development in the neighbourhood. I’d much rather see any substantive changes in a neighbourhood be subject to approval by that neighbourhood.	Centre Plan generally aims to enable a streamlined development approvals process, with discretionary development agreement, and LUB amendment process reserved for limited situations.

Part 3: Higher Order Residential Designation

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
<p>Higher Order Residential Designation</p> <p>Stakeholder Meetings, Correspondence, Survey, Pop-Ups, Virtual Meeting</p>	St. Patrick’s Alexandra	<p>Due to the additional site-specific engagement about potential re-zoning of the St. Patrick’s Alexandra site, significant feedback was received and is summarized in Appendix B. Additional comments and correspondence included the following comments:</p> <ul style="list-style-type: none"> • Strong indication of connection to the site and cultural significance for the African NS and North End communities • Support for mixed-use development, including support for additional uses, such as grocery store and recreation but through discretionary process than as-of-right HR-2 • Support for mid-rise development (4 to 6 storeys, maximum of 8) and public benefits through a possible discretionary process • Strong interest in integrating the development with the surrounding community • Strong support for affordable housing and cultural spaces, pedestrian connections, parks and open spaces, followed by public art and heritage preservation on site • Support the prioritization of the proposed HCD and that Old North Suburb is second in line. Support for limits of an HCD to prevent rezoning from HR-1 to HR-2. • Concern that character of the old neighbourhood is being eroded by large developments on Gottingen and that this will continue with St. Patrick’s Alexandra. 	Additional feedback on the Saint Patrick’s Alexandra site is contained in Appendix B. The building is not included in the landmark schedule because it is no longer zoned Institutional and therefore contains policies for mixed-use redevelopment.

	<ul style="list-style-type: none"> We do not need “fortress Brunswick.” Brunswick is not designed to support the level of traffic that a larger development on this site would bring. Suggest that an increase from 4 storeys to 12 is unacceptable, this would completely block the sun on the north side of the building. Concern that the Cobb building will be lost. Suggest that a real park and school is the best solution for this site. The Dixon site already needs improvement. Suggest that the St. Patrick’s Boys School be included in the Landmark Building schedule. 	
Site Specific Comments	<p>Comments were received about site-specific requests to recognized existing multi-unit properties not included in Package A, including within the Established Residential designation.</p> <p>Comments were also received about parking requirements for small HR properties, min. lot size for HR properties, and the need to ensure more ground-level amenity space for multi-unit buildings.</p>	Staff are evaluating these requests as part of the revised Package B and Staff report.

Part 4: Downtown Designation

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Downtown Designation Stakeholder Meetings, Correspondence, Survey	Downtown Halifax Survey	There 193 surveys received for Downtown Halifax. Most respondents were satisfied with the waterfront, attractions, entertainment and public spaces and most enjoyed contributions of new developments, but housing affordability was a concern and there were mixed responses about the adequacy of protecting heritage buildings. There was a strong support for the proposed categories of public benefits under bonus zoning. Some respondents were dissatisfied with the quality of new developments. Some indicated a desire for less development in the area, while others supported increased heights.	Staff are evaluating these requests for potential changes to the Downtown Halifax Special Area.
	Downtown Dartmouth vs, Downtown Halifax	<p>Concern that DT Dartmouth is so different to DT Halifax. The way I read it, it’s harder to build in DT Dartmouth that even DH1 because it’s so complicated. The built form requirements of DD1 are so complex.</p> <p>Support the integration of Downtown Halifax into Centre Plan, however, I don’t believe it has been sufficiently incorporated, and it now seems like a “plan within a plan”. (As an example, the Centre Plan now contains multiple definitions for a “high-rise building”), and the rationale for maintaining unique Downtown Halifax requirements, such as those pertaining to ground floors, becomes less compelling with each passing year. I would have preferred to see more harmonization of Downtown Halifax with the rest of Regional Centre at this stage.</p>	Built form regulations in Downtown Dartmouth are aligned with Centres. Given that the 2009 Downtown Halifax Plan is fairly recent and that the area is heavily influenced by the Citadel Viewplanes and Ramparts, Centre Plan largely carries forward built form for Downtown Halifax with noted changes to design requirements, variations and bonus zoning provisions.
	Height	Support increased heights in Downtown areas from pre-Centre Plan levels. Halifax suffers from a tabletop skyline. Feasible to build in a little higher in the downtown core of Halifax. Slat five lots in a diagonal angle in the grid ranging from 27 to 48 floors to resemble a tall ship from the Dartmouth waterfront.	Max. FARs and heights were approved for Downtown Dartmouth in 2019 and it is too soon to re-evaluate them. Downtown Halifax is influenced by the Citadel Viewplanes and Ramparts and there is limited opportunity to increase heights.
	Waterfront	Support for further protections for our waterfronts. Suggest that 19 metres should be the max height along the waterfront. We need to encourage greenspace and low buildings to preserve our waterfront. Queen’s Marquee is a nightmare.	Package B proposes limited changes to max. heights in the Downtown Halifax Waterfront area.
	Cogswell	Concern that Cogswell is a white void on the map, what is the plan? What is the proposed process for Cogswell?	The Plan and LUB include direction to apply D zones once roads are re-developed as public right-of-ways are not typically not zoned. The policy also speaks to the need to complete the master planning process and amend the Plan to include detailed policy. Tender to demolish the interchange has recently been issued.
	Traffic	Transportation planning and parking key in planning for population growth and community development in Downtown Halifax.	This is considered as part of engineering review for specific developments, as well as through overall IMP and parking strategy.
	Variations	Question if Downtown Halifax gets some addition variations above the list that applies to all of Centre Plan.	The released Package B includes a number of variations but they are more closely defined than the process under the Design Review Committee and the Design Manual. While additional variations may be proposed, the overall approach of more closely defined variations is generally supported.

		<p>The way the Downtown plan has been set up, accommodation with DRC that variations have been based on past discretion of the committee. It sounds like a lot of variation ability has been removed. Curious to see a comparison of the variations requested in the past and those that are being removed in Centre Plan.</p> <p>Flexibility is important, the Downtown plan has accomplished what you wanted, you've seen buildings that all had variances.</p>	
	Marine related uses in Downtown Halifax	The request is to allow new harbour-related and marine-related uses to be permitted within the Halifax Waterfront Special Area, in addition to the existing marine-related uses (e.g., using a regulation similar to LUB §50).. The intent is to the goals and objectives for a working waterfront. "	Staff are evaluating these requests for potential changes to the Downtown Halifax Special Area.
	Harbour edge setbacks	<p>The requirement to locate buildings at least 3.0–8.0 metres from any harbour edge in Downtown Halifax poses problems for marine-dependent uses, which in some cases must be located directly at the water's edge.</p> <p>While the original intent of the harbour edge setback — maintaining a clear pedestrian boardwalk along the entire length of the Halifax waterfront — remains a goal to which we are fully committed, we see no drawback to including an exemption to the harbour edge setback requirement for harbour-related uses.</p>	Staff are evaluating these requests for potential changes to the Downtown Halifax Special Area.
	Accessory surface parking lot prohibition in Downtown Halifax	While in general the redevelopment of surface parking lots into higher and more productive land uses is a goal shared by Develop Nova Scotia and HRM, we are concerned that a prohibition on surface parking lots along the waterfront — traditionally one of Downtown Halifax's main parking providers — is premature without a more fulsome parking strategy in place. Such a strategy, on which we would be willing to collaborate with HRM, should include an analysis of current and future anticipated parking demand, transportation demand management measures to be implemented in future (e.g. rapid transit including fast ferries and BRT; park-and-ride), and the identification of entities that will be responsible for meeting Downtown Halifax's parking demand in the future. Until this analysis has been completed, our recommendation is that this requirement be removed.	Staff are evaluating these requests for potential changes to the Downtown Halifax Special Area.
	Entertainment District	<p>Most respondents were not concerned about entertainment noise in the downtown areas</p> <p>Most respondents supported the idea of establishing an entertainment district in Downtown Halifax, followed by Downtown Dartmouth</p>	Policy support for one or more entertainment districts is included in Package B and may be implemented through changes to the Noise By-law and other measures.

Part 5: Future Growth Node Designation

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Future Growth Node Designation Correspondence	Timeline	How quickly do you see FGN planning coming online? Right now, we only have 5 months of inventory on property market, usually have 12-13 months. Concern I am hearing is we need more inventory. I see FGNs as main source of future growth – does it start when plan is approved or in 5-10 years.	This depends on the readiness of the land owner and Centre Plan policies, as some FGNs can proceed to a development agreement stage while others must complete a master planning process first. HRM has already received at least 3 development agreement applications, and one master-planning initiation process.
	Micmac Mall FGN	Does Package B revisit density/height limitations at Micmac Mall?	20 metres is the holding height, as the master planning process takes place the height could change.
	Site Specific Comments	Site specific requests were received about possible additions to the Strawberry Hill FGN and Southdale FGN.	Staff are evaluating these requests as part of the revised Package B and Staff report.
	Dartmouth Cove FGN	Request to consider limited mixing of residential and industrial uses.	Staff are considering this comment in potential policy changes for this FGN

Part 6: Institutional Designation

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Institutional Employment Designation Stakeholder Meetings, Correspondence, Survey	Institutional Survey	The Institutional survey received 54 responses supported policy objectives related to the presence and growth of institutions in the Regional Centre, supporting access and pedestrian environment, open space, heritage protection, and interesting architecture There was also strong support for the landmark building policy of allowing select buildings to convert to residential and commercial uses. There was a concern over encroachment on the Common lands, and a desire for the Municipality doing a better job when considering surplus property that it owns and re-use these buildings for community purposes. There were comments on the possibility of a development agreement approach to Landmark Buildings and protecting the entire building not only the facades.	These comments are being considered as part of the overall changes and refinements of policies and regulations.
	Zoning	Positive comments related to reduced min. front and flanking yards and significant reduction in parking requirements. Positive to replace the U1 and U2 zones with one UC zone, built form may not align with the variety of campus settings.	Staff are evaluating these requests for potential changes to the UC zone, and consider introducing special areas to reflect the varied context of various UC properties.
	Built Form	A number of concerns related to built form, reflecting the need for more context-specific context of the various UC areas: <ul style="list-style-type: none"> • Evaluate expansions to the maximum lot coverage; tower dimensions, tower separation; at-grade setbacks and separation. • Tower floor plate requirement in the UC zone, with a max size of 750 sq m, reduces the viability and efficiency for most university uses (such as labs, classrooms, social spaces, libraries) to locate in the tower portion of buildings. • A maximum 35 metre building dimension and 750 square metre floor plate is not conducive to a university use. Would suggest in UC zones tower portion of a high-rise building shall not exceed: (a) a building depth or building width of 70.0 metres; and (b) a floor area of 1,500 square metres per floor. • The Tupper Building has a width of approximately 70 metres and a floor area of roughly 1500 square metres. • Suggest that the clause “no building dimension shall exceed a width or depth of 120.0 metres” be amended to 150 metres or allow fire separation between adjacent buildings. • Maintain permitted streetwall heights under the Downtown Halifax Plan on Queen Street. • Design requirements of university buildings in the UC zone tend to be highly efficient and specialized based on the program – more akin to hospitals than residential or mixed-use projects. The University and Colleges (UC) zoning should reflect buildings being master planned to meet institutional needs and the unique pedestrian character of university and college campuses. Currently, the regulations read as similar to those that apply along mixed ownership and mixed use neighbourhoods and corridors. • Application of streetwall max height of 14 m is out of keeping with the current scale of institutional uses on streets such as University, Morris, Coburg, Robie and Inglis. Buildings here tend to have significant front yard setbacks and/or streetwalls of approx. 3 to 4 institutional storeys (about 14 to 18 m high.) • The streetwall articulation requirements of 8 m (Section 190) is applied for all zones that are subject to site plan approval. While this requirement helps to maintain pedestrian-oriented development appropriate in urban areas, it may not be appropriate in UC lands. These buildings typically see a larger articulation increment. Designs that reflect the punched windows design of many of the historic buildings would not meet articulation requirements as currently written, whereby applicants must 	Staff are evaluating these requests for potential changes to the UC zone, and considering introducing special areas to reflect the varied context of various UC properties and the unique needs of these properties.

		<p>choose two out of three methods (i.e. colour change, material change, projection or recess of at least .15 m).</p> <ul style="list-style-type: none"> Where non-residential uses are proposed, the UC should be treated similarly to the H (Hospital zone) and be similarly exempted from tower floor plate requirements. 	
	Lot Coverage / Open Space	<p>Our open space, in this case the Carleton Quad, is extremely important to our campus life, and we value and steward that space with pride. The Carleton Quad is part of the Halifax Common and we are working with the HRM team on the Common and look to promote that space as part of the Common as the plan progresses. Our future space needs should not impact the open space. Please consider removing this portion of Package B.</p> <p>Presently the UC zone is stated to have a maximum lot coverage permitted of 60% in Table This is a challenging requirement. Our Rosina development site on Queen Street, for instance, is currently zoned DH-1 under the Downtown Plan and it permits 100% lot coverage. This change under Package B drastically changes the development capacity of our Rosina site. Can you please explain the rational for this change? We don't see the necessity of this drastic change and trust that it's a minor oversight that can be remedied.</p> <p>As well, there is a clear disparity between the policy direction in MPS Policy 3.75 stating that institutions cannot complete plan amendments or rezoning applications until such time as building sites including parking lots are developed. This policy directs densification of our campus and we support that approach. The disparity comes in the bylaw application of said policy by limiting our lot coverage to a maximum of 60%. There appears a conflict between policy direction in 3.75 and LUB Table 11 as it relates to UC zones. The maximum lot coverage requirement effectively keeps UC zoned properties from reaching a state of fully developed and intensified campus as directed by 3.75. Please revise to "No Requirement" lot coverage allowance for UC zoned properties. This is consistent with zones is proximity to our campuses like HR-1.</p>	Staff are evaluating these requests for potential changes to the UC zone, and consider introducing special areas to reflect the varied context of various UC properties. Staff are also considering more flexibility in how lot coverage is calculated based on a campus setting.
	Site Specific	A number of site specific questions and requests related to heights and zoning from various universities	Requests are considered as part of the as part of the revised Package B and staff report.

Part 7: Industrial Employment Designation

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Industrial Employment Designation Stakeholder Meetings, Survey, Correspondence	Industrial Survey	<p>There were 46 responses to the Industrial Employment survey. There was a strong agreement that industrial lands are an important part of the Regional Centre's economy, but opinions were mixed as to whether they can co-exist with residential uses are mixed.</p> <p>There was support for the COM zone, and support for greater built form flexibility than other mixed-use zones, although 17% disagreed with a more industrial built form</p> <p>Slight majority (52%) agreed that industrial lands need to be protected from encroaching residential uses but 62% felt that some integration between industrial and residential is possible.</p>	These comments will be considered as part of the overall changes and refinements of policies and regulations.
	Coastal Setbacks	<p>Concern that there are no coastal setbacks for the HRI zone to account for sea level rise.</p> <p>In the survey strong support for policy to limit new uses on infilled water lots and coastal elevation.</p>	This is directed by the Regional Plan; individual risk assessments are increasingly required by other gov't bodies and insurers. This may be updated based on provincial regulations.
	Port Lands	<p>Important to remember the world class importance of our port. It is a major economic contributor and we need somewhere for ships to dock and infrastructure for them.</p> <p>Survey respondents recognizes the importance of industrial employment lands in the Regional Centre</p>	The Pan recognizes the importance of the Port.

	Grain Elevator	Does Centre Plan consider the grain elevators at the port? Have we considered the explosive potential? Restricting residential development is the usual practice. The ACE Towing yard is not yet developed, HRM should consider requiring that lot (and others nearby) to do a risk assessment. People think the grain elevators are not used but they are full, the only ones on the Eastern seaboard.	Staff are in communication with the Port to better understand any potential risks.
	HRI Heights	Concern that 30 metre heights in HRI zones will generally take away from active transportation trails and infrastructure. It's difficult to promote active transportation infrastructure when competing for space with high-rises.	Staff are reviewing will review the heights in HRI zones abutting residential zones.
	Non-Conforming Uses	If there is an existing residential in an industrial zone is it allowed to continue?	Yes, it would be a non-conforming use.
	Traffic	Consider the impacts of increased traffic as a result of HRI expansions and how to accommodate these traffic increases.	Overall traffic is being managed by the implementation of the IMP and related transportation strategies, and federal funding was recently received to address truck traffic through the downtown.
	Mix of Uses	We need to be future thinking about our light industrial space – not just responding to the current situation. The future of work and industry is going to look different from today. Zoning needs to be more integrated and permissive. Suggest more centralized light industrial space that also accommodates office and residential. We are being told that innovation comes from the collision of people and ideas across disciplines. Kempt Road area offers this kind of opportunity unlike anywhere else in Halifax.	Staff are reviewing key land uses, definitions, zone placements and policies to consider this feedback.
	Spectator Uses	Concern that major and minor spectator venues are permitted in the HRI zone. Given this zone is intended to preserve waterfront lands for industrial uses that depend on access to the water, permitting these lands to be used for non-water-dependent spectator venues seems a mistake.	Staff are reviewing this feedback
	Zone placement	Ste specific concerns related to the placement of the LI and COM zones, or changing current industrial zoning to other zoning	Staff are reviewing this feedback

Part 8: Urban Design/Package A

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Urban Design/Package A Stakeholder Meetings, Correspondence, Survey, Pop-Ups, Walking Tours	Urban Design Creativity/ Flexibility	<p>Concern that we have stripped openness in design. If HRM truly wanted simplification it would simply be less prescriptive, this is not the case with Centre Plan.</p> <p>You can't use both the Development Officer system and have tighter built form requirement. The discretion has been removed and the requirements have been tightened up at the same time.</p> <p>Either you make the requirements less prescriptive or you allow for more variation. Concern that in this draft of built form requirements you'll end up squashing a significant amount of development. You'll get things you don't want.</p> <p>Suggestion that as far as LUB is concerned, remember that developers in this city truly care about their projects, there is a large amount of creativity we're bringing to this city. We're just asking for a bit more flexibility.</p> <p>Various concerns over built form and urban design requirements for various institutional uses, but support for pedestrian-oriented designs</p>	Staff are reviewing the approved design requirements, variation criteria and site plan approval process to support greater creativity and flexibility for design.
	Variations	<p>The Downtown Halifax variations in design criteria worked really well.</p> <p>The current Downtown Halifax design manual is being replaced by Centre Plan – are there any variations in Section 1 that are being completely removed?</p>	The proposed criteria for variations are tighter but staff are considering more flexibility in the next draft.

		<p>Concern that Staff are not giving themselves enough credit in their ability to address unique sites. All sites are unique and there must be some ability to vary the setbacks.</p> <p>Suggest that variations acknowledge slope size. You can't get the 20 metre height limit if you take the measurement from the average grade so there needs to be some flexibility.</p>	
	Overall Height Framework	<p>Concern that height limits across the city are overly restrictive and stifling. Support for views of the harbour from the citadel but outside of this the limit should be higher than 90 metres.</p> <p>Concern that 90 metres seems like an arbitrarily low number. Cogswell seems like the perfect spot for 100+ buildings.</p> <p>Concern for designations along Gottingen with 90 metre heights – the absolute wrong way to go there.</p> <p>Suggestion that increases to the height framework could solve the housing crisis. Not only that it would increase supply but would also boost economic activity.</p>	<p>While minor height changes may be supported on specific sites, maximum heights and maximum FARs for Package A lands were approved by Council in September 2019 and major changes are not in scope for Package B. The FAR and height framework was established to distribute development across the Regional Centre based on context and public consultation.</p>
	View Planes and Ramparts	<p>Concern that we are still protecting “archaic viewplanes”. The market demand could support 120 metre/40 storey towers.</p> <p>Suggest that a map or model of the ramparts/view planes be released publicly.</p>	<p>The historic viewplanes and ramparts continue to be have strong public support. The approved Package A land use regulations include mapping that can be easily tested by a professional surveyor based on individual sites.</p>
	Built Form – Average Grade	<p>Question if Staff have ever considered having the streetline and grade calculations give a bit more. For example, the streetline grade determines your streetwall and grade related units while the height is determined by average grade. Concern was raised by others about the need to change the by-law to reflect sloped sites, whether it has to do with density bonusing or determining height.</p> <p>Package A brought in “finished grade” as the reference point for height and this creates confusion in the ability to increase height artificially if someone infills. Suggestion to use a more consistent reference point, like roads.</p>	<p>Staff are exploring additional flexibility for sloping sites including additional variations.</p> <p>Measuring height from finished average grade is a common and long-established practice in the Municipality, including Halifax Peninsula. Centre Plan seeks to harmonize definitions to the extent possible. Only the Downtown Dartmouth Land Use By-law currently measures height using two scenarios to measure height of buildings: <i>Height - as applied to any building means the vertical distance of the highest point of the roof above the mean grade of the curbs of all streets adjoining the building or the mean grade of the natural ground so adjoining, if such grade of the ground is not below the grade of the curb.</i></p> <p>Adjacent street grades do not represent a natural grade. The Municipality also actively enforces a Lot Grading By-law (By-law L-400) which applies to low-density residential buildings in the Regional Centre and seeks to ensure that stormwater from a property being developed is not sent to neighbouring properties and prevents the creation of excessive slopes.</p>
	Ground Floor	<p>Concern about the definition for “Ground Floor”. How deep does the ground floor have to be? Would a small landing count and then you could go up or down?</p>	<p>Staff are reviewing this feedback.</p>
	Built Form – High Rise Interior Property Setbacks	<p>Concern that setbacks don't make land work for some developments.</p> <p>Concern regarding the 12.5 metre setback to all interior property lines. If you're next to something that's never going to have something built on, or next to something that's not wide enough to ever have a tower built on it then setback doesn't work. The high-rise portion of a building setback 12 metres. 11.5 metres in the Downtown. Might need to look at other variation conditions.</p>	<p>This requirement was approved as part of Package A to enable light on the pedestrian realm, support the livability of residents in high-rise developments, and to treat property owners fairly.</p>
	Bonus Zoning/Amenity Space	<p>Concern over the inclusion of required amenity space in density bonusing calculations. Because the amenity spaces are included in the density bonus calculation it's felt that fewer amenity spaces will be provided, the bare minimum every time.</p>	<p>This issue was addressed as part of Package A. To ensure a fair and predictable way of calculating massing, amenity space must be included in the FAR calculation. There is significant flexibility to provide amenity space through balconies, rooftop gardens and in other ways to support long-term livability for residents.</p>

Built Form – Bird Strike Mitigation	Recommendation to study national standards for building construction related to bird strike mitigation and incorporate it into requirements. The Central Library raised as a local example that does this well. Most jurisdictions require bird strike mitigation for buildings over four stories – this is especially important with Halifax’s higher fog levels and that it lies in important bird migration routes.	Staff explored introducing new design requirements related to bird-friendly design. At this time there is no formal data to confirm bird mortalities resulting from built form, and what the appropriate solutions are in the local context. These comments have been forwarded for consideration as part of the implementation of the Halifax Green Network Plan.
Lighting	Suggestion to include guidelines to minimize lighting trespass, pollution and night blindness.	The proposed by-law includes provisions to that require exterior lighting to not be directed towards abutting lots or streets, and that all exterior lighting be equipped with full cut-off light fixtures. This will apply to new developments.
Built Form – Human Scale	The height of development currently taking place in the city is not human scale. Human scale development is 3-5 storeys. Wind tunnels created from buildings taller than this do not put pedestrians first.	Under Centre Plan taller buildings are stepped back after the first 3 storeys and a wind impact assessment is required for any building over 20 metres, and mitigation is required if the prescribed standards for wind are exceeded. This is contained in Appendix 1 of the Land Use By-law.
Built Form – Livability	Concern that residents of new developments are at the mercy of developer’s goal to cut costs which results in things like balconies on top floors with no overhang, balconies that are too small, balconies that are shared (with only a small divider between two units). Concern that the 50% balcony width requirement rationale is to make high-rise living less appealing, contrary to Centre Plan goals.	Staff are exploring additional flexibility for balconies to be better aligned with Downtown Halifax while protecting minimum streetwall setbacks which are important to the pedestrian realm. The by-law does not prescribe a minimum size for balconies as those may vary significantly based on the unit sizes, overall size of construction and required amenity space.
Height Exempt Features – Low Density	Low density height exemptions currently have no setbacks and no coverage restrictions. You are not allowed, for example, a railing system, Elevator enclosure, Landscaping, lightning rod, Skylight, Staircase or staircase enclosure, wind screen. Features that make sense and are allowed on all other buildings. Without the staircase I don’t see how you can get up there. Railings are obviously necessary. If you don’t allow elevator enclosures, rooftop gardens cannot be barrier free.	Staff are reviewing the list of exemptions.
Grade-Related Units	Support for the requirement for grade-related units on the ground floor of larger buildings. Some concern of requiring grade-related units for institutional uses	Current regulations are supported. Staff are reviewing the requirement for institutional zones.
Lot Coverage	Concern for zones with 80%+ lot coverage – will limit open space and opportunity for views of the water. Concern that Vancouver uses a lot coverage system, not size requirements, so many people are demolishing cottages and putting up nothing but square boxes. Not good architecture. Be careful about this here.	Lot coverage is based on the types of zones. Lot coverage in ER zones ranges between 35%-50%. Package A zones typically do not have a maximum lot coverage to support efficient use of land, with build-out being limited by setbacks, yards, transition requirements and maximum building dimensions which can support ground level landscaped spaces.
Access	Does the by-law speak to access from a higher zone to a lower zone? Example raised of properties owned near Joseph Howe Drive (ER-3 to HR), the safest access is the ER zoned lot, but this doesn’t seem to be permitted.	This is an engineering/safety issue and not regulated under the land use by-law.
Shadow	Suggest more emphasis on the value of sunlight on pedestrian-oriented and active transportation streets, and its importance with respect to building design. I know it would be a major policy change at this point to require a certain level of sun protection on all pedestrian-oriented streets and active transportation corridors -- but at the least can there be some mention in the MPS of its importance and how it should be considered when a building is going through Site plan Approval or a CDD or DA process? Concern that Section 4,3 only protects parks from shadow. Suggest that streetscapes also be protected.	The overall protection of light on streets is addressed through streetline setbacks, maximum heights, low streetwalls and streetwall setbacks proportional to building heights. The Shadow Protocol was specifically developed for parks and would not be suitable for streets.
Wind Impact Studies	Concern that the wind impact study protocol and performance standard was written by an engineer to favour an engineer doing this type of work.	This was approved under Package A
Built Form - Setbacks	Side yard setback: only allows 6 metre together or 3 metres and 3 metres on either side which doesn’t meet the red book standard for minimum width of a commercial driveway. Please reduce the front yard requirement in the Bloomfield neighbourhood (between Agricola, Almon, Gottingen, and North Streets) to 1.0 metres or less. The current 2.0 metre requirement is the same as in many	Staff are considering the suggestions

		less dense south end neighbourhoods, and there are many properties in the Bloomfield areas that already touch their front property line with no ill effects.	
	Stepbacks	<p>Concern regarding the stepback requirements at a transition line. For a mid-rise building, the LUB require 6m setback and 2.5m step back above the street wall facing a transition line. that places the upper face of the building at 8.5m from the transition line. Due to some structural challenges we would like to set back from transition line more than 6m while keeping the top face of the building at 8.5 m from property line. This result in a “step back” of less than 2.5m.</p> <p>Concern that the National Building Code allows a cantilever of up to 7 feet without adding any additional support column. When a structure cantilevers for more than 7 feet, then the National Building Code requires structural columns to be added. Therefore a stepback of 2 metres would not require additional structural columns, while a stepback of 2.5 metres would require adding additional structural columns.</p>	Staff are considering this feedback
	Streetwalls height	<p>Support for the blanket 11 metre streetwall requirement – particularly on Agricola street – this will be important to maintain the human scale across the Regional Centre.</p> <p>Suggest a review of the minimum streetwall height guidelines. Concerned that proponents for the new building behind Cyclesmith say they wanted to make their streetwall shorter to fit in better with the low-rise residential neighbourhood but could not because of Centre Plan regulations. Concerned that something identical to St. Joseph’s Square streetwall could not be accomplished under the new regulations. Could a streetwall requirement be flexible for a more modest building footprint or those in more residential communities.</p> <p>Would appreciate more emphasis on the value of sunlight in pedestrian-oriented and active transportation streets, and its importance with respect to how buildings are designed and built. I know it would be a major policy change at this point to require a certain level of sun protection on all pedestrian-oriented streets and active transportation corridors -- but at the least can there be some mention in the mPS of its importance and how it should be considered when a building is going through Site plan Approval or a CDD or DA process? It’s disappointing after all we have heard at so many public meetings over the years, about the importance of sunlight to residents, and the concerns about shading from tall buildings, that only parks are given any formal protection from shading in the draft plan, and the rest of the public realm seems ignored...</p> <p>Our suggestion would be to either add 2m to all streetwall height limits and then limit the number of stories or our preferred change would be to list streetwall built form restrictions as stories not specific heights and restrict mezzanine levels.</p>	The minimum height of 8 m (approx. 2 storeys) is required to provide a minimum separation between the streetwall a taller portion of a building and to match most existing context. If the building is less than 8 m, the streetwall can be the height of that building. Up to 20% of the width of the streetwall can be reduced to 3.5 m.
	Streetwall Articulation and Grade related premises	<p>Streetwall articulation of 8 metres causes difficulties. Many good buildings in town could not meet it. You can’t achieve a nice, simple, modernist box – you need to add in flashing or put a hat on it.</p> <p>Concern over articulation requirement for university properties.</p> <p>Consider including “change in texture of material” as one of the allowable methods.</p> <p>Support removing the numbered requirement for doors and articulation on a streetwall. Many buildings have breaks that aren’t doors and they work well. Take the numbers out of the by-law and let the DRC have a crack at looking at each product and ensuring it meets the intent of the bylaw. Concern with length of streetwall at 64 metres.</p>	The 8m articulation is a key component of pedestrian and human scaled design approved under Package A. Staff are considering potential flexibility for streetwall articulation, ground-oriented premises and max. building dimensions for certain zones or land uses through minor revisions and the site plan variation tool.
	Materials	<p>Detailed comments received on various aspects of cladding materials:</p> <ul style="list-style-type: none"> • Corner condition for higher intensity zones (D, CEN, COR, HR) - Section 190 Material change requirements at 8m segment; do not contemplate where materials intersect at corners. • Section 131 By law notes applicants are required to have a certain number of grade-oriented premises. The requirement is linked to the width of the street line not the width of a building. This is challenging 	Staff are reviewing the list of prohibited materials and clarify provisions on corners where required, but materials are intended to wrap around corners.

		<p>for corner sites and sites that have a transition line condition. Grade oriented premises should be linked to width of streetwall not width of streetline.</p> <ul style="list-style-type: none"> • Section 201 Building Top Distinction: additional options should be available to designers beyond material change, colour change or recesses/projections. Building top detail should not be required on mid-rise and tall mid-rise buildings as it is unnecessary and disproportionate to the scale of the building. • Section 79 Cement block – suggestion to remove clause prohibiting cement block as it leaves the DO open to interpret what constitutes as cement block (vs. cinder block). Historical use in Halifax (with hydrostone) and other building materials also qualify as cement blocks (i.e. shouldice), under current clause – they could be interpreted as all being prohibited. 	
	Multiple Buildings on a Lot	<p>Some large sites lend themselves towards multi-building schemes connected by at-grade open space and connected underground parking. However, Section 90 does not permit more than one building on a lot for most zones. Is the intention that multi-building schemes require subdivision and parkland dedication under the subdivision bylaw?</p> <p>Suggestion to allow a variance to permit more than one building on lot that exceeds a threshold minimum size. Clarify the definition of “building” to indicate if multiple above-ground structures connected by underground parking constitutes a single building or multiple buildings. This distinction should be considered with regards to the maximum building dimensions stated in Sections 140-143."</p>	The Future Growth Nodes, the Large Lot policy, and heritage developments allow the consideration of more than one building on a lot. The provision is a key aspect of the zoning framework and supports orderly subdivision.
	Wood construction	<p>A number of comments received on what the Plan can do to facilitate wood construction included in correspondence:</p> <ul style="list-style-type: none"> • Projects with original intent to be designed in wood, are being converted to concrete and steel because of strict height requirements of Package A & B • Current regulations disincentivize development of wood structures, which are more sustainable, lower carbon footprint construction method, due to: Strict height caps; Setback and stepback requirements; Wood structures require proportionally thicker floor assemblies which require additional overall building height and streetwall height, without an increase in Gross Floor Area (See Figure 5) • Upcoming 2020 National Building Code will enable wood to go up 12 storeys. • Request for variation options and/or exemptions to be available when applications are submitted with wood construction (relaxation on max height, street wall height, height exempted features – to allow for increased floor thickness, wood roof trusses). • Landscaping roofs on wood buildings is very difficult to achieve • Environmental benefits of wood structure buildings far exceed environmental benefit of green roofs. 	Staff are considering this submission but in general the land use by-law does not regulate construction materials as those are reviewed at the Building Permit stage. If construction materials are changed, the Development Permit cannot be revoked. Introducing the requested variations and exemptions may significantly amend the approved Package A and what the public understood was expected for future development.
	COVID/Density	Concern that with the onset of COVID, density is no longer the way forward.	The Municipality continued to experience high levels of growth during the pandemic (9,000 people between July 2019 and July 2020), indicating an ongoing need for additional housing. Recent evidence suggests that many factors play into spread of the virus including metropolitan size, socioeconomic status of residents, quality of health care and adoption of social distancing. Different neighbourhoods within a larger metropolitan areas have also shown to have very different outcomes. In one recent US study, “higher-density counties were actually associated with lower mortality rates, possibly because residents were more strictly following social-distancing guidelines or had better access to health care” (see Hsu, J. Sept, 2020. Scientific American).
	Transition Requirements/ Flanking Streets	<p>Support for transition requirements and landscaped buffers for properties where a higher-density zone abuts a lower density one.</p> <p>While Package B would already require at least 50% of this side-street frontage to contain commercial uses, grade-related units, or work-live units, I would like to see the stringency of this requirement increased to improve the compatibility of higher-density zones with the neighbourhoods they abut. Some suggestions:</p>	<p>Comment supports current regulations approved in Package A</p> <p>Staff are reviewing other feedback.</p>

		<ul style="list-style-type: none"> • Increase percentage to 75% or more (and consider applying the requirement to the collective total length of all streetlines in the development, not individually to each streetline -- this would provide the developer with more flexibility). • Do not permit commercial uses along flanking streetlines; allow grade-related and work-live units only. • Prohibit or strictly control the size of parking entrances and driveways on flanking streetlines. • Lower streetwall heights or increase streetwall setback requirements on flanking streetlines. 	
	Landscaping requirements	Landscape requirements conflict with ground floor requirements, Must fit in 40% hard landscaping area / 60% soft landscaping without exemptions. To meet the bike parking, provide residential entrances, patios, porches, parking entrances, lobby entrances with ramps for barrier free access – it can often conflict with the minimum soft landscaping requirements. Recommendation: soft landscaping requirements should apply to the net area within yards, after excluding portions of yards used for entrances, patios and parking.	Staff are considering this feedback as part of clarifying landscaping requirements
	Drive-Throughs	Strong support for limitations on where drive-throughs are permitted.	Package B permits drive-throughs in limited zones.
	Variable Message Signs	Concern that there are not restrictions on variable message signs that are known to cause sleep disruption, light pollution, and impacts on animals. Support for a complete prohibition on variable message signs. If not, consider prohibiting illuminated signs and variable message signs completely on lots that abut ER and PCF zones.	Staff are exploring this issue further. Under the proposed LUB the sign cannot be directed at abutting lots and cannot create a traffic hazard.
	Package A	Concern that there have not been many adjustments to built form requirements from Package A to B. Understanding was that Package B was also an opportunity to address challenges from Package A. Support for only minor changes to Package A in Package B process.	Staff are considering minor changes based on feedback and experience with applications received so far.

Part 9: Culture & Heritage

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Culture & Heritage Stakeholder Meetings, Correspondence, Walking Tours	Heritage Preservation - Facadism	Do not allow developers to only preserve the facades of heritage buildings and destroy what is unique to our city.	Registered heritage buildings are required to follow the approved heritage design requirements, and heritage development agreements that propose new construction, addition or renovation must comply with the <i>Standards and Guidelines for the Conservation of Historic Places in Canada, 2nd Edition</i> .
	Cultural Landscapes	Question about how cultural landscapes will inform or a play a role in development – provincial government enabled this but there is little direction on what it should look like. Question about what is envisioned for these areas.	While the provincial legislation enables it generally, the detailed regulations have not been implemented. At this time the Plan identifies the cultural landscapes located in the Regional Centre, considered them in the development of the plan, and introduces policies for the future policies, interpretative programs, and partnerships to protect and commemorate them. Future amendments to the plan the reviews of development agreements must also consider the cultural landscapes.
	Diverse Cultures	We would like to see further detail on how consultations with diverse cultures will take place. In addition, the conditions under which a building can be demolished and/or the relationship this section (Part 5) has to the Heritage Advisory Committee.	Staff leading the Culture and Heritage Functional Plan are currently conducting additional consultations with diverse communities. The plan supports the preservation, celebration and development of diverse and inclusive cultural resources. Any heritage registrations, heritage conservation districts and planning applications pertaining to development agreements will continue to require recommendation from the Heritage Advisory Committee.

	Growth	Concern raised that growth potential will be limited in the Regional Centre by all of the restrictions imposed on new development, heritage for example.	As directed by the Regional Plan, Centre Plan seeks to balance opportunities for growth with heritage preservation.
	Heritage Conservation Districts - Process	<p>In the various surveys there was a lot of support for protecting the character of established neighbourhoods, and protecting heritage in other areas.</p> <p>What is the sequence proposed HCDs?</p> <p>Question about the prioritization of HCDs to be processed and adopted.</p> <p>If an organized community group helps advance an HCD, what can we do to get one prioritized? Compiling the history and background, needed for the background study, gives HRM a head start in the work required.</p> <p>What steps can the group do to facilitate the process? 2 or 3 buildings have been lost so there is urgency in this area given the views and relative affordability.</p>	<p>As identified in the Nov. 17, 2020 Staff report and approved by Council, the priority order for the proposed HCDs in the Regional Centre is as follows: Victoria Road; Old North Suburb; Downtown Dartmouth; Creighton's Fields; Hydrostone; Five Corners; Bloomfield; Harbourview; Westmount.</p> <p>To help facilitate the process, members of the public can contact heritage staff, stay engaged and support research. Residents can also promote heritage registrations in their community.</p>
	Heritage Conservation Districts – Downtown Dartmouth	HRM needs to move quickly on the Downtown Dartmouth HCD before the King, Church, Wentworth is torn down and redeveloped. Please stop spinning wheels on a comprehensive HRM archaeological plan and an HRM civic museum. People don't visit Halifax to see condos they come for the history/heritage/ Heritage buildings are an endangered species in Halifax.	Downtown Dartmouth is 3 rd on the list of new HCDs as indicated in the answer above. Proposed HCDs have been identified in the Plan for low interim heights and floor area ratios.
	Heritage Conservation Districts - Creighton's Fields	<p>Multiple correspondence related to supporting the proposed HCD and maintaining proposed ER zoning and height of 11 m.</p> <ul style="list-style-type: none"> • Ensure that in Package B, properties in this area protected from inappropriate development before the HCD process takes place. Please ensure the zoning is set to ER-1 with the height at 11 metres. This district is unique to Canada, many of the properties date to the 1800s. • Strong support for the proposed HCD zoning restrictions for this neighbourhood. The building going up on Gottingen at Falkland wraps around the back of the houses on Falkland and blocks all of their view and light, this is an example of what we must protect from. • Visit the community before you entertain any discussion with developers. Hear the passion and concern residents have for this heritage area. • Concern over the possible increased development proposals that may give developers the opportunity to change the existing character of our neighbourhood, some of the most beautiful streets of Halifax. • Concern with potential R-2 zoning change in this neighbourhood possible with Package B. This current zone protects the neighbourhood. Ensure that zoning restrictions will be in place to protect the neighbourhood from high density development while we wait for the HCD. 	Many comments were received about concern related to development pressures in the proposed HCDs. The intent is to maintain modest development rights to support the development of the HCDs. Any development application would need to comply with the intent of those policies.
	HCD Limitations on Design & Housing	<p>A number of concerns were received about the proposed Heritage Conservation Districts in some neighbourhoods:</p> <ul style="list-style-type: none"> • Concern that design regulations adopted as part of proposed HCDs may make renovations more difficult, older houses require more maintenance and need flexibility to do this. • Opposition to any heritage district that restricts the expansion of the housing supply. Reject the notion that the "character" of a neighbourhood is determined by the aesthetics of its buildings and not the people who reside in them. • Concern that heritage districts will inflate the prices of existing properties, further restricting affordability. An HCD will destroy the character of the North End neighbourhoods, it says you must have the means to live here, you must be able to afford to buy and keep up a hundred-year-old house. • Municipal planning should aim to benefit the broader public good, increase affordability and access to housing. Many may one day soon have to leave the north end for something more affordable. 	Rules under the HCDs involve extensive public consultation and are typically accompanied by municipal financial grants to assist in the preservation of heritage and supporting resources.
	Demolition Ban	A demolition ban on proposed Heritage Conservation Districts (HCDs) should be in place to prevent developers coming in before the HCD can be approved (this is an outstanding legislative change to the Heritage Property Act that HRM has requested).	The Municipality has limited ability to prevent demolitions, but additional legislative authority has been requested from the provincial government. Policies for proposed HCDs direct limited growth to those areas until the HCDs are established.

		If a developer demolishes a significant number of historic building do we risk losing potential HCD status? A demolition ban on proposed Heritage Conservation Districts (HCDs) should be in place to prevent developers coming in before the HCD can be approved. This is an outstanding legislative change to the Heritage Property Act that HRM has requested).	
	HCDs and Harbour Views	Suggestion that views of the harbour should be a consideration as part of HCDs.	This may be considered as part of the Harbourview HCD process.
	Heritage Interpretation	HRM needs to do a better job with heritage interpretation. Signs and plaques that should go up: Nova Scotia's first indoor hockey/skating rink, Public Gardens, Mi'kmaq history of Lake Banook (in time for NAIG), the unmarked burial ground on the knoll occupied by St. James' Church - DT Dartmouth, the earliest fully recorded hockey game (1867) - Oathill Lake -Dartmouth, the five perimeter forts of Halifax - we know where they were – ASL Dr. Jonathan Fowler - Fort Luttrell - Fort Grenadier - Horseman's Fort - Fort Cornwallis and the 1st citadel, the 1790's French Spanish prison - Newcastle Street - Dartmouth, the Dartmouth Woolen Mill - on the site of the Banook playground, the 1680s French fishing station off of Eastern Passage, etc. etc. etc.	Staff are considering this feedback as part of policy revisions and will forward the comment to heritage staff .
	Landmark Buildings	Concern that a 5% variation does not provide enough incentive to preserve these buildings. Concern that there is not a strong rationale for minimum unit size in landmark buildings, some clients say that the minimum unit size requirement might not work for them. Opposition to this policy as we have a Heritage Act that should deal with these goals.	Overall positive feedback has been received on the landmark policy. Staff will consider possible additional flexibility.
	General heritage concerns	Some general concerns that policies and regulations need to do more to protect heritage, ensure complimentary development to heritage buildings, and provide greater incentives.	Staff will share these comments with heritage Staff

Part 10: Housing

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Housing Stakeholder Meetings, Correspondence, Survey, Pop-Ups, Places Tool, Walking Tours	Building Retrofits	Suggest that existing buildings should be able to add new units based on what uses are permitted in the zone, regardless of setbacks.	Tis would be against the intent of the land use by-law for setbacks. Provisions are made for non-conforming uses and structures but the non-conformity cannot be made "worse". Staff are exploring additional flexibility to allow for existing buildings to add new units.
	Dwelling Unit Mix	Support for multi-unit dwelling amenity space and unit mix requirements – these will be great for families living in multi-unit buildings. Concern that household sizes are decreasing and so where we require three bedrooms, we can't force rental to families, so we mostly see students. Should instead look at what families want in a neighbourhood; proximity to transit, good parks and schools, instead of trying to force families to go where they don't want to – which will drive up housing costs.	Staff are reviewing current unit mix requirements based on demographics zones and size of developments and may consider limited flexibility while maintaining overall policy intent.
	Affordable Housing	Many comments mention a need for more affordable housing including; identifying specific locations for affordable developments or units; inclusionary zoning as the best approach; a requirement for a minimum number of affordable units as a requirement for new developments. Concern was raised over the city's lack of responsibility in providing affordable housing.	The Municipality is moving towards a more active role in supporting affordable housing through the Regional Plan Review, Affordable Housing Workplan, Rapid Housing Initiative and amendments to AO-50 in relation to surplus lands. The Plan supports greater supply of housing, and housing choices by allowing for secondary suites, backyard suites, 3 and 4 unit dwellings, townhouses and

			shared housing, and bonus zoning. Council also requested Charter amendment to provide authority for inclusionary zoning.
	Affordable Housing – Definition	Multiple comments on the definition of affordable housing in our context, some see it as tied to median incomes in the low and moderate ranges while others felt a definition is a difficult objective. Measure and monitor affordability as Centre Plan comes into force and unfolds was brought up.	The Plan supports a broad definition of affordable housing (housing that serves medium to low income households). Appendix 1 of the Plan includes Key Performance Indicators (KPIs) that include a number of housing indicators.
	Affordable Housing - Diversity	Concerns were raised about the discretionary nature of affordable efforts and requirements, it is sometimes viewed as an avenue for negotiation and agreements are changed by City Hall after they've been finished. Residents mentioned the need to consider the importance of diverse and integrated communities (rich and poor, culturally diverse) and there is a sense that not requiring affordable housing will lead to less diverse communities. Concern was raised that in the past developers were able to negotiate their way out of affordability that was negotiated. An impression that developers can pay a fine or bonus to avoid housing affordability.	The land use by-law includes clear requirements for unit mix on site, but the bonus zoning public benefits for affordable housing are accepted only in the form of cash payable at the development permit stage. As this is subject to a land use by-law, it cannot be negotiated and changed through a development agreement process. While the units are not created on-site, the funds collected are subject to a Council approved grant program.
	Affordable Housing – Built Form	In efforts to achieve affordable housing another concern was raised about the potential for high-rise jungles as the solution to affordable housing.	While Centre Plan seeks to provide more housing options and more supply to keep up with growing population, it provides for opportunities throughout the Regional Centre and in different forms. Most of the zones allow for low and mid-rise density housing (4-8 storeys) with only limited locations for high-rise towers.
	Affordable Housing – Use of Density Bonus Funds	Concern was raised for the spending of affordable housing density bonusing funds in other parts of the municipality from where it was required, leading to more homogenous neighbourhoods based on socio-economic status and other characteristics. One comment felt that any affordable housing realized through Centre Plan should be reserved for residents of the city and not open to those who move from other parts of the country. Question raised about the administration of the density bonusing funds - the mechanisms in place as a result of the Centre Plan policies.	The current policies support the allocation of the funds to non-profit organizations within the Regional Centre where the tool is currently activated, but the policies do not discriminate based on length of residency. This is subject to Incentive or Bonus Zoning Reserve; Administrative Order 2020-007-ADMADM, Respecting Incentive or Bonus Zoning Public Benefit; and Administrative Order 2020-008-ADM, Respecting Grants for Affordable Housing
	Affordable Housing - Incentives	Mental healthcare professional group raised an idea for incentives to renovating homes to include backyard and secondary suites as an approach to address housing affordability issues.	This is an excellent idea implemented by other municipalities but HRM currently cannot provide direct grant to private property owners or businesses. A loan program similar to Solar City or partnership with the province or non-profit organization could be considered.
	Affordable Housing - Mental Health	Support expressed by mental healthcare professional group for the diversification of the housing mix along the continuum of non-market to market housing, with specific focus on increasing stock that is affordable to low- and moderate-income households.	Inclusionary zoning is the subject of a requested Charter amendment. The administration of non-profit housing within developments is not supported at this time and does not allow for long-term affordability.
	Affordable Housing – State of Repair	Support for Policy 6.6 and its potential to improve child and youth mental health in the city. Clear strategies to implement these items are needed. How might HRM encourage the renewal, repair and upgrade of affordable housing? Could this be a partnership with the province, suggesting a need for a funding structure? Which municipal by-laws could be amended, or further enforced, requiring regular repairs? Evidence shows that the physical quality of housing has implications for resident mental health, however, renovations can sometimes lead to resident evictions and significantly increased rent. Rent controls (in partnership with the province) could be one way to mitigate this unintended consequence.	HRM cannot provide direct funds to private property owners and is currently providing funds to the provincial government for public housing maintenance. Administrative Order 2020-008-ADM, Respecting Grants for Affordable Housing supports grants to non-profit organizations for the construction or rehabilitation of affordable housing. HRM does not have jurisdiction over rent control but is in the process of developing rental registration and continues to enforce minimum standards. These are outside the scope of Centre Plan.
	Tear Downs	Concern raised that we're incentivizing tear downs with Centre Plan. There should be incentives for developers to retrofit buildings for rental units.	The Plan attempts to balance new growth with heritage preservation and allowing for the retrofitting of existing buildings. HRM has limited ability to prevent demolition by private property owners.
	Affordable Housing & Heritage	A number of e-mails expressing concern over the Plan being changed to allow for additional development rights in proposed heritage conservation districts such as Creighton Fields and will reduce affordability	The creation of a heritage conservation district is subject to extensive consultation and additional regulations are provided with financial incentives.

		<ul style="list-style-type: none"> The of area is under threat from "six story "developers". The argument is that they will provide some low-cost affordable housing. This is suspect that "affordable "would last indefinitely. A recent example of threat to this protected area is that a developer has recently purchased homes in the Hydrostone area, with a view inserting one of these six floor buildings. 	Any requests through the Centre Plan process or future changes to the plan will need to consider the proposed heritage conservation district.
	Shared Housing	<p>There is a need for more seniors housing.</p> <p>Need more flexibility for density in ER zones – especially concerning seniors housing. Need to allow three unit uses in more zones.</p>	Shared housing is proposed to be permitted in all residential and institutional zones, including all ER zones. The ER2 and ER3 zone provide for 3 unit dwellings, and the ER3 zone is proposed to permit up to 4 unit dwellings per lot. In response to other feedback, staff are evaluating the extent of permitted three-unit conversions in ER-1 zones, and overall zone placement.
	Short Term Rentals	<p>Concern that when there are too many absentee Airbnb's the neighbourhood suffers. A few are fine but too many detract from the neighbourhood.</p> <p>Suggest that Centre Plan restrict short term rentals in neighbourhoods, require owners or managers to reside on site.</p>	This is subject to proposed region-wide project to develop consistent regulations and registration requirements and is currently outside the scope of Centre Plan.

Part 11: Economic Development

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Economic Development Survey, Correspondence	Density	Support for density spread amongst all zones so that we see diverse economic benefits, not just for a few large towers but for hundreds of local owners.	Centre Plan seeks to distribute density in various residential and mixed-use zones, and Future Growth Nodes.
	Growth	<p>How does Centre Plan consider loss of potential related to new restrictions that will be adopted in the Regional Centre? Will there be other commercial nodes in the future, and will the Regional Centre always experience the focus of growth.</p> <p>Concern for the MPS wording that "population growth is essential to the economic and social development of the Regional Centre." Question that this is Council and the public's desire for the region. More people talking about traffic issues. Concern for this direction without qualifying the extent we want to grow.</p> <p>What timeframe is applicable for Centre Plan population growth targets? How frequently will these numbers in the Plan be updated?</p>	<p>The new Plan provides significant new opportunities for growth and provides greater certainty for new development which is better aligned with the Regional Plan and Council priorities. The Plan provides for significant transition policies and flexibility for non-conforming structures and uses. New nodes are identified in the Future Growth Nodes and the Plan will be updated every 10 years.</p> <p>Staff will evaluate the wording in the Plan related to population growth. Growth targets are aligned with the current Regional Plan, Integrated Mobility Plan and the Economic Growth Plan.</p> <p>The timeframe is for about 15 years with an update anticipated in ten years (2031).</p>
	Taxation	Concern that it would be suggested that as taxpayers we not support densification and then pay more taxes as well. Fear that it's inevitable that this will happen.	Increased densification close to services can draw additional demand on municipal services, but it can also help deliver services more efficiently.
	Economic recovery	Overall concern over impacts of immediate and long-term impacts of COVID, including retail, main streets, downtowns, housing, transit, employment etc.	Staff are considering certain flexibilities in in response to the pandemic and the plan and land use by-law can be amended to respond support strategic changes. The current framework does support predictability, red tape reduction and urban resiliency in all key aspects of land use planning.

Part 12: Mobility

THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Mobility	Mental Health	Support expressed by mental healthcare professionals for complete communities that promote active transportation and safety for people of all abilities.	This feedback supports the planning policies, in particular Objectives PCF 4, 5, 8.

Letters, Places Tool, Ask Me Anything,	Active Transportation	Support for proximity to services that are accessible by foot or bicycle. Concerns were raised that the active transportation network in the Regional Centre is incomplete.	The municipal Active Transportation Plan (2014-2019) is now part of the Integrated Mobility Plan and is going to be updated as required and to respond to growth in the Regional Centre. Significant municipal and federal investments are being made to complete the network within the Regional Centre.
	Pedestrian Safety	<p>Support for densification along transit corridors but we need to be mindful of the increases in pedestrian traffic, we will need more crossings, Quinpool is a good example.</p> <p>Concerned with the speed of traffic and that the Province has denied HRM the ability to reduce speed limits. Suggest that HRM should install more crosswalks as a response. It is time for the city to give pedestrians a break instead of always favouring cars.</p> <p>Suggestion to look to European jurisdictions for safer street and crosswalk design.</p> <p>General support for prioritization of people (pedestrians) over cars.</p> <p>Please continue the sidewalk on the north side of Devonshire and Hanover down to Barrington. Particularly with Veith House, Wee Care, and a bus stop right around the corner on Barrington it makes sense.</p>	This feedback will be shared with the IMP implementation team.
	Housing	Opposition to the location of housing on transportation routes.	One of the key goals of this Plan and Regional Plan is to align land use and transportation, in particular transit. Centre Plan directs most of high density growth to Centre and Future Growth Nodes, while also supporting mid-rise density along Corridors and proposes to align the ER3 zone to support gentle density along main transit routes.
	Bus lanes / Transit	<p>Concern that there is a disconnect between departments related to Centre Plan and transit plans on Gottingen, buses are moving way too fast. Rapid transit from downtown (express busses etc.) have no stops on Gottingen, defeating the idea of complete communities. All express busses fly through Gottingen at higher speeds than ever with new bus lane. Pedestrian safety has decreased in the area since.</p> <p>Concern that large swaths of new buildings are appearing across HRM at the same time as vehicle lanes are being given to bus only and bike lanes. What is being done to reduce congestion? It is a recipe for disaster if we ever need a mass evacuation of the area.</p> <p>Transit is not a viable option for many North End communities, you still need to rely on car ownership to live in many parts of the Regional Centre. Seems that there are better connections from the Regional Centre to many suburbs than connections within the Regional Centre.</p> <p>If we ever get rail transit, the Alderney Pedway would be an ideal location for a stop.</p>	This feedback will be shared with IMP implementation team and Halifax Transit staff. The IMP prioritizes better transit and active transportation while also managing congestion. The implementation of bus lanes and bike lanes includes local community engagement.
	Mobility Links	Shore Road should have a counter-flow bike lane and a sidewalk on the rail side of the road with signs explaining the danger of trespassing on the tracks. A sidewalk would promote the great views of the harbour here that we come to enjoy.	This feedback will be shared with the IMP Staff implementation team.
	On-Street Parking	Support for protections of on-street parking for residents that live in a neighbourhood. Concern that developers will have the expectation that their residents will have access to on street parking.	This feedback will be shared with the IMP implementation team and Parking Strategy staff.

	Bike Parking	<p>Clarify if the number of minimum Class B Bike Parking spaces in Table 18 in mixed-use projects is cumulative. For example, if a building combines multi-unit dwelling with retail, is it expected to provide cumulative Class B minimums (4 + 2 = 6) or only 4, the most stringent of the minimums?</p> <p>Require that no more than 30% of Class A spaces may be vertical.</p> <p>Require automatic door openers on bike rooms/cages.</p> <p>Require electrical outlets for e-bikes, at a ratio of 1 for every 4 bikes.</p> <p>Suggest adding that the bicycle parking spaces must be “hard surfaced”. You wouldn’t want someone putting a bicycle parking space on sod.</p>	Staff are considering this feedback in potential revisions.
	Railways	<p>Support retention of the railway yard near Harbourview in Dartmouth.</p> <p>Better signage from Alderney Landing would be nice so more people could enjoy it.</p>	The Plan proposes to zone the railway yard for continued industrial uses. Feedback on signage will be shared with Staff Active Transportation staff.
	Traffic	<p>A number of comments were received about traffic:</p> <ul style="list-style-type: none"> • Concern with current traffic control measures. Connolly Street for example is a designated local bikeway but there is nothing on the street that promotes bikes or reduces cars. • Traffic needs to be slowed/calmed along Prince Arthur. • Suggest more highway noise reduction efforts. • Concern that increases in density will have massive negative externalities as they contribute to rush hour congestion. Suggest exploring congestion pricing, it has near total support among leading economists. • Disappointed that I don’t see any plans to increase the number of roads/lanes. Bus lanes and bike lanes are in no way a solution to the traffic congestion problem now. • Traffic congestion is an indicator of a thriving city, HRM has a number of transit initiatives that will attempt to change primary modes of transportation. It will make transit a better choice than driving. Changes to demand are generational and while those of us who own cars now might not want them, younger generations are showing a proclivity to do so. • Concern that more people avoid coming downtown due to traffic congestion which will have a negative impact on downtown business. • Concern that neighbourhood traffic is already more than streets can handle. 	This feedback will be shared with IMP implementation team and Halifax Transit staff. The IMP prioritizes transit and active transportation while also managing congestion.
	Parking Requirements	<p>Support for parking level reductions.</p> <p>Strong support for removing parking minimum requirements. Ensures that small sites that couldn’t be developed in the past will no longer be orphaned.</p> <p>Support for parking minimums in neighbourhoods where there isn’t enough on-street parking available, though car reduction should still be a priority. Suggestion that parking be measured every 5 years against the level of development and new units in an area. Parking requirements should match the level of need.</p> <p>In the Regional Centre in one zone you have a maximum of 20 parking spaces. We have another development just outside the peninsula, and that DA is saying that 300 spaces isn’t enough. It’s almost like you’re two different types of planning department we’re fighting. I come back to the idea that you need to introduce flexibility and leave it to the DRC. Incentivize hidden parking.</p> <p>Support for Package B introduction of parking maximums, and the light touch on parking requirements, especially in ER zones.</p>	Staff are further reviewing parking requirements in consultation with parking strategy Staff. Current DAs are based on previous or existing land use by-laws. If discharged, the sites will be subject to new Centre Plan regulations.
	Above Ground Parking	<p>Concern that there is too much above-grade parking in Halifax. Most cities build parking underground.</p> <p>Suggestion that we could build parks at-grade above underground parking.</p> <p>Concern that we don’t do enough to limit parking and parking structures in PCF zones.</p>	Above-ground parking is not incentivized in the D and CEN zones as parking above ground is counted towards the Floor Area Ratio of a building. Above ground parking also needs to be screened from view.

	Accessory Surface Parking Lots	Restriction on parking in front 33% of lot. Concern that for corner lots this means a huge percentage can't have parking. Makes it difficult to provide accessible parking. Concern that 6 metre setback is new and will penalize people for building shared parking structures.	Staff are reviewing this requirement
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Part 13: Environment

THEME & SOURCE	SUB-THEME		
Environment Stakeholder Meetings, Correspondence, Survey, Pop-Ups, Places Tool, Walking Tours, Ak Me Anything	Mental Health	Support by mental healthcare professionals for the commitment to maintaining and improving access to nature and public parks, including HRM's acknowledgement of the importance of this.	This feedback supports proposed policies.
	Parks and Open Space - Protection	Concerns raised about the lack of protection of green spaces in the Regional Centre. Suggestion to include minimum amount of park and open space from development in Centre Plan. Notable lack of attention in Package B to the need for public, open, green space in the more heavily densified urban areas set out by Centre Plan. Repeatedly throughout the document's references are made to green space requirements in language such as why, possible, consider, etc. – this is not language that will bring a healthy urban environment. Increased density requires a proportionate increase in public, open, green space and stronger language in policies need to be added.	All existing parks are zoned as either PCF or RP to support their protection. Because many schools and community facilities also have significant park space, they are also included in the PCF zone and certain public buildings are permitted. The intent of the Regional Centre Parks and Open Space Plan is to address strategic issues related to the quality and quantity of parkland. Staff will review this feedback for potential changes. It is important to note that detailed management plans, land acquisitions or required Charter changes are not in scope of this Plan and can be best addressed through the implementation of the Halifax Green Network Plan and the proposed Regional Centre Parks and Open Space Plan.
	Climate Change	How does Centre Plan account for climate change and the related impacts on our city? How do things like the increased frequency of hurricanes factor in? Concern that Centre Plan doesn't do enough to set guidelines for buildings and the impacts of stronger/more frequent hurricanes an extreme weather events. Support for references to HalifACT in Section 9.1 (specifically Policy 9.3). We believe this section would have greater impact if section 9.3 had quantifiable targets attached to it, relevant to the Regional Centre. Concern that some aspects of the 2050 plan being too ambitious, especially related to how people heat their homes and buildings.	Centre Plan is proposing to increase the vertical elevation for residential as well institutional and commercial land uses. Centre Plan also seeks to reduce the need for travel by supporting transit and pedestrian oriented development. Building standards are subject to the Building Code.
	Carbon Reduction	Suggestion that we add CarbonCure Technologies (Dartmouth) to our permitted building materials, this technology recycles CO2 into fresh concrete to reduce carbon footprints. For the St. Patrick's Alexandra site – and all other new buildings in HRM – it is essential that no building permit is issued unless the building design meets Net Zero requirements for energy use or at the very least Net Zero Ready.	Centre Plan only deals with cladding materials. Building standards are subject to the Building Code and cannot be mandated in the land use by-law, and changes are being pursued through the HalifACT Climate Change Plan.
	Coastal Setbacks	Concern that HRM is going forward with vertical elevation and the provincial Coastal Protection Act speaks to setbacks. HalifACT work currently has a 3.8 metre measurement but this number could go up by a metre.	This requirement can be updated based on future data or provincial regulations.
	Trees	Concern that there is no protection of trees from development. Concern for the lack of a tree planting program downtown. There is a need for greenery even more as we develop. Suggest that more curb gardens and street trees be added to make the city more beautiful and walkable.	Planning documents cannot prevent tree cutting on private properties but the landscaping requirements count existing trees towards what is requires thus incentivizing protection. The Urban Forest Master Plan includes a tree planting program. Curb gardens and street trees can be included in streetscaping programs and updated engineering standards.

	Parks & Open Space - Gathering Spaces	With all of this development we are not creating places for people to gather in this city, it is one reason the Central Library is such a beacon in our city, we need these spaces all over.	Currently parkland dedication can only be required through subdivision, not based on consolidation of lots or density of development. HRM has requested legislative changes to the province following the approval of the Halifax Green Network Plan to base parkland dedication on density as well. New parkland in the Reginal Centre can be expected during subdivision, in Future Growth Nodes and some Centres.
	Green City	We need to implement more green city ideas. Build with more solar power, mix of electrical and solar, wind turbines. Suggestion to consider bioswales in parking lots.	Many of these ideas can be supported though the HalifACT 2050 priorities plan, municipal investments in its own buildings or other Council initiatives. Centre Plan supports greenhouses, solar installations, urban agriculture, green roofs and landscaping requirements. Parking lots are required to have landscaping, and this may include bioswales if stormwater management is required by the engineering standards.
	Lakes	Ensure that lakes are protected as neighbourhoods develop around them. Suggest boardwalks/paths around lakes. Some property owners have put up fences that block public access to public water and waterfronts on lakes. More garbage cans should also accompany paths to protect the lakes. Concern for lakes as important community and ecological assets. How will Centre Plan address lake water quality and access to lakes?	Centre Plan implements the Regional Plan's setbacks from watercourses and will include a wetland schedule. Some of the Future Growth Nodes include policies regarding enhancing watercourse buffers and providing runoff mitigation during construction. Policies support water quality monitoring.
	Food Security – Grocery Stores	North end neighbourhoods are missing grocery stores, many seniors have to take the #7 bus to the south end for their groceries. Support for corner stores with wider range of products, they now only sell junk food. Suggestion to permit grocery stores more widely, there are notable food deserts in the city. Permit grocery stores in every zone from D down to HR-1, with no restrictions, which would eliminate one potential barrier to addressing food security issues.	Staff are reviewing where else grocery stores may be permitted. Staff are also reviewing local commercial uses.
	Urban Agriculture – Backyard Fowl	Concern that Package B is taking too long to be implemented and with it backyard chickens. Feel that there is more support for it than against it. Concerned with the delay to Package B – those under Package A can now have chickens and we are still waiting. Apartment buildings can keep chickens, but I can't in my rural area. Support for backyard chickens, they are beneficial to families and neighbourhoods provided they are taken care of properly. This should be automatically permitted on larger lots (1+ acre). Concern that many residents are seeing enforcement of backyard chickens while waiting for Package B and the backyard chicken work to make it to Council. People have been waiting too long for backyard chickens to become legal.	Urban chickens are proposed to be permitted in Package B zones. A separate report on egg-laying fowl across the region is anticipated this spring.
	Urban Agriculture – Farm Stands	Enthusiastic neighbourhood support for provision allowing a small farm stand outside your house. Support and interest in urban agriculture that could be permitted on vacant lots (community gardens etc.)	Feedback supports proposed regulations. Urban agriculture is proposed to be permitted in most zones if supported by property owner.
	Urban Agriculture – Keeping of Bees	Suggest requirement that a water source be available within the property lines when bees are kept on that property. Support for widespread permission for the keeping of chickens and bees.	Feedback supports proposed regulations. The Municipality may support education on the keeping of bees, but would not be able to enforce the provision of water sources for bees.

Part 14 Implementation

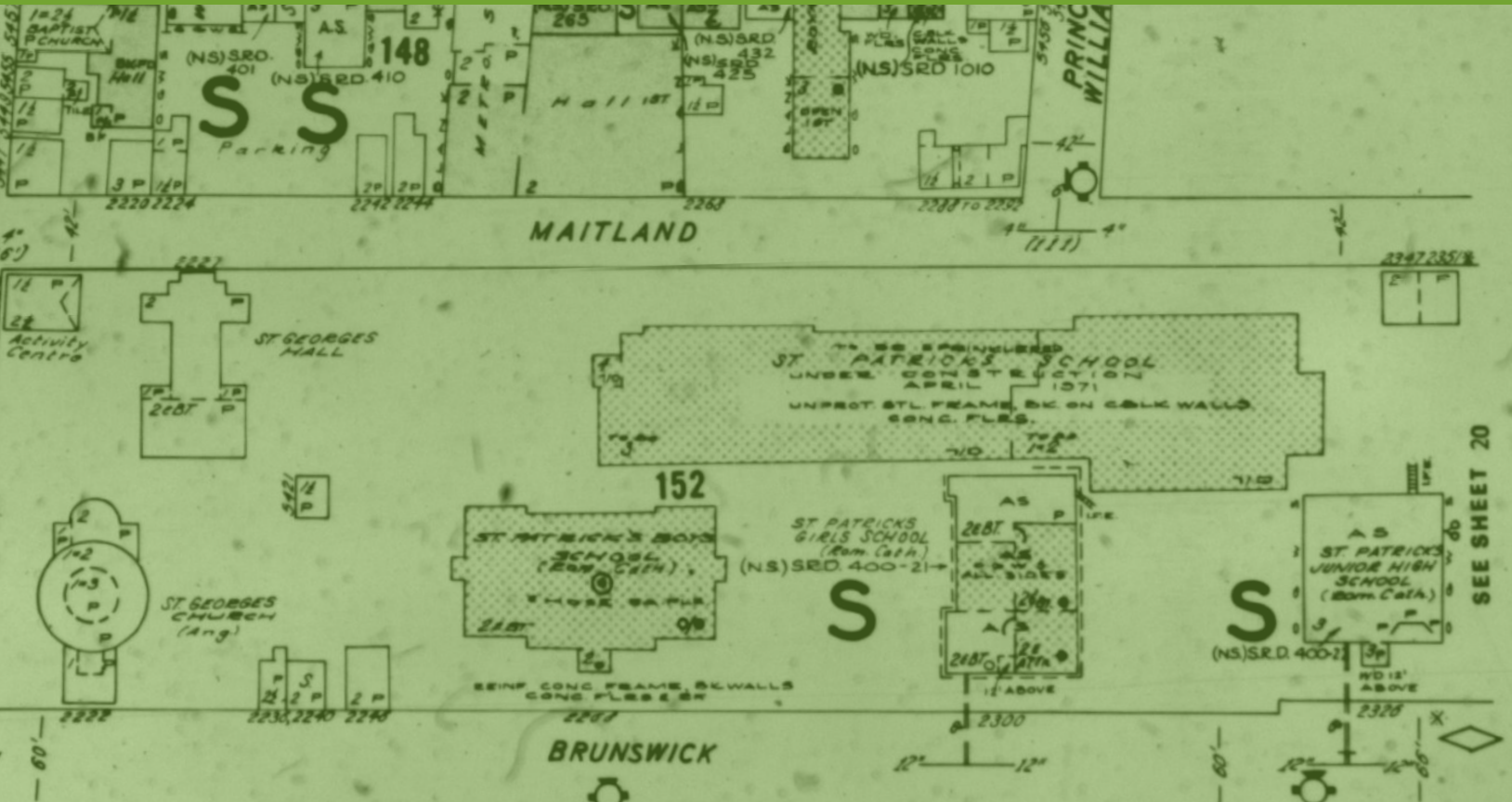
THEME & SOURCE	SUB-THEME	COMMENT	PRELIMINARY STAFF RESPONSE
Implementation Stakeholder Meetings, Correspondence, Ask Me Anything, Survey	Consultation Requirements – Site Plan Approval Meetings	<p>Need a requirement for a public meeting to be advertised on the sign in front of the development site for a minimum number of weeks before the meeting. Also suggest requiring flyering within a certain radius of homes and businesses.</p> <p>Concern that very few people read the newspaper anymore in the age of information overload – important to adjust requirements for current reality to reliably inform folks.</p> <p>Clarify the consultation process for Level II and III buildings within the document so expectations are clearly laid out for developers and community.</p> <p>Concern over lack of required timelines for Site Plan Approval consultations – a developer might be able to put up a sign the day before and take it down the next.</p>	Staff are considering possible changes to the process to support clearer community consultations as part of the site plan process. Site plan approvals typically include a mail-out to surrounding property owners.
	Design Advisory Committee	Explain the expected difference from the current public consultation process, as well as level of influence that groups such as the Design Review Committee have over approval.	With the approval of Package A, Council established the Design Advisory Committee which advises the Development Officer on site plan applications and variations.
	Consultation Requirements – Access to Information	Suggestion to follow other jurisdictions and require as-of-right developments to post their plans online, giving residents the ability to review them. Some can also request a hearing, this is a better level of scrutiny and transparency. Concern that it currently takes 4 to 5 months to get this information from Staff, instead HRM could automatically post these plans and require a fee if a member of the public wanted a hearing.	As-of-right proposals are not required to consult on their plans and given the volume of permits issued by the Municipality the request would require significant staff resources and could impact development timelines. The development rights are based on previous community consultation.
	Discretionary Approvals	Concern that once approved everything will be set in stone without ability for public input later in planning projects and regulations. Concern that we're moving away from a discretionary process and at the same time we're adding so many more uses in many zones – especially Parks.	The framework for Centre Plan has been to extensively consult the public at the policy stage, and develop predictability for both residents and developers about what can be built and where. This includes benefits such as quicker development timelines, improved and consistent development standards and increased supply of housing units.
	Consultation Requirements	Suggestion that stakeholder groups be consulted again before final adoption to create a feedback loop and provide updates on the plan and by-law especially related to concerns raised in the initial meetings.	Unless directed by Council, staff are not planning additional consultations but stakeholders and members of the public will have the opportunity to influence the Plan through the adoption process. Staff can also share key proposed changes.
	Development Process	<p>When a permit is issued it would be helpful to include images of what is being proposed, the text only notices do not provide any visual images and this needs to change. This would encourage more inclusiveness in planning proposals. Concern that there is no mechanism for projects to be appealed by the public.</p> <p>Approval timelines need to be considered and factored into the plan and by-law implementation.</p> <p>Suggestion that Centre Plan team work closely with Bayers Road staff for a smooth transition to Centre Plan.</p>	The policy decision to move towards as-of-right processes through development permit or site plan approval is intended to provide clear development rules for both property owners and the public, and improve development approval timelines. Site plan approval can be appealed for matters that are subject to site plan approval. Staff are working closely with development staff on transitions to Centre Plan.
	Phased construction	<p>Example: Moffatts at Portland & Canal (see Figure 4). Site that has significant lot frontage with multiple buildings siting on a shared parking podium are creating a complex approval process, due to the required continued operation of the pharmacy (both in its current location and newly proposed location).</p> <p>Recommends that the SPA process considers a phased approval for larger development sites that may be completed in stages/phases through permitting."</p>	As-of- right process have a limited ability to control phasing as there is no ability to make permits contingent on later phases. In contrast, a development agreement is a tool that can established conditions regarding phased development
	Construction Noise	<p>Number of comments about concern with construction noise in residential areas as development increases, sometimes several consecutive developments in the same neighbourhood.</p> <p>Suggestion that work to change construction noise do a better job recognizing the reality of concrete finishing – most developers will grind and polish through the night and take the fines levied if they are.</p>	This is outside of the scope of the Centre Plan. However, a separate project will be addressing a Council motion to consider potential changes to the Noise By-law.
	Non-Conforming Structures	If an existing building is contrary to the new zone and is demolished, can the same form be grandfathered in?	The HRM Charter allows residential non-conforming structures to be re-built if the residential use is permitted in the zone. The proposed land use by-law

			provides flexibility for non-residential buildings to be renovated and expanded if they do not increase the non-conformity with the new by-law. A reconstructed building would need to meet the new by-law.
Non-Conforming Uses	Recognize that Centre Plan will make a lot existing commercial uses non-conforming.		Staff are considering certain zone placement adjustments based on site specific feedback received. Non-conforming uses will also be able to continue to exist, and expansions may be considered through a development agreement process.
Site Plan Approval	Question if someone has a Package A project that requires site plan approval, is it sufficient to have the site plan approval application in the HRM system prior to the adoption/notice of Package B or does one need to have the construction permit in hand prior to notice/adoption of Package B?		A complete application will need to be received. This proposed transition policy is under review.
Special Areas	Question if special areas will overlay?		Some special areas can overlay as they control different locally-specific aspects of land use or built form. For example the boundary of the Downtown Halifax Special Area includes a number of smaller special areas with particular built form controls to reflect policies of various precincts described in policy.
Unique / Undersized Lots	Does Package B include provisions for undersized lots? There are a lot of flag lots in Dartmouth. Is it correct that you will not be allowed to create new flag lots? They create interesting neighbourhoods.		Existing undersized lots will be allowed to develop under applicable zoning rules. This will reduce the number of minor variances.
Zone Enforcement	Concern that HRM won't hold anyone accountable to staying within the parameters of any new proposed zoning. It will be an "anything goes" situation because they simply do not have the resources to manage the changes.		The proposed by-law is more prescriptive than existing by-laws and will be administered by the Development Officer.
Density Bonusing – Public Benefit Categories	Apart from affordable housing requirement, suggestion that funds be directed where they're most needed at the time, not where a developer wants them. Suggestion that we include undergrounding of electrical wires in the public benefit categories. Bonusing for certain uses in a building, for example grocery stores (food deserts). Could we provide onsite community benefits with bonusing?		The bonus zoning policy framework and regulations were established as part of Package A. Staff are considering this feedback. Funds will be administered through a number of administrative orders: https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200922rc11114_0.pdf
Density Bonusing – Affordable Housing Requirement	Concern that not requiring the affordable housing on site will lead to exclusionary development and create/worsen socio-economic segregation. Concern raised for developers who are trying to qualify for CMHC programs and the impacts of the density bonus on project costs – could there be some way to introduce a waiver if a development is targeted for affordable programs. Question if the same rules apply from Package A to Package B. Suggestion that the 2,000 number be raised.		The bonus zoning policy framework and regulations were established as part of Package A. Staff are considering this feedback.
Density Bonusing – Cash Reserve	Question about how the city will use the cash-in-lieu funds – specifically, how will these funds be used to create affordable housing.		Funds will be administered through a number of administrative orders: https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200922rc11114_0.pdf
Density Bonusing – Downtown Halifax	Concern that switching from pre and post-bonus heights to the 2000 number means you've effectively downzoned. Concern for sample project that the density bonus will go from 200,000 in the pre and post-bonus system to 850,000 under Centre Plan.		The policy framework for bonus zoning was established as part of Package A and a consistent approach is proposed across the Reginal Centre. The 2015 Bonus Zoning Study recommended updating the bonus zoning values to better reflect land market conditions, and to significantly update the program.
Density Bonusing – Fees	Concern about the timing of fees and due date related to financing. Concern for mid-rise building issues due to the 2,000 level. What is the rationale for the density bonus rates? Where do they come from? Density bonusing is a tax, if you want to take money then redistribute it then you should publicly call it a tax. The density tax causes things to be less affordable. Concern raised over the 20% of new floor area used to calculate the density bonus required – primarily that 20% is a huge discount for developers and needs to be set higher. With development at unprecedented levels the		Staff further explored this issue based on feedback and Council direction, and the only way to ensure compliance is to collect the fee is at the time of the development permit. The bonus zoning framework was approved by Council in 2019 following the 2015 Density Bonusing Study, verified by Turner Drake in 2019. Council approved the 20% of floor area (above the first 2,000 sq. m.) based on a Density Bonus Study and extensive consultation and reflects the sweet spot for our region at this point in time. The amount collected is proportional to the size of the building so larger buildings pay more than smaller projects.

		market is not stifled. Suggestion that the rate should be adaptable to circumstances, current trendlines indicate development will continue at this pace for some time.	
	Density Bonusing – On Site	Two categories can be provided on site – public art and heritage. When do they get worked in?	The proposal must be included in the Site Plan Approval application – for public art there is also an agreement required.
	Density Bonusing – Access to Information	Will there be a mechanism (perhaps ExploreHRM) to determine the density bonusing paid by any development and/or a more transparent way to calculate applicable density bonus paid for any particular lot? Right now, performing the calculation requires digging through multiple schedules – a more centralized system for calculations is important.	Staff are considering this feedback
	Document Organization – Map & Schedule Interactivity	Once complete, will the public be able to see an overlay of all maps?	Staff are working on improved interactive maps (currently available through ExploreHRM). While this may not be possible for all layers. GIS layers will also be released through open data.
	Document Organization	Concern that this section of the document is difficult to navigate, it is difficult to parse in this draft and means we have to look up many more things than we would if organized as in the past. Concern that if organized by type of requirement one would have to scan the entire by-law, whereas when organized by zone it's possible to see the relevant information in the same location. Support for the increased use of tables within the LUB. Suggest that it would be useful to provide a map or timeline of the previous plans/strategies/ leading up to Package B in the beginning of the SMPS. It would provide the reader with important background and precedence for Centre Plan. Suggestion that certain lists in the Plan be more flexible and amendable. The types of backyard fowl, or invasive species for example should be modified more easily. Concern that there are still lingering effects of imperial units in the LUB, for example, 10.7 metres as a minimum lot frontage in ER zones seems arbitrary. Why not take the opportunity to reduce it to 10 metres? Young Avenue has lot depth requirements specified to the nearest centimeter and Schmidville to the nearest millimeter – this is unnecessary.	Staff are considering changes to the organization of the documents, in particular the Land Use By-law to bring greater clarity to requirements by zone.
	Transition Policy	Question raised about the Centre Plan process, when HCDs and Cogswell are adopted will everything else be open for amendment as well? Suggestion to build in a twelve-month window to make adjustments to Centre Plan. Concern that the four annual reviews for Downtown Halifax did not include any by-law changes. Question about time limits to complete pre-Package B development agreements	Cogswell and some of the HCDs will be pulled in through a subsequent SMPS amendment process. Package B is our first opportunity to address issues arising out of Package A implementation, and the Municipality can continue to bring forward minor housekeeping amendments. Staff are considering recommending potential minor extensions due to impacts of COVID.

APPENDIX B

St. Patrick's Alexandra Consultation Report



HALIFAX-DARTMOUTH
CENTRE PLAN

St. Patrick's Alexandra Site Summary of Community Engagement and Feedback

The Centre Plan planning process commenced in 2015 to guide the future growth and development of the Regional Centre, and included several phases of public consultation. As part of the approval of the first phase of Centre Plan (Package A) in September 2019, Regional Council zoned the Saint Patrick's Alexandra former school site to HR-1 (Higher Order Residential-1) Zone with a maximum height of 14 m. Council also directed that during the second phase of Centre Plan (Package B) staff “explore changing the designation for PID:00148643 (St. Patrick's Alexandra) from HR-1 to HR-2”. To fulfill Council's direction, a focused consultation on the site took place as part of the overall Centre Plan Package B community engagement process. The Saint Patrick's Alexandra community focused engagement was carried out between July and December 2020. This appendix summarizes of the results of the engagement process focused on the Saint Patrick's Alexandra site.

Background on the Site



St. Patrick's Alexandra school from Brunswick Street.

The former school site was built in 1921 as the St. Patrick's Boys School, and an addition fronting on Maitland Street was later constructed in 1971. The school served many generations, especially from the African Nova Scotian community in the North End of Halifax, including students from the neighbouring Uniacke Square community. Saint Patrick's Alexandra was one of the few schools in Nova Scotia to pioneer and lead Afrocentric learning that focused on the history and values of the Black community, and teaching about many African Nova Scotian leaders and role models. The school was closed by the Halifax Regional School Board in 2010, and then deemed surplus by the Municipality in 2011. The site was zoned as HR-1 under Centre Plan Package A and is currently owned by a private third party.

Community Engagement Process

As part of the Centre Plan “Package B” process, municipal staff consulted with the Halifax North End community about existing and potential changes to land use policies and zoning that control the future development of the Saint Patrick's Alexandra site. The intent of the engagement process was to recognize the history and extensive community feedback received through past community engagements, to seek feedback from community leaders and organizations on the best way to engage, and to ensure that the process was inclusive and meaningful to the community.

The original community engagement plan was to hold at least two in-person community meetings, but the engagement process had to be adapted several times due to the COVID-19 pandemic in 2020 and the Black Lives

Matter movement which directly affected the African Nova Scotian community in Halifax's North End. In consultation with the Municipal Office of Diversity and Inclusion and African Nova Scotian Affairs (ANSAIO) and an independent facilitator, Kate MacDonald, the engagement process was revised to engage the African Nova Scotian, the Urban Indigenous and broader community through pop-ups, surveys, stakeholder meetings, correspondence, and a virtual public meeting. The focus of the consultation was on community's values and specific input related to housing, land use, scale of development, heritage, open space, and potential public benefits. The process included several events and opportunities for feedback, as outlined below.

1. Website and Shape Your City Site

The consultation process included information about the Saint Patrick's Alexandra site on the project's website at www.centreplan.ca and <https://www.shapeyourcityhalifax.ca/centre-plan>. A recorded presentation also explained the purpose of the additional consultation and what the community could influence. The consultation was highlighted in several project e-mails and on social media sites.

2. Stakeholder Outreach – September 14 & 16, 2020

Staff reached out to various stakeholders and community leaders in the summer of 2020 to raise awareness about the project and to seek advice on the best ways to engage the community in light of COVID-19 and other issues arising in the community. ANSAIO staff also assisted in reaching out to community members, but one Urban Indigenous community (Mi'kmaq Native Friendship Centre) formally declined to participate in the process.

Two virtual stakeholder meetings with community and business leaders, and prominent voices in the North End community were held on September 14th and 16th, 2020. During these sessions, staff presented the background information on the Centre Plan and Saint Patrick's Alexandra planning process, including proposed community engagement, and responded to questions and comments. Feedback received included the importance of community engagement, building on previous engagement, and ensuring that the engagement is meaningful. Specific suggestions included in-person meetings where possible, virtual meetings, mail-outs, having a presence in the community, and surveys. Apart from the physical development, there was interest in exploring the potential for specific community benefits, and development process.

3. Pop-up Sessions – November 6 & 11, 2020

Two three-hour pop-up sessions were held in the North End Branch Library to engage with community members on the Saint Patrick's Alexandra

project, promote the online survey and the planned virtual public meeting, receive feedback, and respond to comments and questions. Postcards and paper surveys were available during the pop-up sessions.

4. Virtual Community Meeting – November 19, 2020

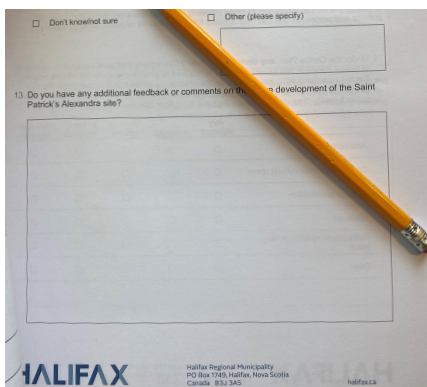
A virtual meeting with community members and stakeholders was held on November 19th, 2020. The meeting was facilitated by Kate MacDonald, an independent consultant and community facilitator. The staff presentation focused on the site, Centre Plan planning context and purpose of the consultation. The current land owner, Jono Developments, and their representatives also attended the virtual meeting and presented their vision for the site. Members of the public were able to ask questions by calling in, or through the virtual meeting chat tool. Staff and the property owner answered the questions, and all questions were read-out. A recording of the meeting was also posted online. The meeting was advertised through:

- 2,250 postcard mailout to addresses located within 213-meter (700-ft) radius from the site;
- posters and pop-ups in the community;
- e-mails to stakeholders and community organizations to forward within the community;
- Councillor newsletters;
- Shape Your City Halifax, Halifax.ca, and Centreplan.ca websites; and
- municipal social media platforms (Facebook, Twitter, and Instagram).

There were 25 attendees who joined the virtual meeting, and the meeting recording received 62 views on the project website and You Tube channel.

5. Survey

A survey was developed to gather feedback on the future redevelopment of the site in collaboration with the Diversity & Inclusion Office, ANSAIO, and the community-based facilitator. The survey included three parts: 1) memories and future vision; 2) land use; and 3) built form and potential public benefits. The survey was available online and in hard-copies at the North End Branch Library, George Dixon Community Centre, and HRM Customer Service Centres between October 2nd and November 30th. The survey was promoted through all available channels, including stakeholders, post card mails out, social media, Centre Plan and Councillor newsletters. A total of 89 survey responses were received (82 online surveys and 7 paper surveys).



Physical copy of St. Patrick's Alexandra survey.

What We Heard

This section of the report includes a summary of key feedback received from the various engagement methods and sources.

1. Stakeholder Outreach – September 14 & 16, 2020

Stakeholder feedback received during the meeting included the significant history of the site and its disposal, and the importance of meaningful engagement and rebuilding the community's trust through the engagement process. There were also specific suggestions on how to engage the community, including small meetings, surveys, mail-outs, posters and outreach through community facilities such as the North End Library. Notes from the stakeholder sessions are included in Attachment 2 of this report.

2. Pop-up Sessions – November 6 & 11, 2020

Comments received at the pop-up sessions via dialogue and postcards included the following topics:

- the importance of affordable housing to be provided on site;
- mid-rise scale development with residential and commercial uses;
- heritage preservation and adaptive re-use of the building;
- COVID-related changes must be considered in planning policies and processes; and
- the significant history of the site relating to its prominence in the North End and the disposal and sale of the site.



St. Patrick's Alexandra pop-up engagement at Halifax North Memorial Library.

3. Virtual Community Meeting – November 19, 2020

The virtual public meeting included an introduction from the independent facilitator, a staff presentation and land owner presentation, which included Jono Developments and One North End. A recording of the meeting is available [here](#). Feedback received during the meeting from phone and online chat room included the following:

- the significant history of the site and its importance in the North End community;
- the site's disposal;
- the inclusion of appropriate land uses such as residential and commercial uses;
- the importance of affordable housing and for it be provided on site, in addition to other public benefits;

- mid-rise building height and massing as being the most appropriate option for the site;
- concern over impact on the adjacent park and proposed open space;
- questions relative to the current as-of-right development potential, and the property owner's concept vision;
- questions relative to the content and enforcement of any proposed community benefit agreements;
- preservation of the Andrew Cobb building; and
- past, future and continuous consultation with the community.

4. Survey

Feedback received through the survey, as detailed in the Survey Results section, builds on the community engagement sessions and conversations held during this process and previous consultations led by community organizations, leaders, and community members. Detailed survey results are provided below and in Attachment 2. The key topics and themes from survey responses focused on:

- celebrating the physical and cultural identity, and commemorating the history of the Mi'kmaq First Nations and African Nova Scotian communities;
- developing the site with and for diverse communities including background, abilities, age, interests, household, and income;
- integrating and connecting the site into the fabric of the surrounding community, both physically and through programming;
- valuing public spaces and pedestrian-oriented design for the site;
- providing a range of housing options and services, including affordable housing, food security, and multi-use community and amenity spaces;
- community space that addresses the economic, cultural, and educational needs of the diverse communities in the North End of Halifax;
- developing a mid-rise scale with a mix of residential, commercial, and community uses; and
- preserving the heritage component of the existing building.

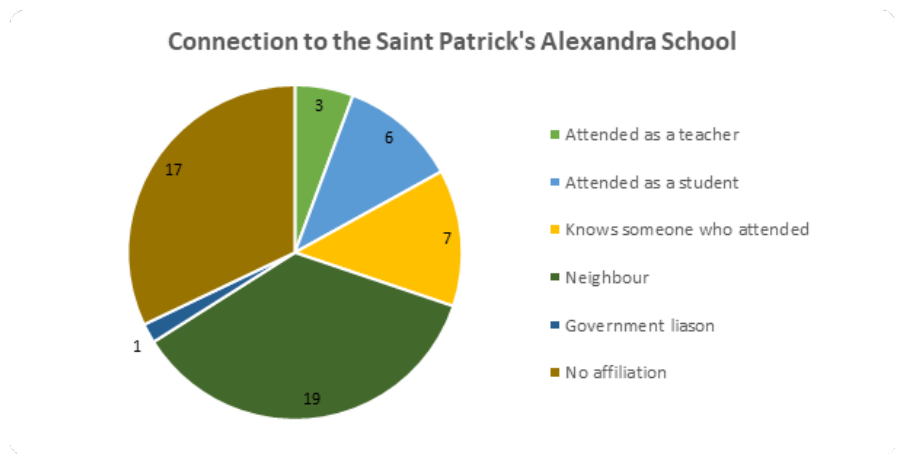
SURVEY RESULTS

The survey included a total of 17 questions within three-themed parts designed to gain insight into community members' thoughts and ideas about the site, as well as their vision on its future redevelopment.

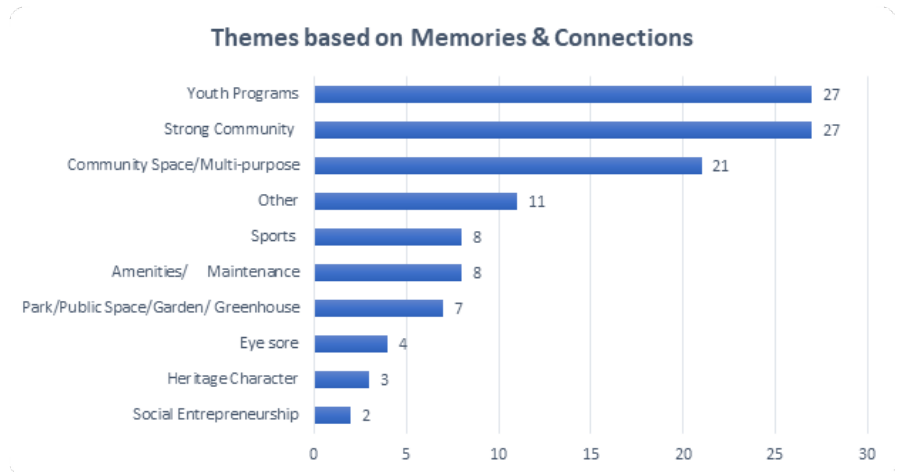
Part 1: Saint Patrick's Alexandra Site: Stories and Future Vision

This part of the survey included 5 questions and focused on understanding the history of the former Saint Patrick's Alexandra School through storytelling and community members' experience of the place, and future vision. The following diagrams identify the different and key themes to each answer.

Question 1: We would love to hear your story about Saint Patrick's Alexandra School. Tell us about a special memory you have, why the former school is important to you, or another story of your connection. Stories will be included in a summary report presented to Council and can help shape future policies for the site.



Respondents to this question indicated their connections to the school through storytelling. 36% of participants identified themselves as neighbours of the school, and 17% of participants attended the school as either teachers or students.



Thoughts and stories shared touched on the rich history of the school and the resourcefulness of its former teaching staff. Participants also shared memories about the importance of what the school represents in the North End community and the African Nova Scotian community:

- 23% of respondents focused their comments on the impact of Saint Patrick's Alexandra in building a strong community;
- 23% also praised the youth programs that were offered by the school for all; and
- 17% of participants shared thoughts and memories about the community facility space that was considered a unique and focal area for the community, which offered many services such as daycare, basketball coaching and training, art studios, and others.

A full list of comments is included in Attachment 1, with select direct comments quoted below:

- It's a beautiful school that many of my friends have memories of attending. The space around the school is large and our preschool used to explore the surrounding areas on a regular basis while the property was still being regularly maintained.
- My grandmother attended the school and always perked you whenever we would pass by the site with some childhood story about school time.
- I worked for many years very near the St. Patrick's Alexandra School and knew students and staff. Although in the few years prior to its closure, there was a falling enrollment, it was for a number of years a central point in the community. There were programs for youth including basketball and other sports in the large and well constructed gym. Former students have fond memories of the community spirit of the school.
- I would like to start by saying the history of St. Pat's/Alexandra School has held a very strong connection with me. I attended the school as a child in the early seventies and eighties. Such a glue of the community. Not just for educational purposes. It was a place we the community would go to meet. It was a multi-purpose building that held many events back then, like annual Black Basketball Tournaments. People would come from all over Canada to participate in the tournaments getting to meet your family and friends. Reminiscing is something I will cherish forever.
- St. Pat's -Alexandra school provided space for the ANS community to host community meeting , The Provincial Black Basketball Assoc. Local

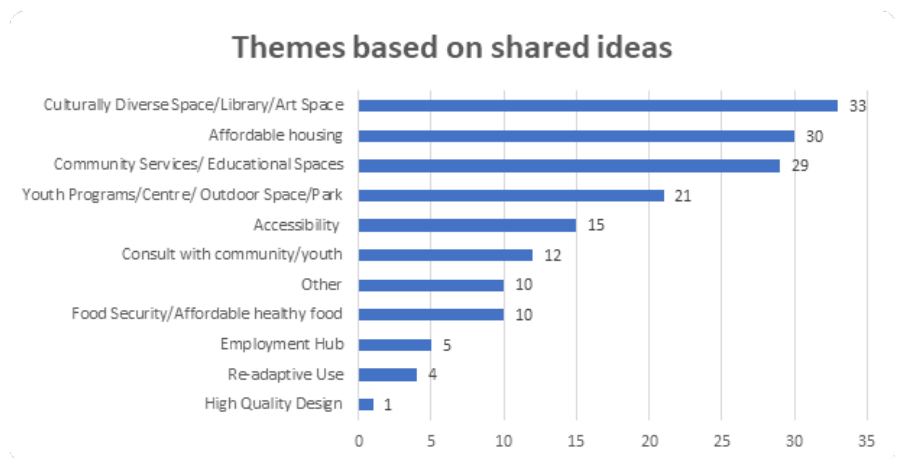


St. Patrick's Alexandra school from Brunswick Street.

and national tournaments which enabled building community capacity, networking and recreation and sport. Many young Black men were scouted by universities and offered scholarships - a way out of intergenerational poverty and a source of racial and cultural esteem.

- The school always felt like the heartbeat of the neighborhood, with many kids only needing to walk a block north to make their way home together after school. That property was for the north end community, and future plans should also be closely connected to the needs of this community.
- Murray Warrington Park is more important to me than the school building itself. Hope Blooms has been operating in that park and that program brings youth together with meaningful and impactful social entrepreneurship. I have seen first hand how the garden and greenhouse are tourist attractions and facilities for community events.

Question 2: Previous community consultations, including those led by community organizations, community members, and the municipality indicated the redevelopment of Saint Patrick’s Alexandra should address the economic, cultural, and educational needs of many diverse communities, in particular Indigenous and African Nova Scotian communities, youth, and persons with disabilities. What are your ideas on how this goal could be achieved as part of the redevelopment process?



Respondents to this question shared thoughts and ideas about strengthening the community by utilizing this development as an anchor in the North End community, as follows:

- 33 participants indicated that a multi-purpose culturally diverse space that could function as a library, museum, art studio and community facility would contribute to achieving the goal;
- 30 participants also indicated that affordable housing is an absolute requirement, and



Centre Plan comment card.

- 29 participants identified the importance of providing community and educational services to the community.
- Other ideas shared included providing:
 - youth programs, a park and garden for sports and urban agriculture; and
 - accessibility;
 - community and youth engagement;
 - a grocery store and business that offer affordable and healthy foods;
 - an employment hub for social entrepreneurship and enterprises; and
 - a high-quality building design with a focus on heritage preservation and accessibility.

Respondents also encouraged the Municipality to focus on relationship-building and youth consultation with the African Nova Scotian and Indigenous communities by involving members and leaders of these communities throughout the development process. There was also a worry expressed about further gentrification and frustration with various consultation processes.

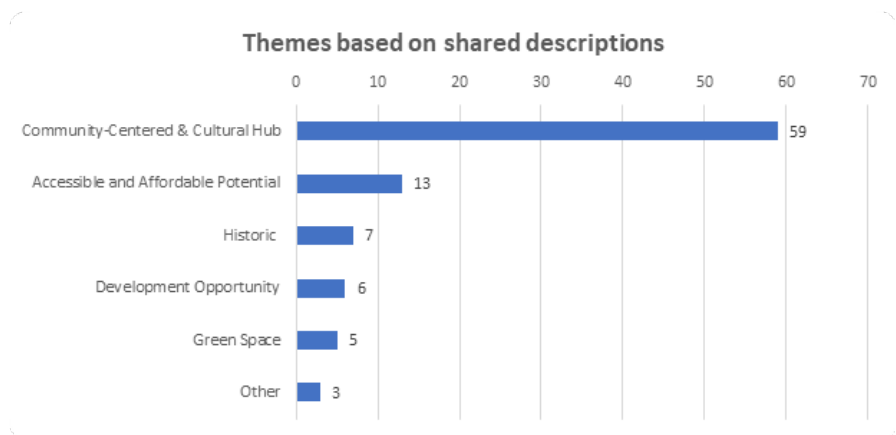
A full list of comments is included in Attachment 1, with select direct comments quoted below:

- Indigenous and African Nova Scotian owned business spaces at an affordable rate. Affordable housing must be incorporated in the development.
- There are so many ways to support the economic, cultural and educational needs of identified diverse communities. I am especially interested in opportunities provided through art, especially visual art and music: an art space/maker space/gallery/found materials/workshops/professional art consultations/space for local artists.
- The community groups presented a well-thought out proposal which included space for the Mi'kmaq Friendship Centre (the old St. Patrick's Boys' School), The Richard Preston Centre with space for programs for youth, gathering space for seniors, some retail eg: grocery store, a space for the North End Community Health Centre to conduct wellness programs. Green space was emphasized as being of high importance. Housing was planned to be mixed, with a combination of low-rise buildings. with small town houses on the first level.

- Involving members and leaders of these communities throughout the development process, giving them meaningful input and impact on deciding how space should be used to best meet their needs. Giving these communities the opportunity to identify physical, economic or social obstacles in their way, the power to decide how to overcome them, and the resources and opportunity to do so is the greatest potential of this project. Members of these communities, their voices and their input should be valued most highly.
- There has been so many times that they say “we are going to include the community on any decisions to be made” but that’s not always the case. Every time we come up with concrete ideas and solutions they see to get squashed and we are back to square one! And here we go again. Another survey etc.
- Involve members of each of the different cultures and diverse communities. Each culture, each community knows what it needs without the imposition of colonial moves. Listen, listen, listen and involve Community leaders, taking the lead to work with them to provide educational programs, activities and space requested

Question 3: If you could choose one word or one sentence to describe your future vision for Saint Patrick’s Alexandra, what would that be?

The Saint Patrick’s Alexandra site is: _____

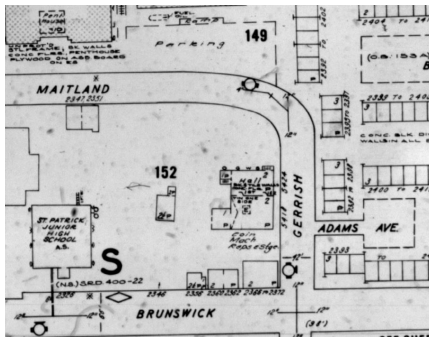


Respondents to this question shared thoughts and ideas about the future vision for the site, as follows:

- 59 respondents indicated that the Saint Patrick’s Alexandra is a community centre and a cultural hub;
- 13 participants indicated that the future redevelopment has a great potential to include affordability and accessibility as key components; and

- Other comments included that the site represents a historic anchor in the community, and development on the site is an opportunity for accessible and affordable housing and amenities for the community.

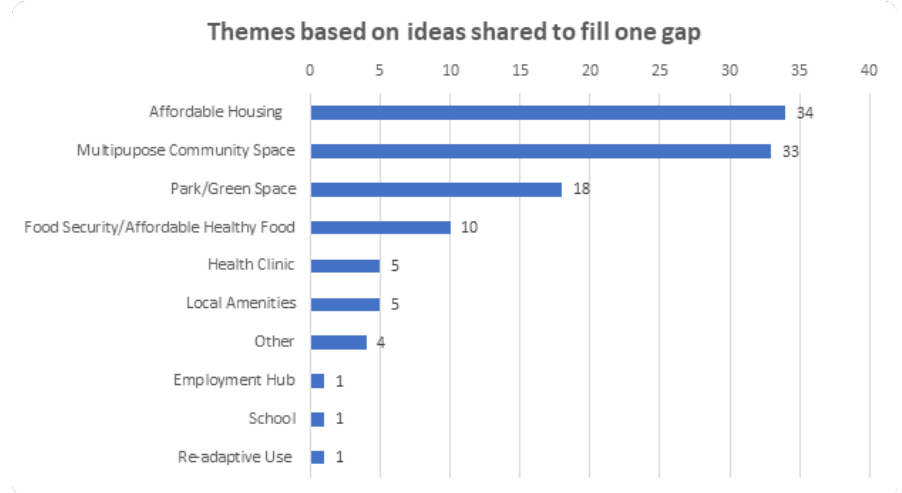
A full list of comments is included in Attachment 1, with select comments quoted below:



1952 map of nearby Gerrish Lane.

- a community hub, affordable beautiful housing
- a community that is open and available for all.
- a cultural hub and meeting space.
- a great spot for low-income housing!
- a green space, a little bit of wild where there is none
- a model for diversity in community activities
- a mosaic of people and culture
- a once in a lifetime opportunity to strengthen and improve the quality of life for the community surrounding it.
- a place where children grow to their full potential.
- a stepping stone
- a vibrant, accessible community space, developed for the existing gottingen community.
- a wonderful neighbourhood park
- a world-class community centre
- accessible
- Accommodating
- Affordable housing
- an opportunity to set a precedent for community development for Halifax.
- Diverse. Respecting the community that has lived here and not making the costs of housing so high they have to move.
- vibrant and hopeful.
- visually pleasing, built at a human scale, accessible, open and welcoming.

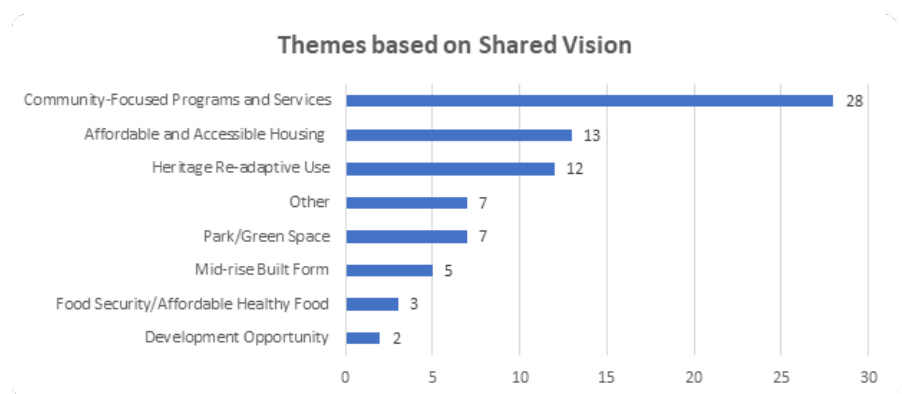
Question 4: If the future redevelopment of the Saint Patrick Alexandra’s site could fill one gap or need in the community, what would it be?



Respondents to this question shared thoughts and ideas about the filling in gaps and needs in the North End community, as follows:

- 34 respondents indicated that affordable housing is a critical need in the community;
- 33 respondents were in support for providing a multipurpose community space to be used as a recreation and community hub where people could access social supports including education, art, employment, health/recreation, and other services; and
- Other comments included physical and mental health clinics, parks and green space, food security, local amenities, and heritage preservation.

Question 5: Is there anything else you would like to share about the history or vision for the former Saint Patrick’s Alexandra school site?



Respondents to this question shared additional thoughts about the history of the former school and its significance in the North End community, as follows:

- 28 participants indicated that the development should offer community-

focused programs and services;

- 13 respondents identified the importance of providing affordable and accessible housing and diverse housing options;
- 12 respondents identified heritage preservation and adaptive re-use of the heritage component of the building; and
- Many additional comments were received to this question including the need for park and green space, food security, mid-rise development scale, the desire to preserve the Andrew Cobb building, using the site as a development opportunity, bringing new amenities, and the reminder that many families resettled from Africville attended the school and that history needs to be honoured.

All additional comments are included in Attachment 2 with some direct comments quoted below:

- Saint Patrick's has always been about community. It is essential that we continue this moving forward, meeting the community where they are.
- St Pats was the school many people displaced from Africville attended. We need to honor that history and play a part in righting that wrong by enhancing this community not gentrifying it.
- The height of the construction should be no higher than the top of St Patrick's spire and include a low-rise designed for community use including a Hospice.
- I think this is such an opportunity to bring the amenities this area has been lacking. The current proposal is going in the right direction so long as it is affordable and is welcoming for the rest of the community.
- If this development site is going to benefit anyone, it should benefit the people who need the *most* help. It should serve those in poverty, not the middle or upper class.
- The memory of integrated children playing joyfully together in the playground...w/ affordable housing a park w/ a small playground and basketball hoop would preserve that feeling of joyful togetherness.
- The original, historic portion of the school should be retained and used for community purposes.
- The site should welcome new and existing communities. No more overly expensive rental units. More space for families and young couples.
- There is absolutely no economic or planning rationale to even entertain

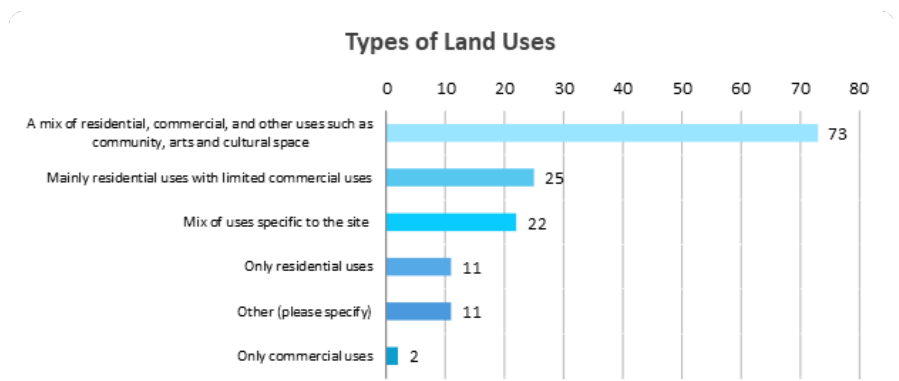
the ask from the owner for a CEN-2 zone or even staff’s suggestion of a byright 38m height max. The owner can make money as is. ANY amendment to the existing development rights on site should be by DA only, and should likely include site specific policy criteria to capture all the work, vision and needs of the community. If JONO wants more volume on site they need to offer a suitable benefit. If HRM gives a by-right increase to 38 metres they are essentially gifting JONO more than 30 million of new value without anything back directly to the community.

- This site has been part of public use for over a century, the public should be able to permeate this site.
- We need to respect the transition to the adjacent neighborhoods.

Part 2: Saint Patrick’s Alexandra Site: Land Use, Housing, and Buildings

This part of the survey included 8 questions and focused on the envisioned built form.

Question 6: Under the Centre Plan, Gottingen Street is identified as the main commercial street to serve the surrounding residential areas. The area between Brunswick Street and Maitland Street is identified as a low-rise to mid-rise residential area, and as a future heritage district. In your opinion, what types of land uses should the Saint Patrick’s Alexandra redevelopment include? Please select all that apply.



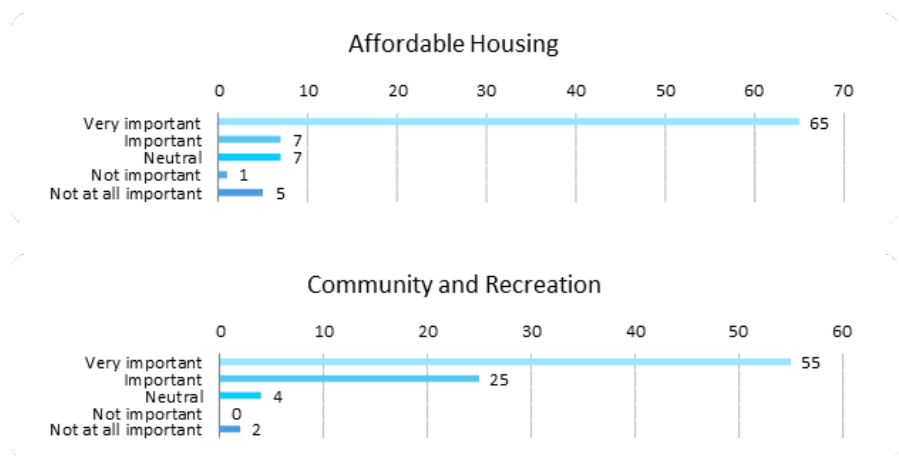
Respondents to this question identified the ideal land use categories to be provided on site, as follows:

- 73 respondents indicated that the appropriate land uses to be included in the development are a mix of residential and commercial, as well as other uses such as community, arts and cultural space;
- 25 respondents selected mainly residential uses with limited commercial uses; and
- 22 participants selected a mix of uses specific to the site.

Question 7: Planning policies can shape things such as the amount of open space, pedestrian routes, heritage protection, the scale and height of development, the type of housing units provided, and public benefits linked to bonus zoning. Thinking about the Saint Patrick’s Alexandra redevelopment, please tell us how important the following are to you:

Respondents to this question indicated that they highly value the following elements and indicated they are “very important” to be included as part of the development in descending order:

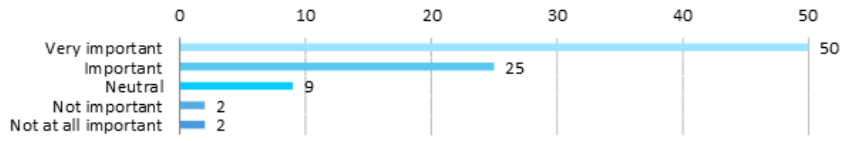
- 65 indicated affordable housing as “very important”, and 7 as “important”;
- 55 indicated community and recreation as “very important”, and 25 as “important”;
- 53 indicated pedestrian connections as “very important”, and 24 as “important”;
- 50 indicated parks and open spaces as “very important”, and 25 as “important”;
- 39 indicated residential uses as “very important”, and 30 as “important”;
- 33 indicated public art and murals as “very important”, and 27 as “important”;
- 30 indicated heritage as “very important”, and 14 as “important”;
- 24 indicated employment as “very important”, and 37 as “important”;
- 14 indicated restaurants and cafes as “very important”, 22 as “important”, and 25 indicated “neutral”;
- 10 indicated retail as “very important”, 26 as “important”, and 24 indicated “neutral”.



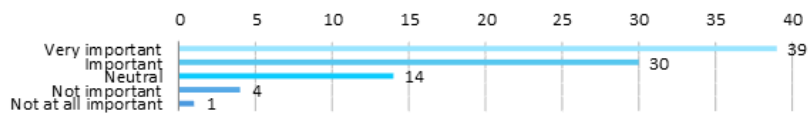
Pedestrian Connections



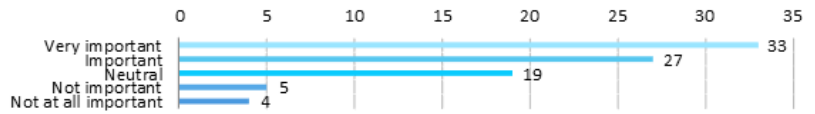
Park and Open Space



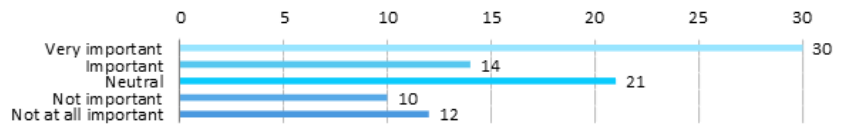
Residential Uses



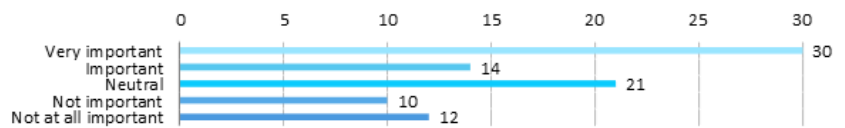
Public Art and Murals



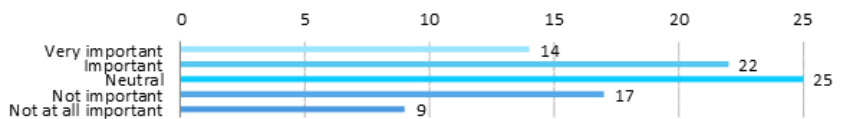
Heritage Preservation



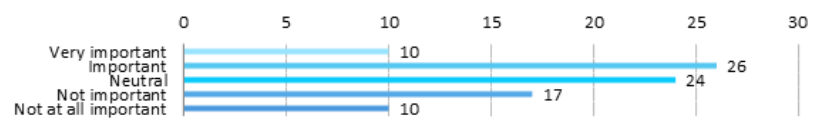
Heritage Preservation



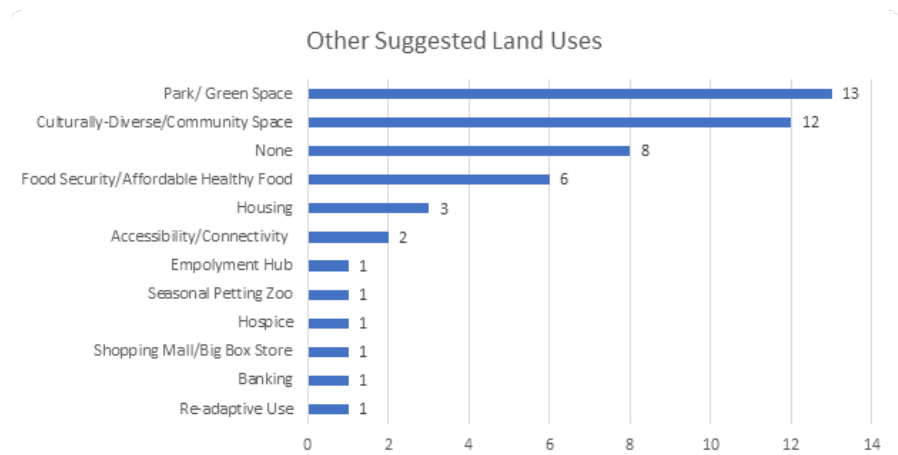
Restaurants and Cafe



Retail



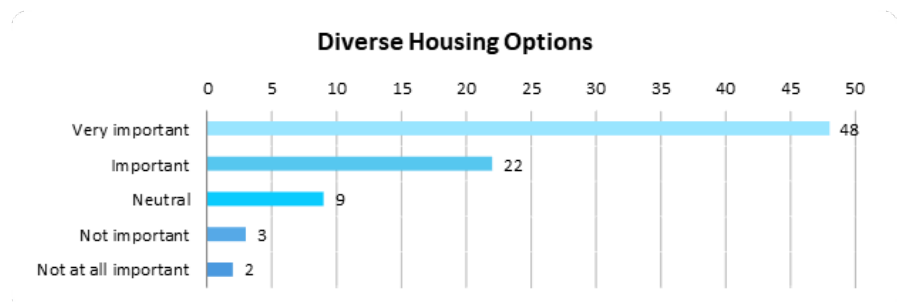
Question 8: Are there any other land uses you would like to see on this site?



Respondents to this question shared additional thoughts and ideas about important land uses to be included in the development, as follows:

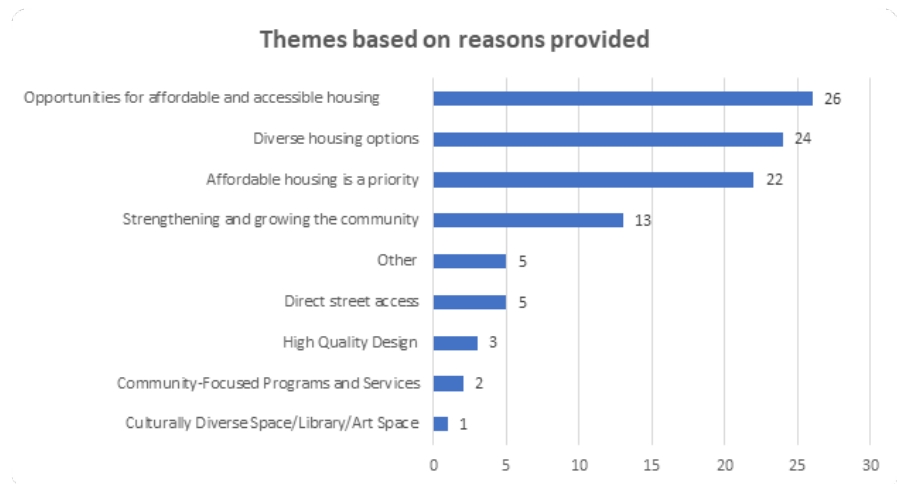
- 13 participants suggested including a park and green space;
- 13 respondents suggested a multi-purpose culturally-diverse community space; and
- other ideas included diverse housing options, banking facilities, hospice, employment hub, seasonal petting zoo, and a shopping area/ mall.

Question 9: The Centre Plan policies require providing diverse housing options for various households, such as a mix of residential units that include units with direct access to the street, 2-bedrooms, and 3-bedrooms. In your opinion, how important is this requirement for the Saint Patrick's Alexandra site?



48 respondents to this question indicated that they highly value diverse housing options by highlighting it as “very important, 22 indicated diverse housing as “important.

Question 10: Why?

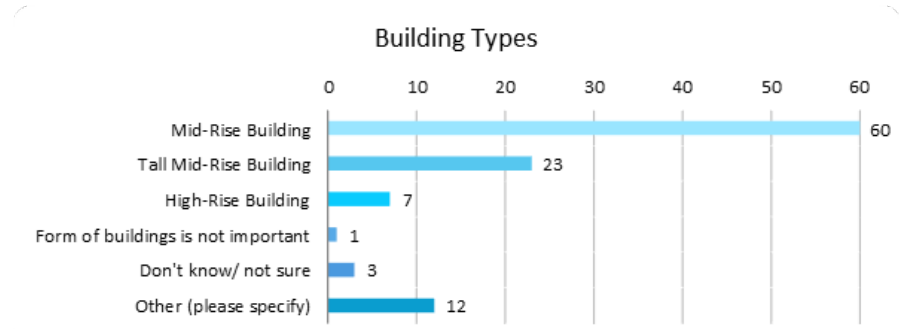


Respondents to this question provided reasons as a follow-up to Question 9, where strong support was expressed for providing opportunities for affordable and accessible housing and amenities to support a growing community and housing for families. Many participants also indicated their support for high-quality design, community-focused programs and services, and community facilities.

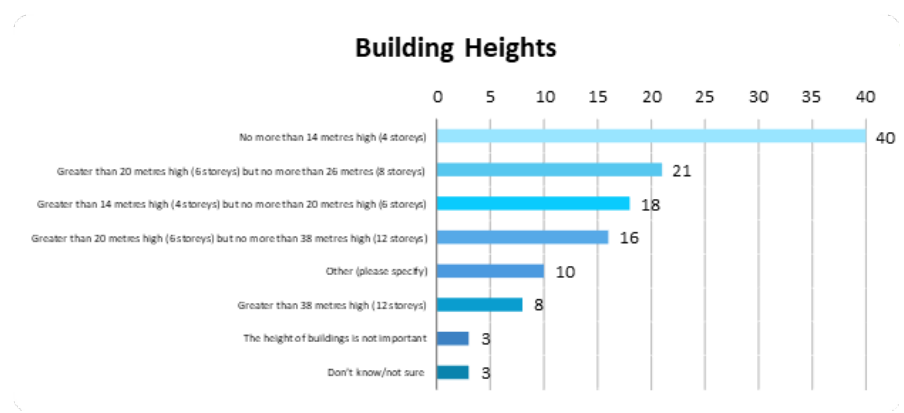
All additional comments are included in Attachment 2 with some direct comments quoted below:

- Our need for housing is absolutely top priority.
- The downtown isn't providing 3-bedroom units. Somewhere has to.
- Larger families need an option too.
- The buildings on the site will be part of our community for 50 to 100 years, by having a greater mix of residential unit sizes you are better prepared to be flexible on this site long after we are all gone!
- I think if you want families, you've got to have 3-bedrooms at least, otherwise too claustrophobic
- lots of larger families in the neighborhood can't find suitable housing, as most new developments are small apartments. need lots of affordable housing options.
- Not everyone needs or can afford multiple bedrooms units and that's excluding to those with budget restraints. If a building ONLY has 2 bedroom units that's kind of pointless.
- A vibrant community shouldn't have "poor neighborhoods" and "rich neighborhoods" — diverse housing options allows different groups to live together.

Question 11: Considering the site and its surrounding context, in your opinion, what is the most appropriate building type for the Saint Patrick's Alexandra redevelopment? Please select all that apply as the site could accommodate different types of buildings.

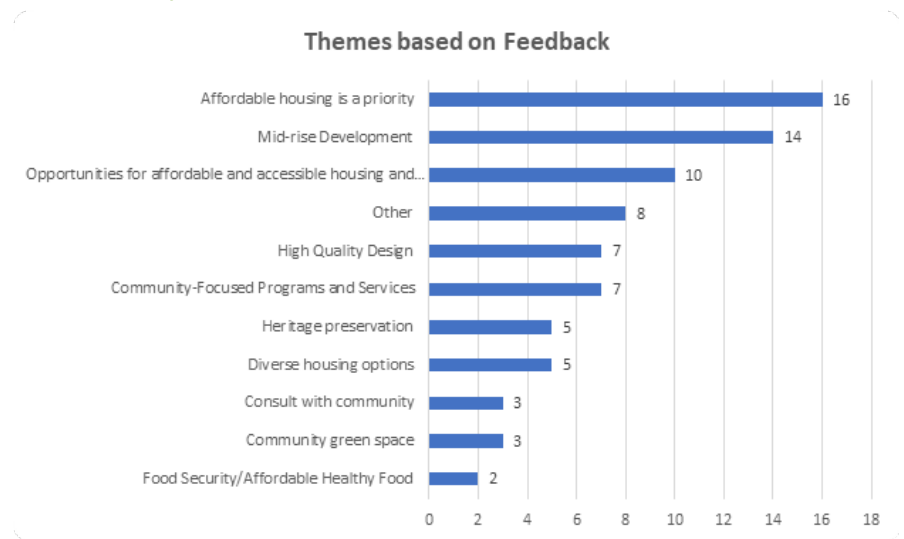


60 respondents to this question indicated that they highly value a mid-rise building design as a built form option for the site, followed by 23 indicated tall mid-rise buildings.



40 respondents to this question indicated that they highly value a mid-rise building design that is limited to 14 metres (approx. 4 storeys), followed by 21 indicated building height between 6 and 8 storeys, and 18 indicated that buildings between 4 and 6 storeys would be acceptable).

Question 13: Do you have any additional feedback or comments on the future development of the Saint Patrick's Alexandra site?



Respondents to this question identified the ideal land use categories to be provided on site, as follows:

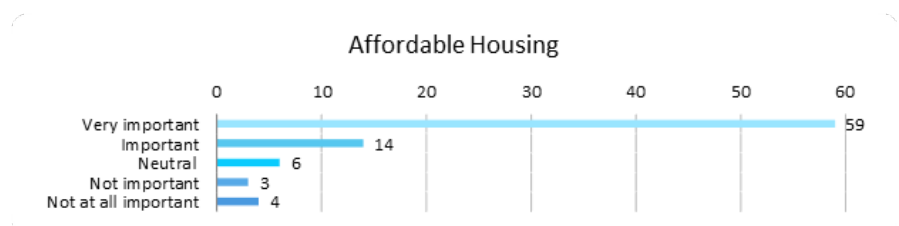
- 16 respondents to this question indicated that they believe affordable housing is priority for this site;
- 14 respondents indicated a preference for a mid-rise building design;
- 10 indicated the importance of providing opportunities for affordable and accessible housing and amenities; and
- other comments included followed by 17% who indicated that they highly value a mid-rise building design that is limited to 4 storeys.

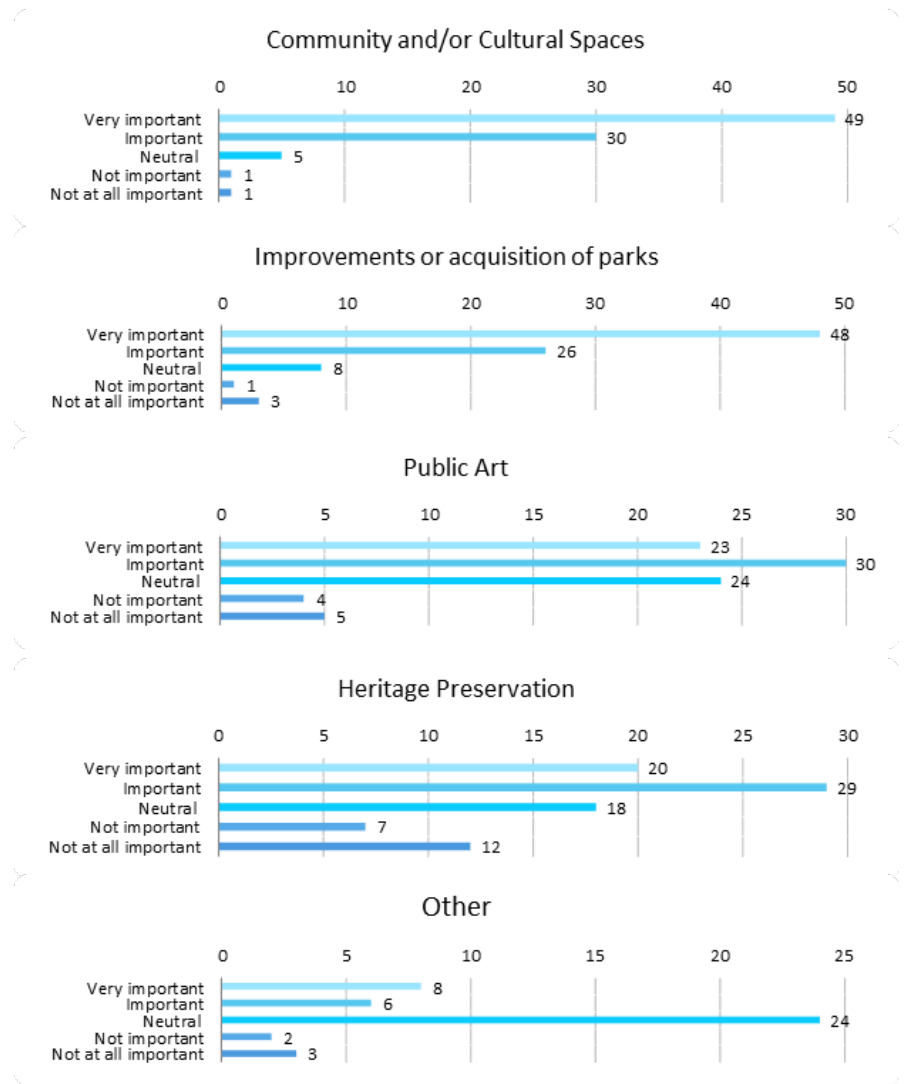
Part 3: Saint Patrick’s Alexandra Site: Public Benefits

Question 14: Under the Centre Plan, any development over 2,000 square metres is required to contribute to bonus zoning public benefits, with 60% required to include money for affordable housing. For the remaining 40%, please indicate the importance of the following public benefits generated from the Saint Patrick’s Alexandra site in your community, or suggest another public benefit.

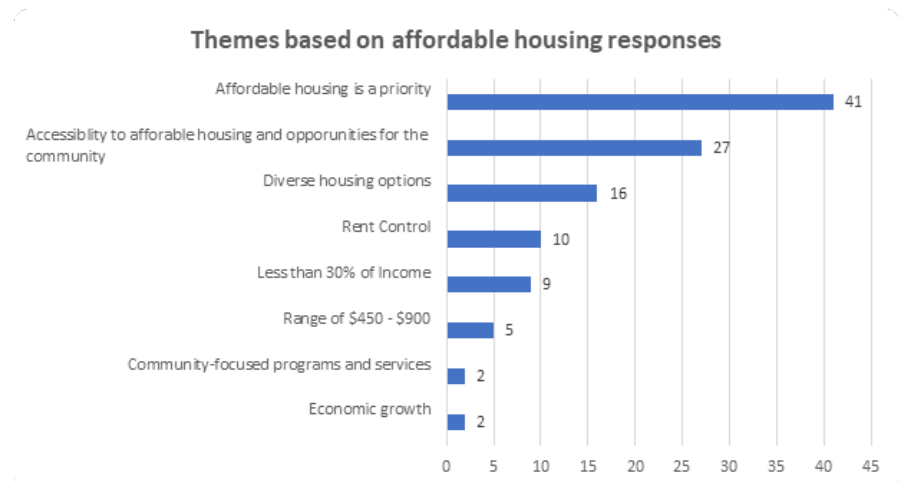
Respondents to this question indicated that they highly value the following elements and indicated they are “very important” to be included as part of the development in descending order:

- 59 indicated affordable housing as “very important”, and 14 as “important”;
- 49 indicated community and/or cultural space as “very important”, and 30 as “important”;
- 48 indicated Improvements or acquisition of parks as “very important”, and 26 as “important”;
- 23 indicated public art as “very important”, and 30 as “important”; and
- 20 indicated heritage preservations as “very important”, and 29 as “important”.



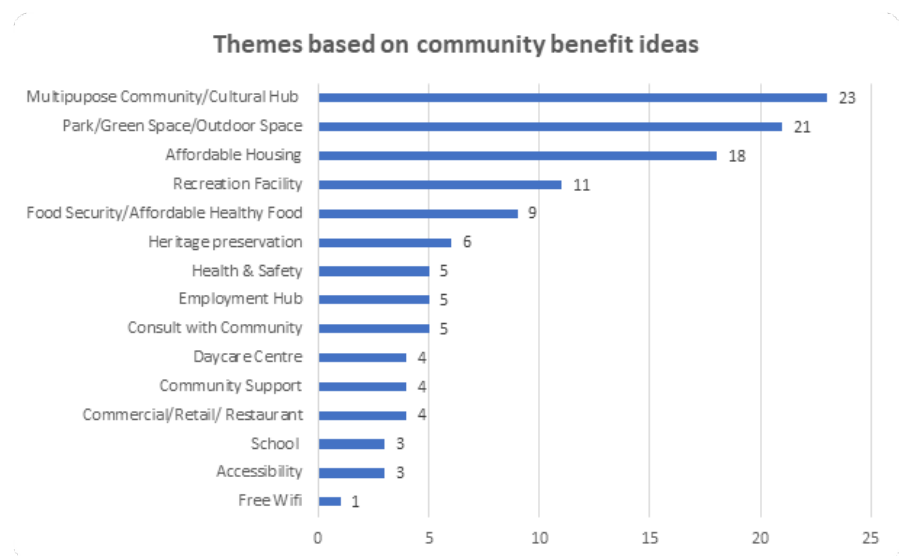


Question 15: In previous consultations, the issue of affordable housing was highlighted as a key issue for the redevelopment of Saint Patrick's Alexandra site. Thinking of the Saint Patrick's Alexandra site, what does 'affordable housing' mean to you, and why?



41 respondents indicated they highly value accessibility to affordable housing, amenities, and opportunities for the community. Participants also shared ideas on the appropriate definition of affordable housing to mean housing prices that reflect average income, and included values in a range between \$450-\$900, and a percentage of less than 30% of income.

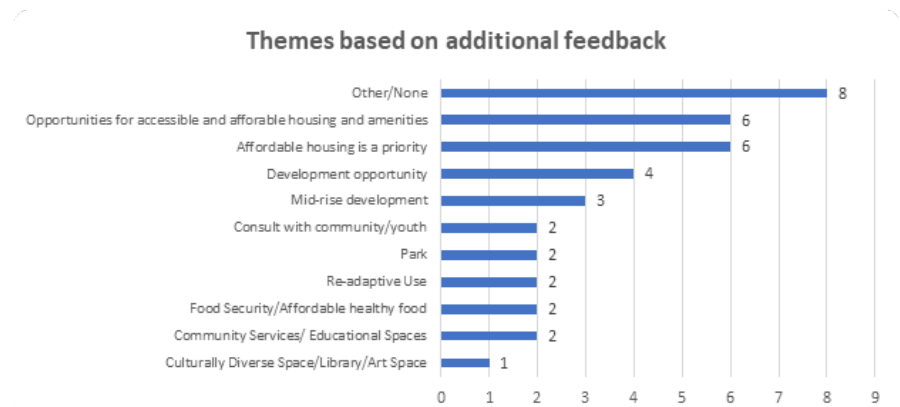
Question 16: The tools available to the municipality for securing community benefits may be limited at this time, but existing land use planning tools may be able to support some, or all the key benefits identified by community members. In your opinion, what kind of community benefits would be of the greatest interest to the community on the Saint Patrick’s Alexandra site?



The three most common answers to this question were focused on multi-purpose community and cultural hub, green space, and affordable housing as important community benefits.

- Participants mentioned the importance of including specific land uses in the development that ensures the availability of food security and affordable healthy food.
- 27% of participants provided unique responses that focused on community benefits ideas such as recreation, employment hubs for social entrepreneurship, heritage preservations, commercial and retail spaces, and daycare and school facilities.
- 13% of respondents highlighted the importance of providing the North End community with support through affordable housing, health and safety initiatives such as the inclusion of physical and mental health clinics.
- Participants encouraged Staff to continue engagement and consultation with the African Nova Scotian and Urban Indigenous communities, even outside the scope of this project.

Question 17: Do you have any additional feedback or comments on the potential public or community benefits from the future development of the Saint Patrick's Alexandra site?



The most common theme in these answers were relating to providing opportunities for accessible and affordable housing and amenities. Respondents provided detailed comments on the importance of affordable housing to be provided as part of this development.

The next most common theme was relating to the development's scale, which was preferred to be in the mid-rise range with high quality design and commemorating the rich history of the site, five comments specifically mentioned large scale future developments and concern for their impacts.

8 respondents simply answered "no" or "none" to providing additional comments.

Questions 18 - 23: Respondents' Demographic Information

The survey respondents answered a number of demographic questions about their background:

- 40% were under the age of 34, and 15% were over 65 years old
- 90% lived in the Regional Centre, and 10% lived in other areas within the Municipality
- 72% worked in the Regional Centre, and 28% worked somewhere else
- 17% owned a business in the Regional Centre
- 44% rented, 49% owned their home, 2% lived in a co-op, and 5% indicated an "other" housing situation

The breakdown of respondents' area of residence by postal code as indicated in the table below.

- Out of those respondents who provided their postal code of residence, 46 out of 84 (55%) resided in postal code B3K which generally aligns with North End Halifax, and another 20 (24%) resided in postal codes B3H and B3J which generally align with Downtown Halifax and South End Halifax.

HALIFAX-DARTMOUTH
CENTRE PLAN

Attachment 1 – Qualitative survey comments

Question 1: We would love to hear your story about Saint Patrick’s Alexandra School. Tell us about a special memory you have, why the former school is important to you, or another story of your connection. Stories will be included in a summary report presented to Council and can help shape future policies for the site.

1. The original, historic portion of the school should be retained and used for community purposes.
2. It doesn't have very good curb cuts.
3. This area could really use an affordable fresh grocery store. I think this would greatly impact long term health of the community.
4. This site has been part of public use for over a century, the public should be able to permeate this site.
5. As a park it could be Quinpool's jewel. There could be picnic tables and people could bring their take-out food from Quinpool restaurants and eat it there.
6. the andrew cobb school is a key piece of the Brunswick Street heritage district and should be saved.
7. Whatever you do, let it be resident centred
8. The memory of integrated children playing joyfully together in the playground...w/ affordable housing a park w/ a small playground and basketball hoop would preserve that feeling of joyful togetherness.
9. This school site means a lot for many families living in the area. Generations of local residents attended that school and plans going forward should honour that history
10. We need to respect the transition to the adjacent neighborhoods.
11. I'm aware there isn't currently a stake for development there however since there will be eventually, please don't just throw up another condo that's going to further gentrify the already unaffordable north end. You have an opportunity to do something new and exciting in Halifax that can house people affordably in modern units. Please make good choices! 🙏
12. the community has a vision for a place where diverse people can live, have ready access to food sources, have space for community gathering and programs
13. Please do not tear this down!!! Make use of the existing building and re-furbish
14. no
15. Keeping as much of the building as possible would be ideal.
16. The history of this space is one of community benefit, the future needs to be as bright.
17. The building itself should offer affordable housing, free internet, investments to make the park better such as benches and picnic tables, the develops should work with Hope Blooms from Day 1 to ensure the vision is mutually beneficial.
18. There is much need for affordable (rent controlled) housing in this city. This is one place where the city can work to have that fulfilled.
19. Saint Patrick's has always been about community. It is essential that we continue this moving forward, meeting the community where they are.
20. "Please don't sell it to rich condo developers! Please include greenspace! Please prioritize the existing users of the neighbourhood (children, low income, people of color).

21. Also note that the site is currently a hotspot for nighttime drug users. Please include a plan/alternative for neighbourhood nighttime drug users to go once the site is reclaimed."
22. It needs to be adaptable to change.
23. I am disgusted by how you are rapidly selling off our city to condo developers. You've ruined the city.
24. There is absolutely no economic or planning rationale to even entertain the ask from the owner for a CEN-2 zone or even staff's suggestion of a by-right 38m height max. The owner can make money as is. ANY amendment to the existing development rights on site should be by DA only, and should likely include site specific policy criteria to capture all the work, vision and needs of the community. If JONO wants more volume on site they need to offer a suitable benefit. If HRM gives a by-right increase to 38 metres they are essentially gifting JONO more than 30 million of new value without anything back directly to the community.
25. The site should welcome new and existing communities. No more overly expensive rental units. More space for families and young couples.
26. Maintain original school building.
27. "I believe this can be a great addition to this growing community in this area. This and the cogswell interchange redevelopment can make
28. This a better place to live for everyone "
29. St pats was the school many people displaced from africville attended. We need to honor that history and play a part in righting that wrong by enhancing this community not gentrifying it.
30. I think there is a low number of condos for purchase in the core and this affects the affordability of housing overall in the core. Therefore, by rezoning this space for condos, this would allow developers to use the property to further gentrify the North End and improve the quality of life in the surrounding areas.
31. It could be a centre piece for the development and transition to sustainable energy generation/usage
32. The height of the construction should be no higher that the top of St Patrick's spire and include a low-rise designed for community use including a Hospice.
33. The developers bought it for \$1-million an acre - there is no other place in the peninsula that you can buy real estate for \$1-million an acre. If they are allowed to develop as of right, that is a vicious shaft to the community. The only way to do this is through a DA, so long as accountability can be put in place to hold a community benefits package.
34. mid -rise zoning
35. this project could set a new and positive precedent for North End development, step away from problematic projects like NRTH and the almon/gladstone development that drive gentrification by physically and economically displacing community members. It is vital to the future of this community that its members have safe and affordable housing that is here to stay
36. It was always a community space and should never have been sold to a developer
37. No
38. My vision is a mixed used building: ground level has a childcare facility, fitness or dance studio, and small grocery store. Residential levels above (rental or condos) including

units dedicated to affordable rentals. There should also be a green space for the neighborhood to enjoy.

39. An arts space dedicated to, and run by, and for BIPOC artists who have roots in the surrounding community,
40. One of the many historic buildings in the community dating back to the early sixties. Many other community schools used to utilize the building for use of the Home Ec. class, Industrial Arts and woodworking classes. Many generational memories that are shared throughout the community. You can ask anyone who remembers 30 - 40 years back and they are able to share so many positive memories of such a great building. It would be a disaster to see another great useful building taken away from our community, it saddens my heart!
41. At first glance, I'd say a mid rise development would be my first choice. But if there are incentives to have more gathering spaces and community engagement through higher apartment buildings then maybe I'd go for it. My experience though is the higher the development the less inviting the overall space
42. If some residential space is included in the low level development, then let it be bright and inviting and offered at affordable cash for folks who live at just at and below the poverty line. Give folks autonomy to support themselves, family and Neighbors. Provide the residential space needed for multi-generations. Build flexibility into common space that can be shared for a number of different activities, and dedicated space for indigenous peoples, refugees, people from different cultural and religious backgrounds (maybe through having enough storage space so different groups might occasionally share space). And do not forget the outside – Community Gardens, space for meditation, space for Games Etc.
43. History smistory ... it's been misrepresented. The ruling power told it in lies. Vision: build condos that are affordable to all hard working individuals of Uniake Square and other "projects" ignorance and indifference built these corrals of poor and POC and it is time to move forward and tear them down, or maybe make them saleable. Ownership not rental. Stop bending over to developers.
44. Is use specific to local residents (neighbourhood-specific), specific sub groups / services identifies by planning, or regional priorities.
45. Can't think of anything else at the moment
46. I believe that any development here should centre the desires of those who have lived longest and nearest the location, most especially the under-served and too-long disenfranchised Black communities of the Halifax peninsula and beyond. At the same time I would encourage any council and development decisions to act in the best interests of any present or future children in the area that will never have the benefit to simply attend it as a school.
47. It would be really really great if the old school (not the new part) were transformed into loft condos. This is done in other cities, but not so much here. My mother lived in a loft in an old furrier factory in Montreal, but when she moved here there was nothing similar, only new constructions, so she ended up not buying a condo in Halifax. The mix of old and modern is a great combination, popular in other cities such as Montreal and New York, but sorely lacking in Halifax.
48. All Programs and Services should be created by the community for the community
49. eco friendly building practices, accessible and affordable housing.

50. If this development site is going to benefit anyone, it should benefit the people who need the *most* help. It should serve those in poverty, not the middle or upper class.
51. Approximately \$15 million to revitalize the Cobb building and bring it back to usefulness is a good investment. It would be criminal to demolish it, especially in that very historic part of the city.
52. Accessible, affordable, and safe space for the community. Public art. Public resources. Welcoming and warm space for all ages, cultures and abilities.
53. I think this is such an opportunity to bring the amenities this area has been lacking. The current proposal is going in the right direction so long as it is affordable and is welcoming for the rest of the community.
54. Be open to new thinking, as long as community agrees, go for something great!!!
55. Let the land be developed and get out of the way.
56. Site and building by Andrew Cobb reflects a place of gathering and learning. Building over the human of 4 to 6 storeys only serves the greed of developers and not the needs of low income minority groups. Citizens are smarter than that and governments needs to get slapped.

Question 2: Previous community consultations, including those led by community organizations, community members, and the municipality indicated the redevelopment of Saint Patrick's Alexandra should address the economic, cultural, and educational needs of many diverse communities, in particular Indigenous and African Nova Scotian communities, youth, and persons with disabilities. What are your ideas on how this goal could be achieved as part of the redevelopment process?

1. Listen to these community members and step up to do what's right. If the plan is too extravagant, pull money from the south and west end!
2. Indigenous and African Nova Scotian owned business spaces at an affordable rate. Affordable housing must be incorporated in the development.
3. I don't think it should be torn down but instead converted into affordable accessible housing.
4. "Economic need, home ownership: The developer could allow for purchasing programs for units (condo units) in the building that were reserved for members of those communities.
5. Educational, after school programs: The developer could invest in space that could be used to support after school programs for children at Joe Howe & Oxford Schools. The developer could host programming focused on teaching kids from the community about construction & development."
6. A park would serve everyone.
7. A major portion of this property should be allocated for community use.
8. Ask the people who live in the catchment area to nominate peers to a task force; give them a budget to support their community; and just stand back.
9. I think we need to reuse what we have.

10. Affordable housing w/ no-high rise!
11. An excellent location for a new community center , very much needed in the North End of Halifax.
12. Make sure feedback is received from all groups
13. "There are so many ways to support the economic, cultural and educational needs of identified diverse communities. I am especially interested in opportunities provided through art, especially visual art and music: an art space/maker space/gallery/found materials/workshops/professional art consultations/space for local artists.
14. I feel that SPA's roots as a school might influence its redevelopment to include support for neighbourhood children - perhaps a partnership with the public library. "
15. I suggest that in order to achieve that, you'll need spaces in which people of all ages, cultures, ethnicities and abilities can gather together to share experiences. The taller the buildings and the more densely packed the space (with the related parking congestion), the less it will support open spaces and group activities.
16. When considering business applications for the storefronts, please give Indigenous & Black owned business extra attention. The last thing we need is another chain coffee house. There are so many indigenous and black businesses that would benefit from such a busy street.
17. The community groups presented a well-thought out proposal which included space for the Mi'kmaq Friendship Centre (the old St. Patrick's Boys' School), The Richard Preston Centre with space for programs for youth, gathering space for seniors, some retail eg: grocery store, a space for the North End Community Health Centre to conduct wellness programs. Green space was emphasized as being of high importance. Housing was planned to be mixed, with a combination of low-rise buildings. with small town houses on the first level.
18. Community-led and follow a bottom up approach with the municipality. Establish a community/neighbourhood collective that is involved in the decision making with what happens in this site. Additional things to consider is including the use of the garden next door, as well as partnerships with NGO housing organizations (Phoenix Youth, Adsum, etc.), on-site services for educational (NSCC) or employment (NS works).
19. It would definitely be great to include some sort of community needs in the redevelopment of this space. I would love to see some of the old building repurposed for this objective. Would also love to see affordable housing on this site, which would help all kinds of Haligonians.
20. Low income housing is a necessary aspect of keeping the North end diverse and accessible to those that have grown up there. Accessible low income housing is how we keep our community disability diverse. there is a desperate lack of accessible housing and we need to build more. For people with disabilities living in downtown can provide access to a much higher quality of life than living out of the city center and relying on transportation to get to community events and services.
21. Provide Hope Blooms a storefront ground level space at a highly subsidized rent. I would look at some of the ideas for the new art gallery proposed by OG architects. Their design was informed by Indigenous Elders and Artists to create an immersive cultural experience. Looks like you have the same goals and intentions, but condos and commercial space will not address the cultural and education needs of diverse communities.

22. Community centres, education areas, meeting rooms, homework house, affordable housing, sharing circle, mental health centre.
23. I think this area should be a community focused space. As a community social worker I have seen the benefits of wrap around care. For example, a one stop location where different actors can offer resources (affordable housing primarily, but also accessible health care, garden space, mental health, safe space, affordable healthy food, child development Center, etc).
24. Survey the youth, partner with Hope Blooms and parents involved in Open Arms and YouthNet to discuss their ideas for what the space could be used for.
25. "It is my impression that the majority of the users of the neighbourhood around Maitland Street are children/youth , driven largely by the presence of local organizations like A Tiny Lab, LOVE, Hope Blooms, YMCA, St. Goerge's Youth Net and Mi'Kmaq Child Development Centre.
26. The best way to address the needs of these communities is to develop the space so that it is friendly and accessible to children. With the recent demolition of the Maitland street playground as part of the expansion Hope Blooms, the neighbourhood is in dire need of an outdoor play space for children.
27. I think this is best achieved through a mixture of low income housing and public green space."
28. Focused on the needs of the local community, not the interest of developers. Green space with accessible amenities.
29. People must have control over their housing. Diversity and security of housing types and costs is critical. Diverse cost rental units and possibly mortgaged/owned units (at subsidized cost) so that people have control over their housing and can pass it on to their family, securing their future in the area. This will help stop the ill effects of gentrification.
30. Too tough to say. The North End is in a major state a flux and it is impossible to anticipate those needs as the community changes. I really have no idea what needs are not being met in the community. Maybe a community centre with a courtyard space for outdoor markets and concert events (think a better Squiggle Park) or a learning annex (think the Italian Cultural Center)? That way it keeps the usage of the space plastic through the years. I really don't have interest in that as a resident.
31. Not building another goddamned condo?
32. It would be amazing if a new library or rec centre could be included in the development. Or some kind of partnership with Hope Blooms, BBI, or Buddy Daye Learning Institute. It would be really neat to see some kind of market in partnership with Hope Blooms to sell fresh and affordable produce.
33. A truly accessible space for artists, with input from actual artists in the community.
34. Absolutely no increase to the by-right should be given. This property was sold below market value for less than 1 million per acre. the existing HR zone and 14m height are more than the owner needs to turn a profit. Any lift in development rights must be contingent on an enforceable public benefits agreement. Any by-right increase will only reduce the leverage that the community has to negotiate with the owner. It would be a huge slap in the face of the community after so many years of neglect.

35. There should be communal efforts made for this property. A new gym. A daycare. Offices to help those that are in need of work. Lower income units.
36. This is a very valuable piece of land. Any sale to a developer could include requirements for a inclusive accessible community centre, affordable housing units, etc
37. I would like to see this school used for the community and by the community supported by the municipal government. I do not want to see this site in the hands of developers as I think that would remove any community benefit. Converting the school into spaces for community agencies, recreations, low income housing or transition housing are all opportunities for the size of the building. Heres an example of a school to housing:
<http://www.patriquinarchitects.com/architectural-transformation-old-school-to-affordable-housing/>
38. Regular and ongoing dialogue between the diverse communities hosted by the property owner.
39. As a place for much needed resources in the community that are other wise difficult to access,
40. Would like to add the needs of Seniors (in all shapes and sizes, cultural and economic needs) to this mix. A growing number of which no longer benefit from family support near by and spend their later years in loneliness. A seniors day centre including a working kitchen where home cooked meals could be prepared along with others would add to the 'complete community' . Adding a child daycare to the mix would add life to the centre.
41. An achievement would be if this site is developed through a DA, and policies are in place so that accountability can be held in order for a Community Benefits to actually be in place, and have meaning.
42. Youth and Senior drop-in centre /arts and creative space
43. African Nova Scotians must be invited in a genuine way, to provide their feedback and direct any conversations that involve how redevelopment of the site.
44. Make it a building for community groups, non-profits. If it is developed for housing, it should be 100% long-term affordable housing.
45. Involving members and leaders of these communities throughout the development process, giving them meaningful input and impact on deciding how space should be used to best meet their needs. Giving these communities the opportunity to identify physical, economic or social obstacles in their way, the power to decide how to overcome them, and the resources and opportunity to do so is the greatest potential of this project. Members of these communities, their voices and their input should be valued most highly.
46. include affordable housing, area for health care and well being of community members and become a community hub for young and old
47. I am not African Nova Scotian, a youth, or a person with a disability. The redevelopment should include a BIPOC panel as well as people with disabilities.
48. This area needs a small grocery store/co-op with fresh food, a daycare centre and access to an affordable gym or activity space. This would improve the quality of life for this community.
49. BIPOC owned businesses should be given priority to any new commercial spaces. Any residential spaces should be entirely affordable and accessible to reflect true community need.

50. "This is a large piece of land that I wish would have been used by the HRCE to build a new school for families in the area. This community was promised a new school that was never built. One way to help equal the playing field for children in this community is to build an amazing school. These children deserve something that is beautiful and special and that is just for them in their own community.
51. As this does not seem to be an option- affordable housing, park and community space are preferable."
52. There has been so many times that they say "we are going to include the community on any decisions to be made" but that's not always the case. Everyt time we come up with concrete ideas and solutions they see to get squashed and we are back to square one! And here we go again. Another survey etc. etc.
53. The museum of Halifax could be centred there: Lots of histories abound and intersect there. I can't be the only one who would love to see a more inclusive, proud and celebratory history of our city.
54. Involve members of each of the different cultures and diverse communities. Each culture, each community knows what it needs without the imposition of colonial moves. Listen, listen, listen and involve Community leaders, taking the lead to work with them to provide educational programs, activities and space requested
55. Leave white people out of the decision making process (including me)
56. The development could include: (i) sub-division and retention of Fielding building for disposal through community interest category of AO50; (ii) sub-division and retention of Fielding building with open call for tenancy, (iii) property portion comdominiumized (including residential and commercial for individual ownership.
57. Locally owned small businesses, community resources, performance space, affordable and accessible housing
58. It would include affordable housing throughout the project.
59. Intervene and give the project and property back to the community & ensure that the various initiatives have active agency rather than allowing it to lose meaning passively in private hands.
60. I don't have any ideas on the top of my head, but one thing I think is important: the redevelopment should definitely not impact (negatively) Hope Blooms and their garden and greenhouse. Having a high rise on the site would negatively impact their operation, by creating shade and having an imposing presence given that there are already high rises to the immediate West and East. While the sun is high during late spring and summer, it is lower in the sky in the fall and winter, and their greenhouse operates all year round.
61. Have some type of an Employment Cafe where people could learn skills to work in different jobs/careers
62. there must be some sort of community space included in the plan. it could really augment the community spaces provided by the library, ymca, and hope blooms in the vicinity.
63. "If this development site is going to help anyone, it should help the people who need it the most. The North End is already home to many diverse and underserved groups like immigrants, refugees, black, and indigenous people. It's not uncommon for these communities to struggle with chronic poverty, and homelessness is on the rise in HRM. I'm guessing that the North End is attractive to low-income families because it's possible

to access services without owning a car, but it's still near impossible to find housing with income assistance alone. I'm worried that, over time, gentrification and the development of upscale condos will drive out the residents who need a home in the North End.

64. I hope this site could become something that directly benefits these struggling communities. Like a grocery store: this part of town is a food desert - it's a long way uphill to the nearest grocery store (Sobeys on Windsor St), especially for someone with no car. Or low-income housing: this is the single most important service to escape homelessness. Or even a new school: Joseph Howe Elementary is old and over-crowded, and many BIPOC children are getting ""the short end of the stick"" when it comes to education."
65. Listen to what those community members and organizations have said and do what they want.
66. Reach out. Make sure everyone is heard. Go door to door if you have to. Don't just rely on surveys.
67. Affordable housing and access to basic resources like a grocery store is a huge need in the neighbourhood and the broader HRM. A small grocer incorporated into the proposed buildings lower levels would be in keeping with the modern planning principle of mixed use neighbourhoods and buildings. Another important equity promoting aspect of the project would be a requirement for a certain amount of affordable housing in the building/complex.
68. actually listen to the residents and implement their ideas
69. For a start, affordable housing is a must. I think the developer has done well in creating active facades in their design, but the south side seems to neglect the historic character of the area, and does not make full use of the land with what almost seems like dead space. Making more use of the Brunswick Street façade, accessible and active community spaces, and affordable housing will provide the most benefit to this area.
70. The site should offer culturally safe spaces for ANS and Indigenous community members - this should be of top priority.
71. Include a community centre with a wide variety of services and activities. Include affordable housing.
72. There appears to be a higher density of African NS residents in that area. Any development should be cultural inclusive to that particular group.
73. Just get out of the way and let people build housing.
74. Maynard and Brunswick streets as heritage districts under the Centre Plan would be undermined by building on this site of over 6 storeys. Over gentrification of the area will lead to pushing often economically challenged groups such as African Nova Scotians out of the area. Thus increasing the height will only disservice the community. City is simply making a modern Cogswell. Modernity on its own does not work.
75. Change the name. Active areas (ie. floor hockey).

Question 3: If you could choose one word or one sentence to describe your future vision for Saint Patrick's Alexandra, what would that be?

The Saint Patrick's Alexandra site is: _____

1. "Affordable housing
2. "Indoor gathering places.
3. "Truly Affordable housing.
 - 1) Seniors housing based on Stats Canada demographic data / population projections / special needs / affordable rents for fixed income. Example Northwood seniors apt on Almon St. Good integration in terms of scale/design and proximity to transit/services. 2) Non-residential services to address local deficiencies (what services lacking? medical clinic? laundromat, shelter for homeless, hourly room rentals?). Co-location office space for NP or charities.
4. A common ground for everyone who lives there now.
5. A community centre. A gym. A park. Extension of the current library. Condos and rentals that are available for lower-income households.
6. a decent grocery store.
7. A development that further enhances the park space, there is a need for more trees.
8. A full service community center.
9. A gathering place for all walks of life.
10. A new school.
11. A percentage of rent geared to income units included with those at market rates
12. A place where all members of the community and gather for a meal and conversation
13. A thriving, vibrant opportunity for black and indigenous business, and space for artists.
14. Accessible / affordable gym for community members with women's only hours.
15. active recreation, community centre, parks, education and learning.
16. Affordable accessible housing
17. affordable home ownership for families (vender take back or second mortgage options); severing a portion of land to transfer ownership to community to allow non-profit to build equity.
18. Affordable housing
19. affordable housing
20. affordable housing
21. Affordable housing
22. affordable housing & shared community space and resources
23. Affordable housing (that is beautiful and well managed). It is essential that housing is taken care of and beautiful. So much housing in Halifax is sick with pests and mould. People deserve and thrive with safe, beautiful, non congested spaces.
24. Affordable housing and a youth drop in centre
25. Affordable Housing and Community Wellbeing
26. affordable housing or if condo's rent to own option to re-dress the historical economic disparities
27. affordable housing!
28. Affordable housing!
29. affordable housing, interdisciplinary space for skill sharing and community empowerment
30. Affordable housing, mental health clinic.
31. Affordable housing.
32. affordable, relevant community development
33. Again, accessible community space and amenities.
34. An opportunity for home ownership.

35. break up a very lunch block through the addition about a public street extending along Prince William to Brunswick ...
36. Check with the BIPOC community; as a white male, I'm good
37. community driven education and recreation
38. Condominiums and a community center
39. Dog park area
40. Education. Fitness. Gardening. Crafts. Meditation. Health. Red cross training.
41. Entirely affordable housing
42. Even co-op housing! "
43. Everyone needs affordable housing.
44. green space
45. Green space
46. Grocer
47. Grocerie Store
48. Grocery store..market
49. heritage institutional buildings repurposed as residential.
50. Housing
51. housing and non profit affordable office space
52. Housing on the peninsula
53. housing, public community space
54. I can't imagine you would ever force a developer to actually fill a gap or need in the community so can't be bothered to answer
55. I feel we need access to medical clinics that are open longer evenings (especially). And drugstore with extended hours. Maybe even a local grocery store. Fresh fruits/veg. Community space where students can study. A community cultural centre.
56. I think this site could solve the issue of community health, well-being and safety by combining with the current YMCA/Library/parking lot site on Gottingen to create a multipurpose building/site that is residential, as well as recreational, and a community hub where people could access social supports including education, employment, health/recreation and affordable housing (mixed development).
57. I would love to see a small grocery store or some kind of market where I could purchase fresh food. As someone who doesn't own a car, getting fresh food in the neighbourhood is a big challenge.
58. Inclusive and affordable housing
59. Local access to groceries
60. Local affordable grocery store/fresh food market. "
61. Local businesses
62. low-income housing
63. Mixed housing - with units available to a range of incomes, abilities, and interests supported by local/appropriate shops and services.
64. mixed housing constructed so as to allow maximal green space
65. more green space, place to play and exercise
66. More parking. There is a lack of parking for current homes and businesses in the area. There is no parking for guests in this area traditionally either. When Jono submits an application, get them to provide a paid parking option for drivers in the area.
67. Multi generational gathering space

68. Our community desperately needs more affordable housing. Homelessness is increasing in our city, especially with the pandemic. The missing link between being homeless and not is access to affordable housing. The purpose of income assistance is to enable someone to afford the most basic necessities, but no one can find an apartment in the city with only ~\$600/month. Developing more affordable housing on the St Pat's site would help tame the rental market and save many families from living on the street.
69. Provide a safe place for children to play outside
70. Provide green space and a grocery store if possible.
71. Provide the space and sufficient funds, hiring local community members to develop the building and support activities for folks who live in the community and want to stay in a safe environment for all.
72. Right now it's an eyesore. I wouldn't go walk around on the grass there for fear of stepping on a used needle. It has the ability to be a centerpiece for the community with affordable housing, community centre, commercial services, condos, townhomes, parkland. There is 100s of apartment units there who could bring their children down to play if it wasn't a danger zone
73. Services and public spaces that African Nova Scotians feel welcomed.
74. Space for the community, grocery needs, places for kids and parents and adults to be and hang out and to just be.
75. Sustainable space
76. Tennis courts
77. To expand on the improvements that I am seeing on Gottingen Street.
78. To make available and counter-fill the desperate lack of any trusting creative people-driven community-oriented space.
79. Urban renewal of the site into cooperative or foyer style affordable housing and a multi-service hub that provides educational and supportive services to diverse members of the community.

Question 4: Is there anything else you would like to share about the history or vision for the former Saint Patrick's Alexandra school site?

1. The original, historic portion of the school should be retained and used for community purposes.
2. It doesn't have very good curb cuts.
3. This area could really use an affordable fresh grocery store. I think this would greatly impact long term health of the community.
4. This site has been part of public use for over a century, the public should be able to permeate this site.
5. As a park it could be Quinpool's jewel. There could be picnic tables and people could bring their take-out food from Quinpool restaurants and eat it there.
6. the andrew cobb school is a key piece of the Brunswick Street heritage district and should be saved.
7. Whatever you do, let it be resident centred

8. The memory of integrated children playing joyfully together in the playground...w/ affordable housing a park w/ a small playground and basketball hoop would preserve that feeling of joyful togetherness.
9. This school site means a lot for many families living in the area. Generations of local residents attended that school and plans going forward should honour that history
10. We need to respect the transition to the adjacent neighborhoods.
11. I'm aware there isn't currently a stake for development there however since there will be eventually, please don't just throw up another condo that's going to further gentrify the already unaffordable north end. You have an opportunity to do something new and exciting in Halifax that can house people affordably in modern units. Please make good choices! 🙏
12. the community has a vision for a place where diverse people can live, have ready access to food sources, have space for community gathering and programs
13. Please do not tear this down!!! Make use of the existing building and re-furbish
14. no
15. Keeping as much of the building as possible would be ideal.
16. The history of this space is one of community benefit, the future needs to be as bright.
17. The building itself should offer affordable housing, free internet, investments to make the park better such as benches and picnic tables, the develops should work with Hope Blooms from Day 1 to ensure the vision is mutually beneficial.
18. There is much need for affordable (rent controlled) housing in this city. This is one place where the city can work to have that fulfilled.
19. Saint Patrick's has always been about community. It is essential that we continue this moving forward, meeting the community where they are.
20. "Please don't sell it to rich condo developers! Please include greenspace! Please prioritize the existing users of the neighbourhood (children, low income, people of color).
21. Also note that the site is currently a hotspot for nighttime drug users. Please include a plan/alternative for neighbourhood nighttime drug users to go once the site is reclaimed."
22. It needs to be adaptable to change.
23. I am disgusted by how you are rapidly selling off our city to condo developers. You've ruined the city.
24. There is absolutely no economic or planning rationale to even entertain the ask from the owner for a CEN-2 zone or even staff's suggestion of a byright 38m height max. The owner can make money as is. ANY amendment to the existing development rights on site should be by DA only, and should likely include site specific policy criteria to capture all the work, vision and needs of the community. If JONO wants more volume on site they need to offer a suitable benefit. If HRM gives a by-right increase to 38 metres they are essentially gifting JONO more than 30 million of new value without anything back directly to the community.
25. The site should welcome new and existing communities. No more overly expensive rental units. More space for families and young couples.
26. Maintain original school building.
27. "I believe this can be a great addition to this growing community in this area. This and the cogswell interchange redevelopment can make
28. This a better place to live for everyone "

29. St pats was the school many people displaced from africville attended. We need to honor that history and play a part in righting that wrong by enhancing this community not gentrifying it.
30. I think there is a low number of condos for purchase in the core and this affects the affordability of housing overall in the core. Therefore, by rezoning this space for condos, this would allow developers to use the property to further gentrify the North End and improve the quality of life in the surrounding areas.
31. It could be a centre piece for the development and transition to sustainable energy generation/usage
32. The height of the construction should be no higher than the top of St Patrick's spire and include a low-rise designed for community use including a Hospice.
33. The developers bought it for \$1-million an acre - there is no other place in the peninsula that you can buy real estate for \$1-million an acre. If they are allowed to develop as of right, that is a vicious shaft to the community. The only way to do this is through a DA, so long as accountability can be put in place to hold a community benefits package.
34. mid -rise zoning
35. this project could set a new and positive precedent for North End development, step away from problematic projects like NRTH and the almon/gladstone development that drive gentrification by physically and economically displacing community members. It is vital to the future of this community that its members have safe and affordable housing that is here to stay
36. It was always a community space and should never have been sold to a developer
37. No
38. My vision is a mixed used building: ground level has a childcare facility, fitness or dance studio, and small grocery store. Residential levels above (rental or condos) including units dedicated to affordable rentals. There should also be a green space for the neighborhood to enjoy.
39. An arts space dedicated to, and run by, and for BIPOC artists who have roots in the surrounding community,
40. One of the many historic buildings in the community dating back to the early sixties. Many other community schools used to utilize the building for use of the Home Ec. class, Industrial Arts and woodworking classes. Many generational memories that are shared throughout the community. You can ask anyone who remembers 30 - 40 years back and they are able to share so many positive memories of such a great building. It would be a disaster to see another great useful building taken away from our community, it saddens my heart!
41. At first glance, I'd say a mid rise development would be my first choice. But if there are incentives to have more gathering spaces and community engagement through higher apartment buildings then maybe I'd go for it. My experience though is the higher the development the less inviting the overall space
42. If some residential space is included in the low level development, then let it be bright and inviting and offered at affordable cash for folks who live at just at and below the poverty line. Give folks autonomy to support themselves, family and Neighbors. Provide the residential space needed for multi-generations. Build flexibility into common space that can be shared for a number of different activities, and dedicated space for indigenous peoples, refugees, people from different cultural and religious backgrounds (

maybe through having enough storage space so different groups might occasionally share space). And do not forget the outside – Community Gardens, space for meditation, space for Games Etc.

43. History smistory ... it's been misrepresented. The ruling power told it in lies. Vision: build condos that are affordable to all hard working individuals of Uniake Square and other "projects" ignorance and indifference built these corrals of poor and POC and it is time to move forward and tear them down, or maybe make them saleable. Ownership not rental. Stop bending over to developers.
44. Is use specific to local residents (neighbourhood-specific), specific sub groups / services identifies by planning, or regional priorities.
45. Can't think of anything else at the moment
46. I believe that any development here should centre the desires of those who have lived longest and nearest the location, most especially the under-served and too-long disenfranchised Black communities of the Halifax peninsula and beyond. At the same time I would encourage any council and development decisions to act in the best interests of any present or future children in the area that will never have the benefit to simply attend it as a school.
47. It would be really really great if the old school (not the new part) were transformed into loft condos. This is done in other cities, but not so much here. My mother lived in a loft in an old furrier factory in Montreal, but when she moved here there was nothing similar, only new constructions, so she ended up not buying a condo in Halifax. The mix of old and modern is a great combination, popular in other cities such as Montreal and New York, but sorely lacking in Halifax.
48. All Programs and Services should be created by the community for the community
49. eco friendly building practices, accessible and affordable housing.
50. If this development site is going to benefit anyone, it should benefit the people who need the *most* help. It should serve those in poverty, not the middle or upper class.
51. Approximately \$15 million to revitalize the Cobb building and bring it back to usefulness is a good investment. It would be criminal to demolish it, especially in that very historic part of the city.
52. Accessible, affordable, and safe space for the community. Public art. Public resources. Welcoming and warm space for all ages, cultures and abilities.
53. I think this is such an opportunity to bring the amenities this area has been lacking. The current proposal is going in the right direction so long as it is affordable and is welcoming for the rest of the community.
54. Be open to new thinking, as long as community agrees, go for something great!!!
55. Let the land be developed and get out of the way.
56. Site and building by Andrew Cobb reflects a place of gathering and learning. Building over the human of 4 to 6 storeys only serves the greed of developers and not the needs of low income minority groups. Citizens are smarter then that and governments needs to get slapped.

Question 10: Why?

1. For families.
2. Our need for housing is absolutely top priority.
3. The downtown isn't providing 3-bedroom units. Somewhere has to.
4. Larger families need an option too.
5. The buildings on the site will be part of our community for 50 to 100 years, by having a greater mix of residential unit sizes you are better prepared to be flexible on this site long after we are all gone!
6. I think if you want families, you've got to have 3-bedrooms at least, otherwise too claustrophobic
7. lots of larger families in the neighborhood can't find suitable housing, as most new developments are small apartments. need lots of affordable housing options.
8. Because the incumbent residents deserve affordable housing and the opportunity to stay in their neighborhood
9. it needs to be affordable, family friendly and accessible.
10. Affordable housing should include units for families as well as bachelor apts.
11. We need affordable housing that is not in a 29 story building.
12. Density is important
13. Communities are enriched by diversity
14. The Brunswick Towers across the street already set a bad example of high density housing with limited visual appeal and public spaces. Counteract that mistake by building housing which looks good, is pleasant to live in, and offers needed amenities.
15. Not everyone needs or can afford multiple bedrooms units and that's excluding to those with budget restraints. If a building ONLY has 2 bedroom units that's kind of pointless.
16. halifax does not have many housing options and not many affordable housing options
17. This would allow family occupancy and would provide a variety of options
18. Some people like shared outdoor spaces with their neighbours and creates a sense of community, others for accessibility purposes (mobility impairments, young mothers with strollers, etc.).
19. A variety of housing types and connected to the street
20. I think it is more important to have stores on this side of the city. Walmart, Costco, SuperStore, Sobeys, are at least 20 minutes from that area. Having access to shopping centers gives more value to the area.
21. Halifax continues to allow affordable housing being torn down in favour of expensive new apartments. Residential is important but useless to put up expensive new 'multi-use' apartment with commercial/retail on first floor.
22. If they have low income housing representing 1/2 the units they can do whatever works with the rest.
23. I would rather see this site focus on public cultural features rather than housing. I can't see JONO actually implementing an affordable housing strategy at this site they will just pay their fees and HRM will put affordable h in a less desirable area

24. Because this predominately black and indigenous community has been taking over by rich, primarily white, come from aways. This is a community rooted in history, in the struggle for rights in Nova Scotia. Do not displace these people again.
25. To welcome diverse families.
26. There are many single men and women who are looking for affordable single bedrooms. And many larger families looking to move from ocean towers into an appropriately sized home. A mix is needed to meet the needs of the community.
27. Different families have different sizes, so need houses that are the right size for them. The most important thing is to provide low income/subsidized units so that families can actually afford to live there.
28. Need to provide a range of housing options, not simply one bedroom condos.
29. see previous note about respecting the people and communities that have lived here and have diverse housing needs and families.
30. A number of smart, informed people worked hard to come up with the plan. Let's stick to it.
31. I don't have any confidence in anything you will do. You don't actually listen to the citizens in my opinion. You are a corrupt government run by corrupt politicians like Jacques Dubé who have the interest of developers not Haligonions at heart.
32. Gives a variety of different types of individuals and families an opportunity to find good housing
33. I feel they will not be affordable
34. So that is feasible for families
35. We know a major issue in the gentrification of the area is lack of family starter housing for those moving out of social housing in Uniacke and wanting to stay in the area. Dense low-rise (stacked towns, etc.)
36. Keep families in the area.
37. Townhouse properties with upper units create a better neighborhood vibe. Sterile concrete hi rise create sterile lower space
38. to accommodate diverse access needs. we lack accessible housing in our communities.
39. Direct street access is not important. Ground floor access should be mostly reserved for store fronts. The Velo building is a great example of the type of building that I would like to see in this area. Having an option for 2 & 3 bedrooms is good.
40. This is important to the lifestyle and architecture in the area. This building should be the pride of the North End.
41. This mix would provide for the most diversity in residents, from singles to roommates to various family groupings.
42. Is only important if they are affordable housing units
43. Street level best for community services and commercial opportunities to benefit the entire neighbourhood. Decreasing household sizes would increase ' the number of doors' within the building.
44. Residential mix - not so much. Accessibility - very important.
45. reparations/ equity in allowing ANS community to rent /rent to own or purchase units to re-dress historical economic inequities

46. apts with street access relate to physical accessibility which is vitally important to consider and work to improve, having differently sized units makes the building/project more accommodating and inclusive for young and growing families
47. This is a community and access from the units to the street facilitates the sense of belonging and being a part of the community
48. Affordable housing for all IS a requirement
49. Diverse housing strengthens the neighborhood and will bring a broader range of people committed to the community.
50. The current vacancy rate is less than 1%, any development going into an already gentrified area should PRIORITIZE the current community need for AFFORDABLE housing units.
51. Affordable housing is sorely needed.
52. Housing is not affordable due to high rent prices, our community is made of low-income residents. Many senior and middle age reside here a lot of dwellings have tight quarters, multiple families living together because of high rent. We just want to have a
53. This is a neighbourhood and we want people to inhabit the neighborhood, to have a home and a sense of belonging in the neighborhood.
54. Because we need to support opportunities for All Families - - especially those for whom their culture supports large families. The need to support intergenerational living.
55. We don't need more architecture. We need home ownership for impoverished.
56. Diverse housing form could accommodate diverse household composition/income. Limit on-site parking and commercial parking.
57. Continuity with adjacent residential areas
58. It provides a diverse range of people with different needs living in the same area. from young people to families, to retirees.
59. otherwise it's uniform and bourgeois and lonely and boring.
60. To accommodate the needs to different demographics, for ex. families with kids, not just single people or childless couples.
61. Housing is important because it will help grow the community and it will also allow people to maybe work where they live.
62. street access is important for aging and otherwise low-mobility populations. a mix of one to three bedroom units opens possibility for intergenerational living within an apartment building eg. grandma lives downstairs
63. A vibrant community shouldn't have "poor neighborhoods" and "rich neighborhoods" — diverse housing options allows different groups to live together.
64. It will draw a variety of income levels.
65. Affordable housing keeps the community alive.
66. A mixture of units is important, however direct street access should be less important
67. the most significant need is 3 bedrooms for families
68. These will ensure active street facades with the street access units and bring more families to the peninsula. This will also help ensure the development is made with community needs in mind.
69. So that it is accessible to families, young people and retirees - to promote multi-generational community and a range of socioeconomic needs/capacities.

- 70. Not sure it is necessary.
- 71. Stop telling developers how to build, let the market decide.
- 72. Families need places to live
- 73. Housing needed.

Attachment 2: Stakeholder Meeting Notes

Saint Patrick's Alexandra/Centre Plan Community Organizations Meeting Notes

Virtual Meeting Sept. 14, 2020, 10 am – 11:30 am

In attendance:

Dr. Rhonda Britton, New Horizons Baptist Church	Ben Sivak, HRM
Rodger Smith, BBI	Kasia Tota, HRM
Melinda Daye, North Central Community Council	Dali Salih, HRM
Rodney Small, ONE North End, Common Good Solutions	Eric Lucic, HRM
Kate MacDonald, The Youth Project/The Magic Project	Tracey Jones-Grant, HRM
Joe Metledge, JONO	Ayo Aladejebi, HRM
	Cheryl Copage-Gehue, HRM
	Mapfumo Chidzonga, HRM
	Deanna Wilmschurt, HRM
	Councillor Lindell Smith

1. Welcome and Introductions

- Ben Sivak, Program Manager with HRM P&D Community Policy welcomed everyone, introduced HRM staff present and invited attendees to introduce themselves and what organization they were representing.
- Ben Sivak also presented the agenda and purpose of the meeting, which is to receive feedback on the proposed planning and community engagement process from invited attendees.

2. Presentation

- Kasia Tota, Principal Planner with HRM P&D Community Policy presented the background information on the Centre Plan and Saint Patrick's Alexandra planning process including proposed community engagement.
- Ben Sivak opened the meeting to questions and comments.

3. Discussion

- The work conducted with the developer by One North End/Common Good Solutions was shared in detail, including concepts and desired community benefits.
- Questions on the differences between HR-1 and HR-2 zones in height, massing, and scale of potential developments.
- References to previous RFP of sale for the site, and the renderings were previously shown to community groups included 4 towers, which was not favorable to the community.
- Even though the previous proposal/design concept was modified since then but a 12-storey building is still not favorable from the community's perspective. A more appropriate height could be 8 storeys.
- Impacts of shadowing on Murray Warrington Park should be considered, as well as obstructions of views to the Harbour.
- Previous consultations undertaken by community groups focused on general issues relating to gentrification in the North End, and the impacts of those projects on the Black and Indigenous communities.
- African Nova Scotian youth employment is a key consideration.
- Commemorating the deep and ingrained history of the site, and ensuring that the planning process for the development of the site to be inclusive and fair.
- Clarifying questions on the affordable housing units (social affordability), commercial uses and spaces for small businesses, and the availability of public parking.
- Comments relating to clarifying the objectives of the stakeholder meetings.
- Retail spaces should include space for black businesses; current pop-ups illustrate lack of space
- The purpose of this meeting is to gain feedback on inclusive process.
- We are here today because community has a role to play in planning.
- This is not an application, and this is no longer HRM property so we need to be really clear on how we talk to the community about this process and what Council directed.
- Concern over solely online surveys and virtual meetings, so consider small in-person meetings as well (e.g. North End Library).

4. Next Steps & Closing

- Small groups, walking tours can be considered and we will go back to the community
- Survey is expected to come out shortly, but other engagement later in the fall (Nov. – Dec.)
- Ben thanked everyone for attending and their contributions, and closed the meeting.

Saint Patrick's Alexandra/Centre Plan Community Organizations Meeting Notes

Virtual Meeting Sept. 16, 2020, 6:30 pm – 8:00 pm

In attendance:

Blair Beed, Saint Patrick's Church	Ben Sivak, HRM
Suzy Hansen, ONE North End	Kasia Tota, HRM
Virginia Hinch, Community YMCA/NEBA	Eric Lucic, HRM
Matt Neville, NEBA	Ayo Aladejebi, HRM
Rodney Small, ONE North End, Common Good Solutions	Cheryl Copage-Gehue, HRM
Grant Ruffinengo, NEBA	Mapfumo Chidzonga, HRM
Joe Metledge, JONO	
Carolann Wright, Halifax Partnership	

1. Welcome and Introductions

- Ben Sivak, Program Manager with HRM P&D Community Policy welcomed everyone, introduced HRM staff present and invited attendees to introduce themselves and what organization they were representing.
- Ben Sivak also presented the agenda and purpose of the meeting, which is to receive feedback on the proposed planning and community engagement process from invited attendees.

2. Presentation

- Kasia Tota, Principal Planner with HRM P&D Community Policy presented the background information on the Centre Plan and Saint Patrick's Alexandra planning process including proposed community engagement.
- Ben Sivak opened the meeting to questions and comments.

3. Discussion

- Concern over as-of-right development for the site; 14 m seems appropriate, but any additional heights should only be considered by development agreement as any promises or conditions can disappear really quickly in an as-of-right development
- Given the history of the site, the only way to deal with future development is by development agreement
- Need to be careful about how community benefits will be legally enforced
- Talking only about increases in height would be to miss the point; this property deserves a broader consideration and you need ask the right questions
- Need a policy set that spells out how to actually achieve community benefits
- Community benefits discussion should be at the forefront, and what is needed to achieve those benefits

- Happy to see this discussion and build on previous community benefits conversations developed by others (e.g. ONE North End and Common Good Solutions)
- This site should serve as an example of what is possible
- The history goes back generations, and can be good for everyone so how can we make it work
- Happy to share previous reports so that we can build on previous engagement
- It is important to ask the rights questions, including on surveys
- The site was acquired originally by the Roman Catholic Church first for Saint Mary's School, then Saint Patrick's girl and later boy schools
- There is a connection to the Halifax Explosion, the big Uniacke Plan and a lot more history of the site
- There is a hope for the current historic school building to remain and any commemoration needs to get the history rights
- It is important to know who was involved, and when for this engagement
- There is potential for commercial uses on the site, but should be oriented towards Gottingen Street and support businesses on Gottingen Street
- The redevelopment should not be a "fortress"
- What kind of real community benefits can the community expect?
- Transparency of the consultation process is paramount
- We need to see previous consultation timeline, be very clear on who was consulted and when and build on that
- We need to build a case for legalizing community benefit agreements so that they can become a legal part of development agreements
- Community benefits are important, but we need be clear on their limitations. People will walk away if they feel that they wasted their time.
- In the previous work between Jono and One North End, several potential areas were identified as potential community benefits. They included retail and performance space, community grocer and youth entrepreneurship centre as per the Social Innovation Lab report.
- It is important that this process extends the trust in the community while government plays a supportive role; consider hiring community-based facilitator
 - Ben Sivak clarified that Kate MacDonald was hired to help facilitate the process and provide advice; staff are also working with the Office of Diversity and Inclusion/African Nova Scotian Affairs.
- Look at the broader Gottingen- Brunswick-North Street neighbourhood
- Worried about more gentrification
- Several attendees indicated that they went to the school, their parents and grandparents went to the school, served on the School Board or were part of the NCCC process.
- This is an opportunity to address history and for community healing
- Trust is important otherwise you can expect community resistance
- Be transparent and use this as an opportunity

- There are valid comments contained in the One North End/Common Good Solutions report
- Engagement is the key, and needs to be broad
- Community leadership is needed, but individuals should also participate
- There could be a coalition/everyone should be included (age and economic groups)
- This work has really big potential and is important
- Go where the community is, and draw on those who have the connections
- If this is not done right. it will look bad on everyone
- One North End recently held an engagement today with over 40 people
- Note that the name “stakeholder” is offensive for Indigenous people
- Appreciate being part of this conversation and historical perspective offered
- The churches such as the Saint Patrick’s Church meeting in person on Sundays and can help spread the word
- Online can work but print media (posters, bulletins) are better
- Consider if in-person is possible as some people will not be reached virtually
- Need more than one engagement, multiple opportunities as it is hard to get people out especially at this time
- Need credible messengers to help with the consultations

4. Next Steps & Closing

- HRM staff indicated that they were thankful for all the comments, and the input
- All stakeholders/community members are important resources
- COVID presents limitations but staff want to develop the best possible and inclusive process
- Small groups, walking tours can be considered and we will go back to the community
- Survey is expected to come out shortly, but other engagement later in the fall (Nov. – Dec.)
- Ben thanked everyone for attending and their contributions, and closed the meeting.

Appendix C2 - Park and Community Facility Survey Summary

Overview

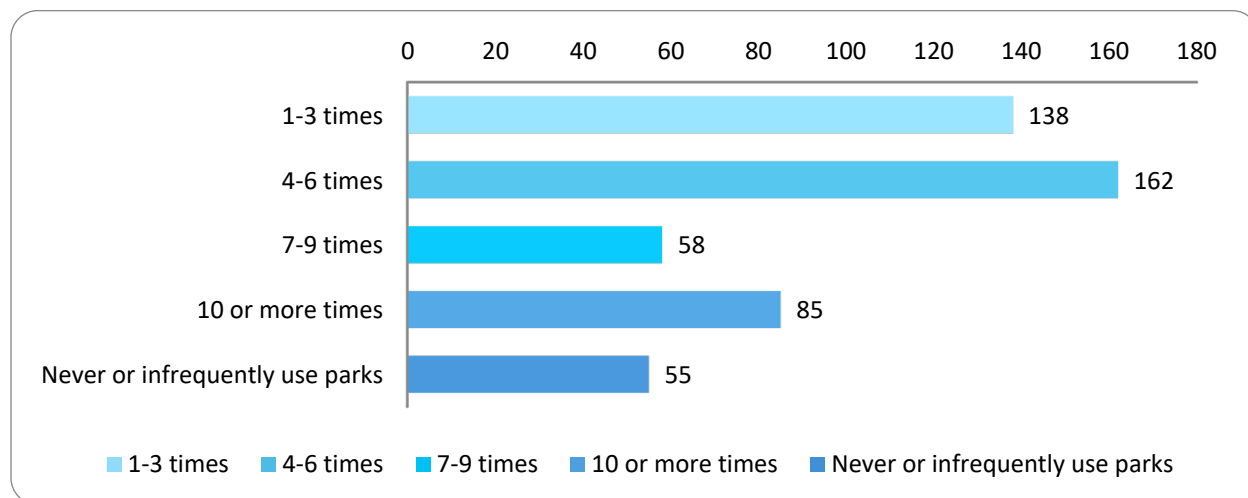
Members of the public were invited to complete online surveys related to Centre Plan Package B from June 11 to August 31, 2020. 9 different surveys were available related to key Package B themes. This analysis details the results of the Park and Community Facility (PCF) survey. This survey asked questions about proposals for the PCF designated zones in HRM's Regional Centre. Within the PCF designation there are two zones, the Park and Community Facility (PCF) zone and the Regional Park (RPK) zone.

This survey received the most responses of all surveys with 499 submissions. We asked twenty questions specific to parks and community facilities, and eight demographic questions. The survey was designed with collaboration from HRM's Parks and Recreation department. In this survey, approximately half of the questions were open-ended.

This survey supplements in-person engagement specific to parks and community facilities that was cut short by the COVID-19 pandemic. A Community Stakeholder Meeting was held at LeMarchant St. Thomas School on March 9, 2020. Community groups with a focus related to parks were invited to attend this meeting to learn the Package B proposals for parks and ask questions of staff. In addition to this survey and the community stakeholder meeting, staff have been engaging the public virtually through email, letters, and phone calls, and those engagements have been tracked as part of our ongoing engagement.

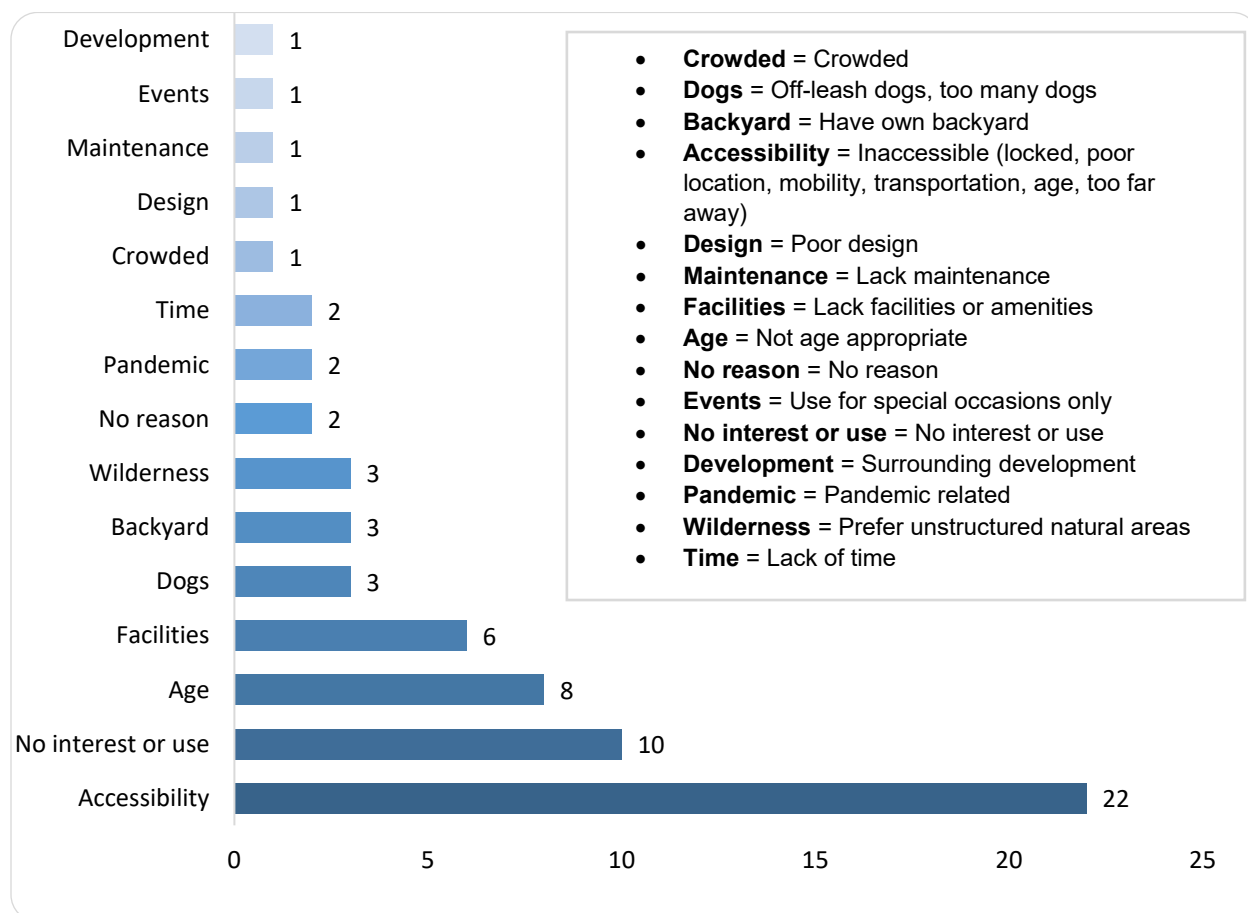
Survey Results

Question 1: How many times in a typical two-week period do you use parks in the municipality? This is not specific to a single park. Please select one.



Nearly 89% of respondents (443 of 498) use parks in HRM at least one time a week. A third of survey respondents (32.5%) report using parks 4 to 6 times per week. 28% of responses indicate at least daily use of parks. Only 11% of respondents indicated no or infrequent use of HRM parks.

Question 2: If you do not use parks or only use them infrequently, please tell us why.

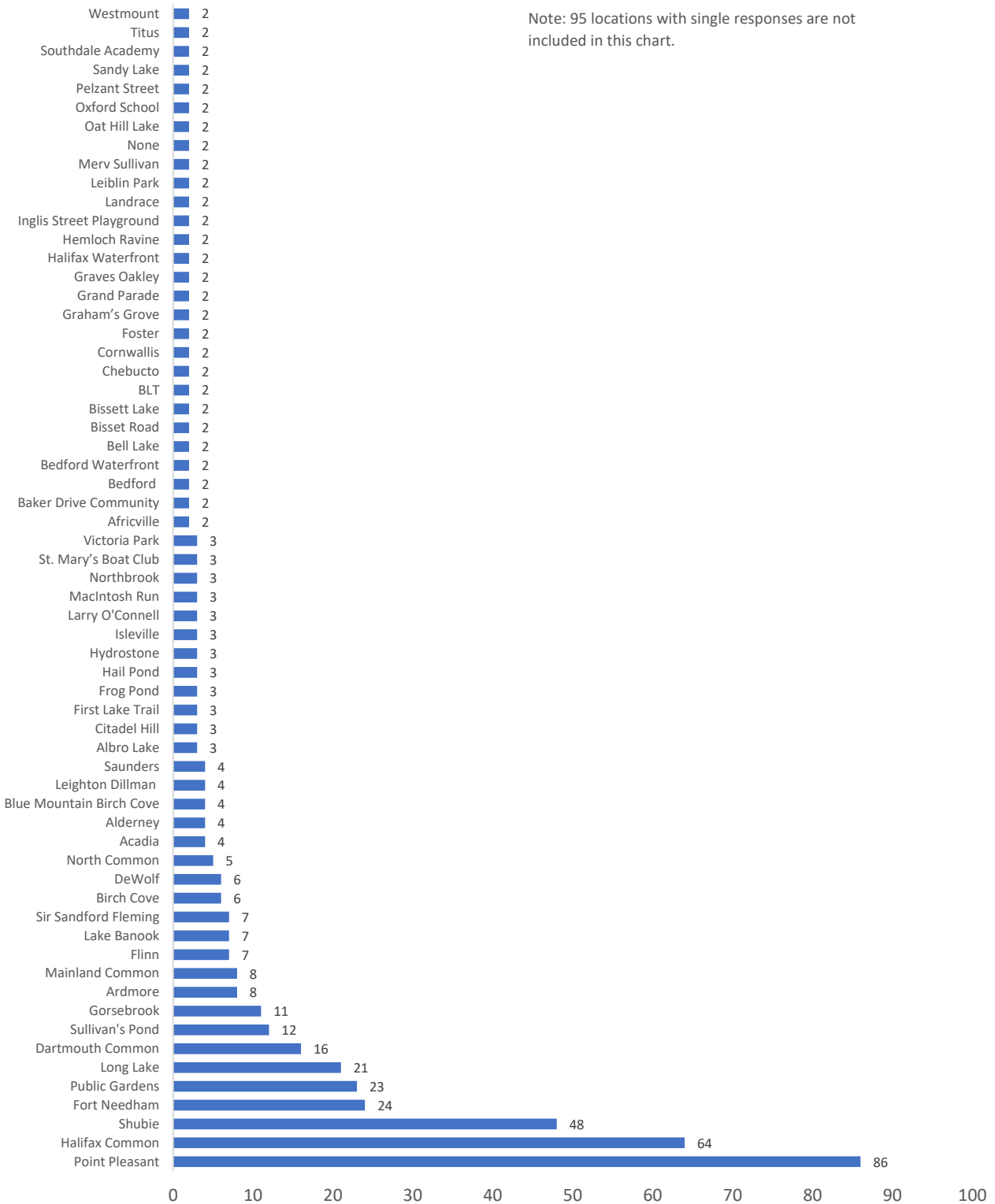


Most respondents who don't use parks, or who use them infrequently, the majority cite accessibility as their barrier. Accessibility refers to the lack of access to parks for respondents, most of these responses relate to geographic distance and lack of an ability to get to a park by foot or active transportation. Many who cite accessibility as their barrier point to barriers for them related to mobility issues. The second most common answer to this question was a lack of interest or need for parks as the reason for non-use. Other answers in this question relate to a lack of facilities, the presence of off-leash dogs, and the current COVID-19 pandemic as barriers for residents.

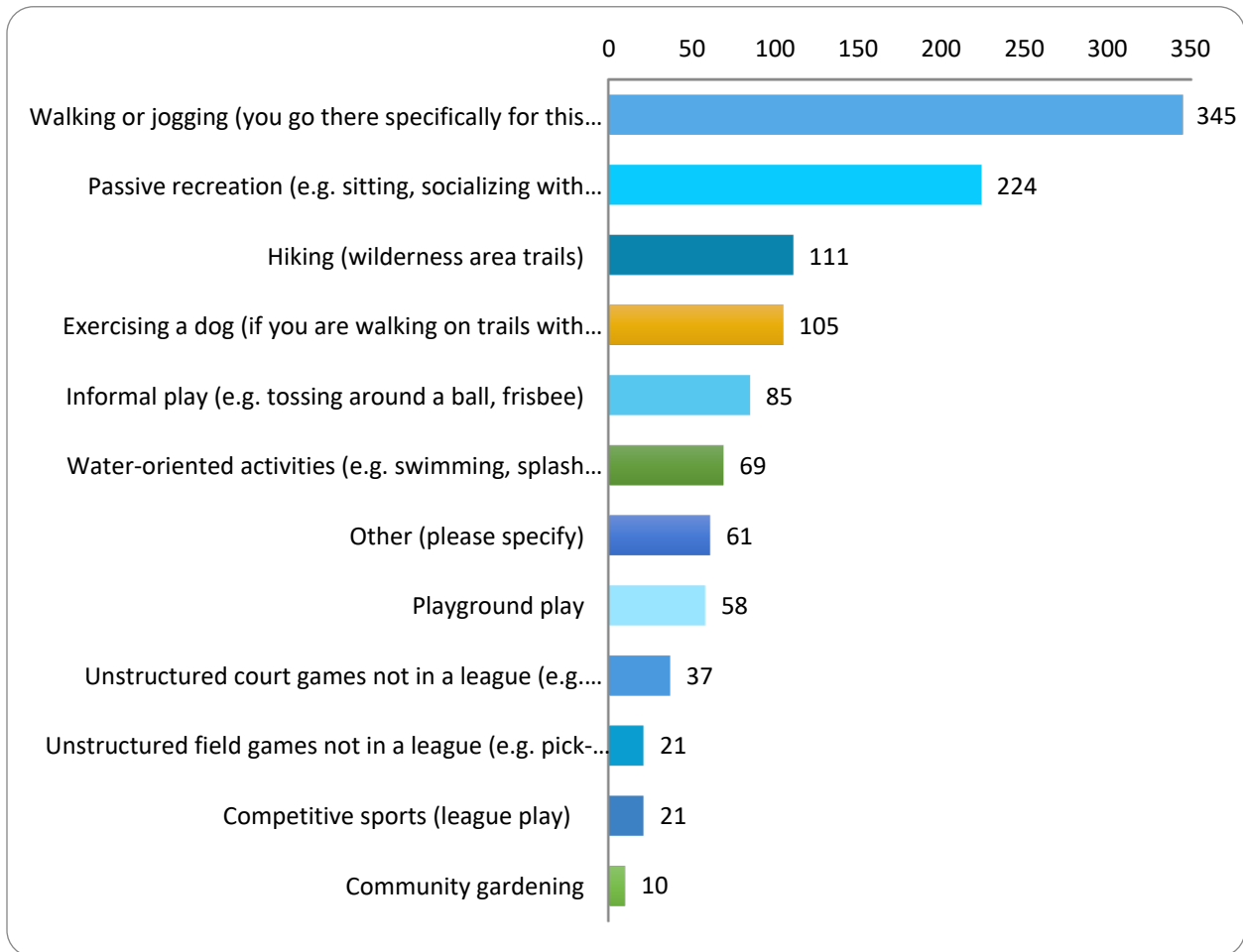
Question 3: What is the name of the park you use the most (your primary park)? If you don't know its name, please provide a description of where it is.

In this question, respondents mentioned 157 different parks or locations as their primary park. As seen in the following chart, Point Pleasant Park is the most commonly used park among survey respondents (15%). The Halifax Common was the next most popular response (11%). 48 respondents noted Shubie Park in Dartmouth as their primary park. 62 different parks received between 2 and 24 responses and 95 parks or locations received single responses.

The top ten primary parks in the Regional Centre were Point Pleasant, Halifax Common, Fort Needham, Public Gardens, Dartmouth Common, Sullivan's Pond, Gorsebrook, Ardmore, Flinn, and Lake Banook.

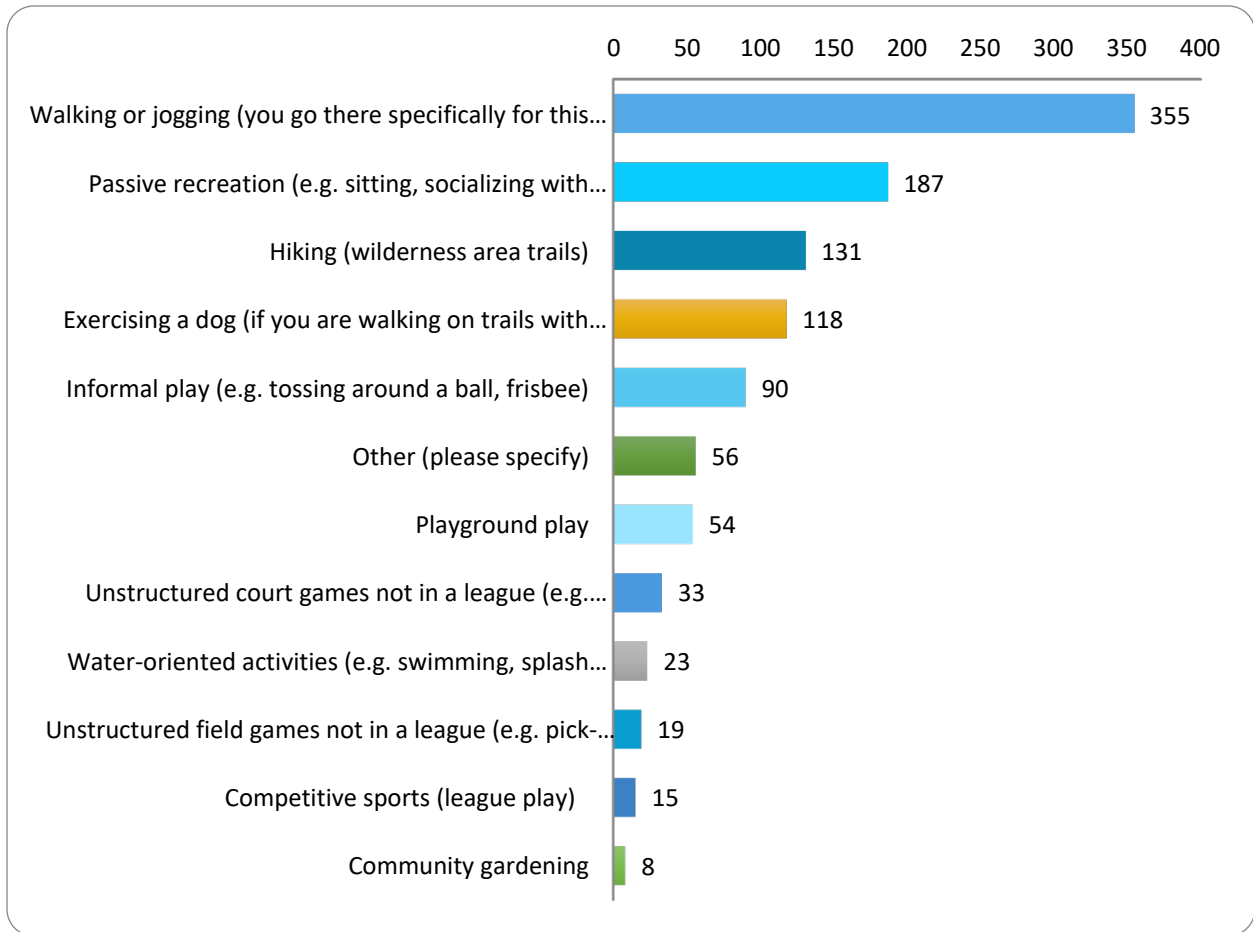


Question 4: What best describes the activities you do the most in your primary park in the summer? Pick your top 3 summer activities.



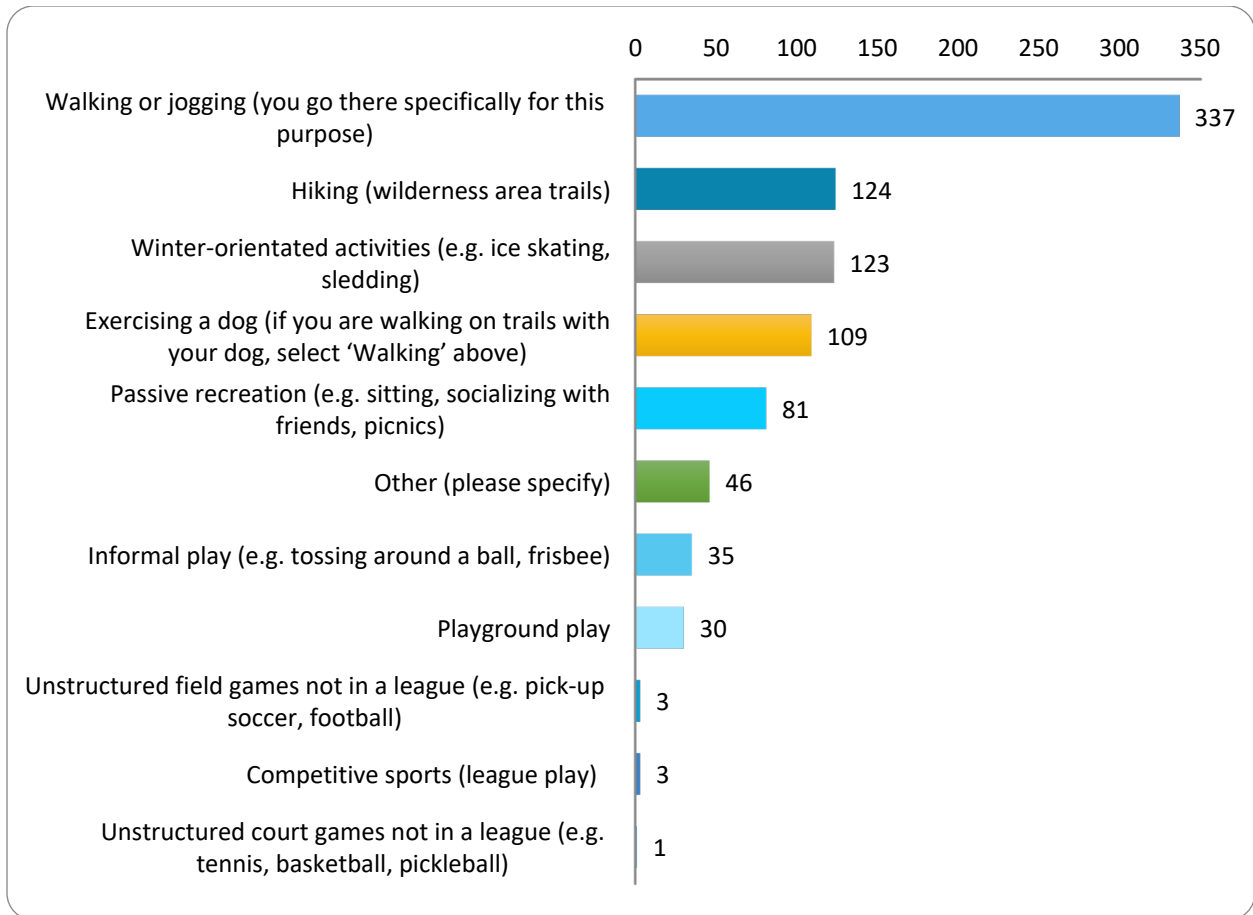
In this question, participants were asked to indicate their top summer activities in their primary park. Nearly 1,150 activities were recorded, some respondents chose less than three activities. A vast majority of surveyed resident's use their primary park most for walking or jogging (30% of activity responses). As well, passive recreation is one of the top activities for many residents (19.5% of activity responses).

**Question 5: What best describes the activities you do the most in your primary park in the fall?
Pick your top 3 fall activities.**



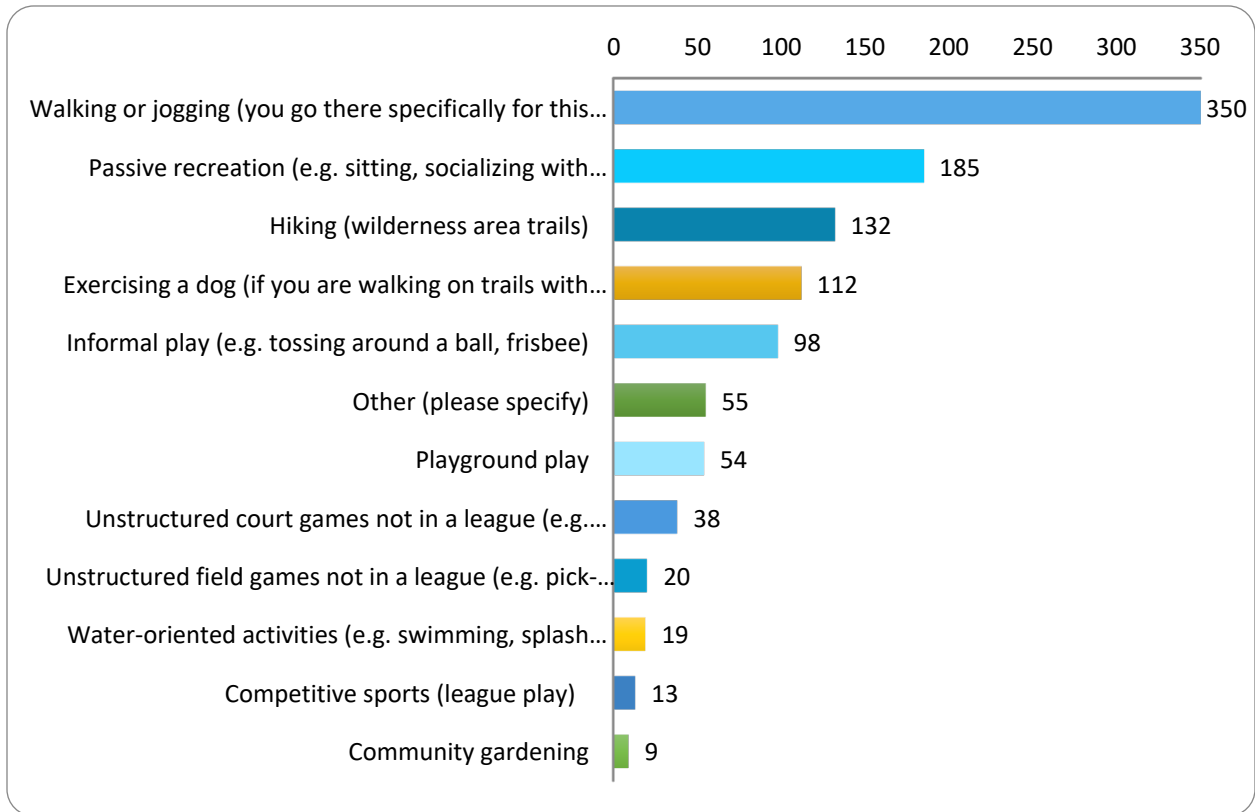
As seen above, the top activities for the fall season follow the summer and spring activities, with walking or jogging, passive recreation, and hiking as the top three answers. Walking a dog was the fourth most popular activity in all three seasons as well.

**Question 6: What best describes the activities you do the most in your primary park in the winter?
Pick your top 3 winter activities.**



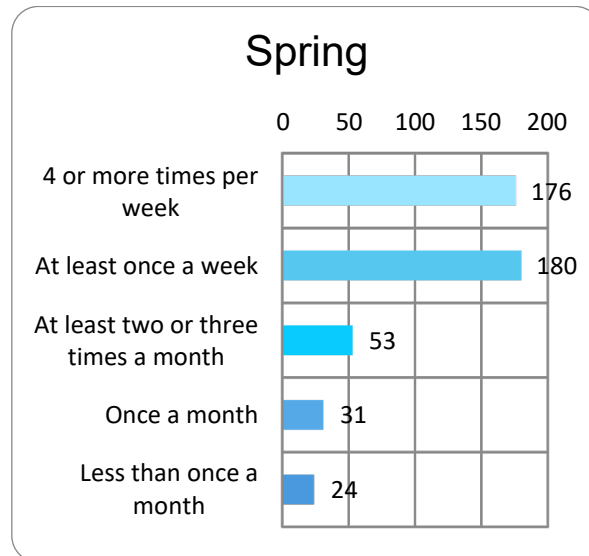
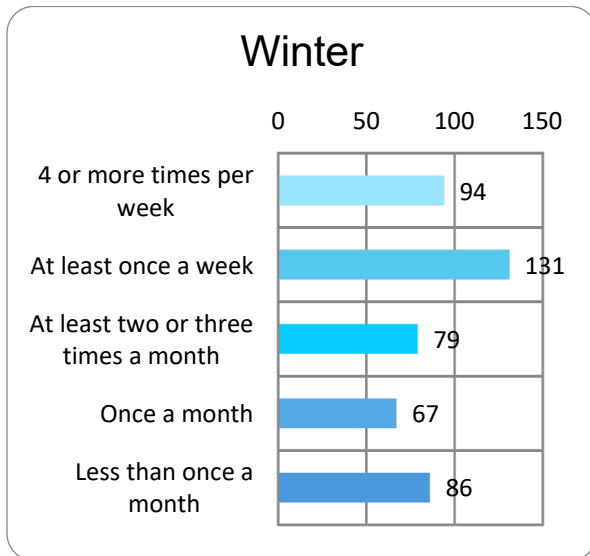
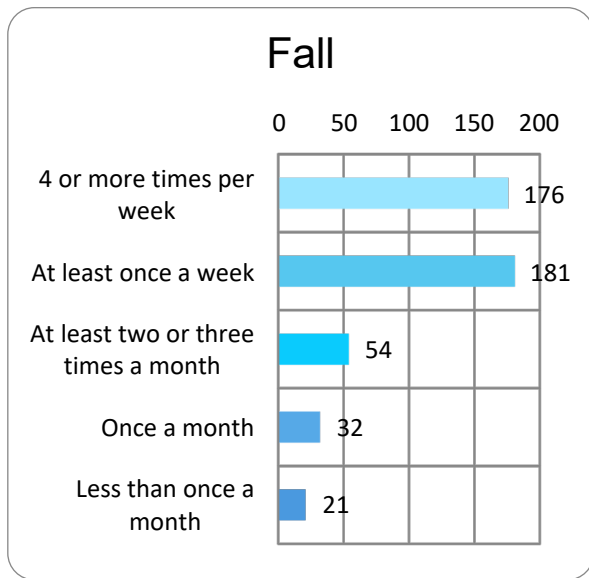
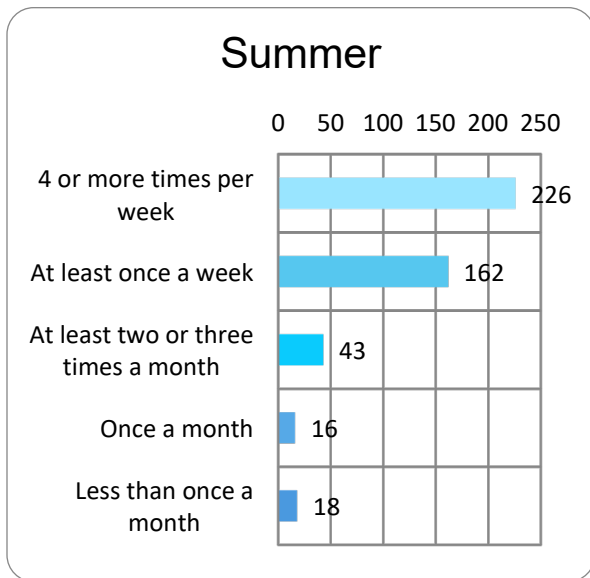
The winter activities were different than the responses for spring, summer and fall. Passive recreation fell to the fifth most common activity from second in the other seasons. Naturally, surveyed residents mention winter-oriented activities as their third most common park activity.

**Question 7: What best describes the activities you do the most in your primary park in the spring?
Pick your top 3 spring activities.**



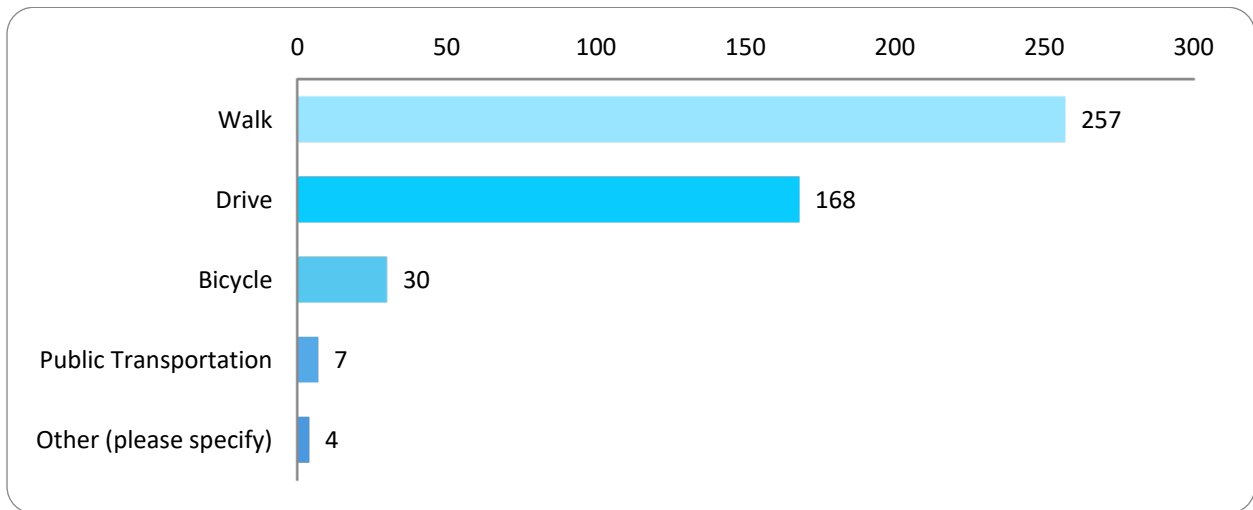
As noted above, walking or jogging was the most common activity in all seasons. In the spring, resident's report passive recreation as their second most common activity, and hiking as their third.

Question 8: Thinking about the past year, how often did you use your primary park in each season?



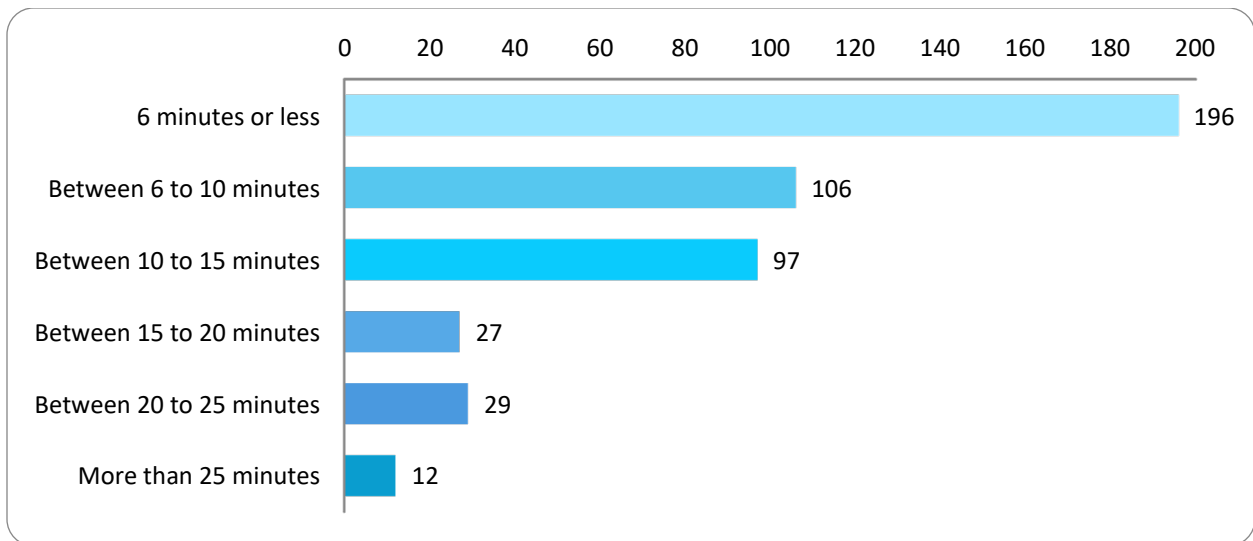
Survey participants report very similar levels of primary park use in the spring and fall seasons, with most reporting weekly use of their primary park, and nearly as many responses indicating primary park use 4 or more times a week. In the summer, park use jumps and most respondents report using their primary park 4 or more days per week. In the winter, many continue to use their primary park 4 or more times a week, but most indicate once weekly visits. Many more responses than in other seasons report park usage dropping to once monthly or even less in the winter season.

Question 9: How do you normally travel to your primary park? Please select only one option.



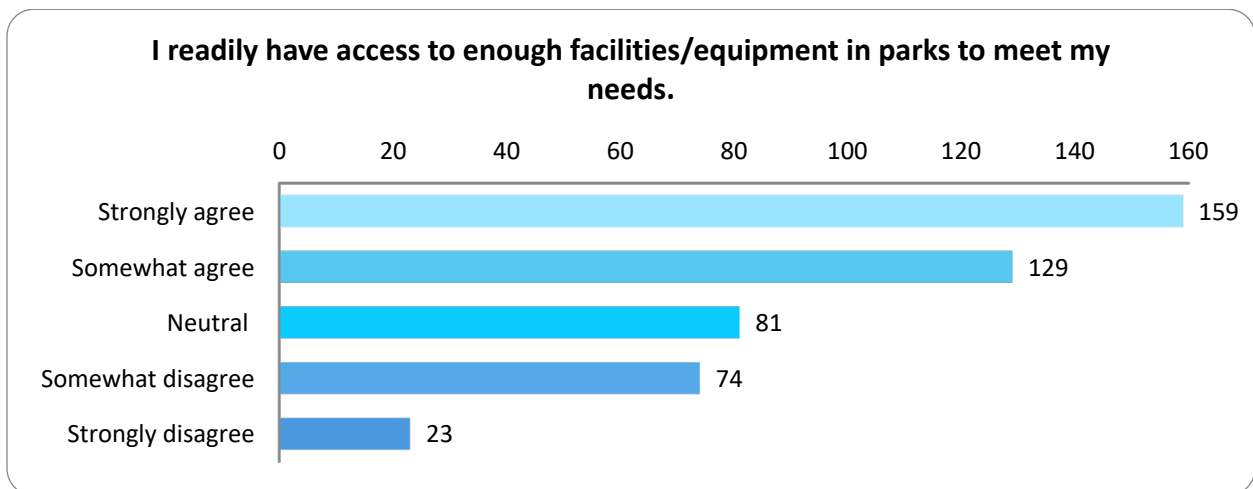
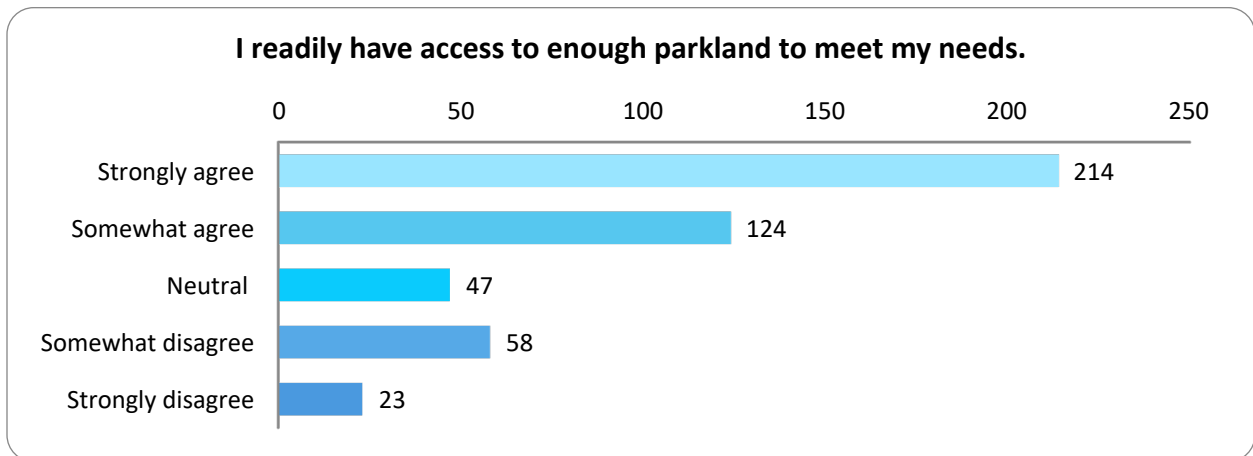
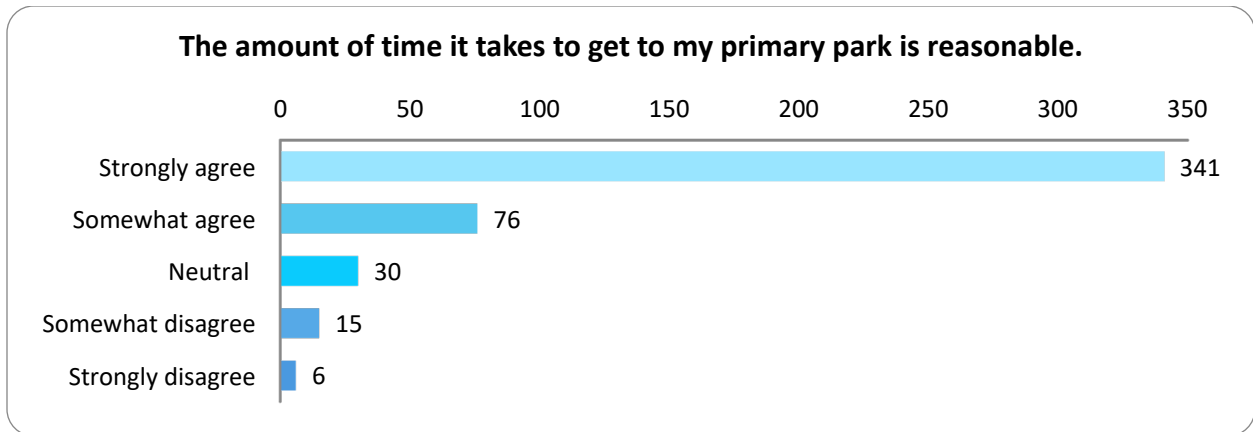
61.5% of participants report using active means to travel to their primary park, and most of those residents walk to their park (55%). 36% report driving to their primary park, many more than those choosing to cycle to their park or public transportation. Of the 466 responses to this question, only 7 residents report using public transportation as their primary means of reaching their primary park.

Question 10: How long do you estimate it normally takes to get to your primary park by the mode of travel identified above?



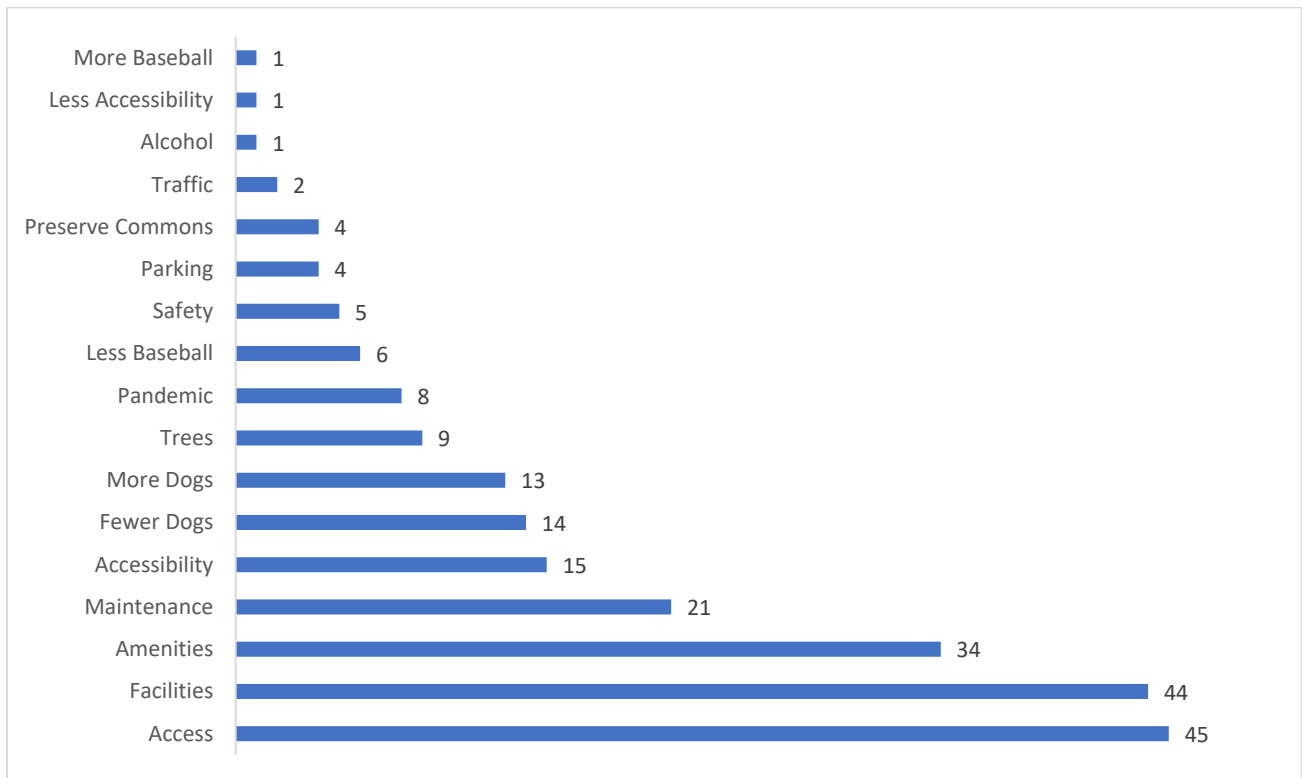
Most participants report the lowest travel time in this survey (6 minutes or less) as travel time to their primary park. More respondents reported walking however, and this indicated that some who choose to walk to their primary park will travel more than 6 minutes to get there.

Question 11: Provide your level of agreement with the following statements related to access to parkland and related facilities:



In the three parts of the question above, we can see that residents feel that travel time and access to parks is better than access to enough facilities or equipment in those parks. Overall, most respondents agree that their travel time is reasonable. Fewer answer that they have access to enough parkland, and even less report having enough equipment or facilities in their parks.

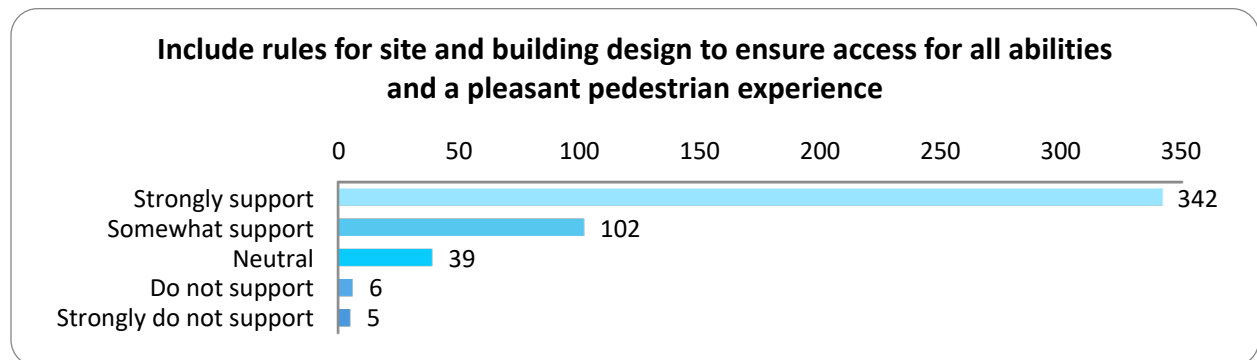
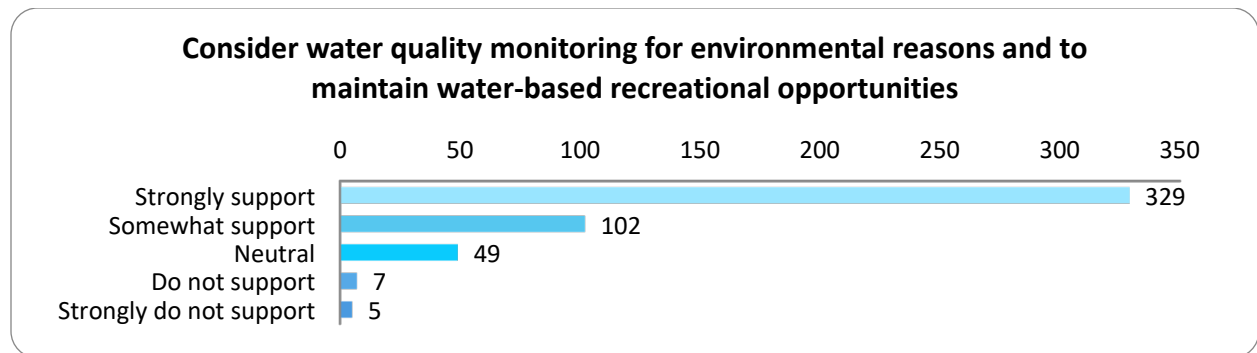
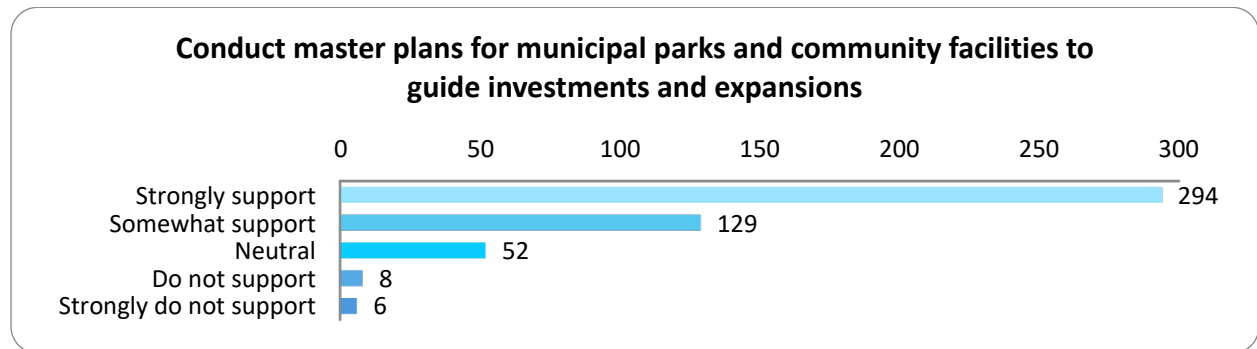
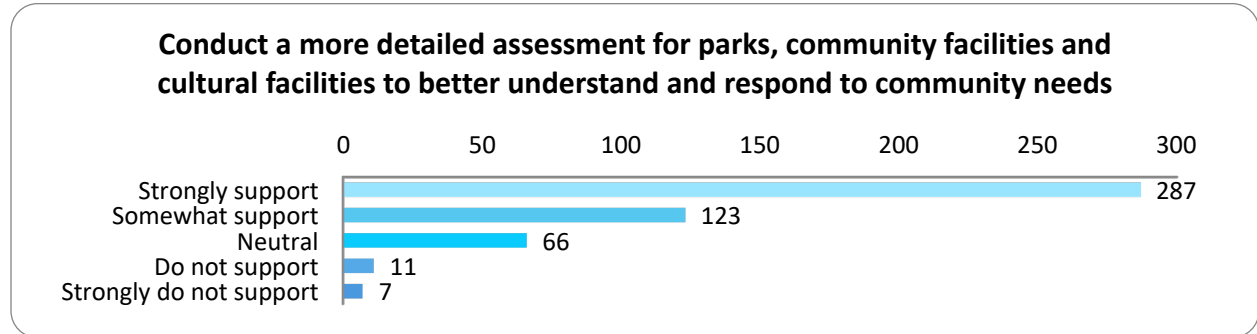
Question 12: Is there anything you would like to add about your use and access to parks?



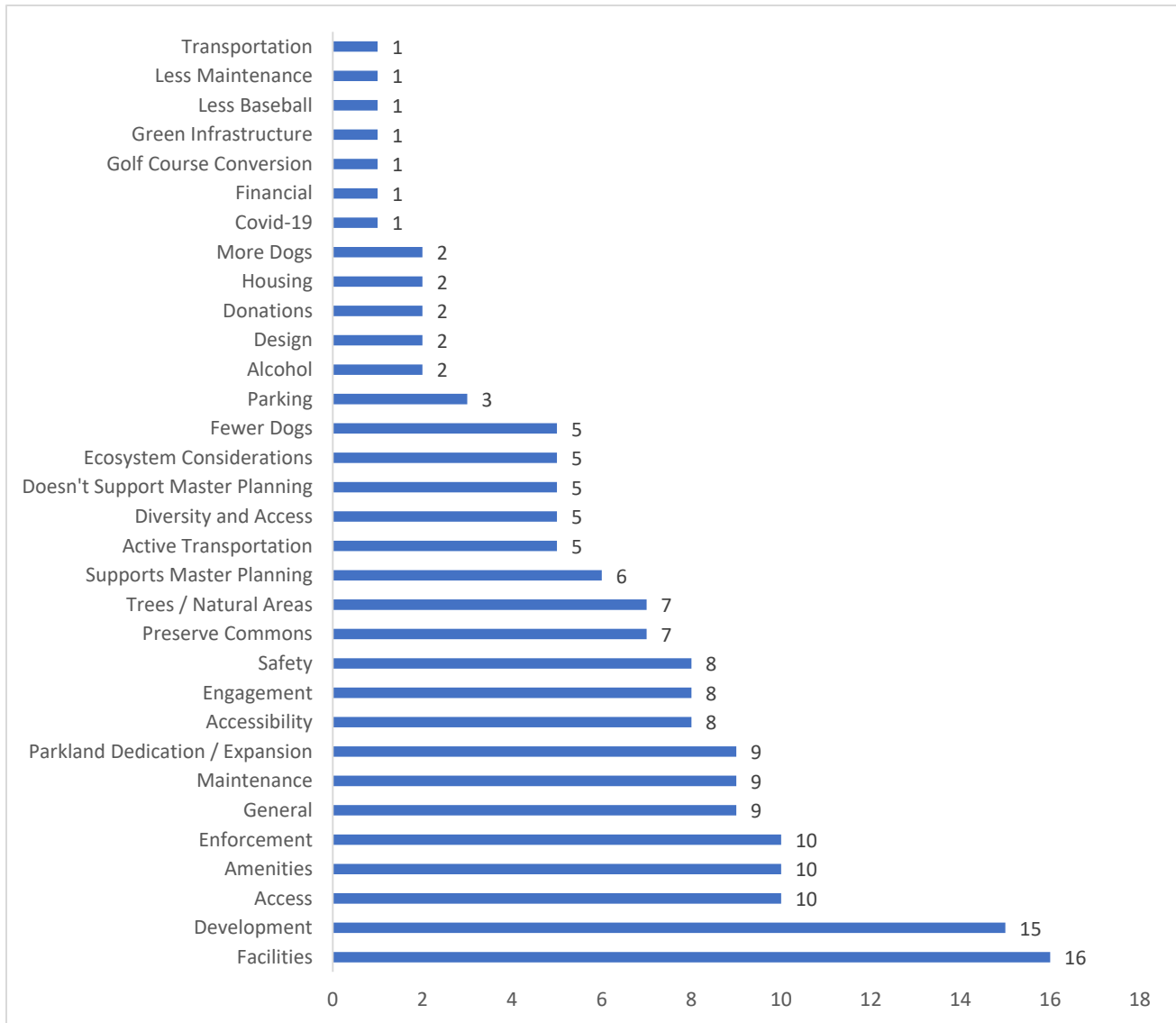
Of the nearly 500 participants, 219 responses were recorded for this question, 277 respondents did not answer this question. As seen above, the most common responses were related to access to parks (meaning proximity, availability and location) as well as access to facilities and amenities in parks (meaning desires for increased park facilities and services). Participants were split on the need for more dog-friendly spaces in parks, those against generally felt that increased enforcement is needed of off-leash regulations, and those in favour suggest more access spaces where dogs can be off-leash are necessary. Many of the responses to this question detail issues in specific parks and should be looked at in more detail. An interesting note in this question is some responses which advocate for increased access to parks as a necessity during the COVID-19 pandemic. Many participants detail their barriers to access in this question, responses in this theme include mobility, income, age, and location barriers.

Question 13: The Centre Plan contains policies which may impact parks and community facilities. Please rate your level of support for each Centre Plan policy direction.

Participants recorded strong support for all four Centre Plan policy directions listed below. The most supported of the policy directions was the direction to include rules for site and building design that ensures access for all abilities and a pleasant pedestrian experience.

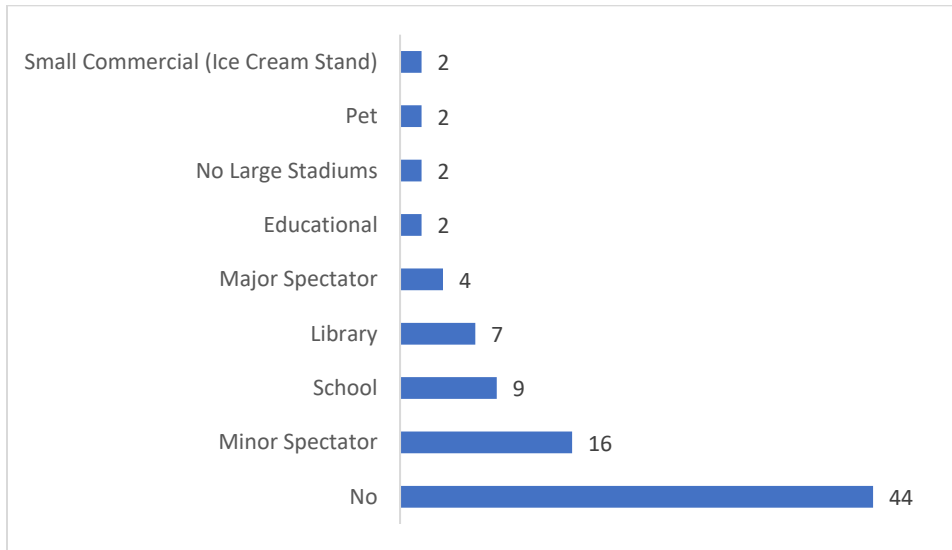


Question 14: Do you have any other comments about general policies related to parks and community facilities?



Of 496 total responses, 141 participants answered this question, among those responses the two most common responses identified a need for new and increased facilities for activities in parks, as well as concerns for development pressures near or on parks land, often specifically related the scale of development next to parks. The top response, facilities, included mostly responses with specific requests for new, increased, or improved facilities for specific activities. As in some other questions in this survey, enforcement of by-laws in parks was mentioned by some participants, often related to off-leash dogs.

Question 15: Are there any uses that should be added to the Regional Park (RPK) Zone?

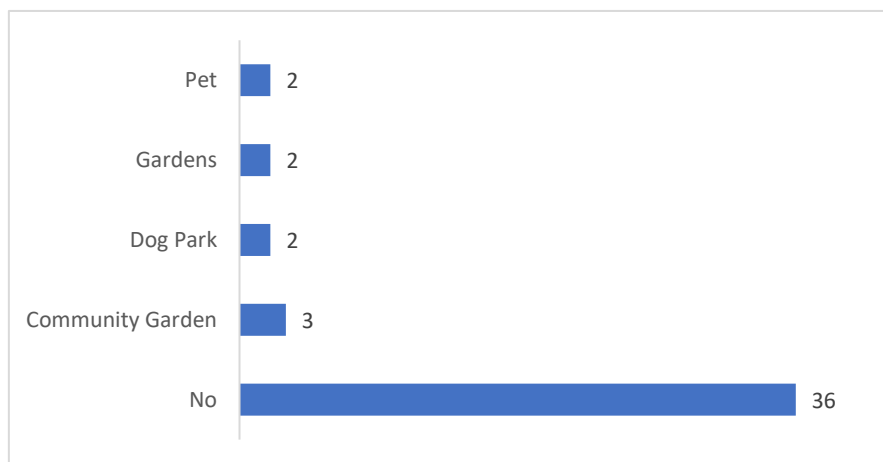


Most who responded to this question felt that no uses should be added to the RPK zone (44 responses). 375 participants did not answer this question, that doesn't necessarily mean that they feel no uses should be added, but in some cases, it appears there is a misunderstanding or ineffective communication about the nature of land uses in certain zones. For example, in multiple instances participants ask why schools would not be allowed to use an RPK zoned park for trips. The volume of non-answers to this question indicates that there may be a need to communicate the purpose of land uses and zones more clearly in future surveys.

16 participants felt that the Minor Spectator use could be added to the RPK zone, a few responses specifically call out the need to allow uses in a more context specific way. As an example, some would be happy to allow a minor spectator use such as Shakespeare in the Park, but more are opposed to large concerts or sport venues in parks. Some participants (9) felt that we should add the School use to the RPK zone to allow educational facilities in parks. Other participants mentioned wanting libraries to be permitted as uses in parks. Note: 47 single/unique responses are not shown in the chart above.

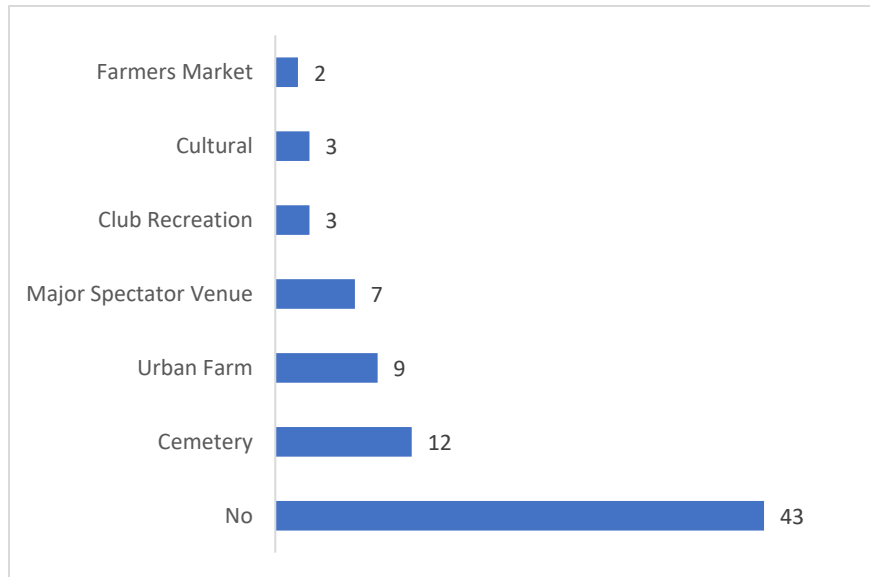
Question 16: Are there any uses that should be added to the Parks and Community Facility (PCF) Zone?

Fewer uses were proposed for the PCF zone by participants than the RPK zone. Many who responded felt that no additional uses were necessary in the zone. 402 survey participants chose not to answer this question at all. 46 different uses were proposed by participants and those with multiple responses were pet use, gardens use, dog park use, and community garden use.



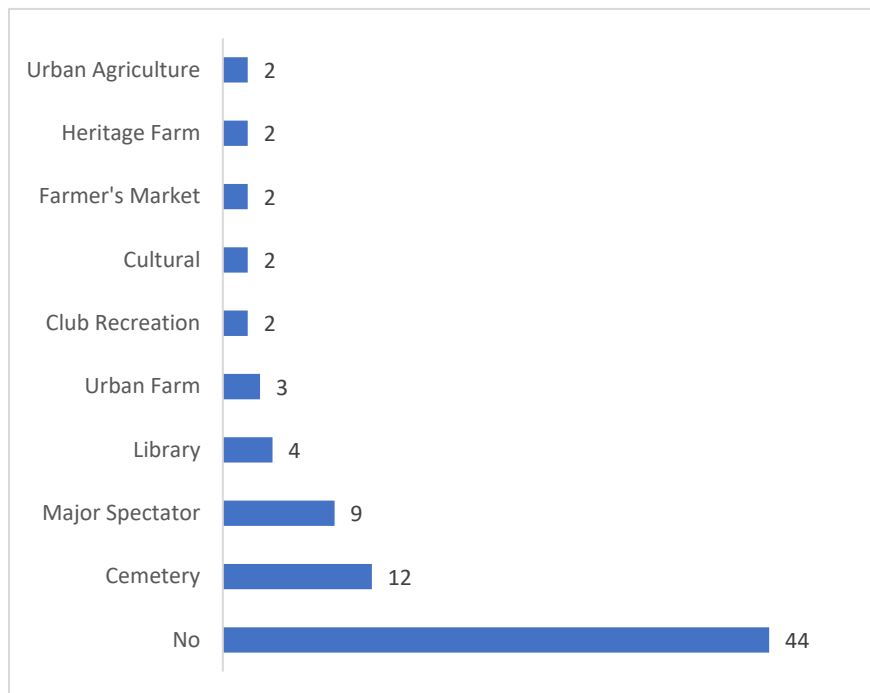
Question 17: Are there any proposed uses that should be removed from the Regional Park (RPK) Zone?

89 responses were recorded for this question. Most felt that no proposed uses should be removed from the RPK zone, however, the Cemetery use was mentioned most (12 of 89 responses). Urban Farm was the next most common use to be removed from the zone, many felt that the Regional Centre as an inappropriate location with limited space to dedicate to Urban Farm uses. When participants mentioned Major Spectator Venue use they often mention stadium proposals and large concerts as examples to avoid.



Question 18: Are there any proposed uses that should be removed from the Community Facility (PCF) Zone?

Again, most respondents felt that none of the proposed uses should be removed from the PCF zone but again the most common use mentioned for removal is the Cemetery Use. Many respondents used this question as an opportunity to mention that they felt two zones may not be enough to encompass their desires for uses in different kinds of parks. As an example, many would be comfortable with spectator uses in large parks with adequate facilities but feel that a small neighbourhood might not be appropriate for this use. Like the last question, most participants chose not to answer this question (401 participants).



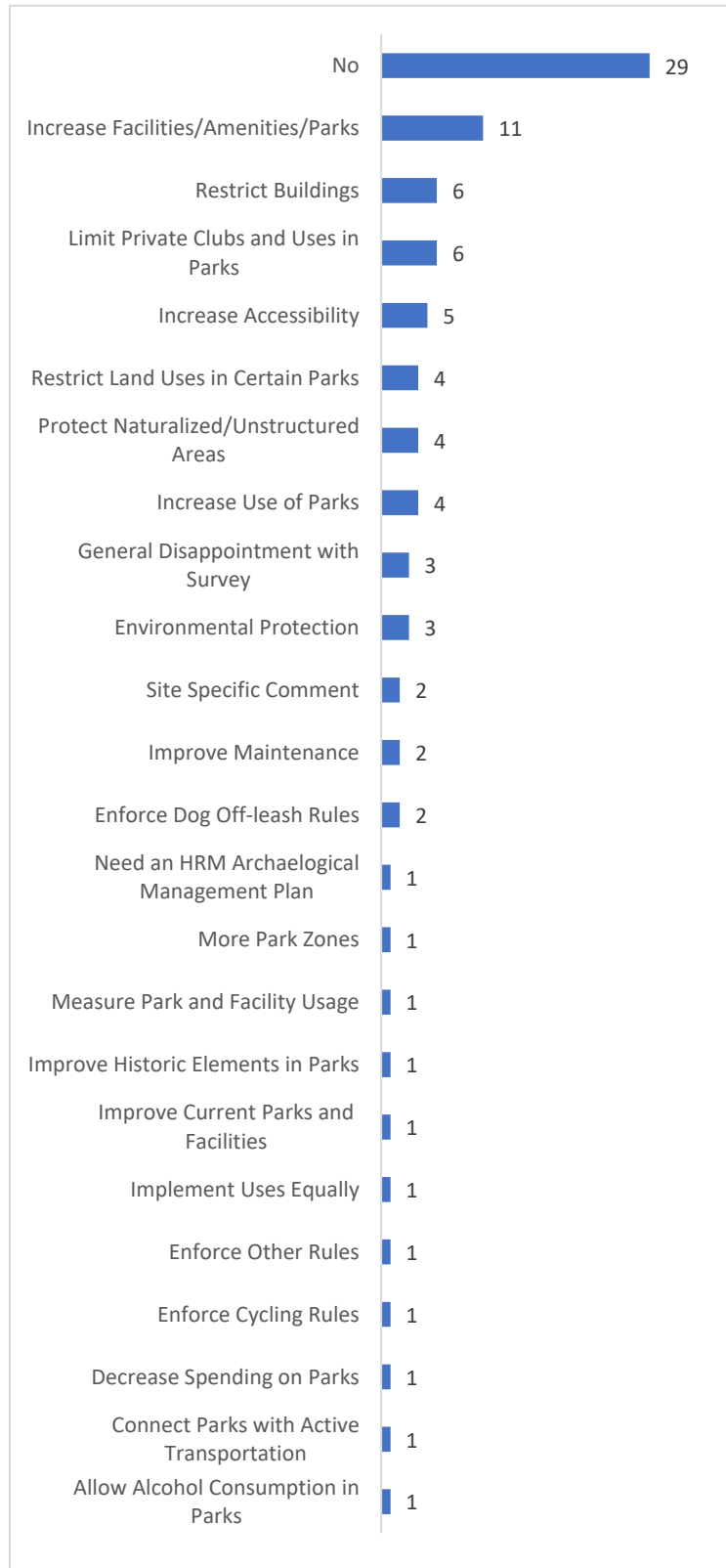
Question 19: Do you have any other comments you would like to share related to Centre Plan policies regarding parks and community facilities?

Of the nearly 500 submissions, 397 participants skipped this question, 29 answered no, that they did not have other comments.

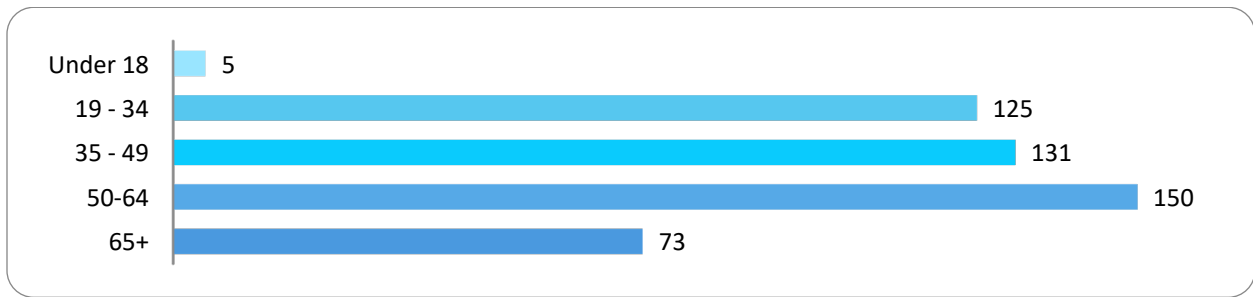
The most common theme within the responses was the need to increase facilities, amenities, or the actual number of parks. Within this theme, participant mentioned needs for improved connections to and between parks mostly by active means.

Many survey participants mentioned a need to limit development adjacent to parks and the scale of buildings next to parks. Many respondents also mentioned a need to increase accessibility to and within parks. Multiple respondents also describe a desire to see policy that protects and enhances natural/informal areas and improves access to those areas.

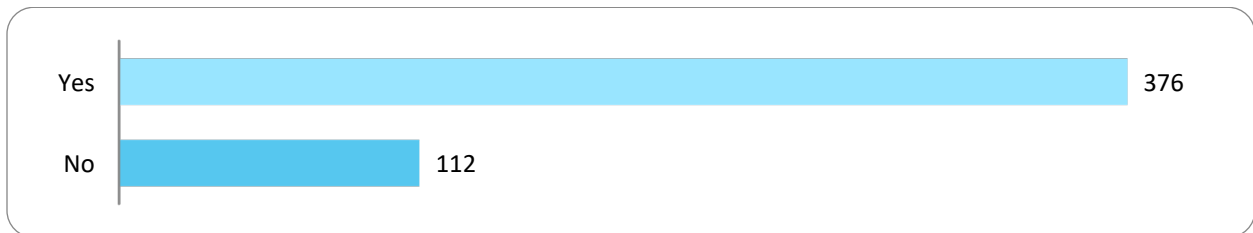
There were a few participants who felt disappointment with the survey and would have liked more clarity and opportunity to engage the topic. Specific examples include attaching a video to questions, or to explain planning processes and land uses better.



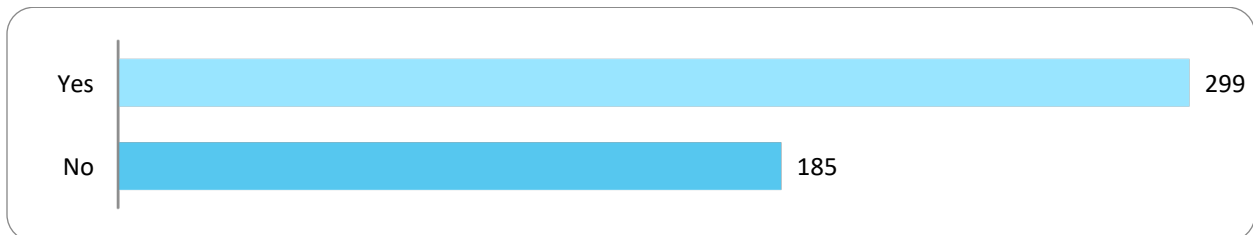
Question 23: Which age group do you fall in?



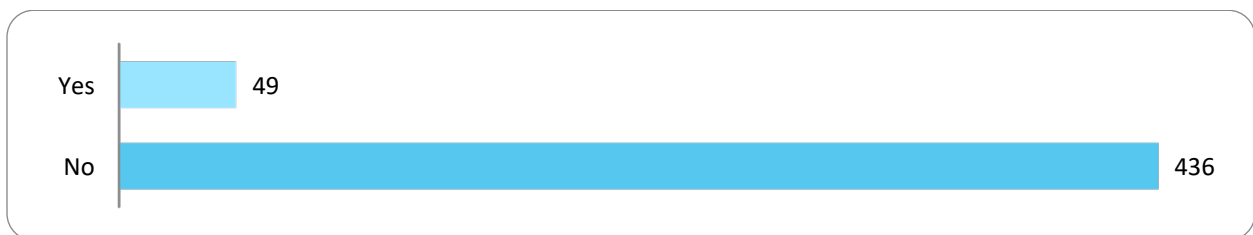
Question 24: Do you live in the Regional Centre?



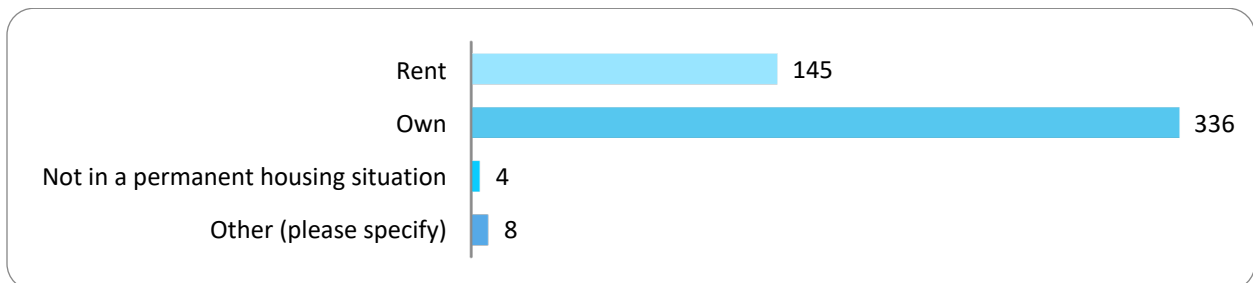
Question 25: Do you work in the Regional Centre?



Question 26: Do you own a business in the Regional Centre?



Question 27: What best describes your housing situation?



Appendix C3 - Established Residential Survey Summary

Overview

Between June and August 31, 2020 the public was invited to participate in various online surveys about Centre Plan Package B. Due to the inability to host in-person events due to the ongoing Covid-19 pandemic these surveys comprised a major portion of community engagement for the Package B draft. Prior to the pandemic staff were able to host multiple in-person stakeholder engagement sessions and the engagement associated with the secondary and backyard suites by-law amendments contributed to overall Centre Plan engagement. Finally, many hundreds of emails, phone calls and other communications have been received by staff about Package B from HRM residents, which comprise an important part of receiving public feedback.

In total, the Established Residential Survey received 298 responses. The Established Residential zones are the low-density zones of Centre Plan permitting a mix of low-rise housing forms along with local commercial uses and some other minor uses.

The surveys asks questions about the follow general topics:

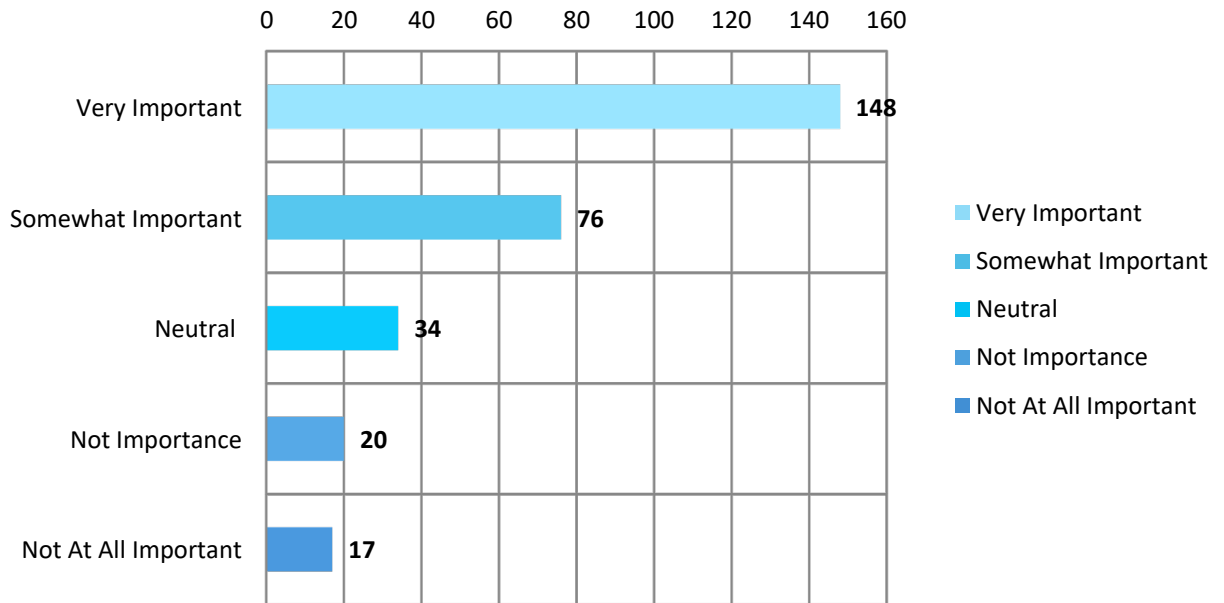
- The uses permitted in the ER zones, including new uses proposed through Package B;
- The built form of buildings in the zone, including the size, shape and character of housing; and
- Other concerns about residential areas such as noise and garbage.

It is important to note that for open-ended questions where the respondent can write any answer there are often multiple answers from the same participant, while other respondents wrote only single-word or very short answers. For example, certain questions asking which uses should be added or removed from a particular zone typically had responses like “none of them” or “all of them” or “two-unit, three-unit, townhome, backyard suite”. The first two answers would be tallied as one response while the final answer would be tallied as four. For open-ended questions, each tally does not represent one person (i.e.: they are not “votes”), but one comment.

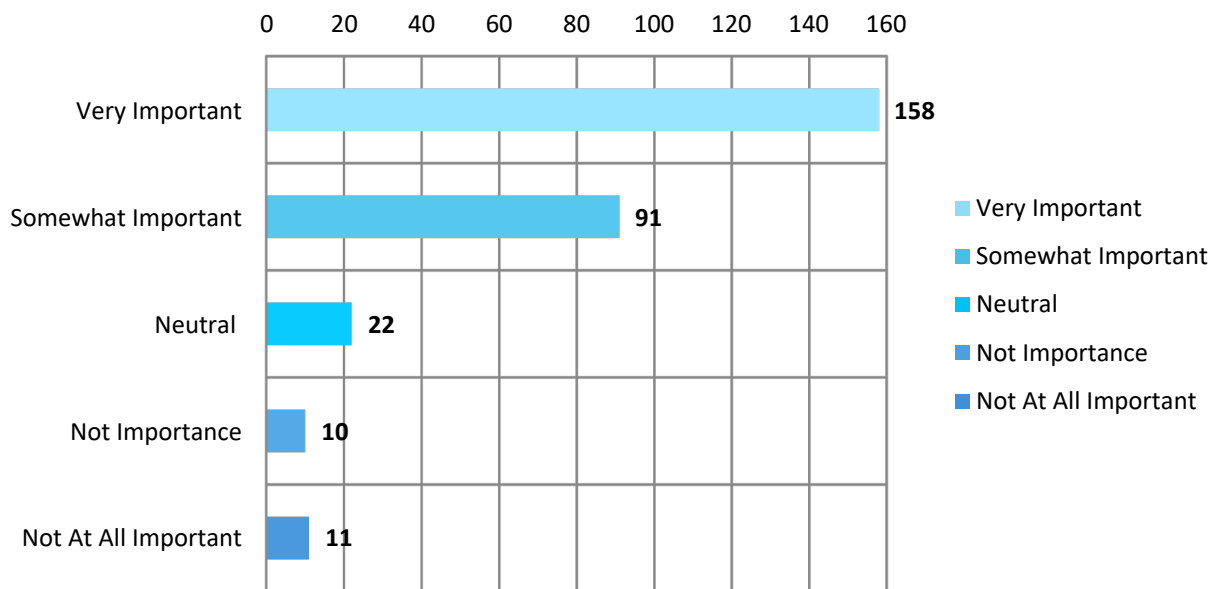
Question 1: Established residential areas can offer a range of housing options and amenities that can support people’s quality of life and a sense of complete community. Please tell us how important the following policies are for low-density neighbourhoods in the Regional Centre.

Respondents to this question indicated that they value the scale and built character of low density neighbourhoods, including heritage buildings and districts. Respondents indicated they value additional residential uses being permitted in the ER zones. Respondents highly value being able to have a daycare, home business, or local commercial use within low density areas. Respondents highly value the keeping of bees and urban farms, but there is less value for the keeping of egg laying fowl.

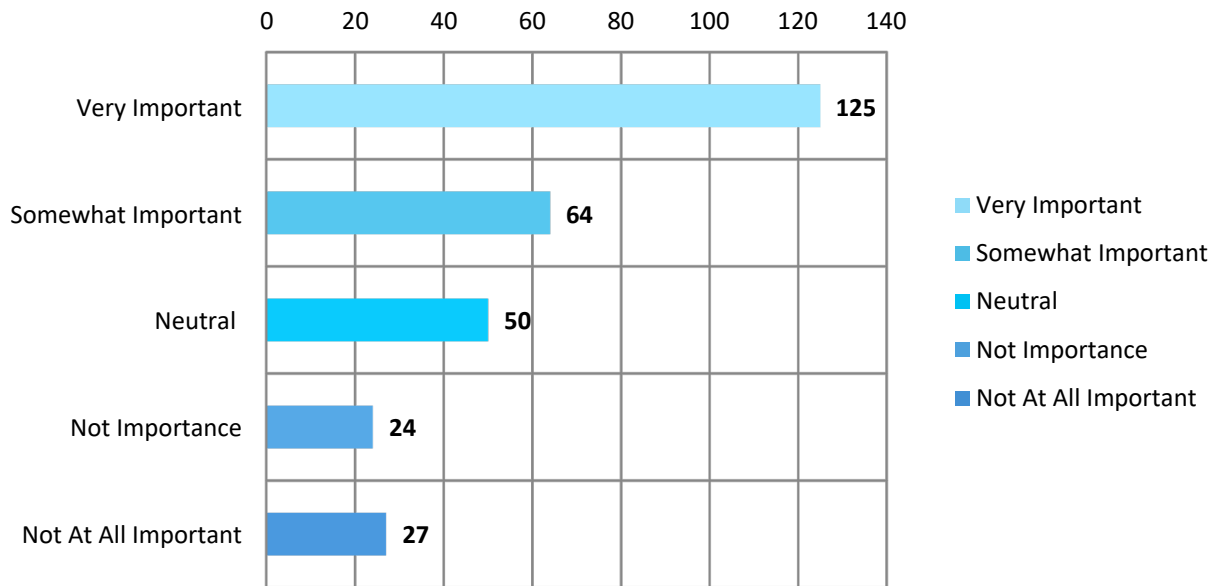
Retain the scale and character of established neighbourhoods



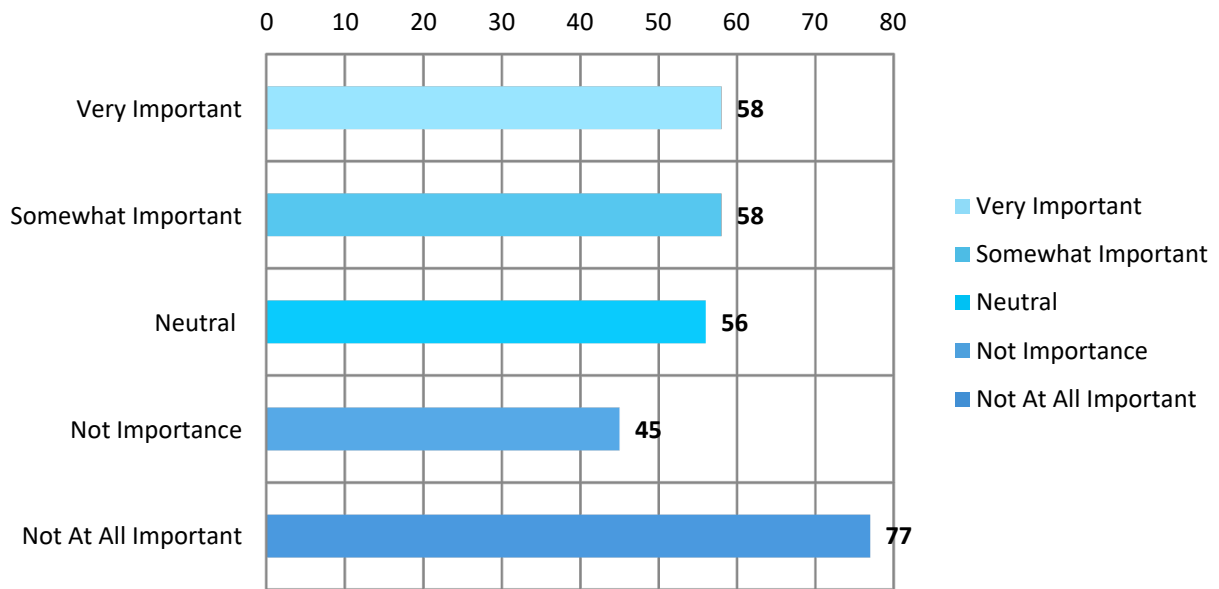
Support the retention of heritage and historic neighbourhoods



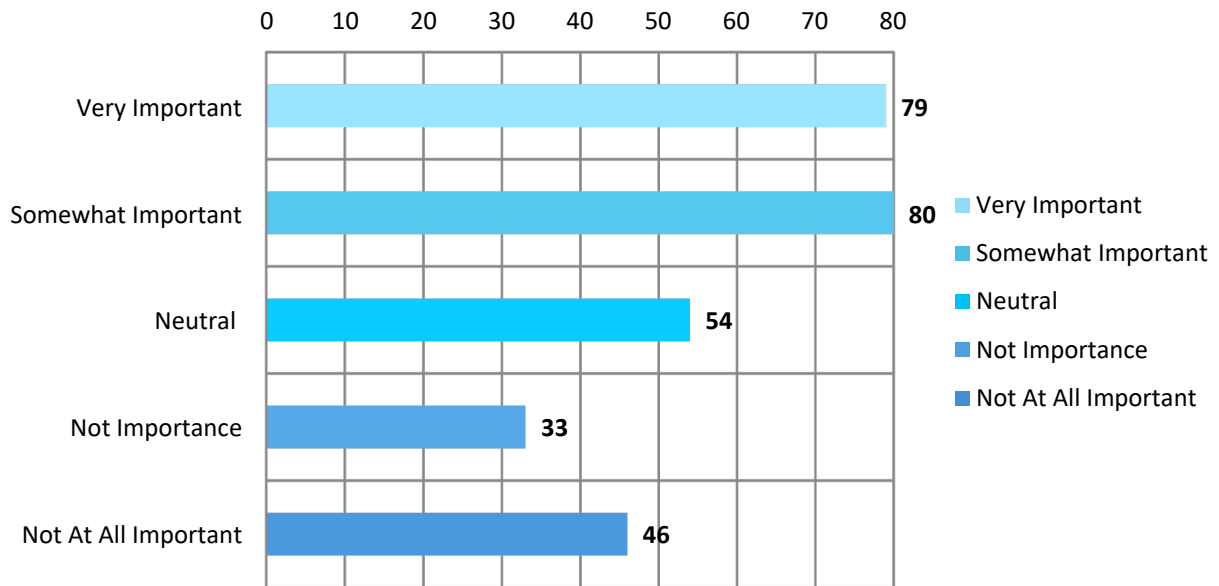
Allow for additional low-density housing options



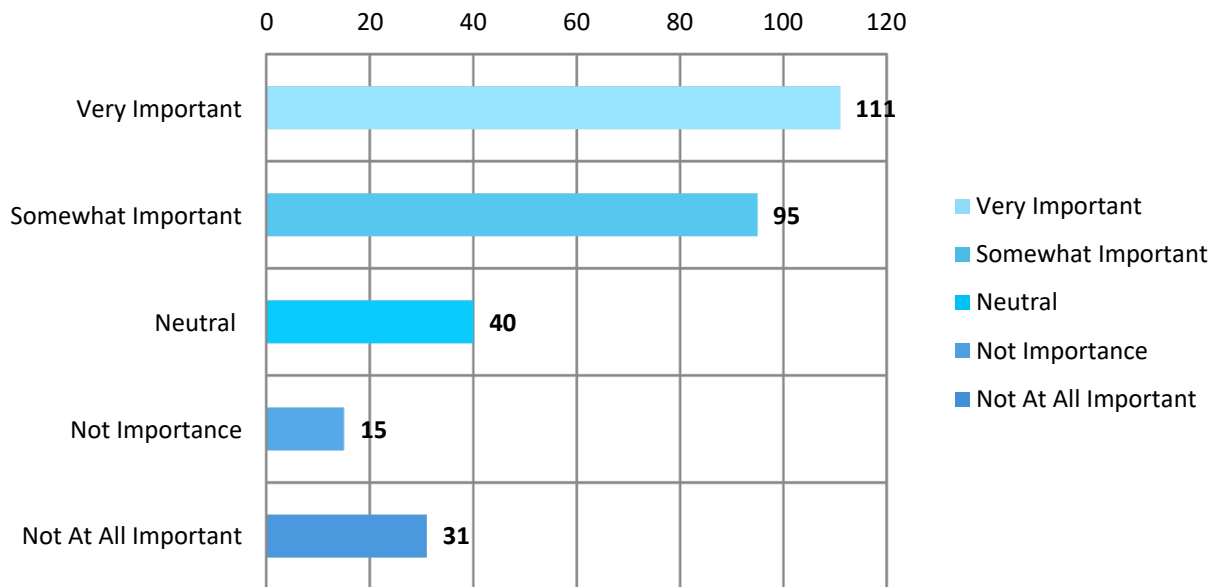
Allow for the keeping of egg laying fowel



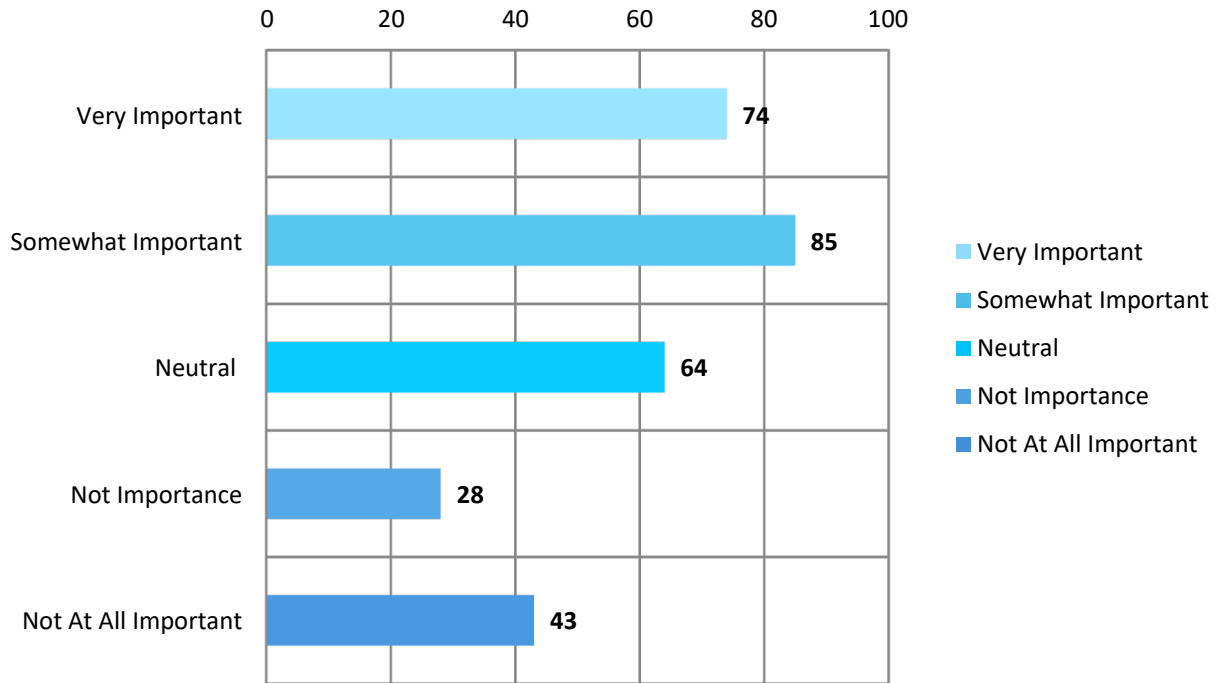
Allow for the keeping of bees



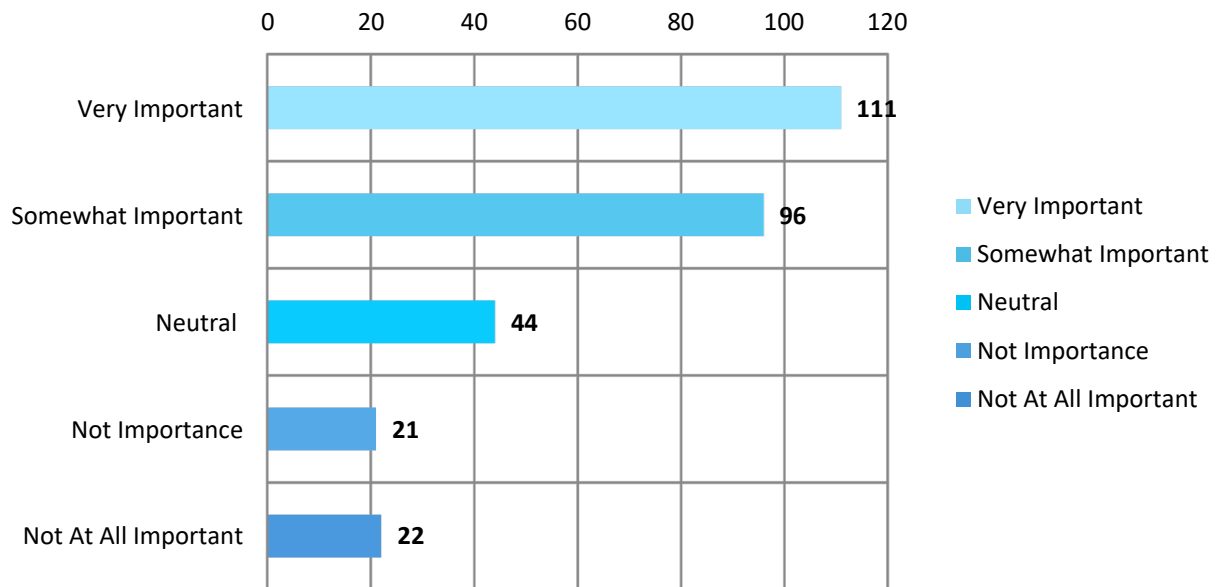
Allow for urban farms and community gardens

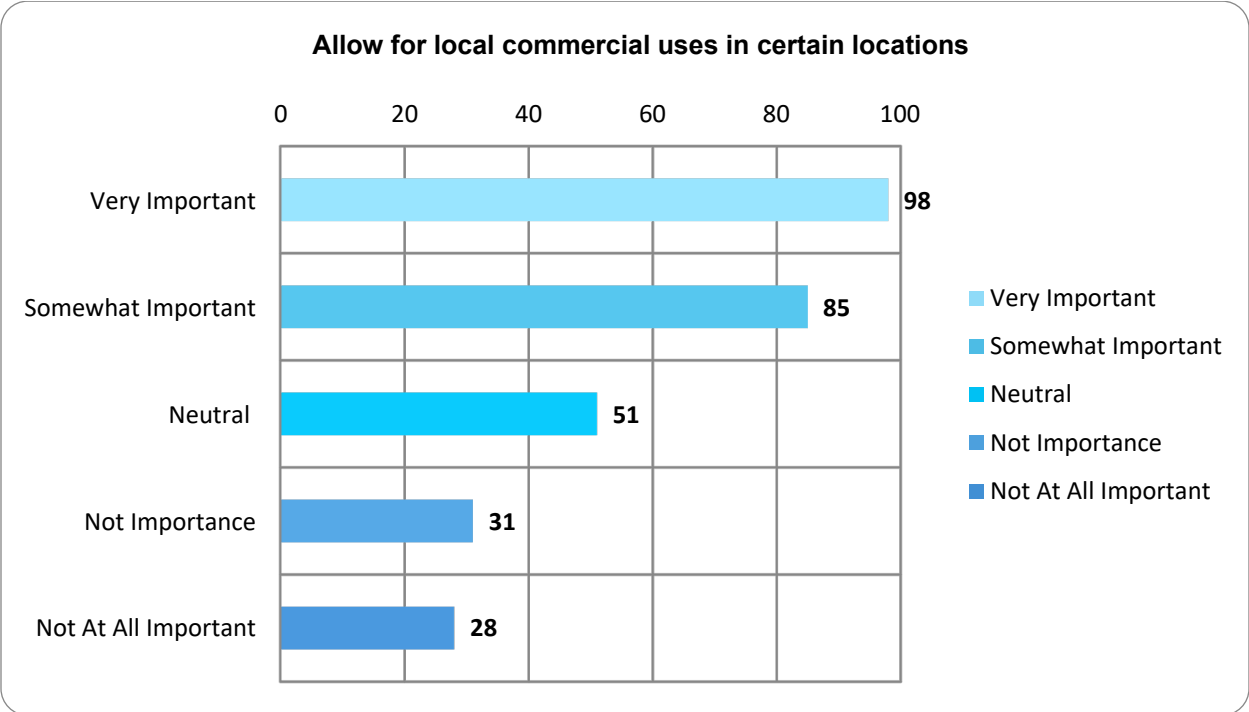
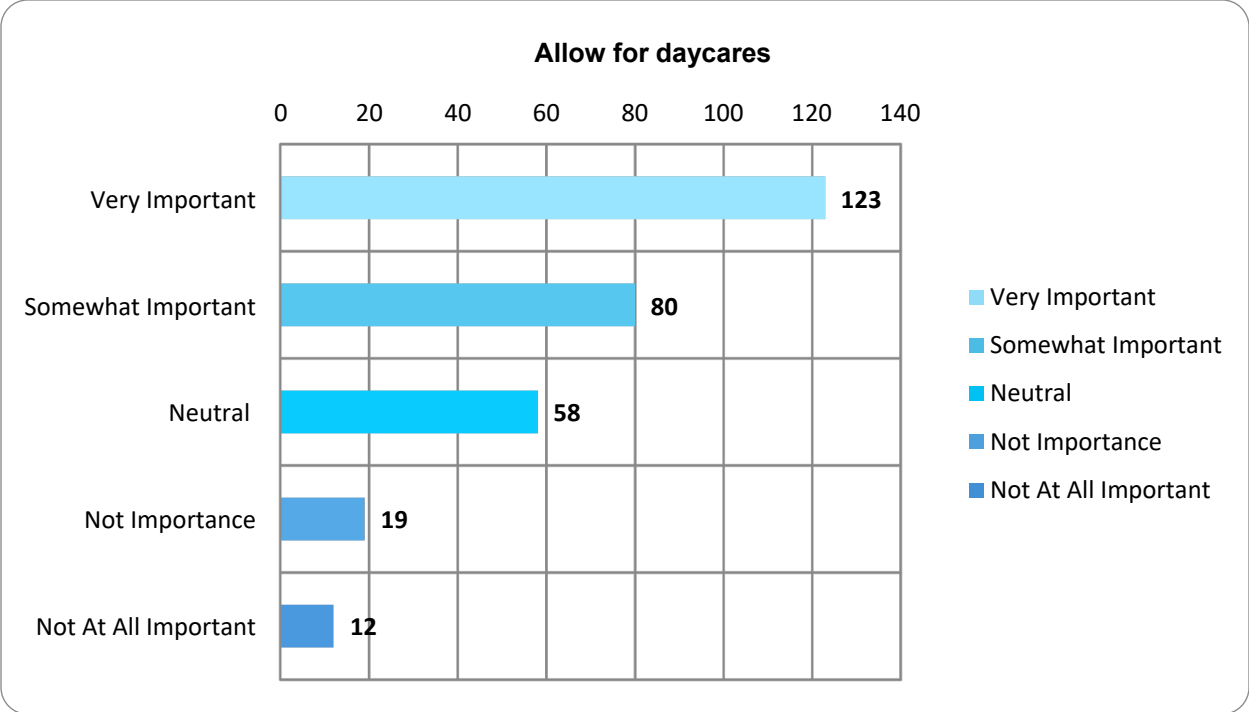


Allow for the processing and sale of products grown or produced on-site as an accessory to urban farm use

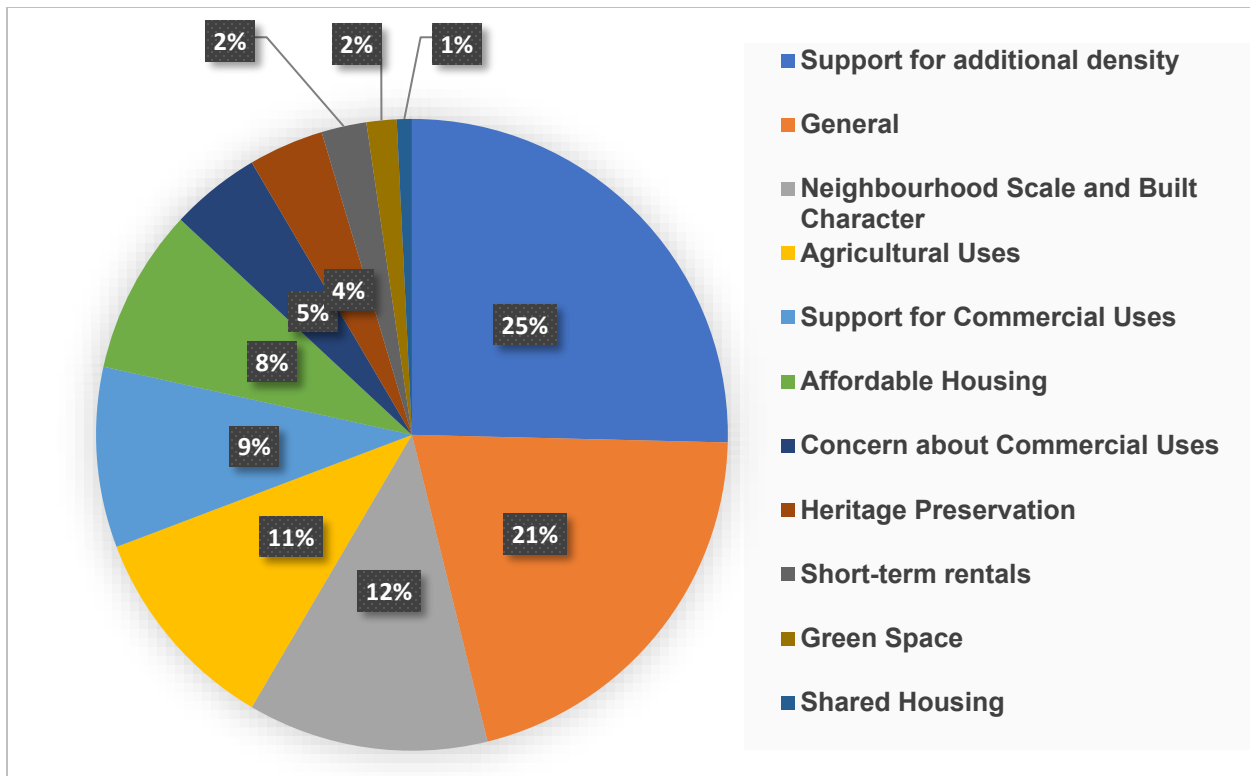


Allow for home businesses to operate from within a dwelling unit





Question 2 Do you have any additional comments about the general policies for Established Residential Areas?



Many respondents indicated strong support for preserving the scale of existing neighbourhoods with frequent references to the height and massing of buildings. Comments on preserving existing heritage buildings were also common. There is also support for flexible regulations for new buildings to permit a mix of uses and aesthetic styles. Some comments identified the scale of buildings as being important, but prioritized providing a mix of affordable housing over scale and design. Some respondents said that new buildings should not be held to the same standard as heritage buildings and should be permitted additional flexibilities in permitted uses and size. Certain comments noted that emergency shelters are not permitted in residential zones, and identified this as a form of discrimination.

Many respondents indicated they are interested in seeing additional density added to residential areas. Several specific comments reference three and four-unit buildings as being supported. See questions 3-5 for more specific data on supported residential uses.

Respondents said that they like the idea of small-scale commercial in residential areas and referenced uses such as small cafes, restaurants, and pharmacies as being attractive. Respondents also indicated they are concerned about late operating hours, noise, rodents and garbage associated with these uses.

There were many comments providing support for sale of agricultural products and community gardens, but concern with chickens and egg laying fowl being permitted in the ER zones. Respondents indicated they are concerned over smells, feces and rodents associated with chickens.

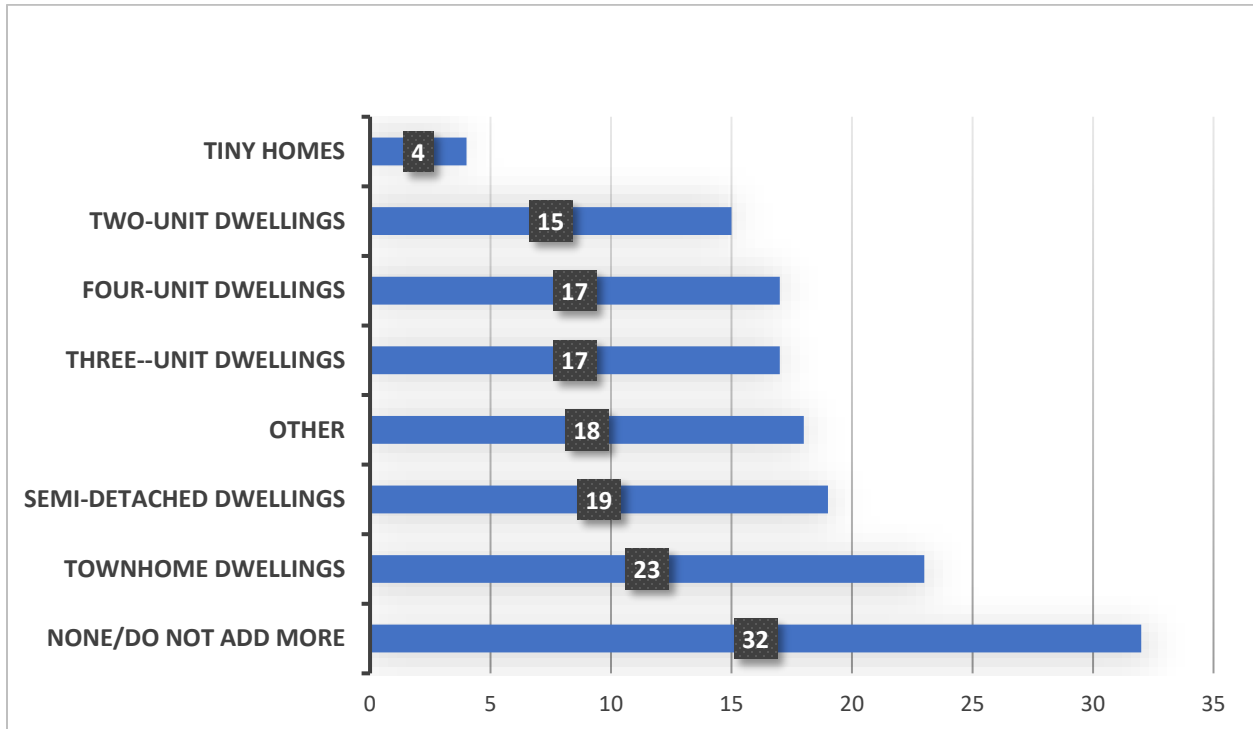
Question 3: Are there any proposed residential uses that should be *added* to the ER-1 zone?

The majority of respondents indicated that they thought the ER-1 zone should include more permitted residential uses. At the same time, many respondents indicated that they thought no change should occur

to the proposed ER-1 zone. Many respondents also indicated that they thought the uses permitted in the ER-2 or ER-3 zone better suit the regional centre, and that the ER-1 zone could be eliminated.

Multiple respondents expressed interest in permitting co-operative housing, however this form of housing is already permitted as a use through the shared housing use, and through any other typical dwelling uses. Co-operative housing is an ownership structure, not a use, and takes many forms from single-unit to multiple-unit housing.

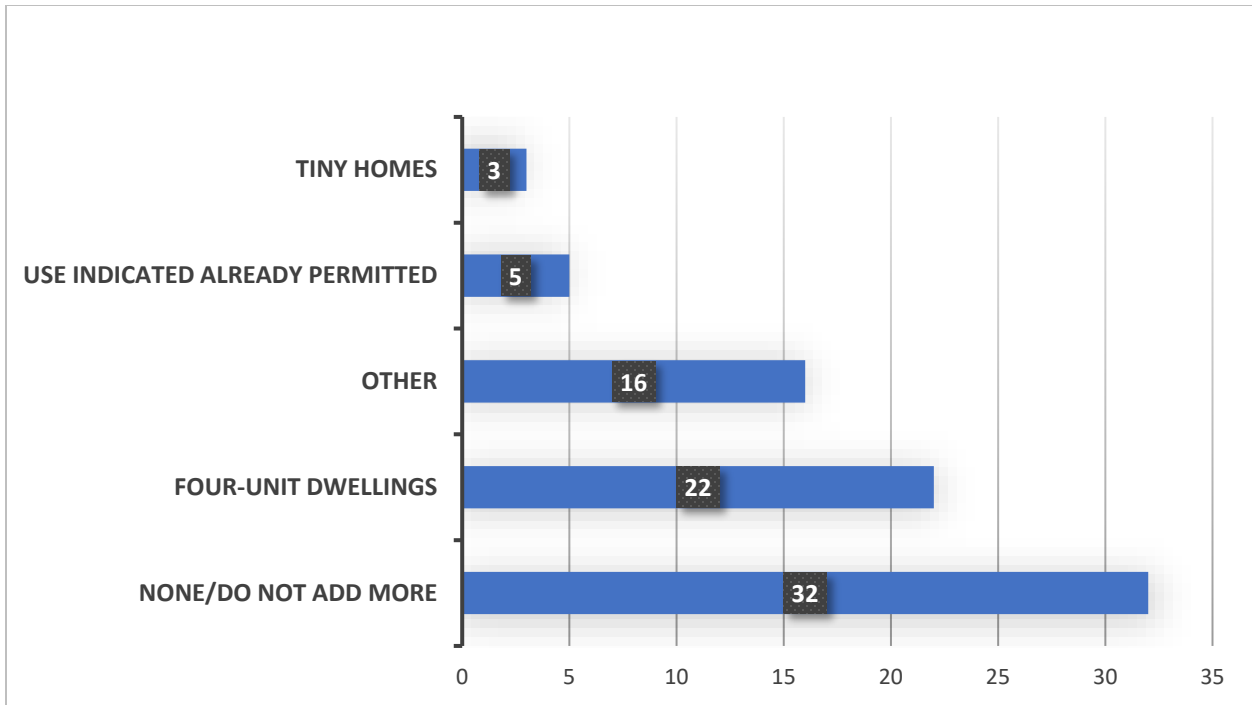
Although this question was meant only to ask what permitted uses respondents think should be *added* to the ER-1 zone, many indicated in the “other” responses that they think short-term rentals should not be permitted in the ER-1 zone.



Question 4: Are there any proposed residential uses that should be *added* to the ER-2 zone?

32 respondents indicated that they thought the ER-2 zone does not require any changes to permitted residential uses. 25 respondents indicated support for adding four-unit dwellings or multiple tiny homes on the same lot to the permitted uses.

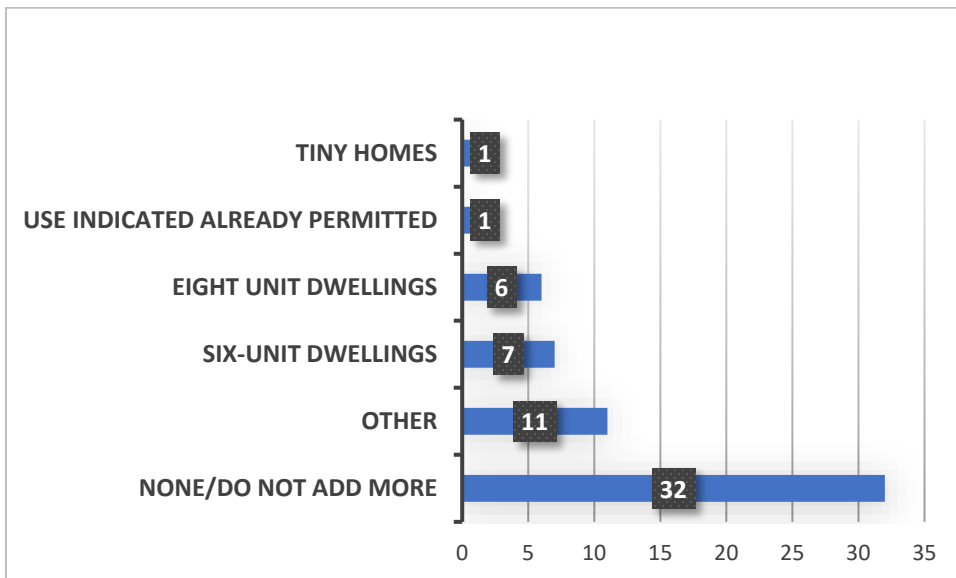
Multiple respondents expressed the same support for co-operative housing, and the same concerns for short-term rentals articulated in the previous question.



Question 5: Are there any proposed residential uses that should be *added* to the ER-3 zone?

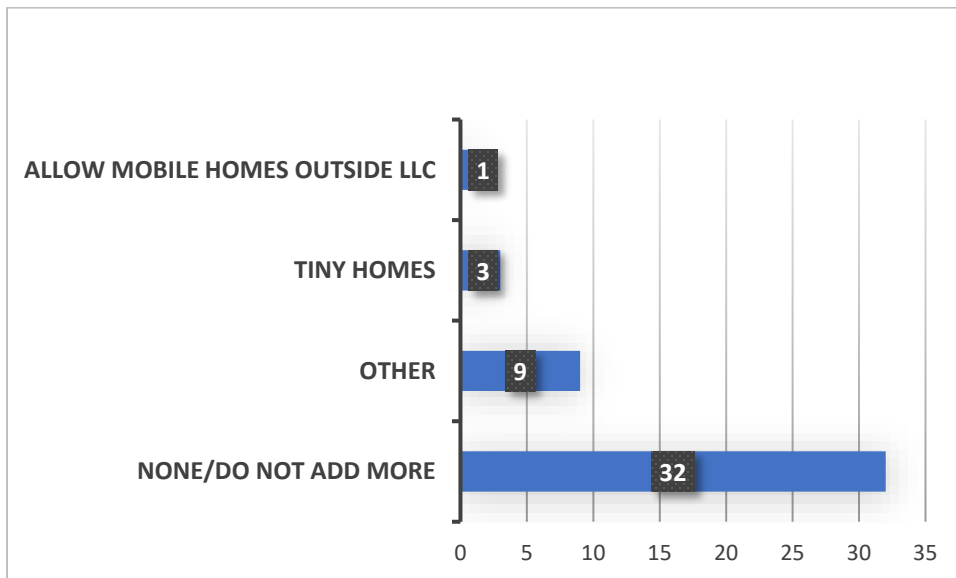
Respondents to this question mostly indicated a preference for adding no additional uses to the ER-3 zone. Many of the comments in the “other” category generally suggested increasing the number of permitted units per building, while keeping the height and scale within that of the surrounding context.

It is notable that in questions 3 to 5 the number of respondents indicating they support no change in the zones is consistently 32. It is possible that the same 32 respondents indicated this for each question.



Question 6: Are there any proposed residential uses that should be *added* to the LLC zone?

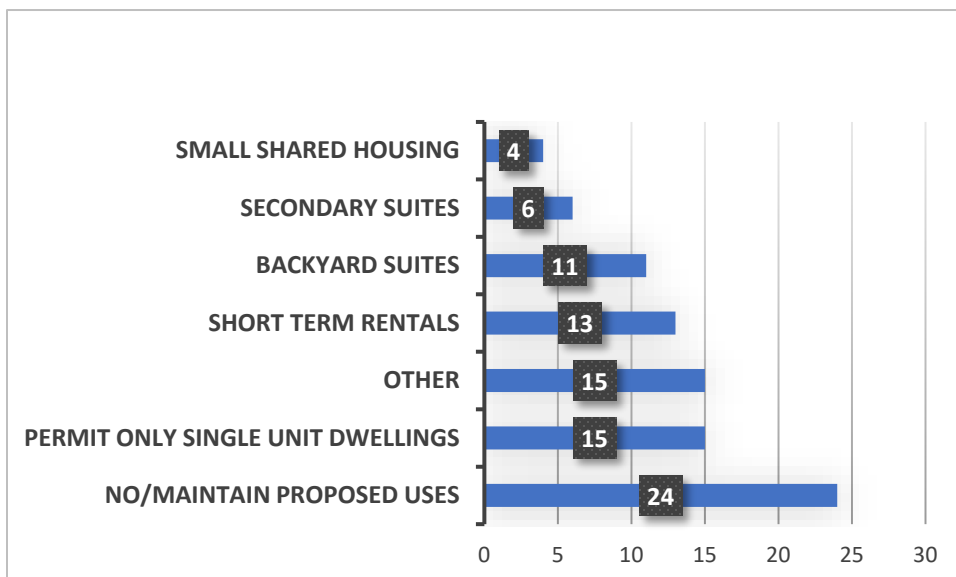
The majority of respondents to this question indicated they thought no additional uses should be permitted in the LLC zone. In the “other” category, some comments suggest permitting mobile home uses outside the LLC zone, and other suggests they can be a form of affordable housing.



Question 7: Are there any proposed residential uses that should be removed from the ER-1 zone?

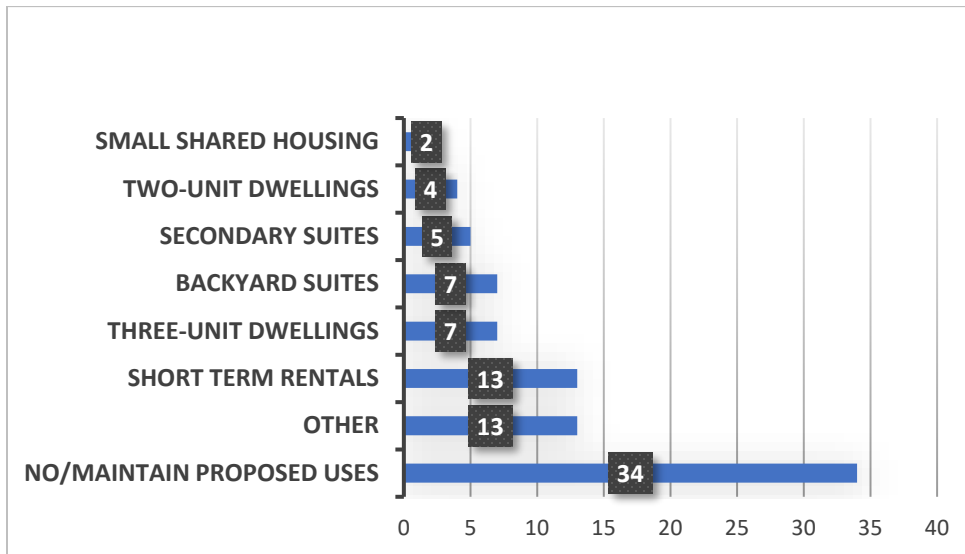
Many respondents indicated that they thought the permitted uses are appropriate as-is and require no change. 15 respondents indicated that they thought the ER-1 zone should simply retain the same permissions as the current R-1 zoning allows and only permit a single-unit dwelling. Many comments suggested that short term rentals, or any form of B&B, should not be permitted in the ER-1 zone. There is concern among respondents for the rental of backyard suites, especially if they are used for short term rentals.

In the “other” category, some respondents highlighted concerns with commercial uses in the ER-1 zone. Another section in the surveys deals with commercial uses in more detail.



Question 8: Are there any proposed residential uses that should be removed from the ER-2 zone?

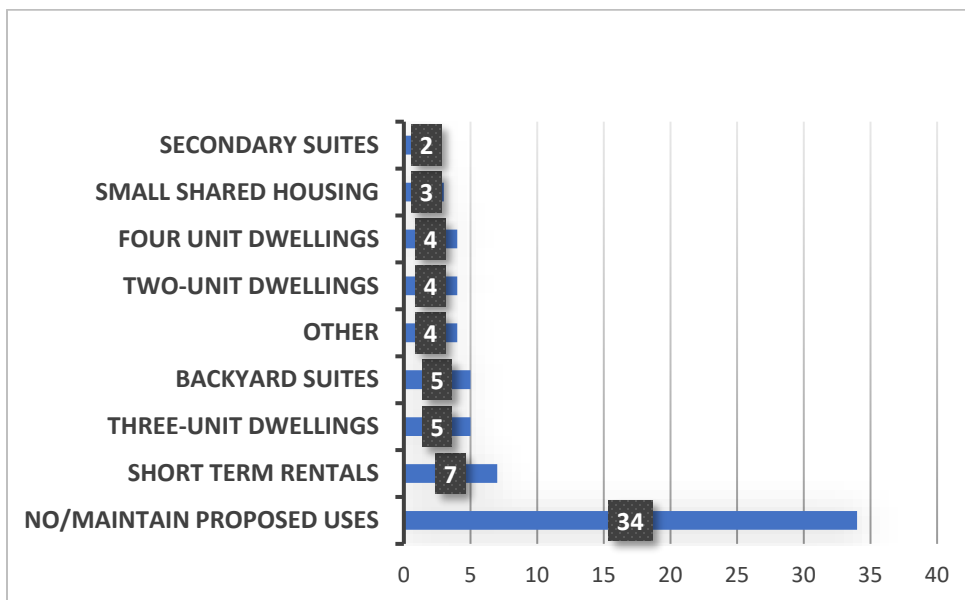
As was seen with the ER-1 question, most respondents indicated that they thought the ER-2 zone uses can be maintained. Comments in the “other” section again highlighted concerns for commercial uses in the ER zones. 13 respondents indicated they are concerned about short-term-rentals, the same as the previous question.



Question 9: Are there any proposed residential uses that should be removed from the ER-3 zone?

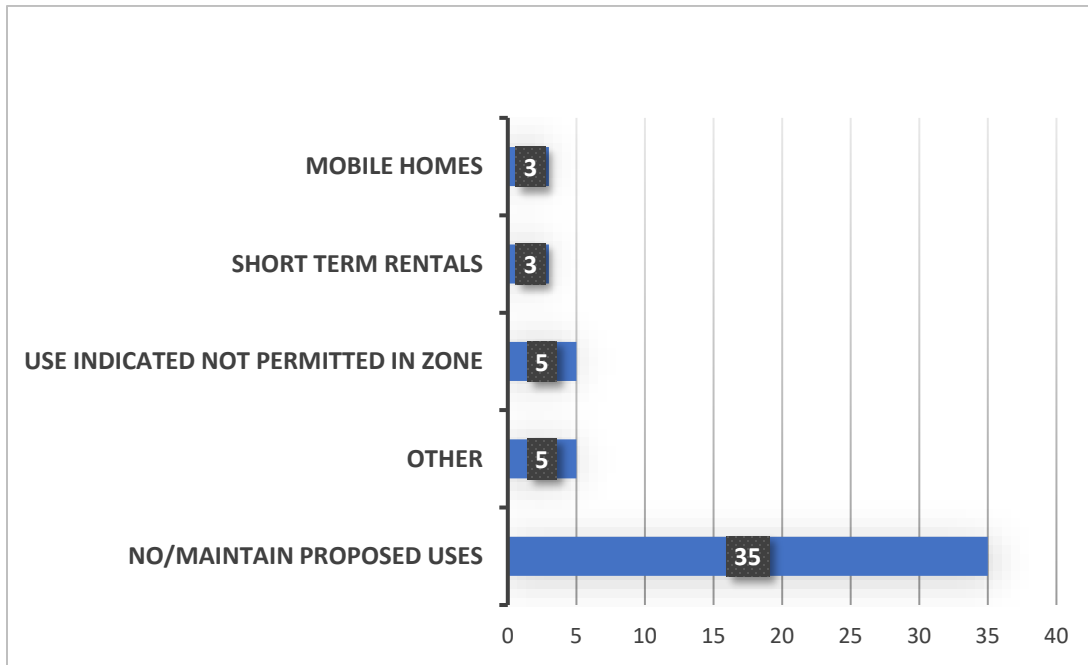
Again, most respondents indicated that the ER-3 zone did not need any changes to its residential uses. Many respondents who indicated that they wanted to remove residential uses actually cited all the residential uses, except single family homes, permitted in the zone.

The “other” category responses were focused on commercial uses including home businesses.

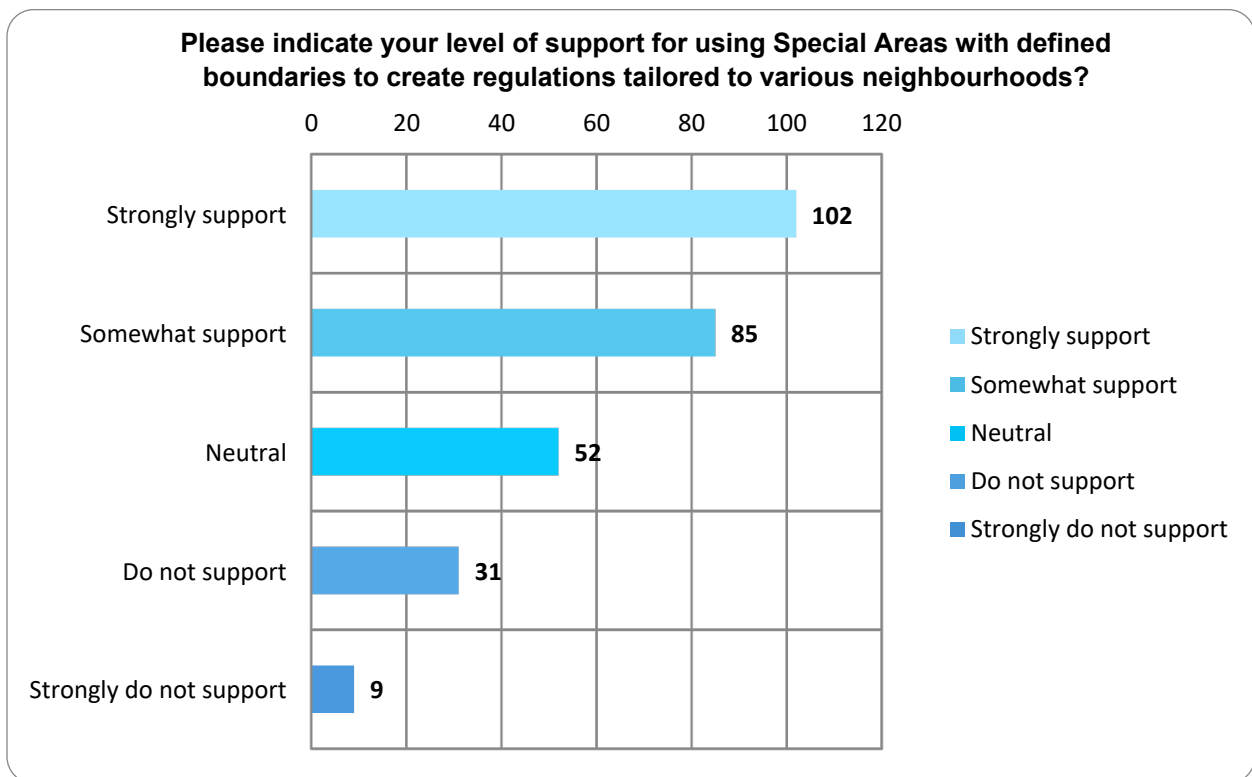


Question 10: Are there any proposed residential uses that should be removed from the LLC zone?

The majority of respondents to this question indicated that they think the LLC zone should not have any residential uses removed.



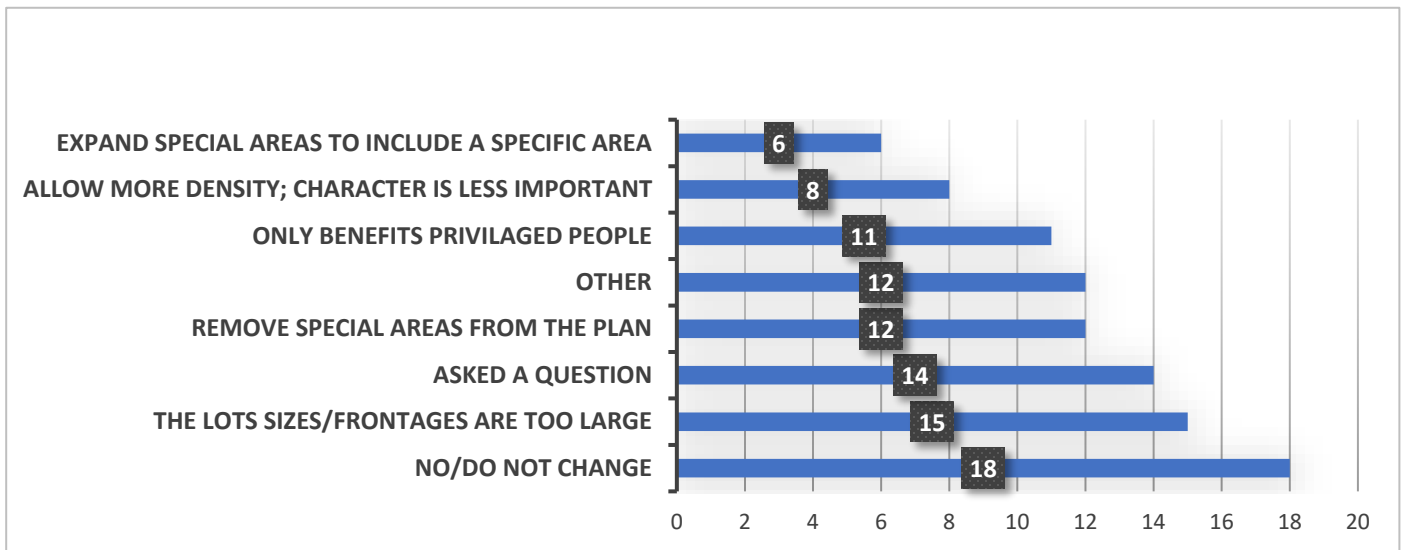
Question 11: Please indicate your level of support for using Special Areas with defined boundaries to create regulations tailored to various neighbourhoods?



Question 12: Do you have any comments about the proposed precincts and Special Areas proposed in the Centre Plan?

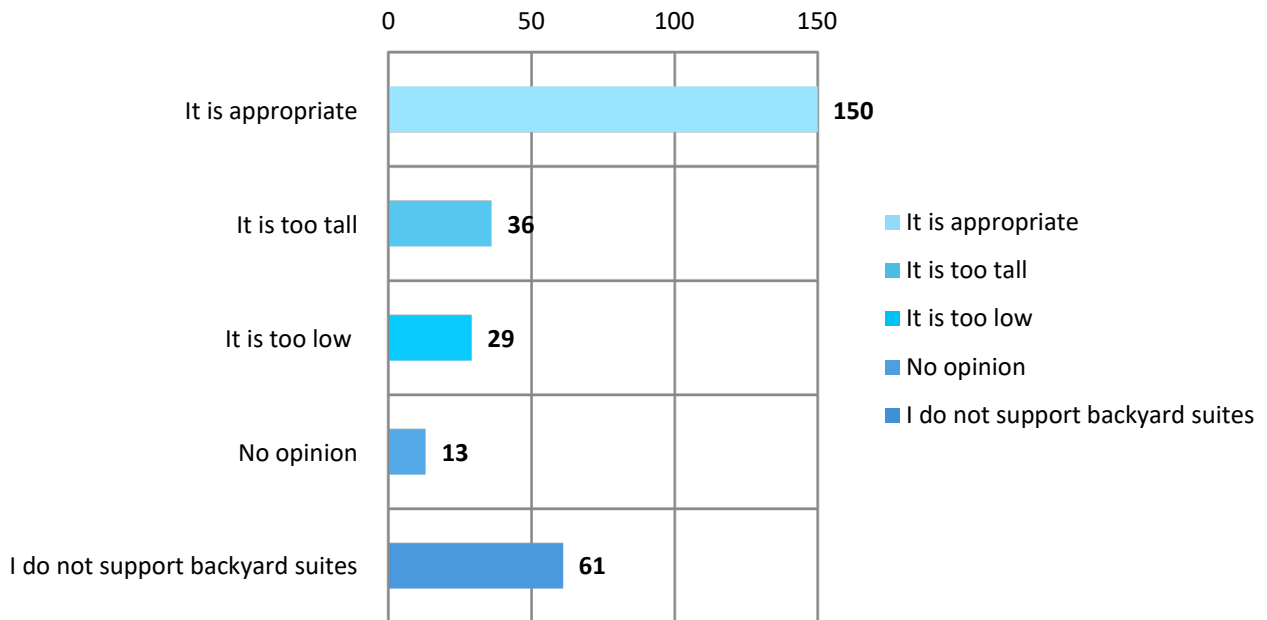
Feedback for the special areas varied. While there is general support for the concept of the Special Areas many comments suggested that the lot areas and frontages in several of the special areas are too large. Some respondents indicated that the special areas serve only to protect privileged property owners in certain areas of the Regional Centre while others went as far to say that the Special Areas should be eliminated altogether.

Some respondents indicated that they thought the special areas were exclusionary by only permitting large homes. A small number of respondents said that while the special areas are a good idea in principle, they thought adding additional density and housing options are more important. 6 respondents suggested new special areas or expansions to existing ones for specific areas of the Regional Center.

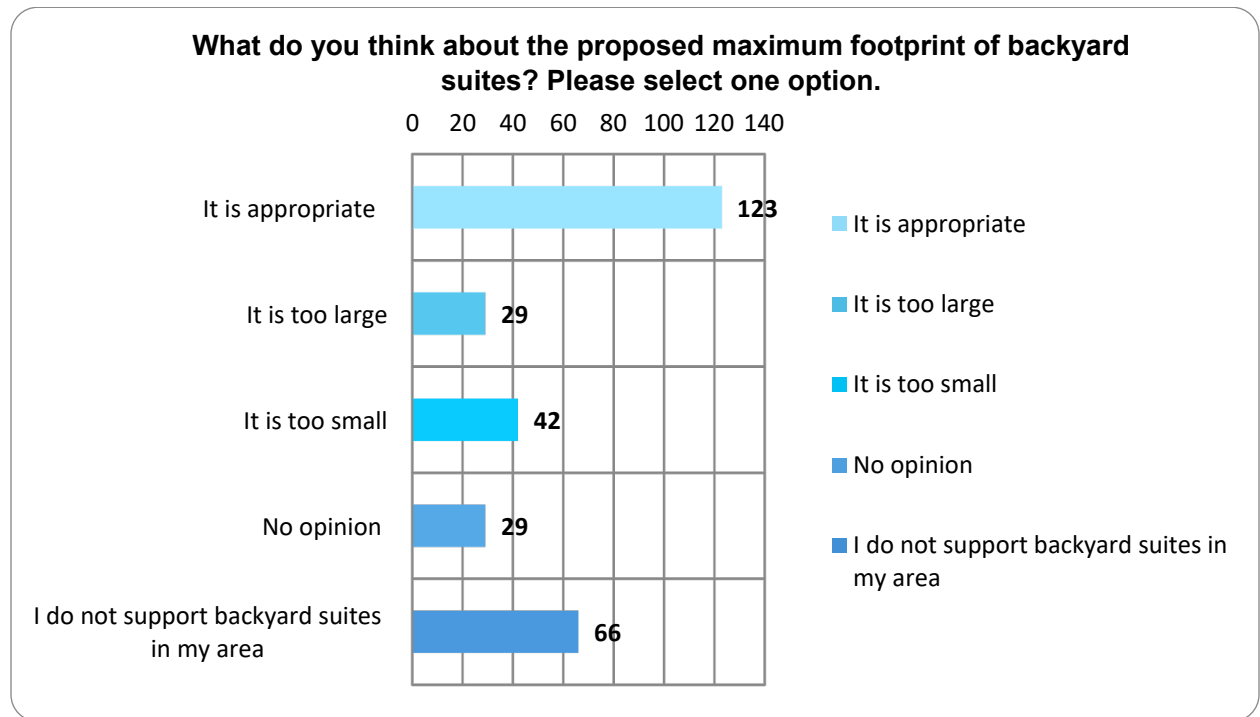


Question 13: Centre Plan generally proposes a maximum height of 5.5 metres (18 feet) for backyard suites. This could allow for a two-storey backyard structure with a flat roof, or a one-storey structure with a mezzanine and a pitched roof. Thinking of where you live, how do you feel about the proposed maximum height of backyard suites and other accessory structures? Please select one option.

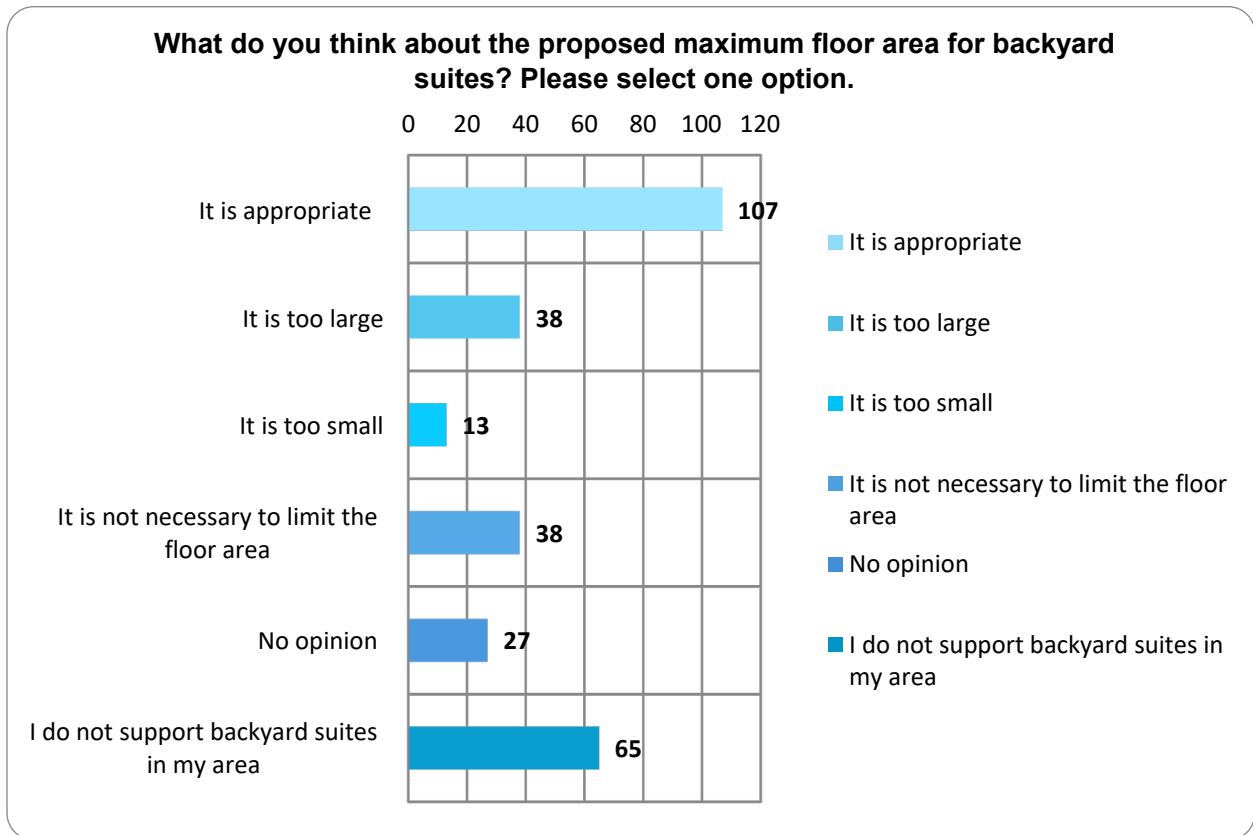
Thinking of where you live, how do you feel about the proposed maximum height of backyard suites and other accessory structures? Please select one option.



Question 14: Consistent with the proposed region-wide changes to planning documents, Centre Plan generally proposes a maximum footprint (area covered by a structure) for backyard suites to be 60 square metres (645 square feet) and other zone rules will have to be met. What do you think about the proposed maximum footprint of backyard suites? Please select one option.



Question 15: Consistent with the region-wide changes to planning documents, Centre Plan may introduce a maximum floor area (living area) in backyard suites to be 90 square metres (969 square metres). This would apply to structures that are more than one storey tall. What do you think about the proposed maximum floor area for backyard suites? Please select one option.



Questions 16-18

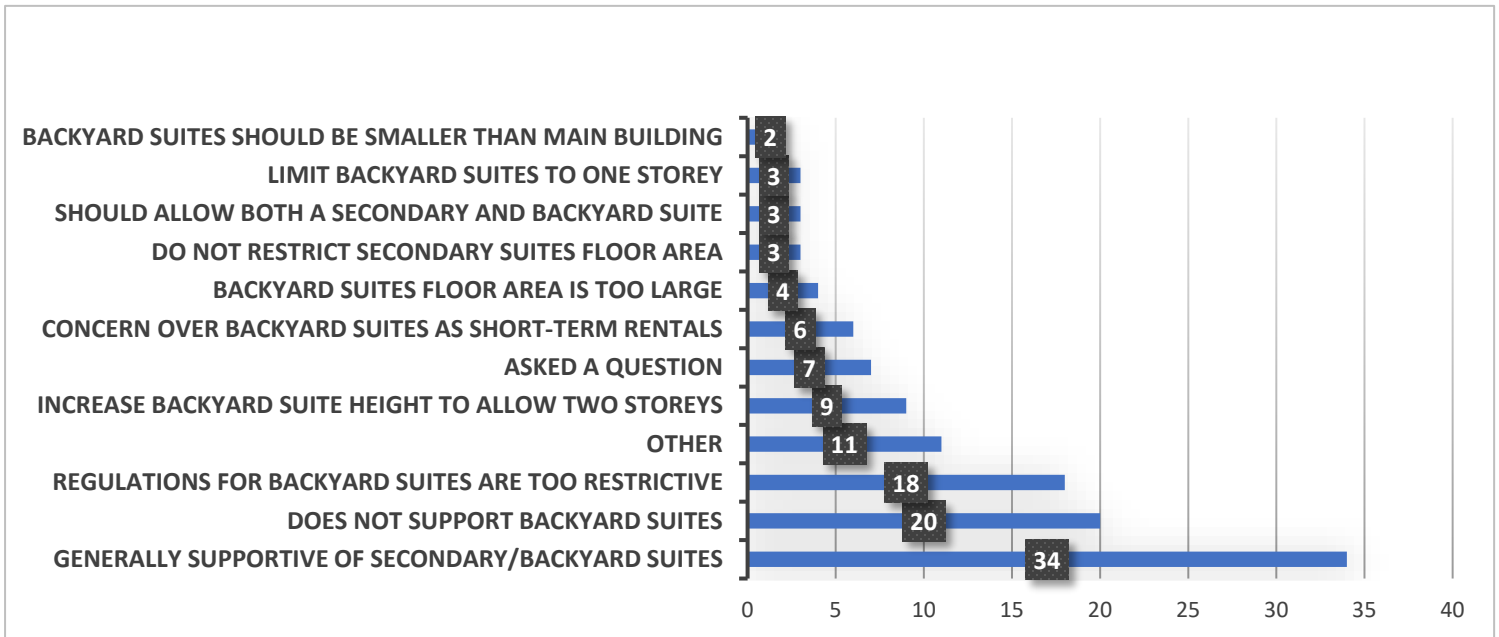
Questions 16-18 were optional. The questions are specifically about the Westmount Special Area. There were no responses to these questions.

Question 19 Do you have any other comments about secondary suites and backyard suites in the Centre Plan Area?

Under the “regulations for backyard suites are too restrictive” feedback centered around two main themes. The first was why a maximum footprint is necessary for backyard suites when lot coverage is already in place. The second is why backyard suites are not permitted in existing spaces such as garages. A cluster of comments pointed out that not permitting secondary or backyard suites in existing garages may prevent properties from having one at all as the existing structure, lot layout or coverage may not permit it. Other comments suggested that as long as separation between neighbouring properties is sufficient than the size of the structure is less important and that the height of the buildings could be increased.

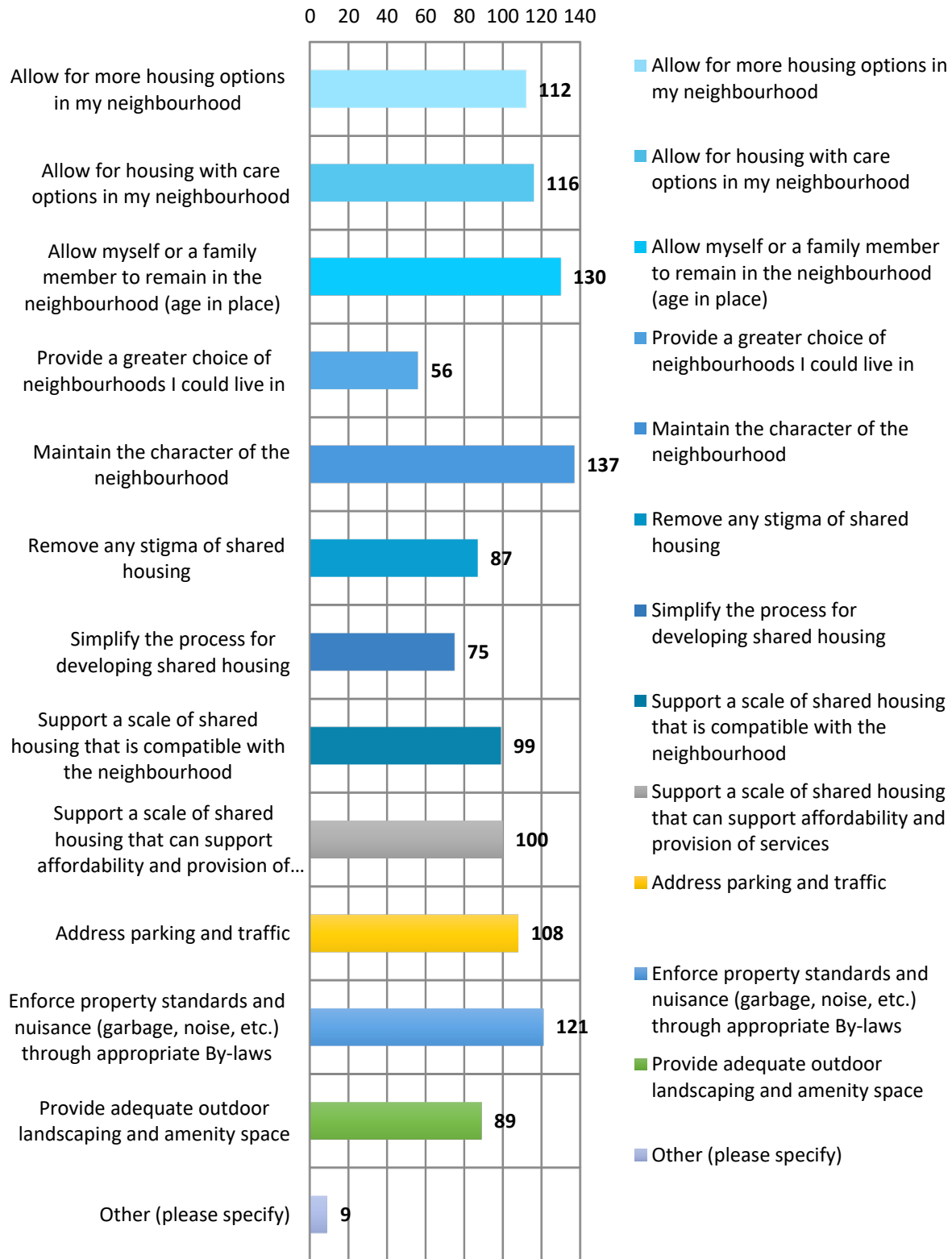
In the “other” section, some respondents questioned the level of density generally proposed in the ER zones and the impact backyard suites in particular would have on ER areas of the Regional Centre.

As was seen in previous sections, some respondents indicated concern over backyard suites being used for short-term rentals. These comments suggested this use would have more negative impacts on neighbouring properties than if they were long-term rentals or used for family members.



Question 20: Consistent with the region-wide changes to planning documents Centre Plan proposes to allow shared housing in all residential zones, with similar scale and land use regulations as other residential uses in those zones. In your opinion, what are the top five most important considerations for shared housing in low-density neighbourhoods?

In your opinion, what are the top five most important considerations for shared housing in low-density neighbourhoods?

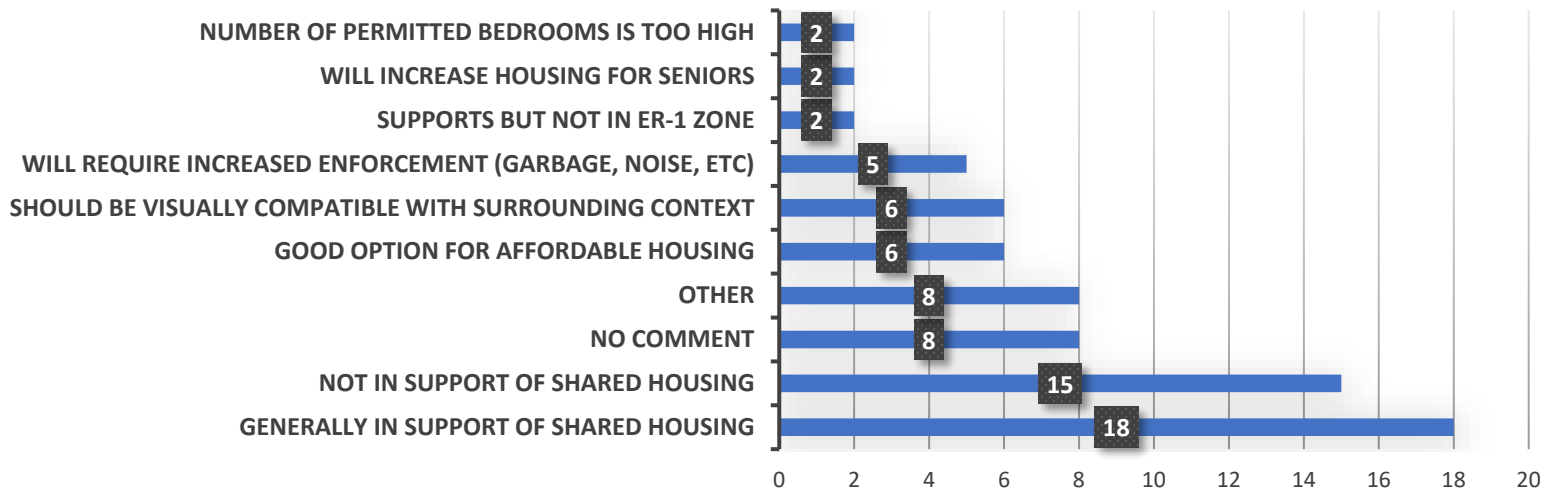


Question 21: Do you have any other comments about small shared housing in low-density residential areas?

18 respondents indicated general support for shared housing and offered no further comments. In the “other” category, most responses were not directly related to shared housing.

Some respondents noted that shared housing will be a good option for affordable housing for seniors and young people. Other respondents indicated that while they think shared housing is appropriate, it will require additional enforcement, citing concerns with garbage and noise. Other respondents shared a similar view and indicated that shared housing should integrate visually with the surrounding scale and context.

Do you have any other comments about small shared housing in low-density residential areas?



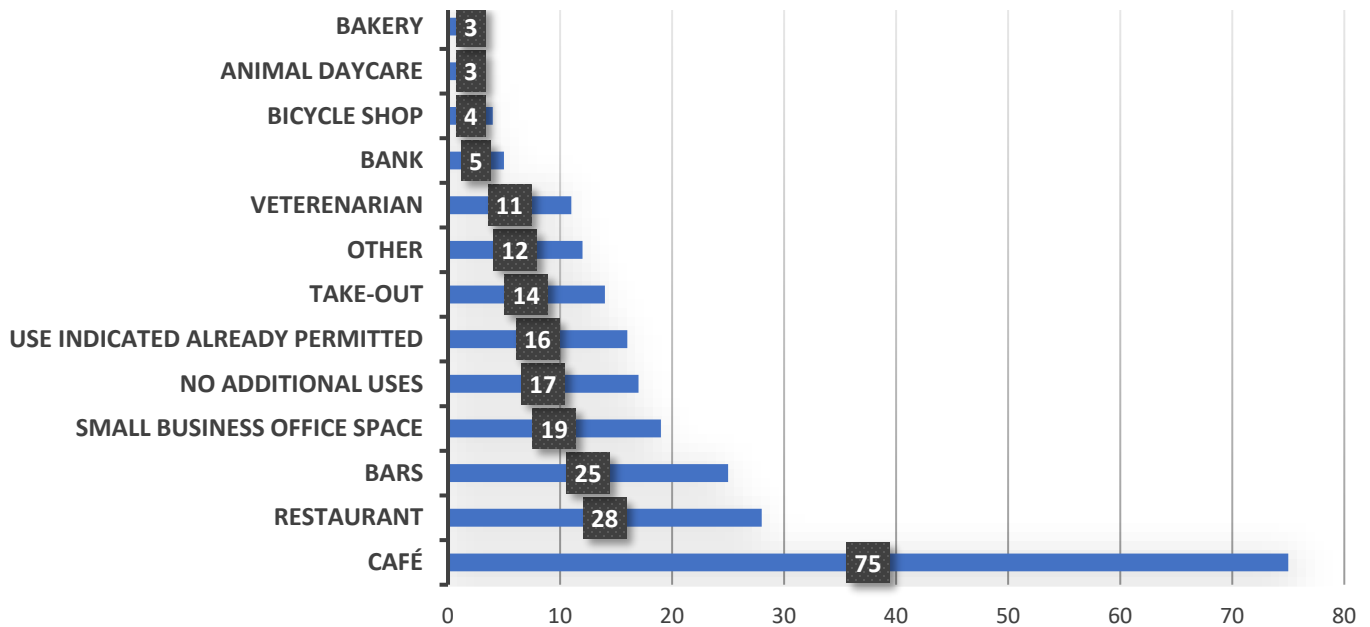
Question 22: Are there any additional local commercial uses that should be added in the Established Residential zones?

Respondents strongly expressed interest in having café’s as a permitted use in the ER zones. Many cited the innocuous nature of cafes that would typically allow them to integrate into a residential community. Similarly many respondents expressed interest in restaurants, take-out food and bars.

The common theme running among these comments is a desire to mitigate the impacts of these uses. Many of the same respondents suggesting the uses above also suggested that they would be appropriate if their hours of operation, smells, noise and garbage could be controlled. Many also indicated that they thought any businesses operating in residential areas should be within the existing scale of those area. Many respondents indicated they thought the businesses should be “small”.

19 respondents also indicated that small office space, sometimes written as “small professional businesses” would be an appropriate use of these areas as well. 16 respondents indicated uses which are already permitted in all of the ER zones.

Are there any additional local commercial uses that should be added in the Established Residential zones?

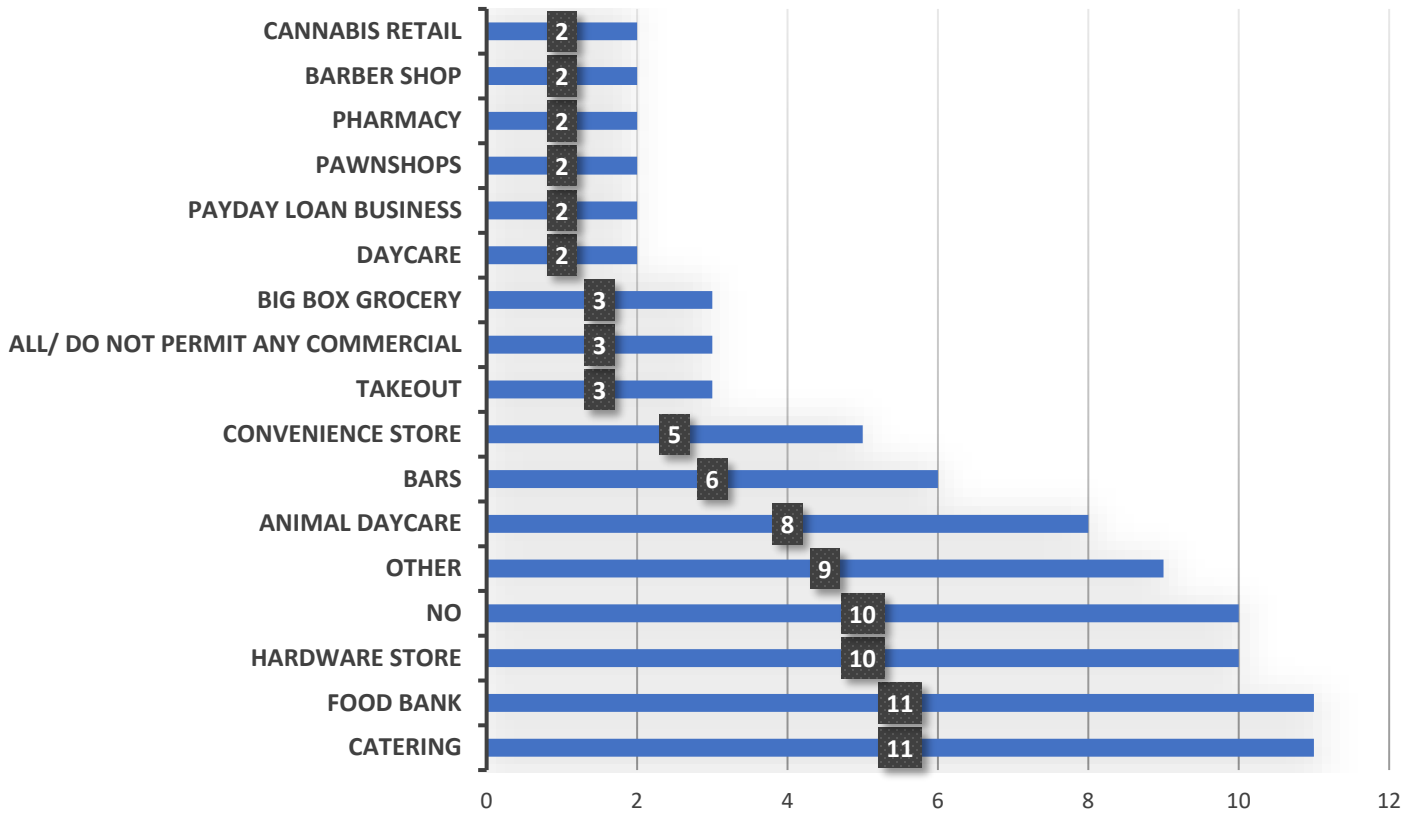


Question 23: Are there any other commercial uses that should be excluded from Established Residential zones?

An equal number of respondents indicated they thought that food banks and catering should not be permitted in the ER zones. Hardware stores were second to these. 10 respondents indicated they think that there are no commercial uses that should be removed from the ER zones.

While 3 respondents indicated they do not support grocery stores in the ER zones outright, many of the “other” comments indicated they support grocery and convenience uses when they are scaled for the area they are in.

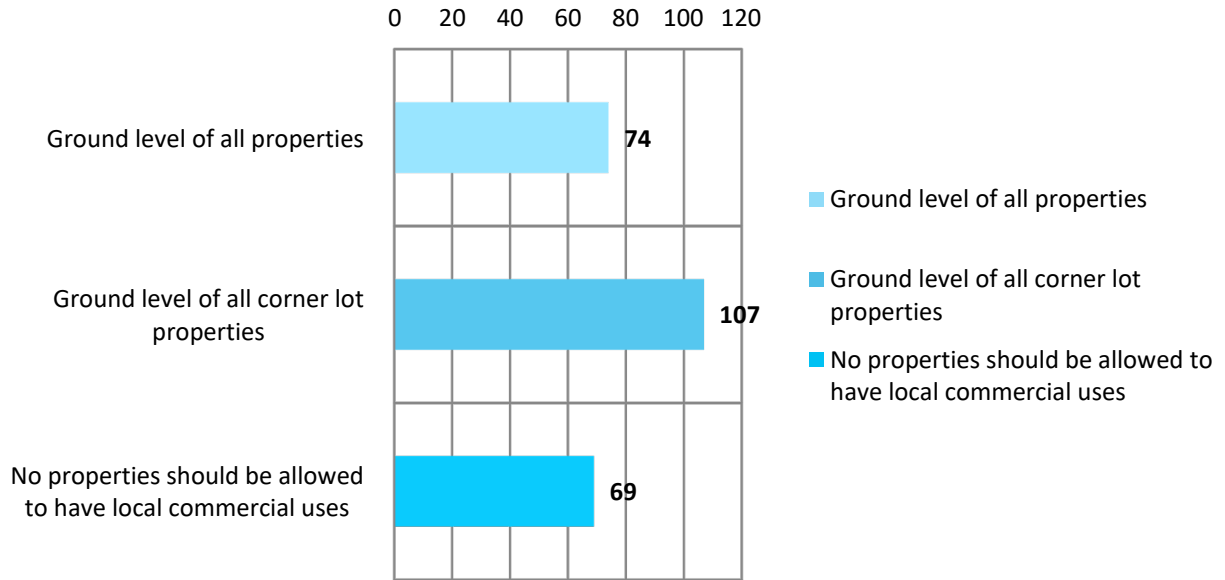
Are there any additional local commercial uses that should be removed from the Established Residential zones?



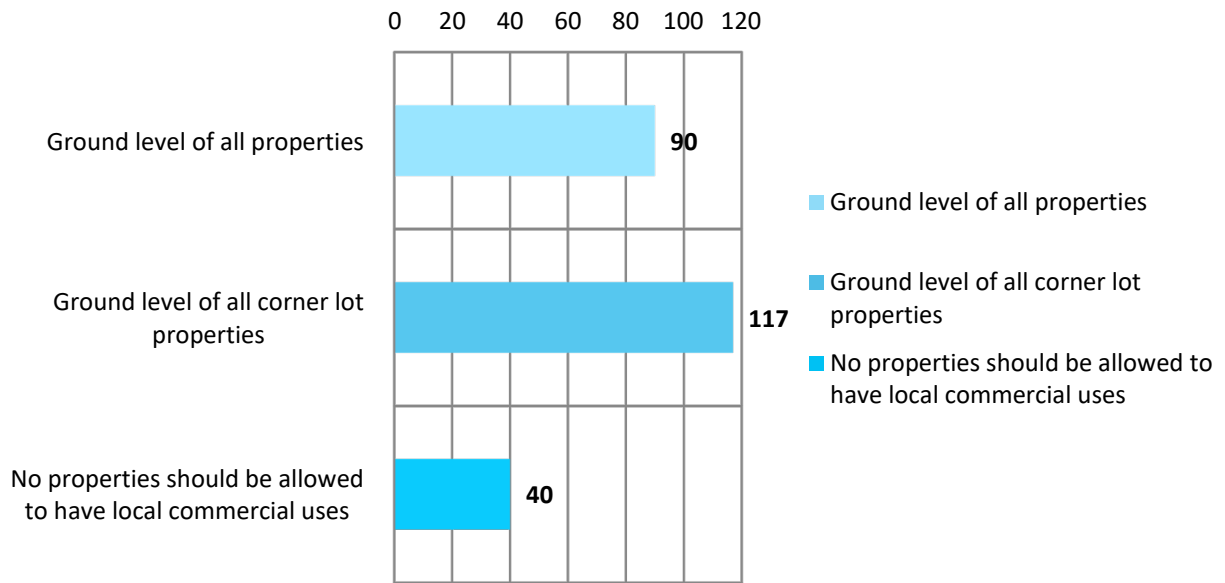
Question 24: Please see the Established Residential Fact Sheet for the description of zones. In your opinion, where should local commercial uses be permitted? Please select one option per zone.

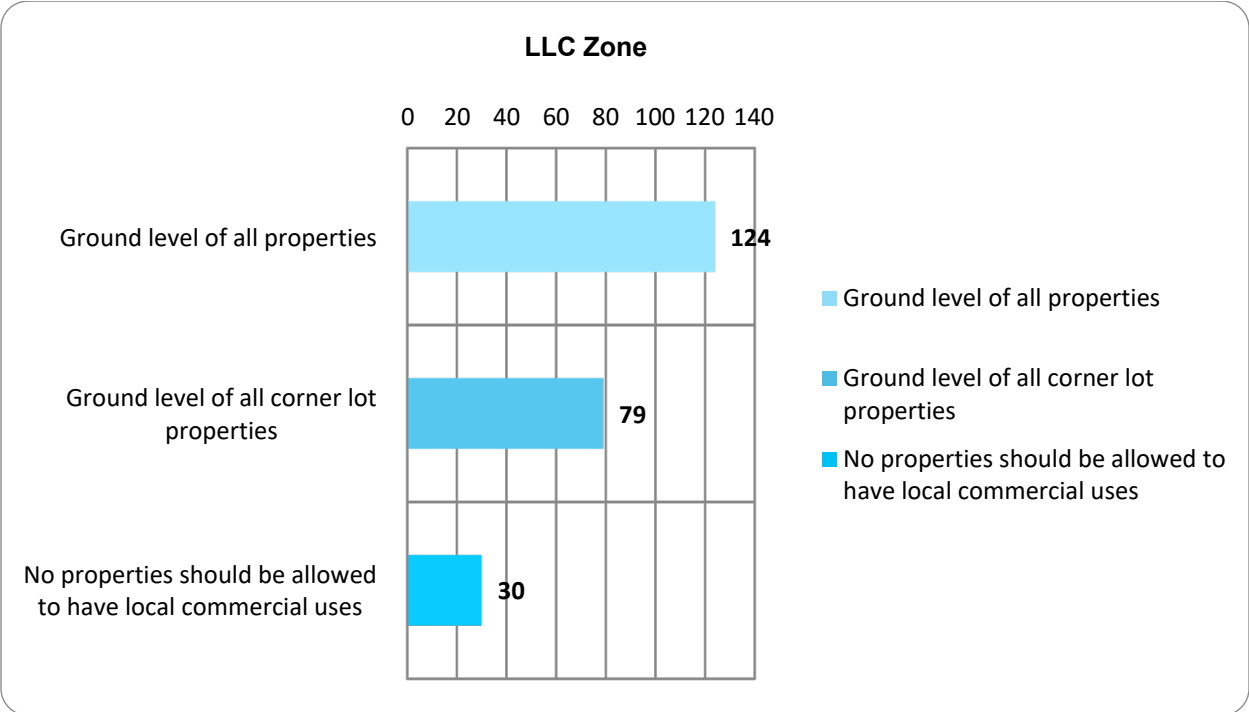
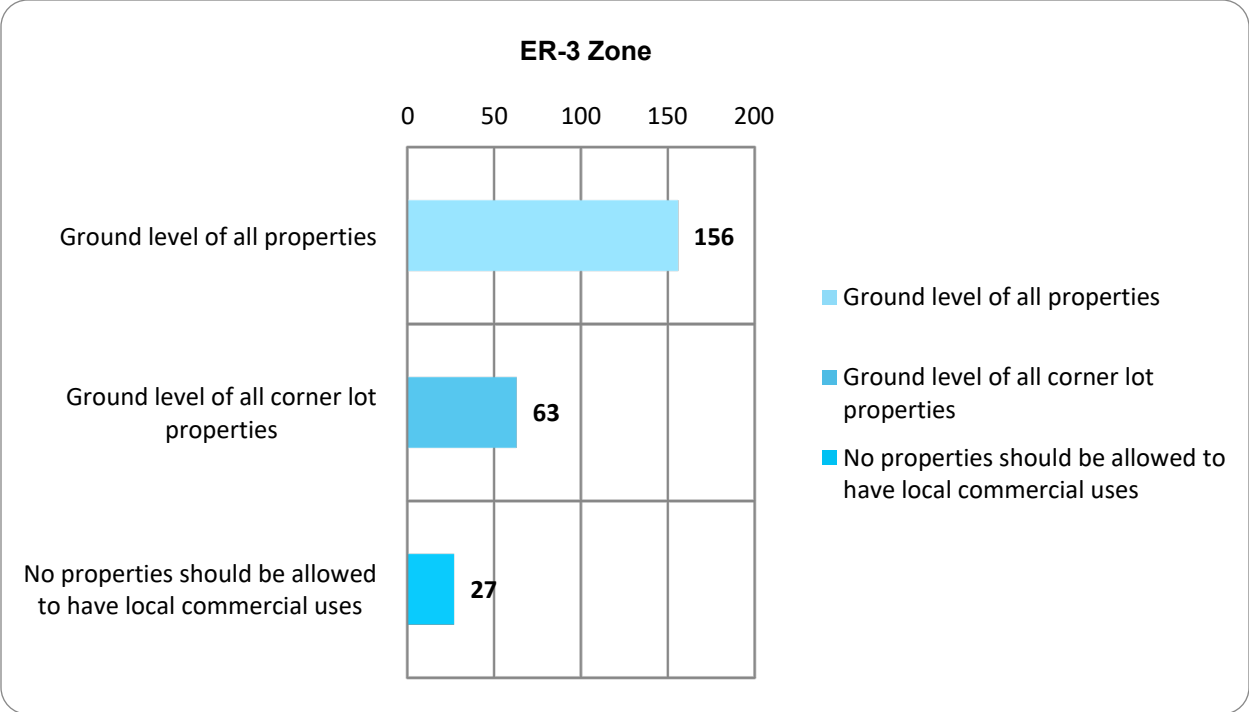
The highest number of responses for where commercial uses should be located is on the ground floor of all properties ER-3 zone. The highest number of responses for having commercial uses on the ground level of corner properties is for the ER-2 zone. The highest number of responses for where commercial uses should not be located at all is the ER-1 zone.

ER-1 Zone



ER-2 Zone

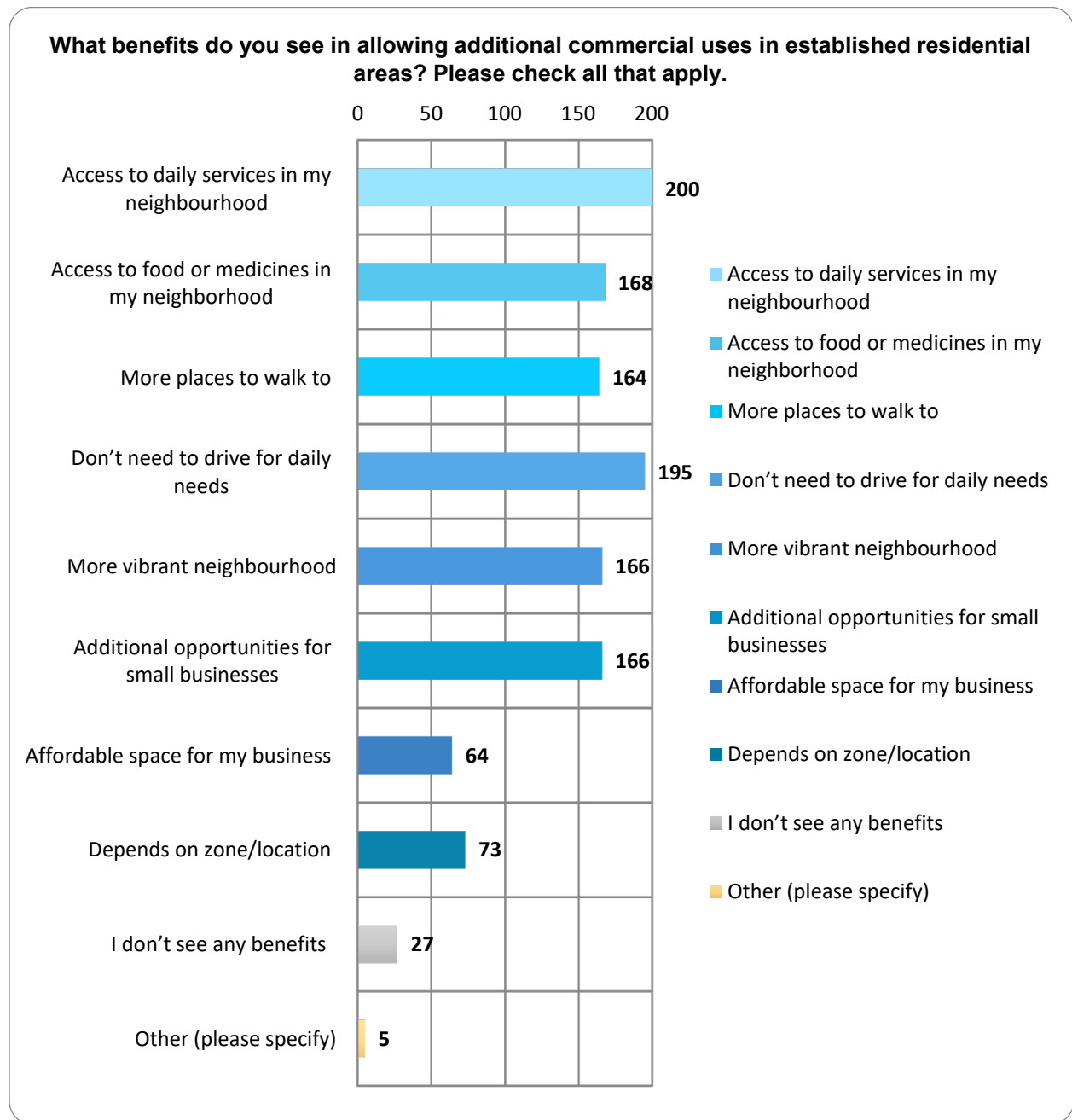




Question 25: What benefits do you see in allowing additional commercial uses in established residential areas? Please check all that apply.

The most common responses to this question were “access to services in my neighbourhood”, “don’t need to drive for daily needs”, and “access to food or medicines in my neighbourhood”. Many

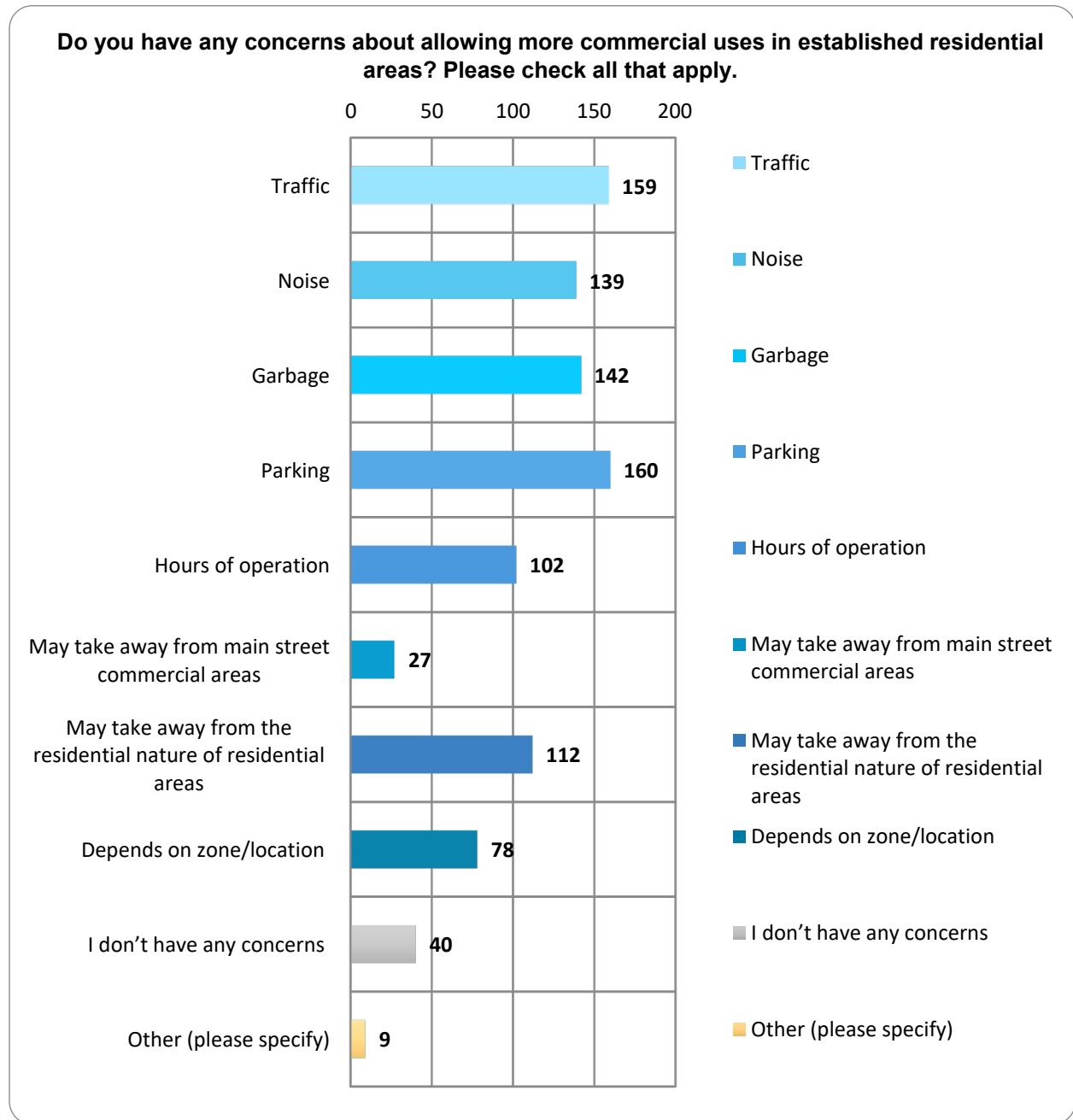
respondents think that commercial uses will make their neighbourhood more vibrant, create opportunities for small business and create more places to walk to.



Question 26: Do you have any concerns about allowing more commercial uses in established residential areas? Please check all that apply.

The most commonly cited concern is parking. Although this question did not offer respondents the chance to elaborate, in previous questions respondents indicated they were primarily concerned that people visiting or working at commercial locations would park on public streets thereby reducing already limited options for parking in ER neighbourhoods.

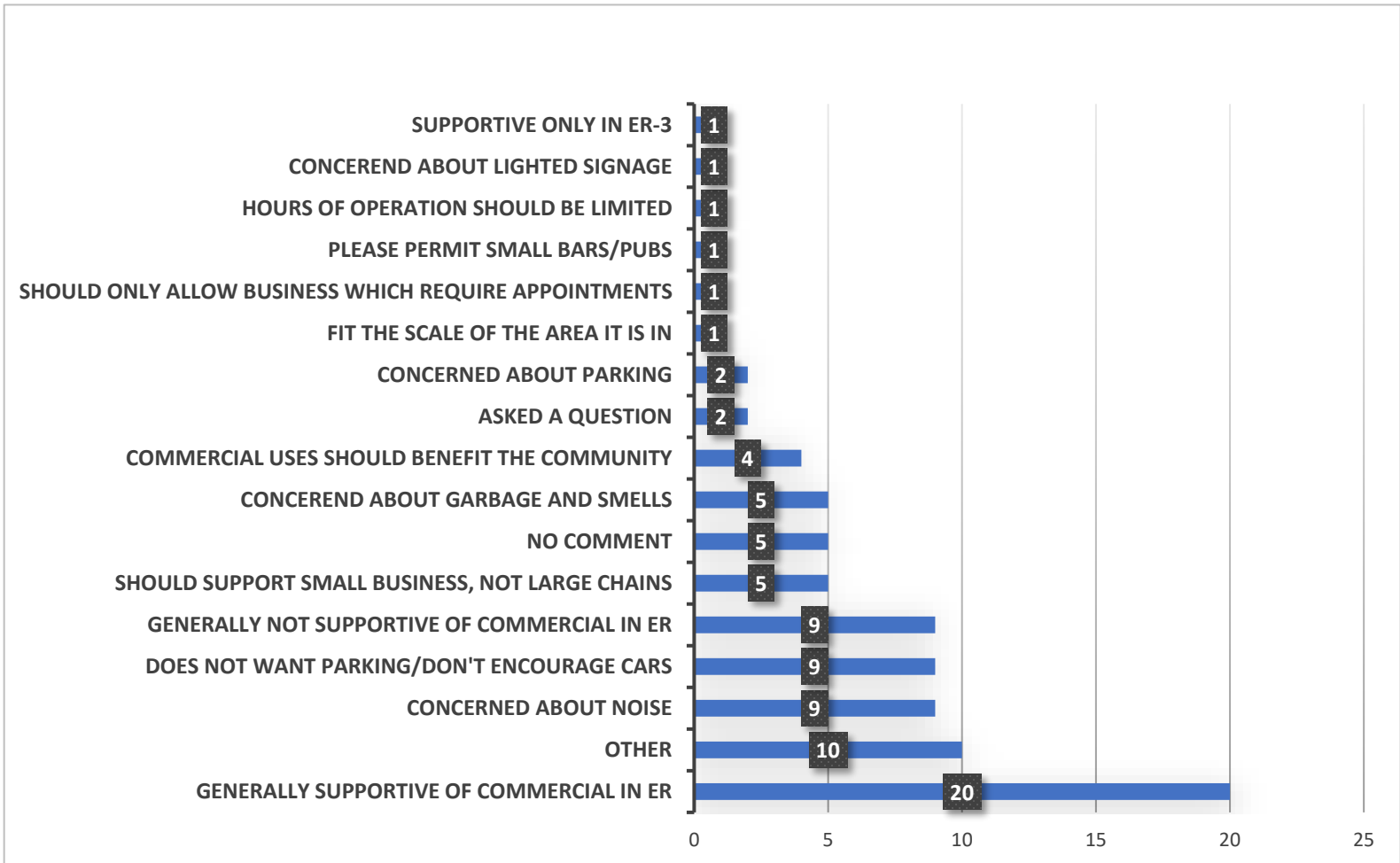
Traffic, garbage and noise are also common concerns associated with commercial uses. This is consistent with other responses received in the survey. Even respondents supportive of commercial uses in the ER neighbourhood commented on these issues. A large number of respondents also indicated they worry that adding commercial uses to ER lands will reduce the residential nature of the area.



Question 27: Do you have any other comments about local commercial uses in Established Residential Areas?

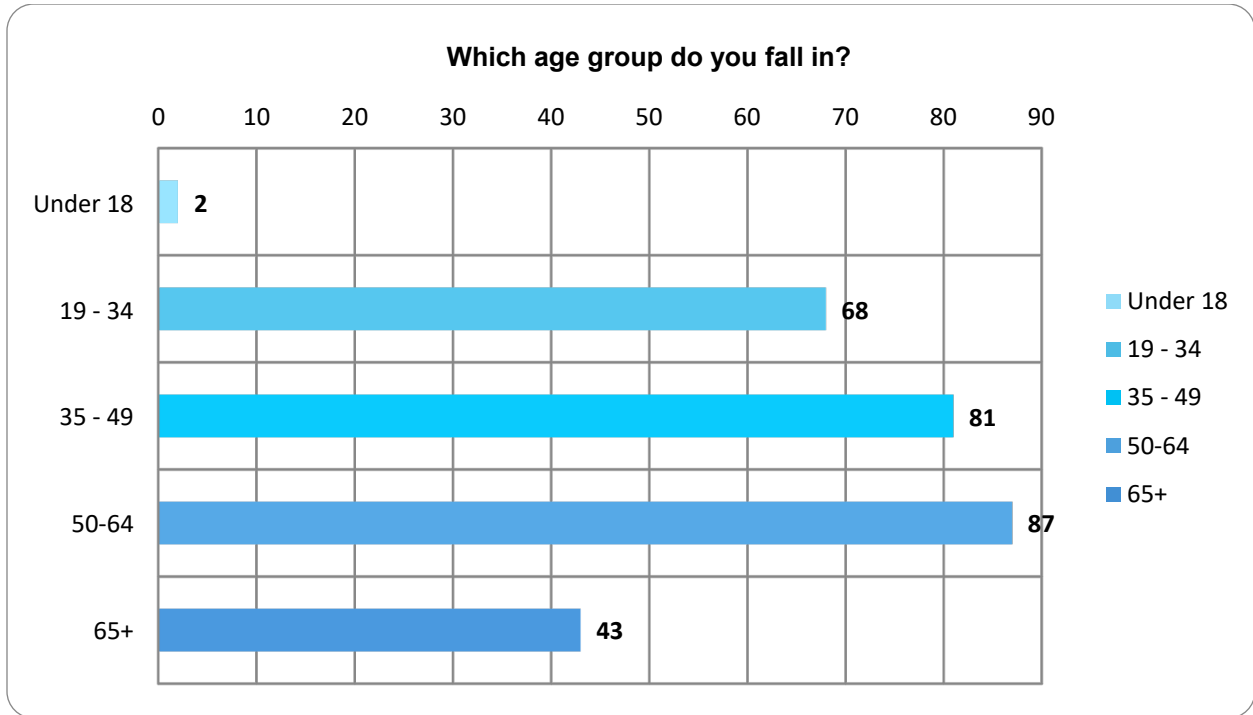
The majority of respondents indicated general support for commercial uses in ER without making specific comments. Many respondents are encouraged about noise and garbage associated with commercial

uses. Many respondents also wrote that they hope there will be no parking requirements for the local commercial uses and that there will not be an increase in car traffic as a result; some encouraged the municipality to encourage active transportation use associated with visiting these commercial spaces. Some respondents also indicated they hoped the proposed uses would encourage small businesses, rather than chain stores, and that the commercial uses should benefit the community, for example by reducing food deserts.

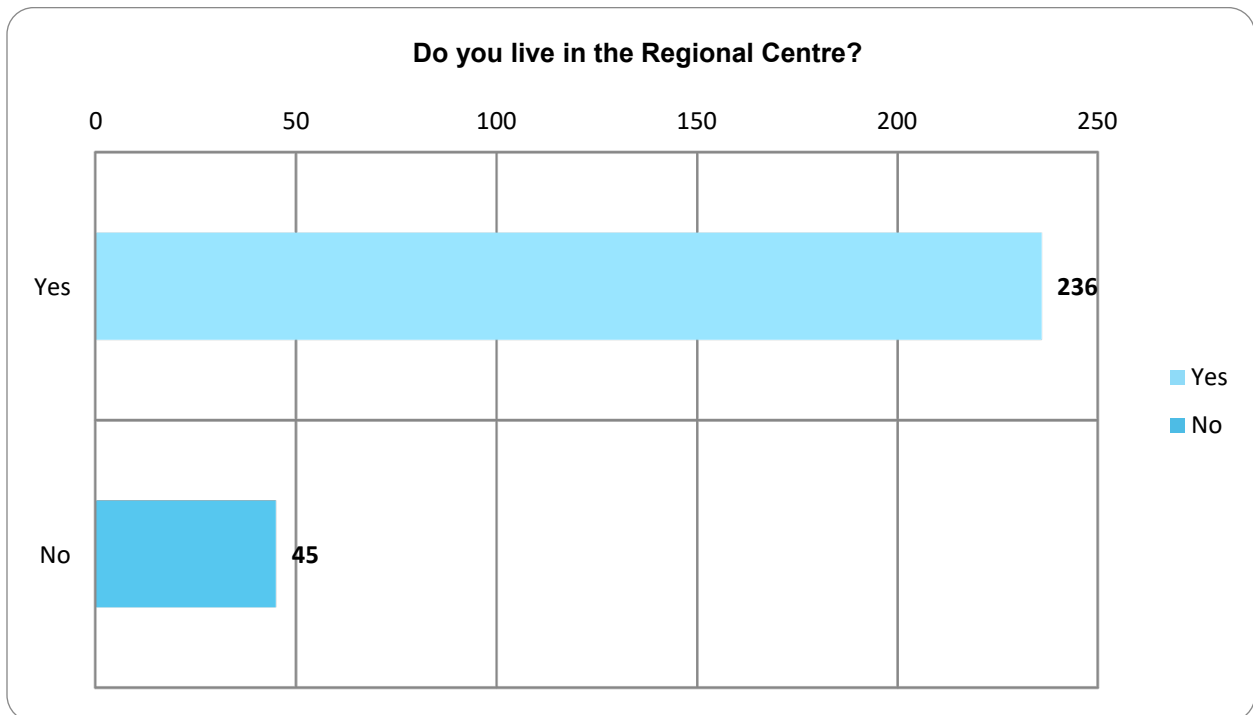


Survey Demographics

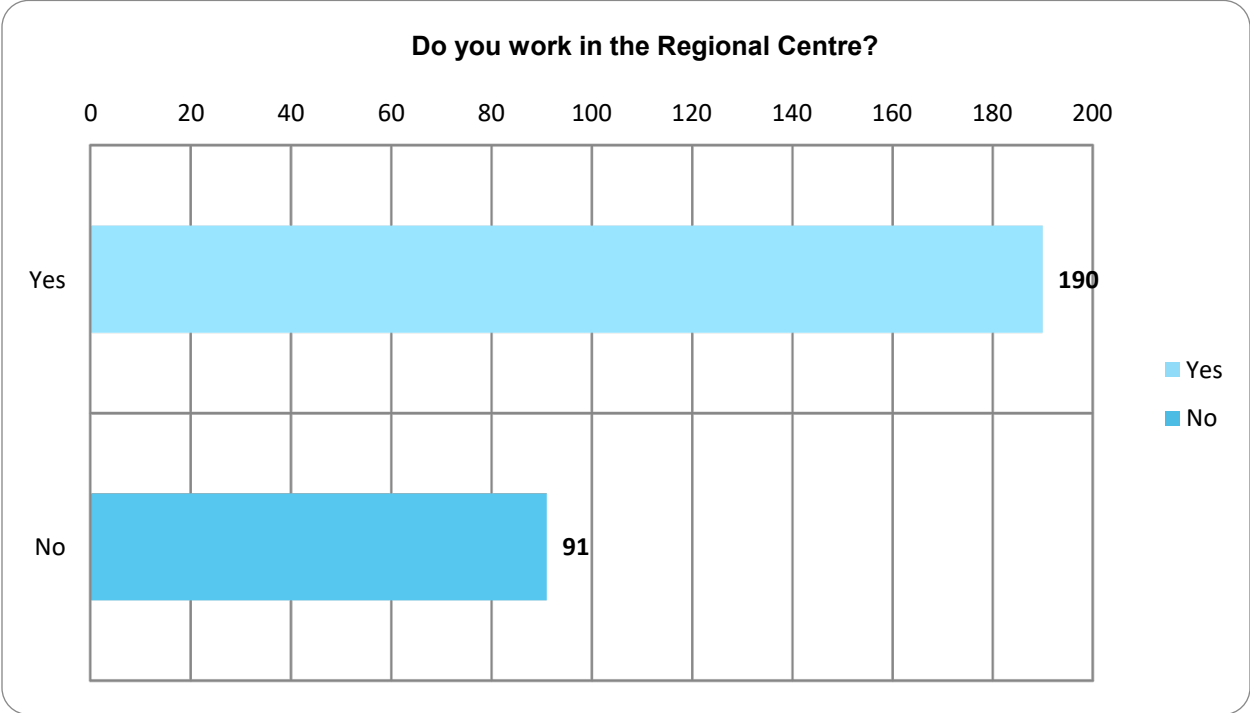
60% of respondents fall between the ages of 35 to 64 years old, with slightly more in the 50-64 age category than the 35-49 one. A quarter of respondents are between the ages of 19-34. The remaining 15% of respondents are younger than 18 or 65 and older.



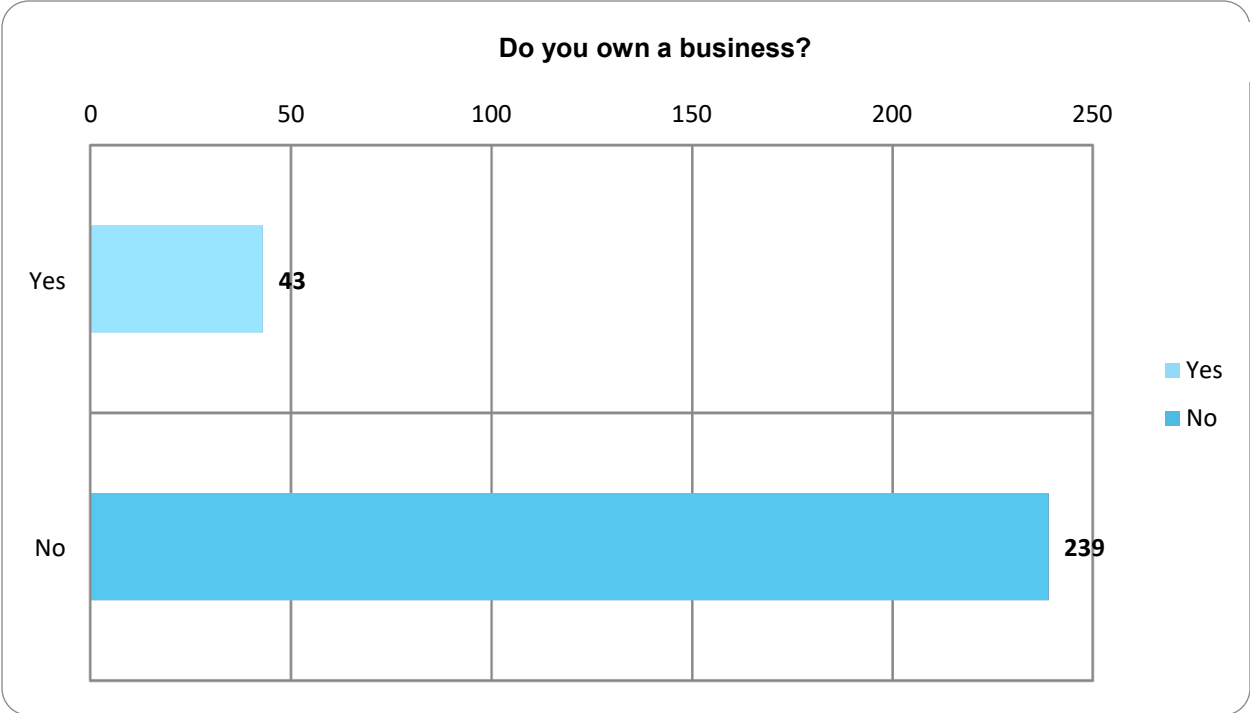
84% of respondents live in the Regional Centre.



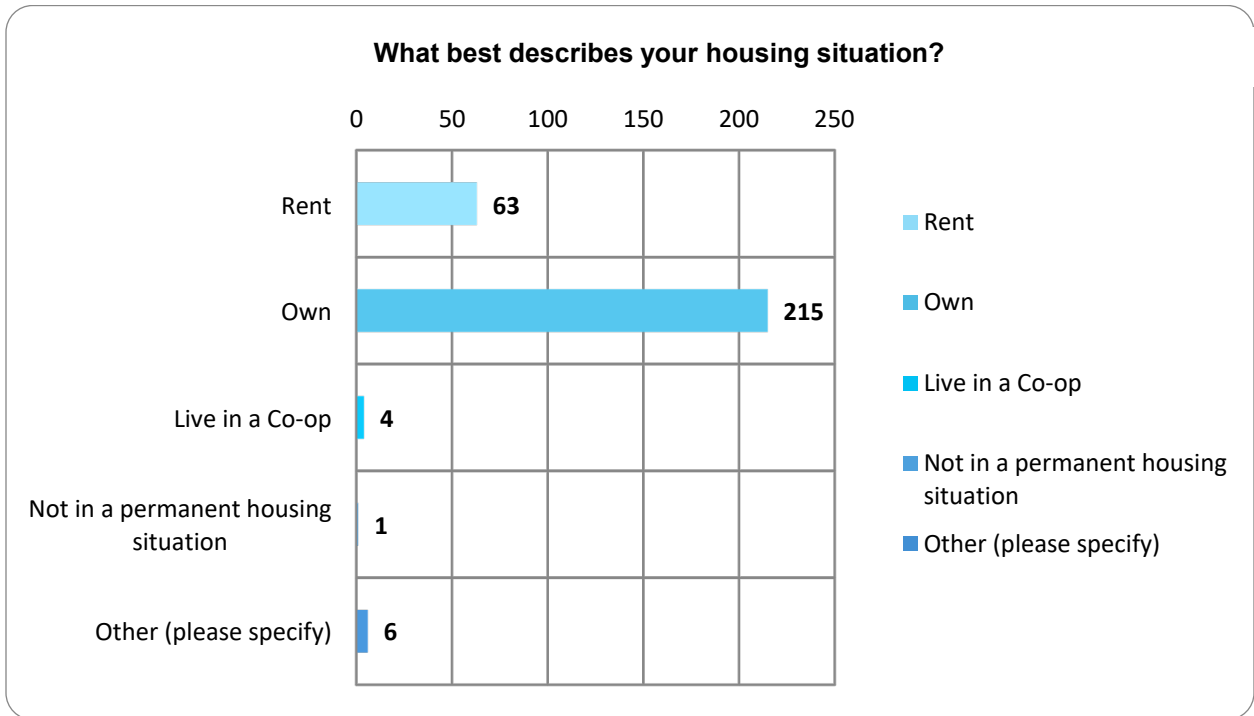
68% of respondents work in the Regional Centre. 32% work elsewhere, are retired, or are unemployed.



15% of respondents own a business.



76% of respondents own their home while about 23% rent. 1% of respondents live in a co-op or in another situation. 1 respondent indicated they have no permanent housing situation.



Appendix C4 - Downtown Halifax Survey Summary

Overview

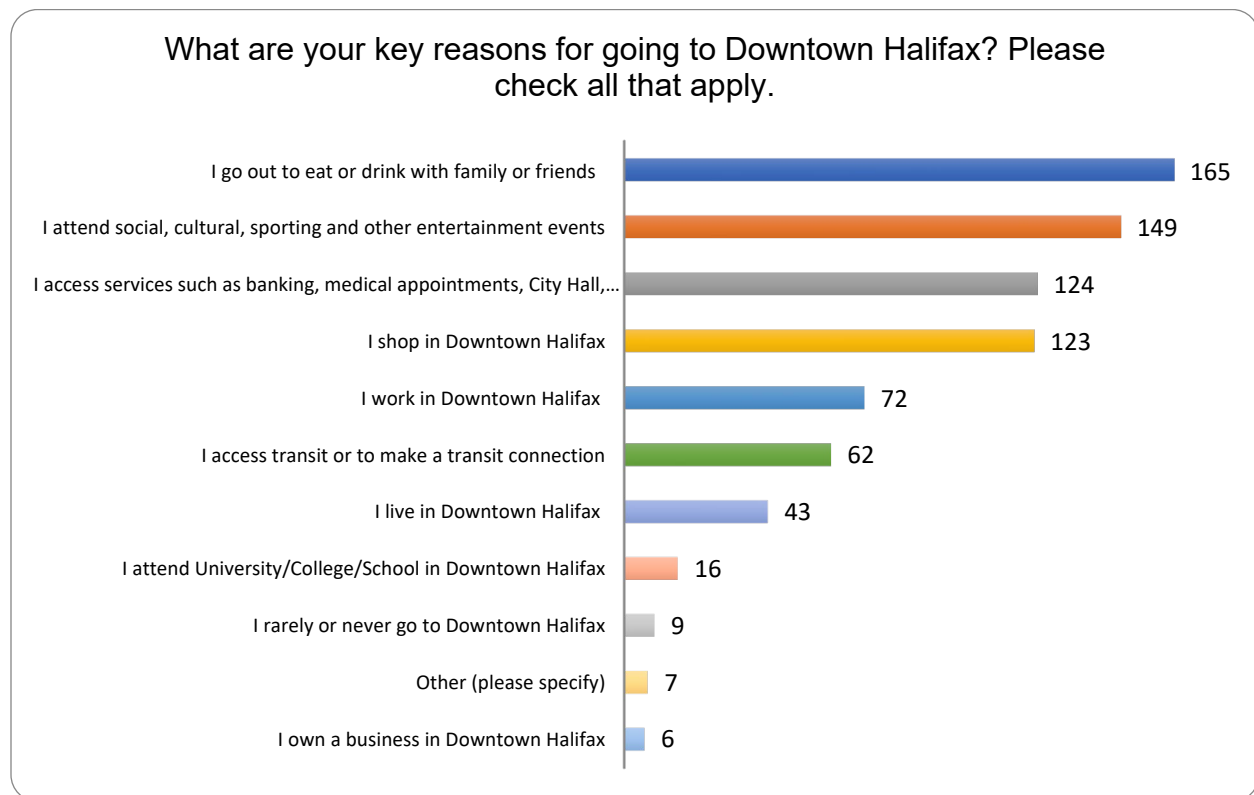
From June 11 and August 31, 2020 members of the public were invited to complete online surveys as part of the Centre Plan Package B process. Nine different surveys were available for different themes in Package B.

The survey and analysis detailed in this memo cover the Downtown Halifax survey which includes the Downtown Halifax Central Business District and the Downtown Halifax Special Area. This area possesses the greatest mix and intensity of land uses within the region, and includes the Halifax waterfront, historic block and street pattern, and numerous heritage and cultural landmarks. The current Downtown Halifax Plan development regulations will be largely carried forward in the Centre Plan with minor updates. For now, the approved Barrington Street Heritage Conservation District, and the Old South Suburb Heritage Conservation District will continue to be governed by the Downtown Halifax Plan.

The Downtown Halifax Survey asked five questions and received 193 submissions. Staff asked one question about the reasons survey respondents go to Downtown Halifax, ten questions about resident's experiences in Downtown Halifax, one question with five sub-questions about density bonusing and public benefits, six questions about pedways, and one open-ended question. The responses to those questions are analyzed below.

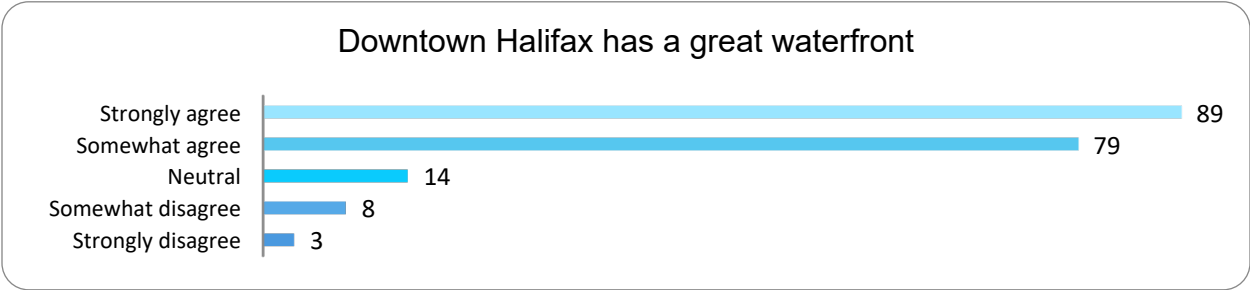
Survey Results

Question 1: What are your key reasons for going to Downtown Halifax? Please check all that apply.

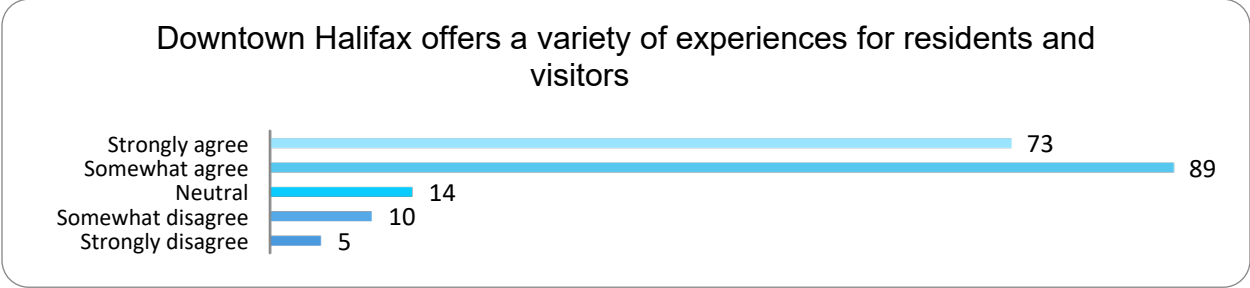


The top reason for going to Downtown Halifax listed by survey respondents is to go out to eat or drink. 775 responses were recorded for this question and going out to eat was mentioned 165 times, or 21%. Attending social, cultural, sporting and other entertainment events received the next most responses at 19%. The next two most chosen themes received similar response levels, using services such as banking, medical appointments, government, spas, salons and childcare received 16% and shopping received just under 16%.

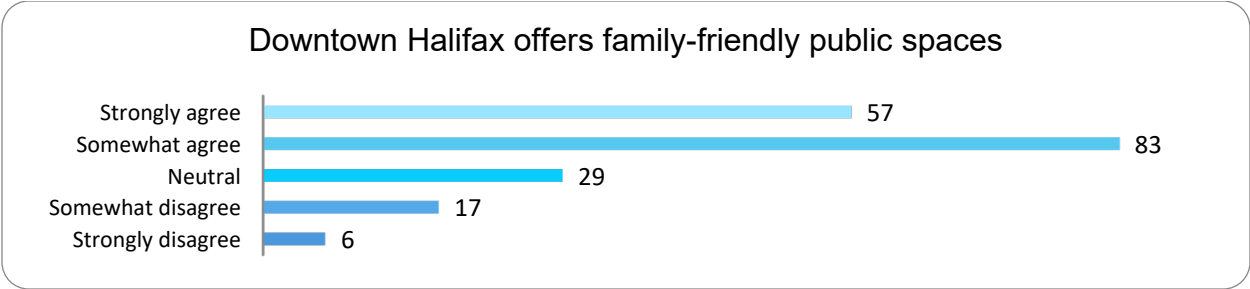
Question 2: Please indicate your level of agreement with the following statements related to how you experience Downtown Halifax.



As seen in this chart, there is a strong sense among respondents that Downtown Halifax has a great waterfront. This statement is the most strongly agreed with among all the statements in this question. 168 respondents (87%) agree somewhat or strongly agree.



Most respondents (84%) somewhat or strongly agree that there are a variety of experiences for residents and visitors in Downtown Halifax.



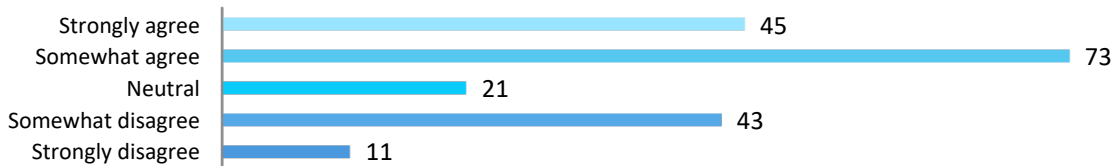
More people somewhat agree with the statement that Downtown Halifax offers family-friendly public spaces. Overall, 73% agree with this statement and only 12% disagree and 15% are neutral on this statement.

Downtown Halifax offers good housing options



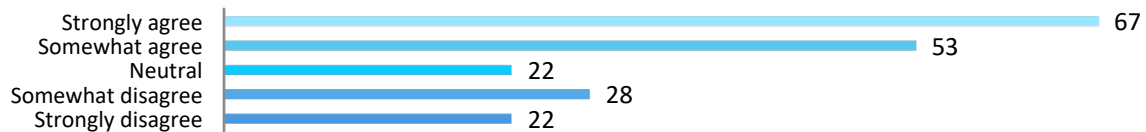
This statement is the most disagreed statement among the others in this question. Most respondents (55%) disagree that Downtown Halifax offers good housing options. 23% are neutral on this statement, and 11% agree that there are good housing options.

Downtown Halifax has excellent parks and public places



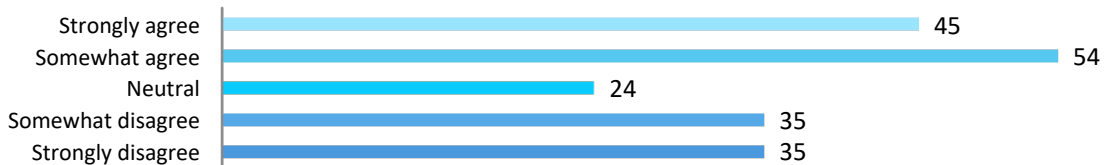
Most people somewhat agree with the statement “Downtown Halifax has excellent parks and public places.” 61% agree with the statement and 28% disagree.

New developments contribute to the overall vibrancy of Downtown Halifax

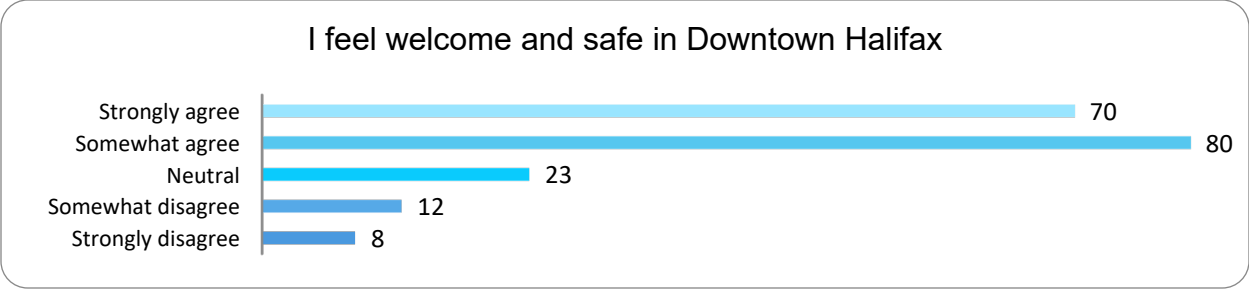


There is strong agreement with the idea that new developments contribute to overall vibrancy of Downtown Halifax. 35% strongly agree with this statement. Overall, 62% agree with this idea to some extent and 26% disagree.

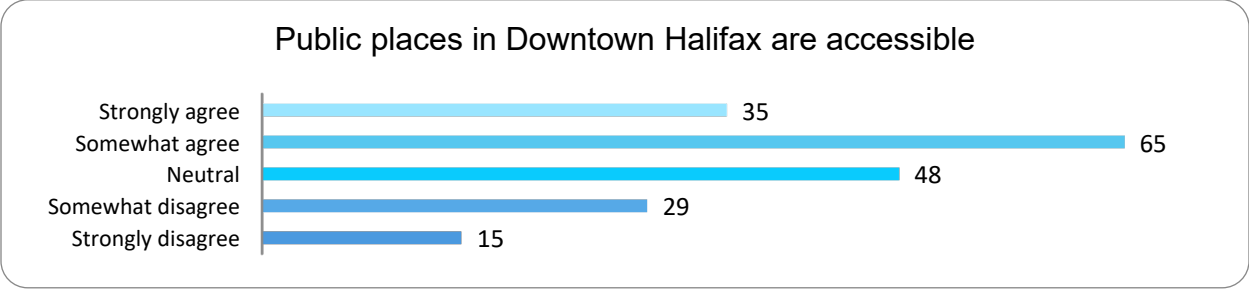
I like the type and quality of new developments in Downtown Halifax



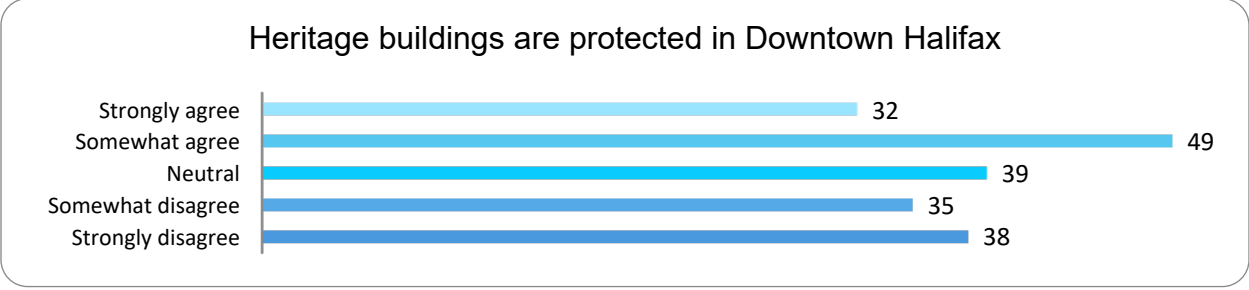
There is a closer split in respondents like for the type and quality of new developments, 51% agree with the statement, 36% disagree, and 12% are neutral.



Most respondents (78%) somewhat or strongly agree that they feel welcome and safe in Downtown Halifax. 10% of respondents disagree with this statement.



Most respondents fall near the middle of the spectrum in this statement. 34% somewhat agree that public places in Downtown Halifax are accessible, 25% are neutral, and 15% somewhat disagree.

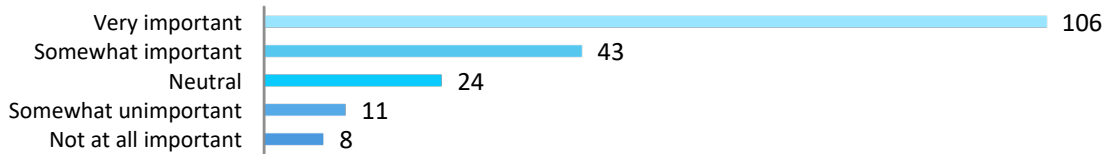


This question received the most mixed and even responses as shown in the chart about. Slightly more agree that heritage buildings are protected (42%), a large share strongly disagree with this statement (20%), fewer strongly agree (17%).

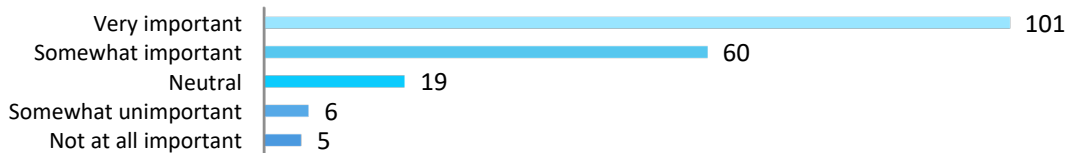
Question 3: As part of the Centre Plan Package B process, the current Downtown Halifax bonus zoning policies are being aligned with Centre Plan policies. This will result in increasing the value rate of bonus zoning and shift from providing public benefits on-site of the development to money-in-lieu. The Municipality will then invest the money-in-lieu funds in different forms of public benefits within the Regional Centre. Please indicate the importance of the following public benefits within Downtown Halifax.

In this question, respondents strongly agreed with four of the public benefit categories (affordable housing – 55%, affordable community and/or cultural space – 53%, heritage conservation – 45%, and improvements or acquisitions of lands for municipal parks – 53%). More respondents agreed somewhat with the prioritization of public art as a public benefit (35%).

Affordable housing



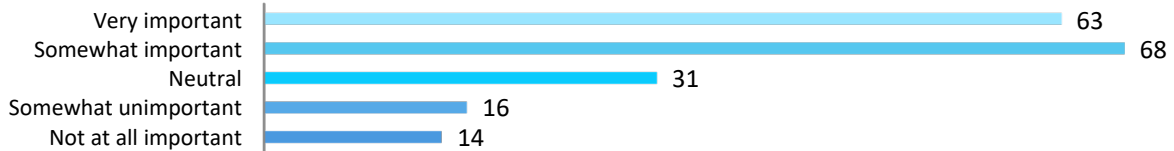
Affordable community and/or cultural space



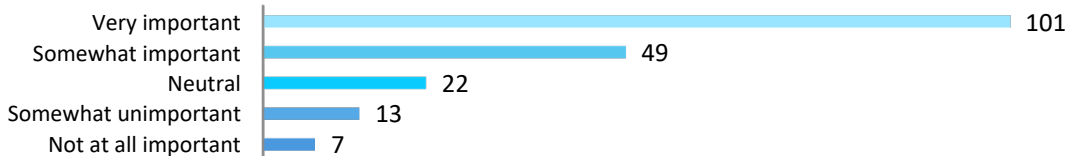
Heritage conservation



Public art



Improvements or acquisitions of land for municipal parks



Question 4: Pedways are elevated enclosed walkways that connect two or more buildings and are used by pedestrians. While they can offer a level of convenience and protection from elements, they can take away from the vibrancy of street life, obstruct important views, and impact the appearance of buildings. Centre Plan proposed to no longer permit new pedways over streets. Please indicate your level of agreement with the pedway related statements below.

Pedways over public streets should no longer be permitted



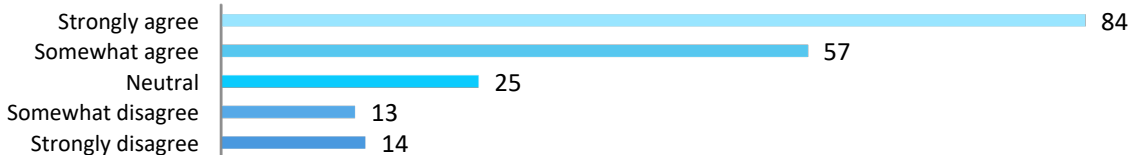
44% of respondents disagree that pedways over public streets should no longer be permitted, 19% are neutral, and 36% agree. There is a large number of people who strongly disagree with this idea (29%).

Pedways could be permitted to connect public buildings (e.g. schools, hospitals)



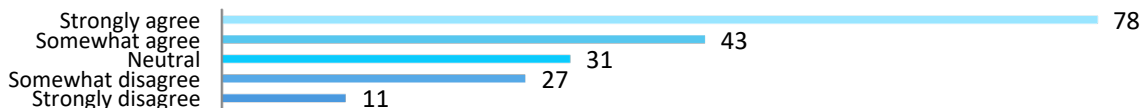
45% agree that pedways could be permitted to connect public buildings. Only 11% disagree with the pedways being permitted to connect these types of buildings. Overall, 78% agree with this kind of use for pedways.

Pedways could be permitted to connect transit facilities



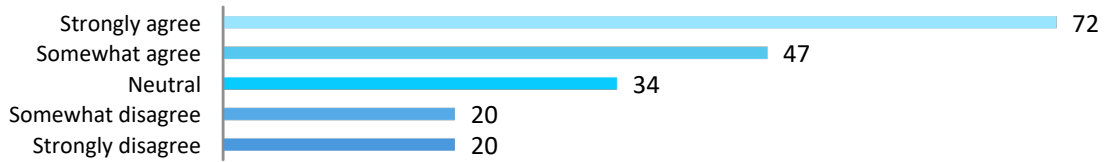
Fewer people agree or strongly agree with permitting pedways for transit facilities but there is still more support for it than not (73% agree and 14% disagree).

Pedways should never obstruct identified public views



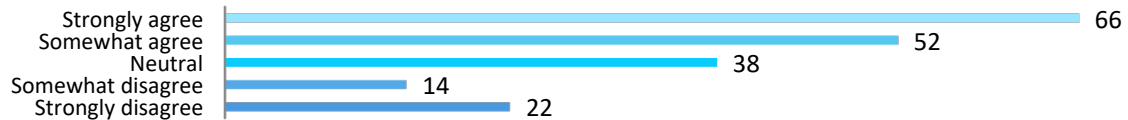
One area in which people oppose the use of pedways is in instances when a pedway may obstruct identified public views, 63% somewhat or strongly agree that pedways should not be permitted in these cases.

Pedways could be permitted in Downtown Halifax



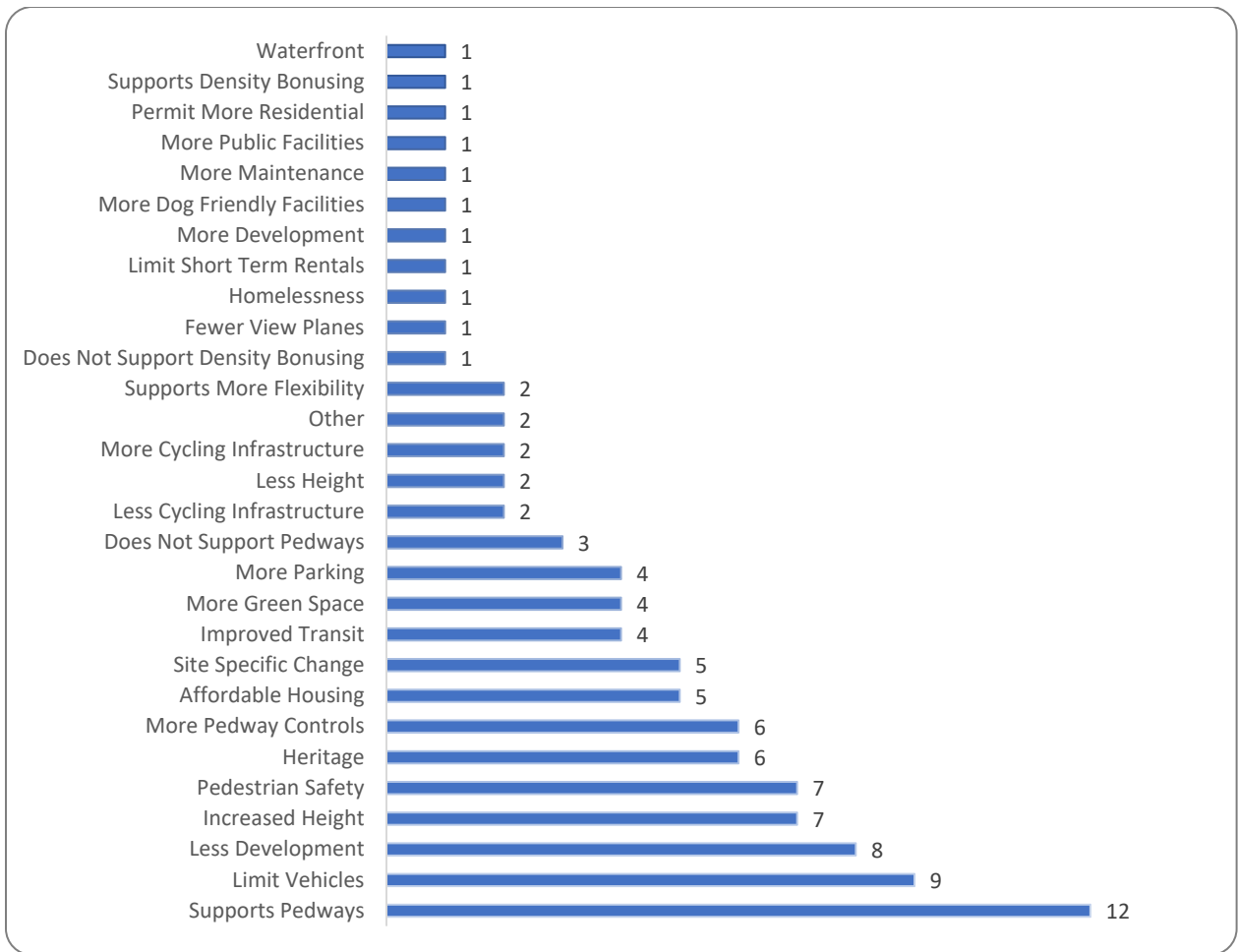
Most respondents agree with the statement that pedways could be permitted in Downtown Halifax (62%). 21% of somewhat disagree or strongly disagree with this idea.

Pedways could be permitted in areas outside of Downtown Halifax



There is a similar level of agreement for pedways in areas outside of Downtown Halifax with 61% support.

Question 5: Do you have any other comments regarding the proposed Centre Plan policies for Downtown Halifax?



Just over half of respondents chose to provide an answer to this open-ended question, 44% did not provide an answer to this question. All the responses were given themes and then summarized in the chart above. The most common topic were comments that explained some level of support for pedways, respondents spoke about this 12% of the time. This level of response for this topic may not be as strong an indication if the question immediately previous weren't about the same issue (pedways). 9% of our comments related to limiting vehicles in some way in Downtown Halifax, and 8% felt that there should be less development in the area. There was some support for increasing heights and as many people also mentioned a concern for pedestrian safety in their comments. The chart above shows all of the themes among the 101 responses.

Appendix C5 - Entertainment District Survey Summary

Overview

From June 11 to August 31, 2020, the public was asked to participate in a series of online surveys related to Centre Plan Package B. One of these surveys asked residents for their thoughts on changes to the N-200 Noise By-law that would support “Entertainment Districts” - areas with a high concentration of licensed establishments that have different controls around noise than residential areas. Council has asked for a recommendation on establishing an entertainment district in downtown Halifax under the Noise By-law (N-200). However, given the growing number of licensed establishments in other areas of the Regional Centre (e.g., downtown Dartmouth, the North End, Quinpool Road), the survey asked residents for their opinion on Entertainment Districts in other parts of the Regional Centre.

The Entertainment District survey received 124 submissions. In total 184 people visited the page. It consisted of seven questions asking about residents’ proximity to licensed establishments, level of concern about noise from those establishments, support for an Entertainment District, and measures that might help mitigate noise. Most questions had check boxes with pre-set answers that respondents chose, but there were also two open-ended questions with opportunities for comments.

In addition to the survey, staff also consulted with a number of stakeholders in February and March, including HRM By-law Enforcement, the Business Improvement Districts for Downtown Dartmouth, Spring Garden Road, Quinpool Road and Downtown Halifax, the Restaurant Association of Nova Scotia, and a number of businesses based in downtown Halifax.

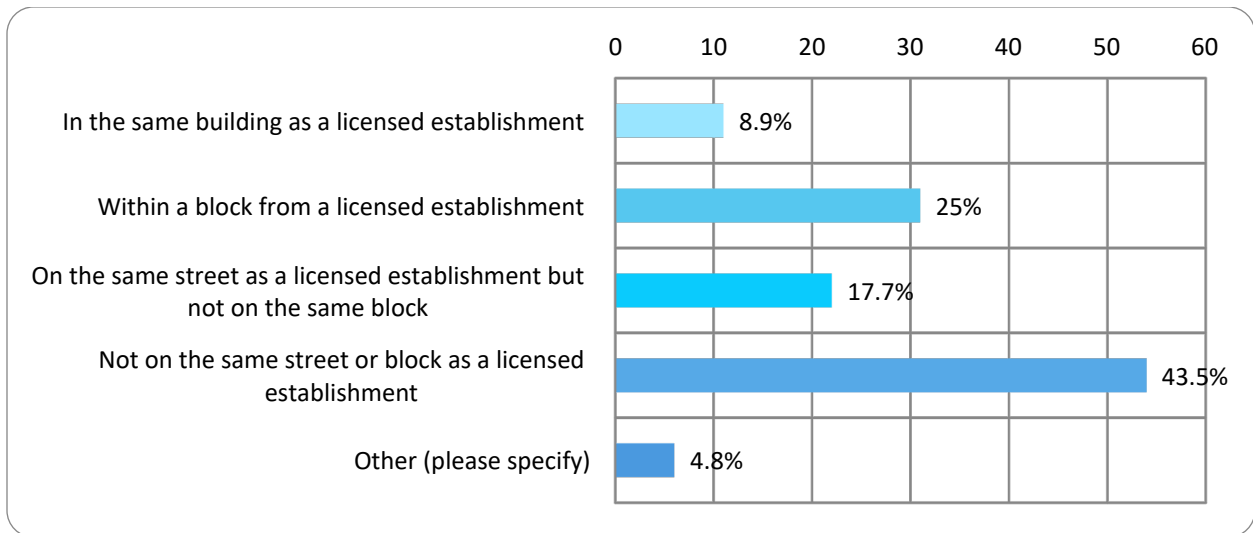
The Noise By-law (N-200) allows all noise-generating activities, in all areas of the municipality, during the following times:

- Monday through Friday - 7:00 a.m. to 9:30 p.m
- Saturdays - 8:00 a.m. to 7:00 p.m.
- Sundays and statutory holidays - 9:00 a.m. to 7:00 p.m.

It is important to note that Nova Scotia Alcohol and Gaming issues liquor licenses and sets hours that establishments may operate. The liquor license applies to noise from inside the building, and HRM’s Noise By-law applies to the noise outside. If a bar has taken reasonable efforts to contain noise inside (e.g., closing windows, turning down bass), it would be considered a permitted use under the provincial license. Any changes to HRM’s Noise By-law hours would not impact hours set by the provincial liquor license.

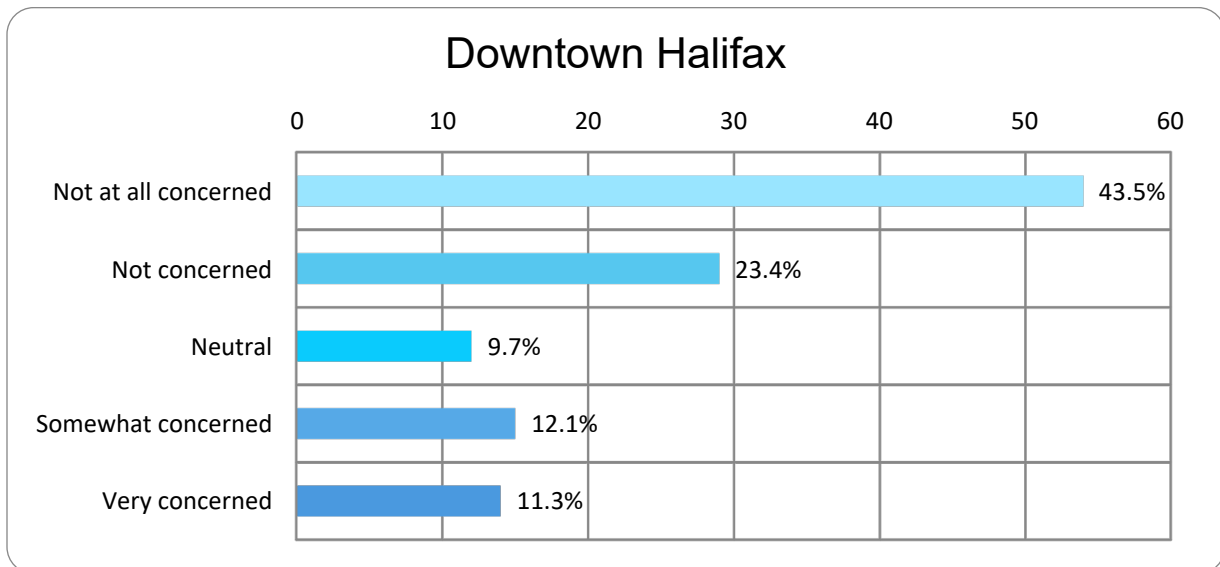
Survey Results

Question 1: How close do you live to a licensed establishment?

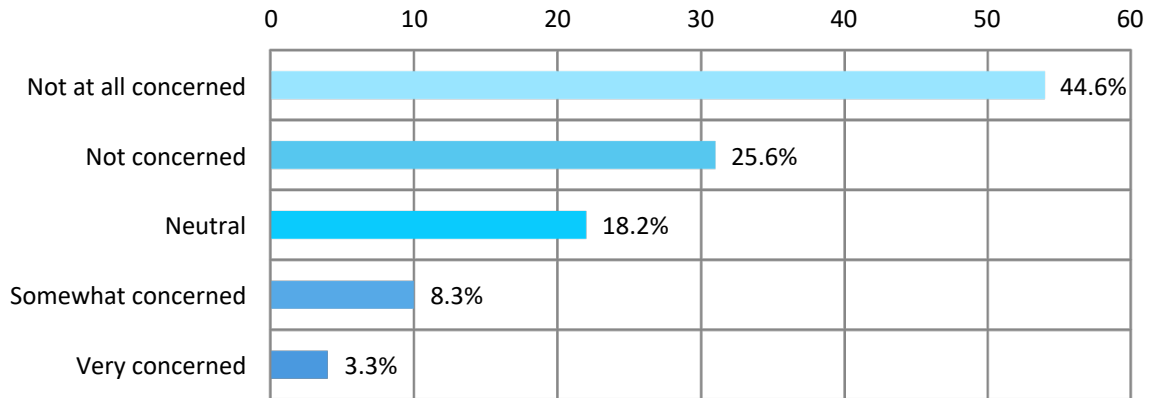


Of the 124 responses received, 54 did not live on the same street or block as a licensed establishment. Forty-two responses came from those living in the same building or within one block from a licensed establishment, and 22 on the same street. Most of the six responses that chose “Other” noted they were several blocks away from any licensed establishment.

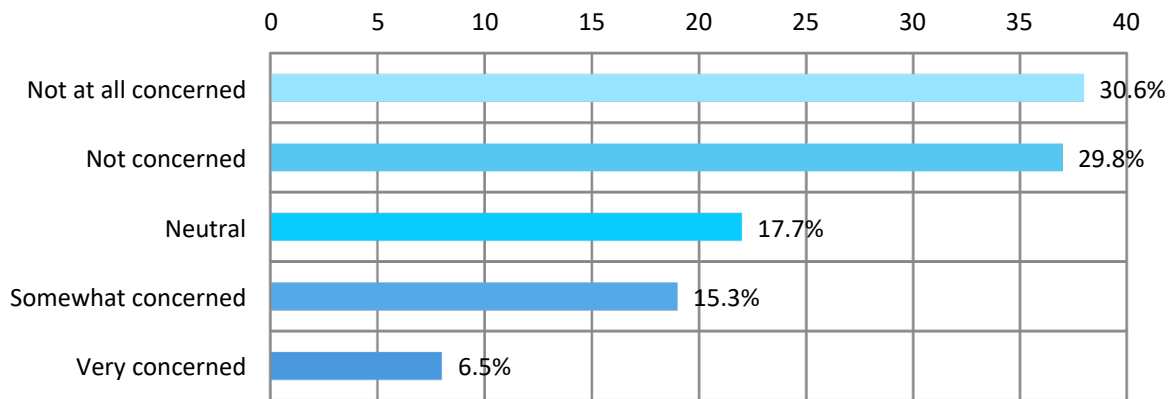
Question 2: Please indicate your level of concern about noise coming from licensed facilities such as restaurants, bars or entertainment areas, in the following areas:



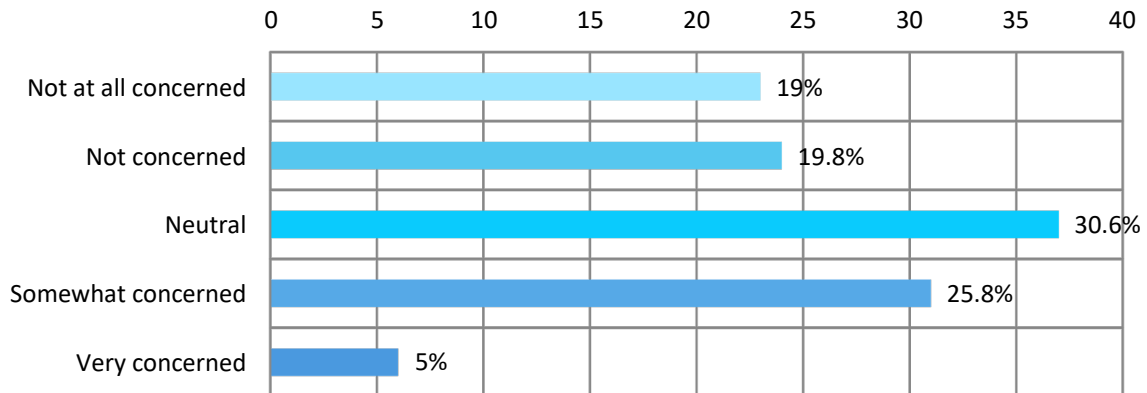
Downtown Dartmouth



Commercial Streets



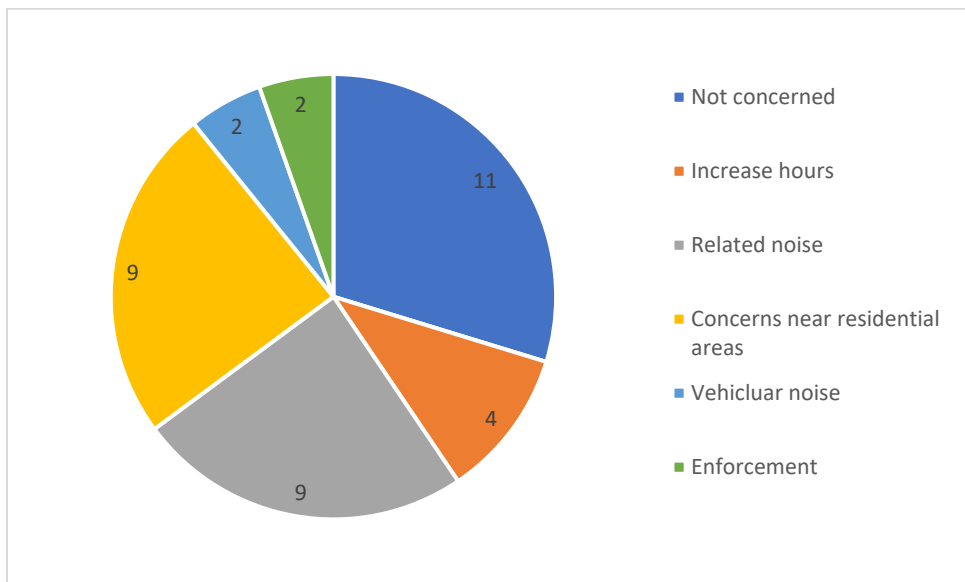
Other Areas



The majority of respondents are either not concerned or not at all concerned about noise in Downtown Halifax (83 of 124 responses) and Downtown Dartmouth (85 of 121 responses). There is a slightly higher level of concern about noise along Commercial Streets, with 75 of 124 responses not concerned but 27 either somewhat or very concerned. "Other Areas" which covers all other places within the Regional Centre and so has a high number of established residential areas, has the highest level of concern with 37 of 124 responses somewhat or very concerned, and a further 37 neutral. However, 47 respondents still expressed little or no concern about noise in Other Areas.

Question 3: Do you have any comments about areas where noise from licensed establishments is a concern?

Thirty-eight comments were received. They tended to fall under one of six themes, with some responses including more than one theme. The numbers in the figure below reflect the number of times a theme was raised in the comments.

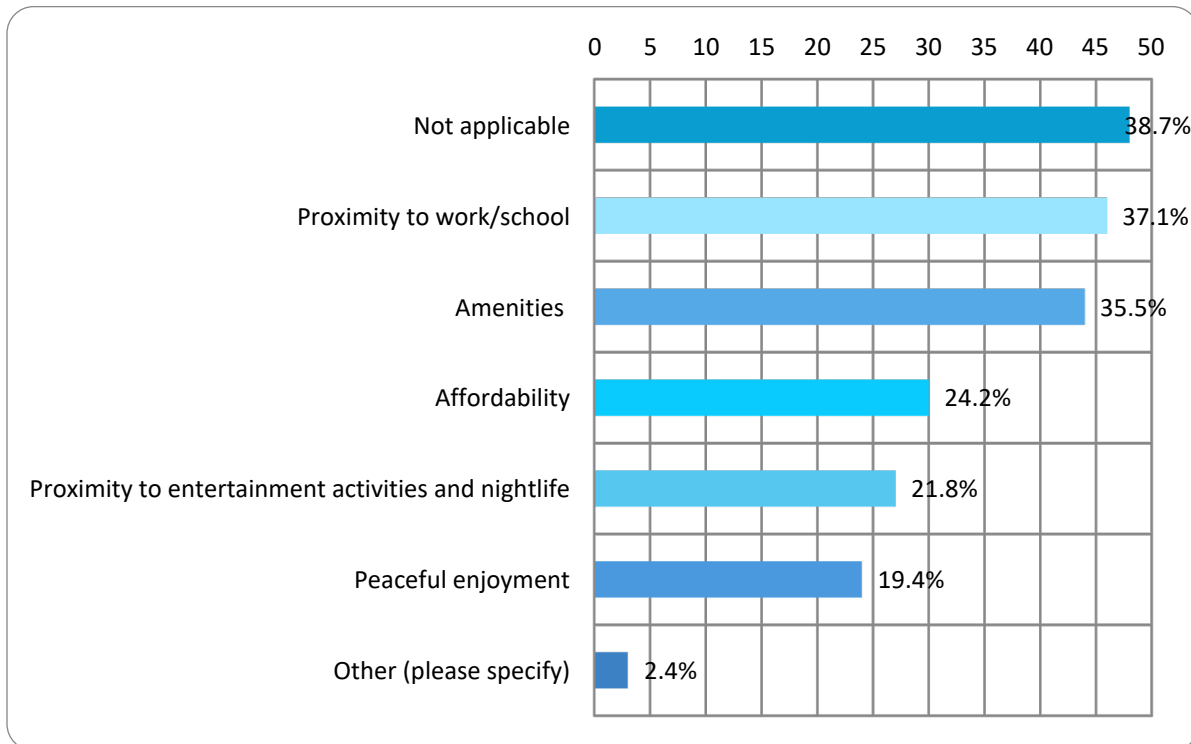


Those who were not concerned about noise from licensed establishments tended to state that people living downtown have to expect some level of noise, and that the bars for the most part pre-date the residential developments. Some also felt that HRM needs to encourage a dynamic downtown with entertaining nightlife. A few responses felt that hours should be increased.

"Related noise" was an issue for those who did have concerns. This is noise related to people coming and going, rather than noise from establishments themselves, and includes crowds gathering after leaving bars, yelling and screaming, fights, vomiting, litter, etc.

Licensed establishments encroaching on established residential was also a concern. Potential solutions included earlier closing hours in such areas and noise reduction in buildings themselves.

Question 4: If you live within the same building or within the same block as a licensed establishment, what factors did you consider in choosing your neighbourhood? Please select all that apply.



**Respondents could choose multiple answers, so the percentages above reflect the number of times each answer was chosen as a percentage of total survey responses*

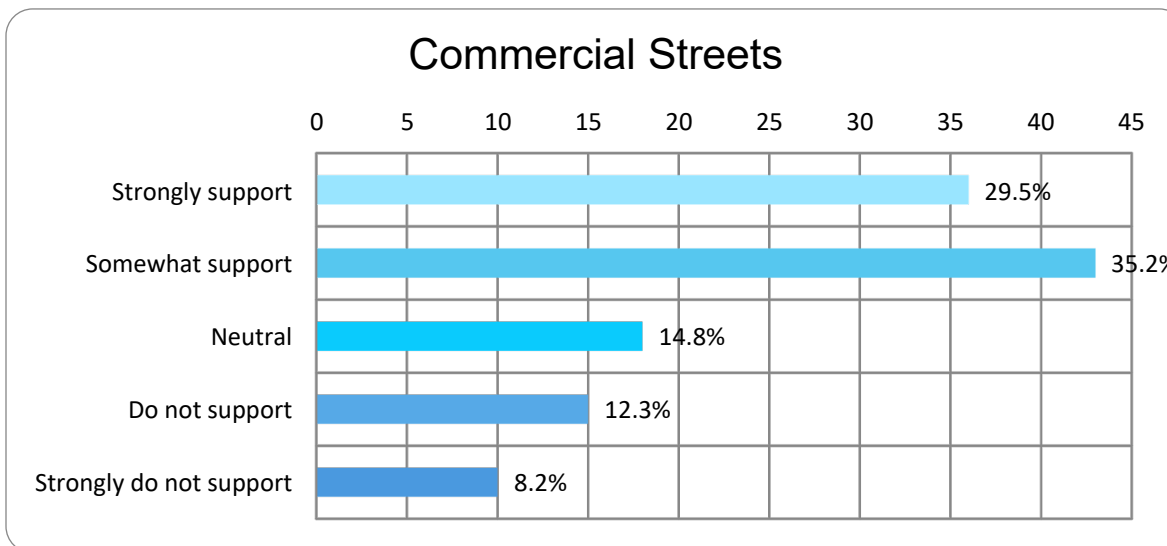
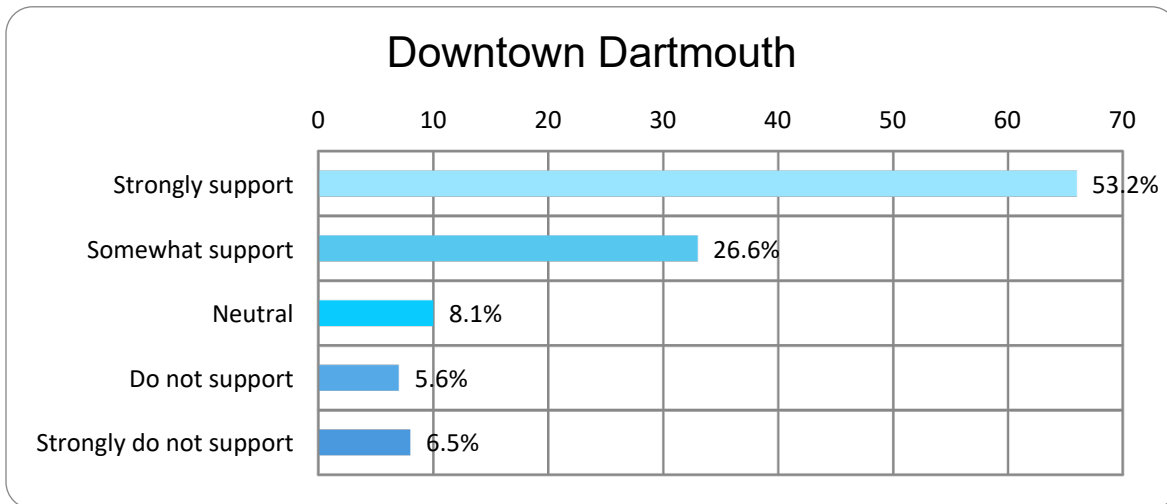
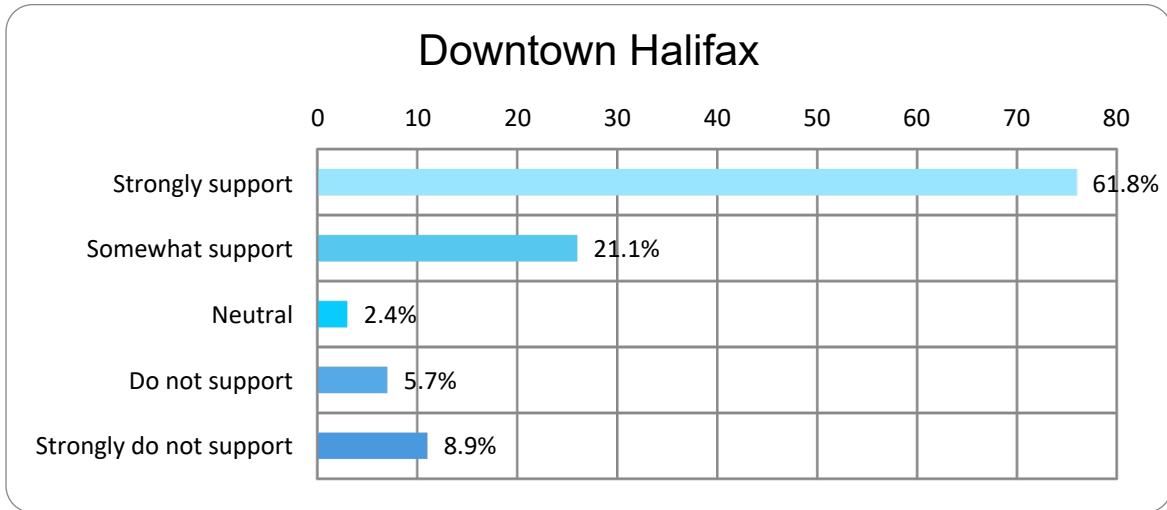
Sixty-four respondents said they live in the same building, block or street as a licensed establishment. Forty-eight of 124 respondents chose “Not Applicable,” presumably because they are among the 54 who indicated in Question 1 that they do not live on the same street as a licensed establishment. Seventeen responses to this question were left blank.

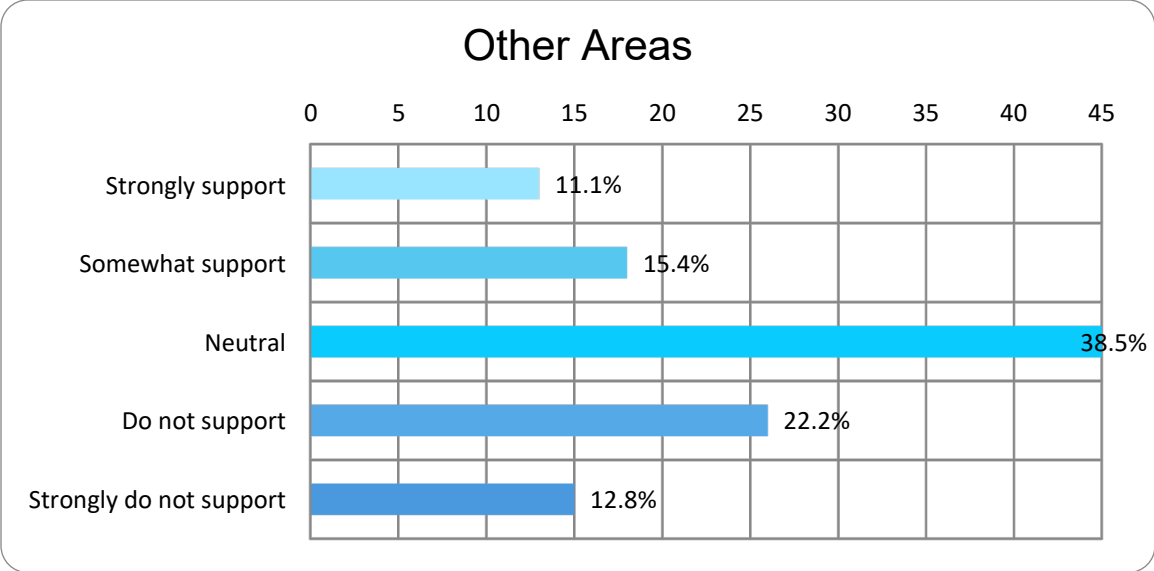
As respondents could choose multiple answers, there were 222 responses to this question. Proximity to work and school received 46 votes, and access to amenities received 44. were the most popular reasons for choosing residences near licensed establishments. Only 27 respondents noted proximity to nightlife and entertainment as a factor. Just under one-fifth of respondents selected “peaceful enjoyment,” which received 24 votes, perhaps indicating that a quiet neighbourhood is not expected for the majority of those living near licensed establishments.

Question 5: An Entertainment District would exempt an area from the Noise By-law or extend the hours when noise is permitted. Please indicate your level of support for an Entertainment District in one or more of the following areas in the Regional Centre?

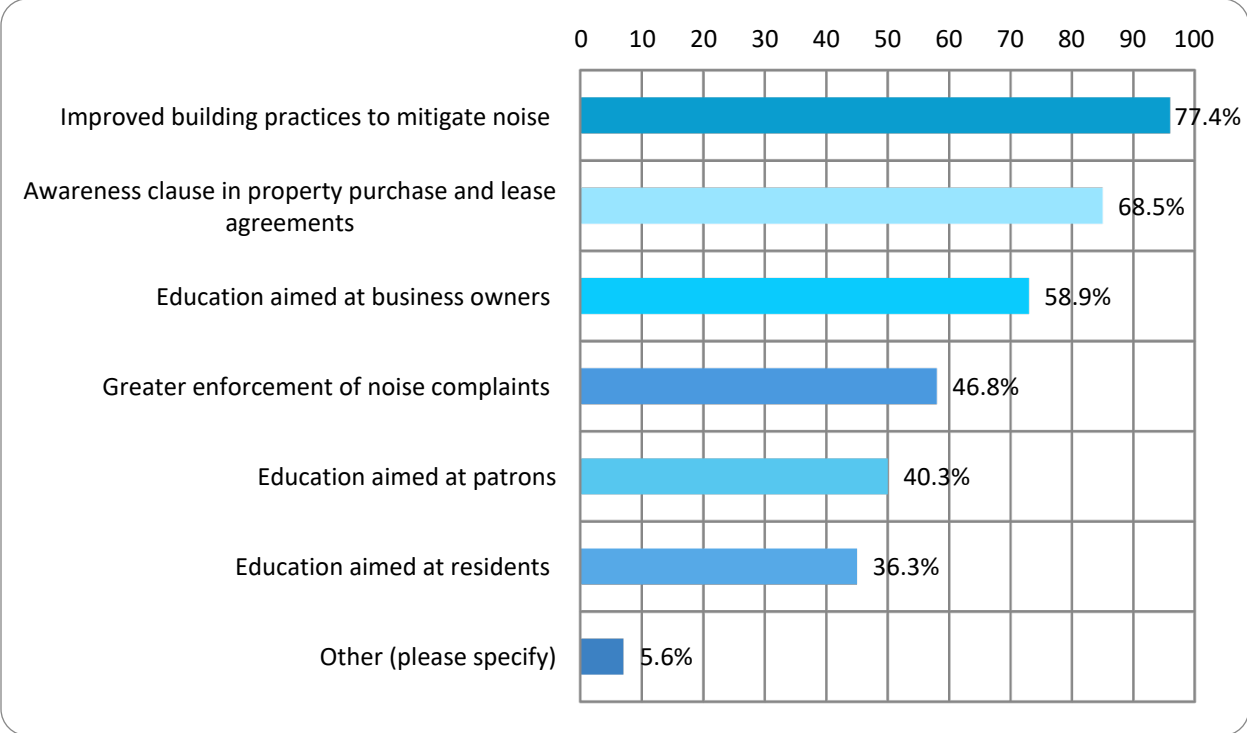
Respondents showed a high level of support for Entertainment Districts in both downtown Halifax (102 of 123 answers) and Dartmouth (99 of 124 answers). Only 18 respondents did not support such a District for Downtown Halifax, and 15 for Downtown Dartmouth. There was also some support for Entertainment Districts along commercial streets like Gottingen Street, Quinpool Road and Robie Street, with 79 of 122 respondents expressing somewhat or strong support, and only 25 opposed. The majority

of responses for Entertainment Districts in Other Areas was either neutral (45 of 117 answers) or negative (41 responses).





Question 6: Are there noise mitigation measures or strategies you would recommend? Please select all that apply.



**Respondents could choose multiple answers, so the percentages above reflect the number of times each answer was chosen as a percentage of total survey responses*

As respondents could choose multiple answers, there were a total of 414 responses to this question. Ninety-six of those felt building practices such as soundproofing would be a useful way to mitigate

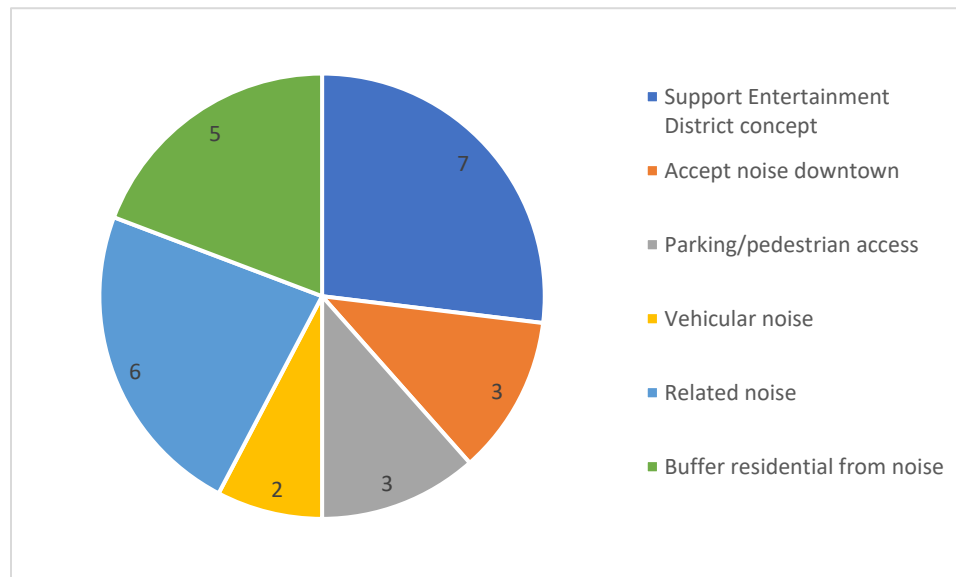
noise. A further 85 supported clauses in purchase and lease agreements to notify potential residents of entertainment-related noise, as an education tool. Education was a popular theme, with 73 respondents feeling it would be helpful for business owners, 50 for patrons, and 45 for residents.

Fifty-eight respondents felt greater enforcement of noise complaints would be helpful. This was also a theme in the comments, with suggestions around enforcing closing times and public insobriety. Other suggestions include restricting parking and only permitting access to the district by foot or transit; banning exemptions for outdoor sound systems, and quantitative measuring of noise levels (e.g., decibel readings).

Question 7: Do you have any other comments about noise and the proposed Entertainment Districts?

Thirty comments were received. They fell under six general themes, with some responses including more than one theme. In general, the comments reflected support for the idea of an Entertainment District, as demonstrated in Question 5 above. Comments indicated it as a way to support a dynamic, growing downtown and encourage more live music. Some comments again noted problems with noise related to licensed establishments but not caused by them, such as people loitering outside, vandalism, fights and public insobriety. There was also concern about ensuring residential areas are buffered from entertainment-related noise, either by distance, restricted hours, or building design to shield upper-level residential units from ground-level noise in mixed-use buildings.

The numbers in the figure below reflect the number of times a theme was raised in the comments.



Stakeholder Consultation

As noted above, in winter of 2020 staff consulted with business improvement districts (BIDs), the Restaurant Association of Nova Scotia, and a number of businesses based in the Regional Centre. Overall there was support for the idea of enabling Entertainment Districts under the Noise By-law. Comments echoed those in the survey that people living or moving downtown should expect some noise. Increased education, potentially involving the real estate industry, was suggested as a mitigation strategy.

Establishing decibel limits was a point of discussion but several people noted difficulties with filtering out background noise and being able to measure only the sound coming from an establishment.

All participants stated that noise from patrons leaving bars causes more noise than the establishments themselves. This raised the question of who is responsible for policing this noise – the licensed establishment, HRM enforcement officers, or police? Many felt more HRM enforcement is needed, though bars could also post signs reminding patrons to be respectful of residents in the area. There may be jurisdictional issues at play as well, as NS Alcohol and Gaming has its own complaint process and some bars have restrictions on noise set by the Utility and Review Board. These restrictions would likely not be impacted by any change to HRM's Noise By-law.

Potential Recommendations - Considerations

- **Establish Entertainment Districts in downtown Halifax and Dartmouth**

A majority of respondents supported establishing Entertainment Districts in downtown Halifax (83%) and downtown Dartmouth (79%). Approximately two-thirds of survey respondents indicated little or no concern about noise in the two downtown areas. There was moderate support for Entertainment Districts on Commercial Streets but as these areas are less defined, they could be revisited as potential districts as large-scale redevelopments are completed.

If a District is established, what is an appropriate end time to put in the by-law? Other municipalities with policies around entertainment and the nighttime economy tend to stipulate 10 or 11 p.m. The physical boundaries of any District would also need to be established: whether they should follow the existing boundaries of the Downtown and Central Business District zones, or be smaller, more defined areas.

Given the Covid-19 restrictions in place for the foreseeable future, it might be worth consulting with industry stakeholders again to determine if establishing an Entertainment District would make a difference to their businesses at this time. E.g., is live music and dancing allowed, are there limits on closing times that would make any Noise By-law changes irrelevant?

- **Increased enforcement in areas with licensed establishments**

Noise from patrons leaving licensed establishments and accompanying loud behavior was an issue raised in both the survey responses and industry consultation. Increased enforcement might be able to mitigate some of this, but what form would it take (e.g., verbal warnings, fines, physical removal from the area, etc)?

Changes to enforcement practices would not require changes to the Noise By-law, but might require additional resources within By-law Enforcement or Halifax Regional Police.

- **Mitigation strategies**

Education and raising awareness were seen as key for people living and moving to potential entertainment districts. Clauses in purchase and lease agreements would be one way to achieve this, but it is unclear what authority HRM has to require them. Education for business owners aimed at having them play a larger role in containing noise is also a possibility. Some other

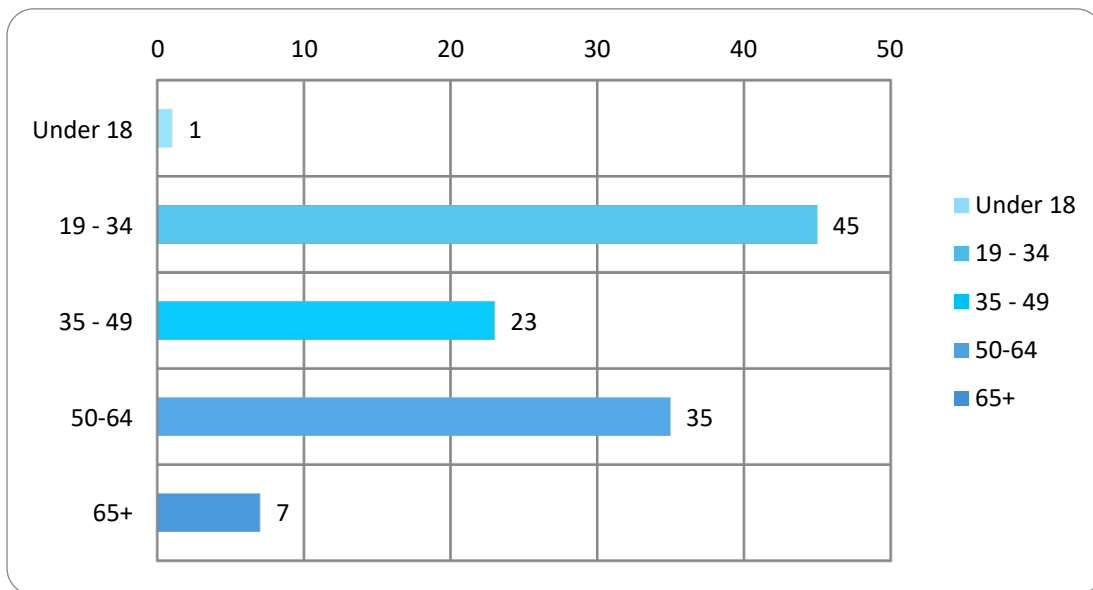
municipalities have “good neighbour” policies that businesses can adopt, by helping to control patrons leaving and keeping the area clean. However, these policies are voluntary and not enforceable, so it is unclear how effective they would be.

Incorporating sound mitigation materials into new developments would be a straightforward way to help residents in Entertainment Districts. A review of the building code would determine if any such materials are required, or if HRM could mandate their use. These measures would apply only to new developments, not existing buildings, unless retrofits could also incorporate some materials to block out sound.

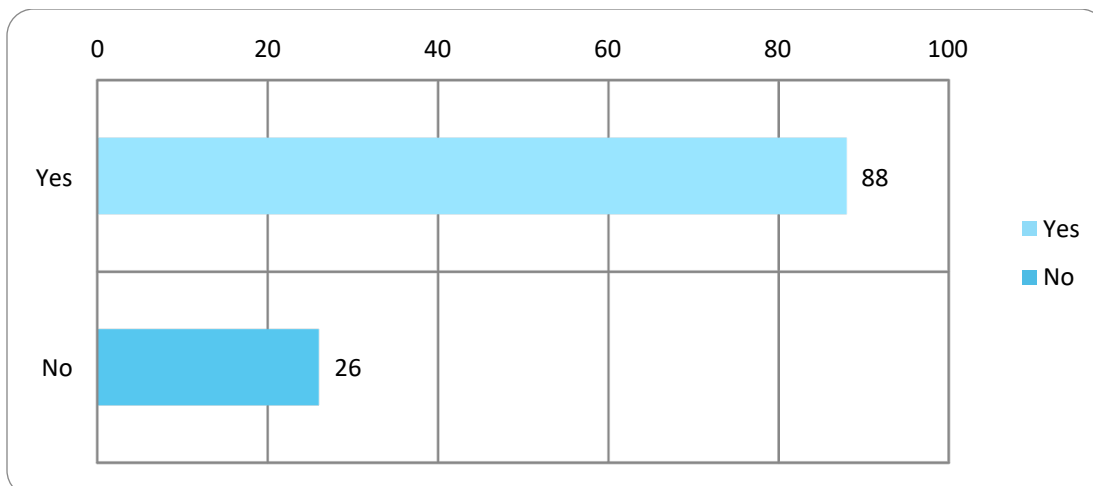
Survey Demographic Information:

First three digits of postal code – **get this mapped**

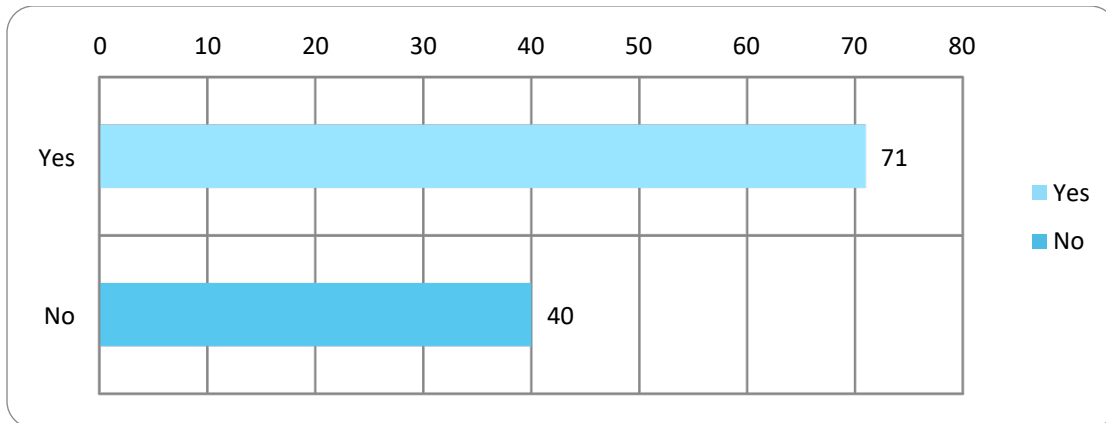
Which age group do you fall in?



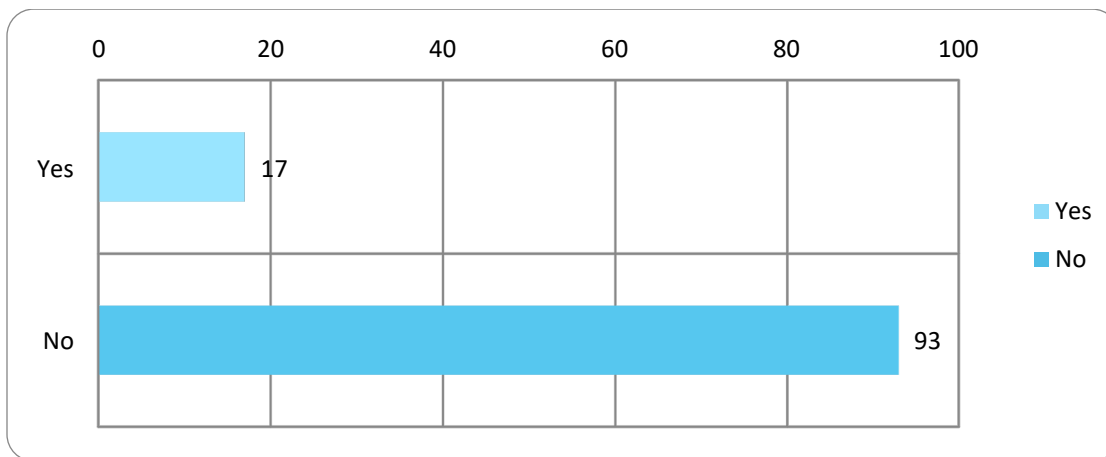
Do you live in the Regional Centre?



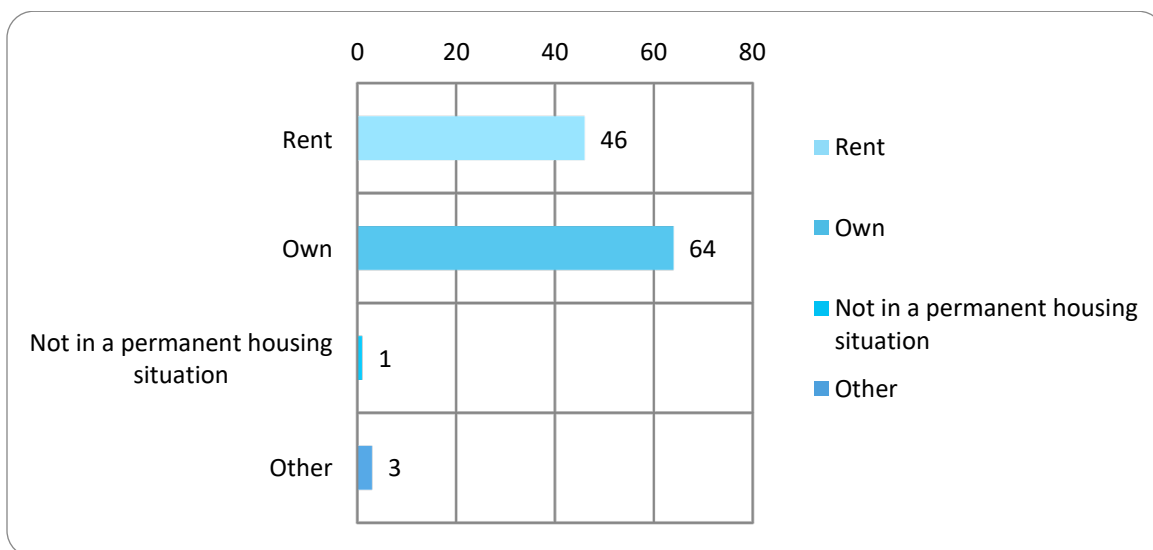
Do you work in the Regional Centre?



Do you own a business in the Regional Centre?



What best describes your housing situation?



Appendix C6 - Institutional Employment Survey Summary

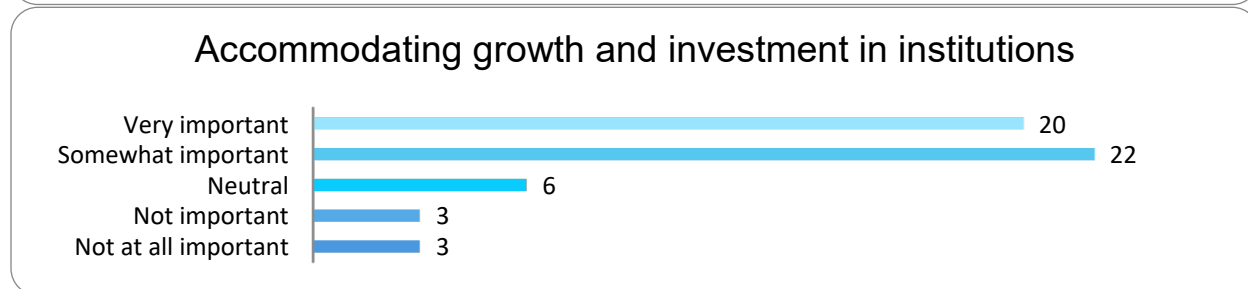
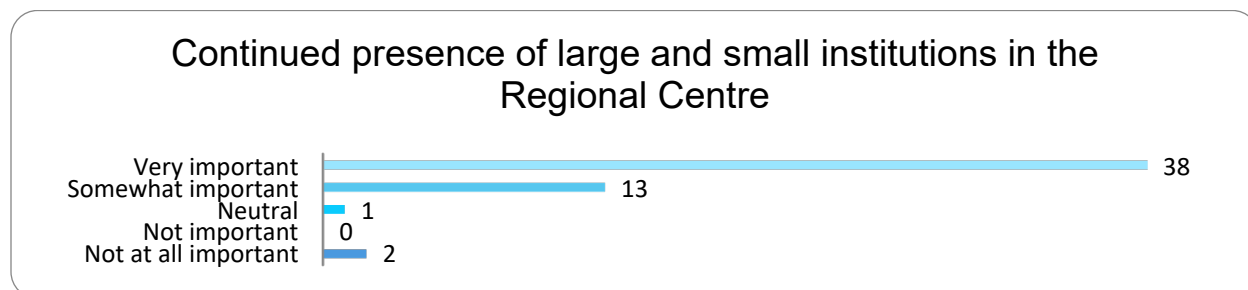
Overview

From June 11 to August 31, 2020, members of the public were invited to complete many surveys related to Package B of Centre Plan. Nine surveys were published, and staff received good feedback on many of the proposed policies and regulations in the second part of the Centre Plan process.

This analysis outlines the survey completed for Institutional Employment Lands in the Regional Centre. These lands include large scale institutions such as universities, colleges, health care facilities, hospitals, and the Department of National Defense lands. These institutions are major employers and provide a wide range of services and benefits to the municipality and the Atlantic region. This designation also includes small-scale institutions such as religious institutions, libraries, fire stations, police stations, recreational clubs and community facilities, schools and cultural facilities. This survey asked for feedback on the two most common zones in the designation, the Institutional (INS) zone and the University and College (UC) zone.

In this survey we asked a total of four questions, the first two related to the general importance of Institutional Employment lands in the Regional Centre and final two dealt with the proposed Landmark Building policy specifically. This survey received 54 submissions in total. The questions and responses are represented with a summary chart and a brief analysis of those results.

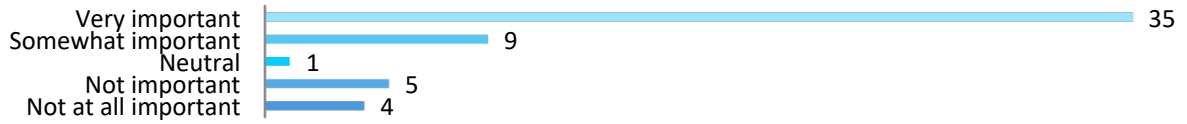
Question 1: Institutions are major employers in the Regional Centre and provide a wide range of services and economic, social, and cultural benefits to the municipality and the Atlantic region. In your opinion, how important are the following for the future development of institutional, university and college properties in the Regional Centre?



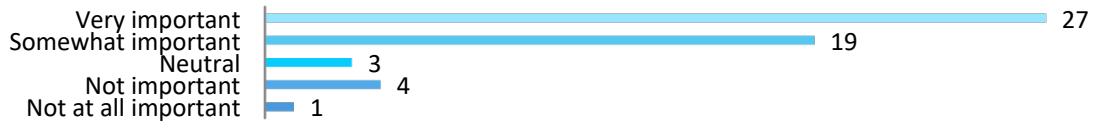
Ensuring college and university campuses are able to expand and evolve



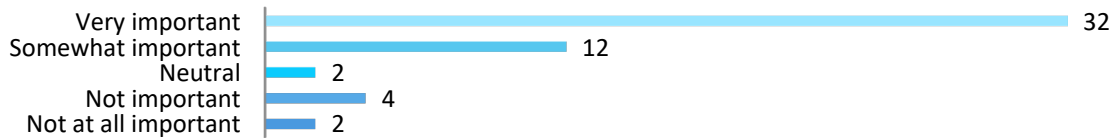
Limit outward expansion of current campus areas by redeveloping vacant lands on campus first



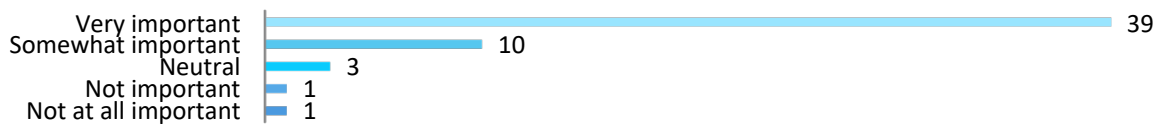
Availability of student housing on university and college properties



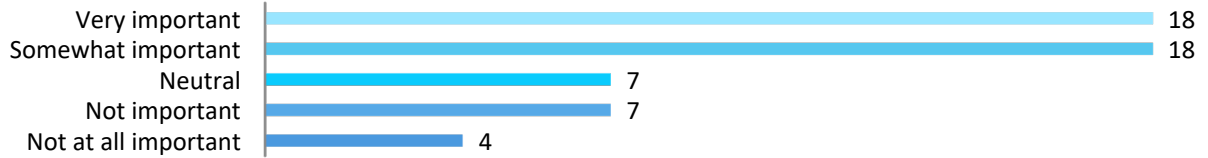
How buildings relate to adjacent neighbourhoods (e.g. building distance from property lines, scale and height of buildings, landscaping etc.)



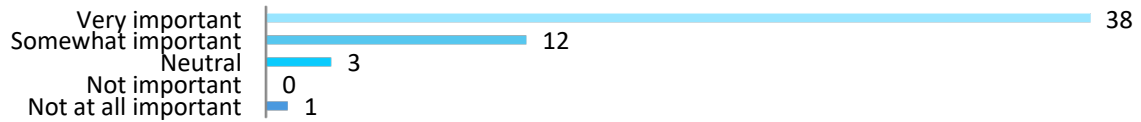
Improve quality and quantity of green spaces and informal gathering places



Interesting and bold architecture



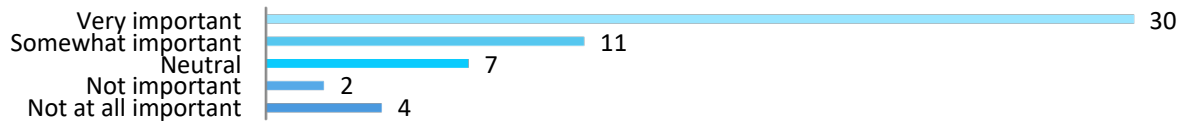
Buildings that make for accessible and pleasant pedestrian experience (e.g. protection from wind and shadow, ground level design)



Protection of historic buildings



Designated spaces, sidewalks and pathways for walking, cycling and rolling



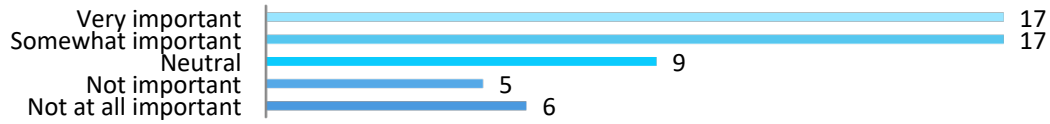
Pedestrian access and connections through large institutional sites



Access to small institutions and community facilities within neighborhoods



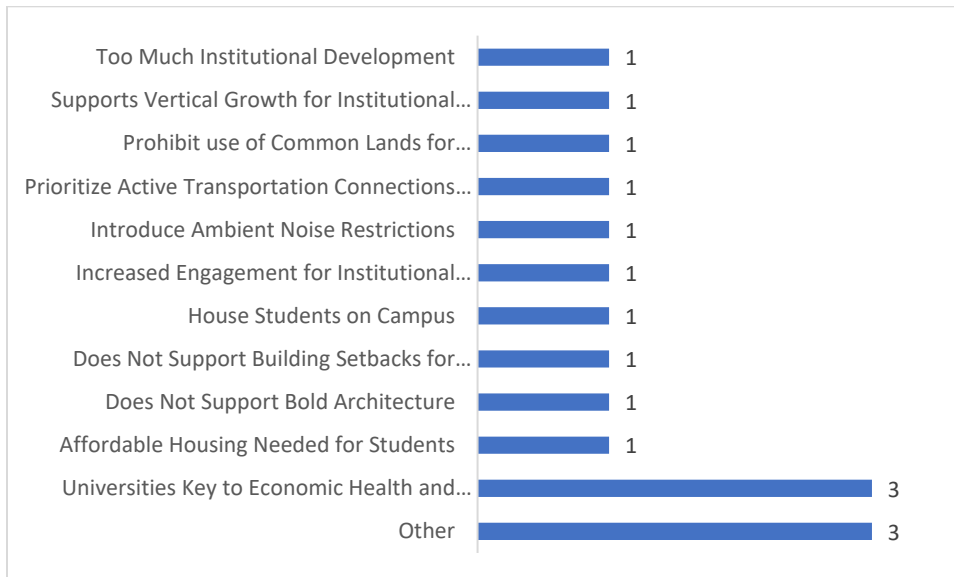
Availability of student housing outside of university and college properties



	Very Important	Somewhat Important	Neutral	Not Important	Not at all Important
Continued presence of large and small institutions in the Regional Centre	70%	24%	2%	0%	4%
Accommodating growth and investment in institutions	37%	41%	11%	6%	6%
Ensuring college and university campuses are able to expand and evolve	31%	37%	15%	6%	11%
Limit outward expansion of current campus areas by redeveloping vacant lands on campus first	65%	17%	2%	9%	7%
Availability of student housing on university and college properties	50%	35%	6%	7%	2%
How buildings relate to adjacent neighbourhoods (e.g. building distance from property lines, scale and height of buildings, landscaping etc.)	59%	22%	4%	7%	4%
Improve quality and quantity of green spaces and informal gathering places	72%	19%	6%	2%	2%
Interesting and bold architecture	33%	33%	13%	13%	7%
Buildings that make for accessible and pleasant pedestrian experience (e.g. protection from wind and shadow, ground level design)	70%	22%	6%	0%	2%
Protection of historic buildings	46%	30%	11%	6%	2%
Designated spaces, sidewalks and pathways for walking, cycling and rolling	56%	20%	13%	4%	7%
Pedestrian access and connections through large institutional sites	65%	31%	0%	0%	4%
Access to small institutions and community facilities within neighborhoods	46%	31%	13%	4%	4%
Availability of student housing outside of university and college properties	31%	31%	17%	9%	11%

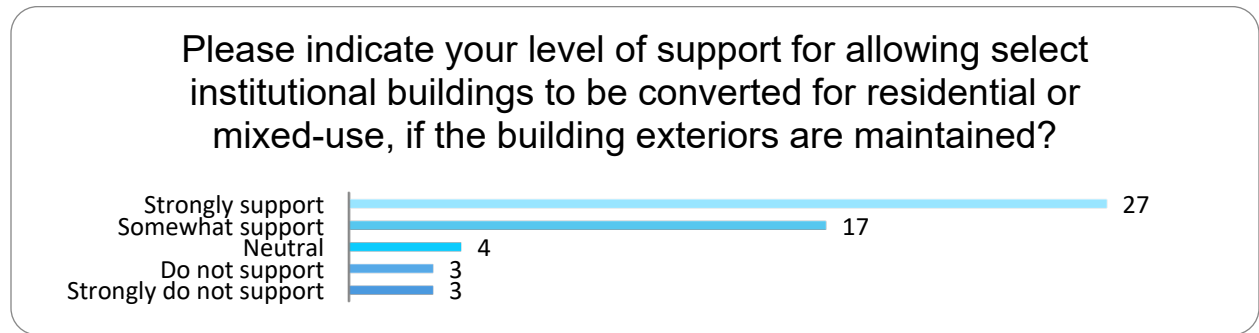
In this question, respondents were asked to identify how important 14 different objectives were to them as they relate to future Institutional developments in the Regional Centre. The final table outlines the percentage of respondents in each objective and level of importance. We can see that the objective with the most very important responses was to improve quality and quantity of green spaces and informal gathering places. This was closely followed by the objective to promote buildings that make for accessible and pleasant pedestrian experience. The two objectives which the least number of respondents felt was very important were ensuring that college and university campuses are able to expand and evolve, and the objective to ensure the availability of student housing outside of university and college properties. Those two objectives had the greatest number of respondents who felt that these objectives were not at all important. With only 33% very important ratings, bold architecture was also not a high priority, as well accommodating growth and investment in institutions only received very important ratings from 37% of respondents. The highest number of respondents who chose a neutral rating were seen when considering the need for availability of student housing off-campus.

Question 2: Do you have additional comments about university, college and institutional buildings as they relate to the proposed Centre Plan?



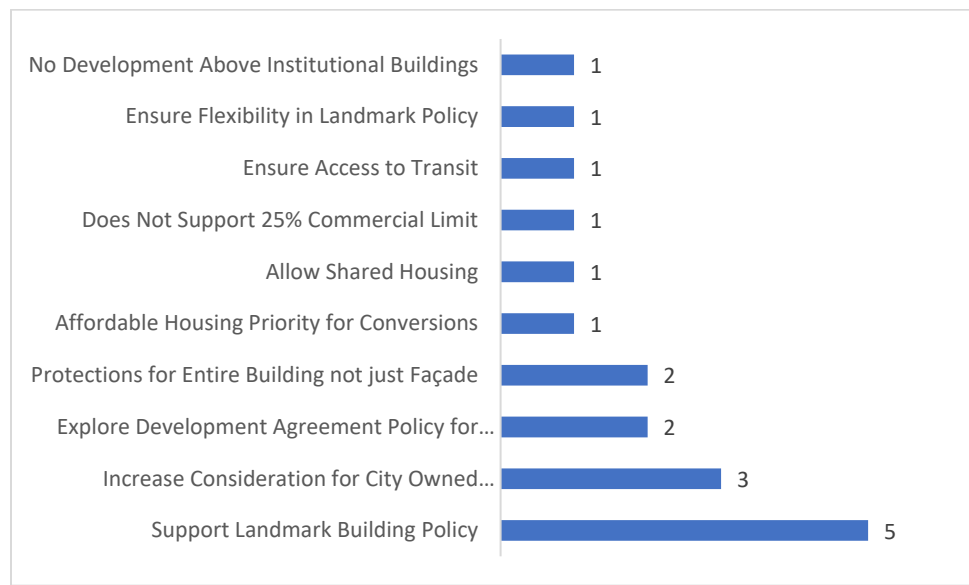
Nearly three quarters of respondents did not answer this open-ended question that asked for additional comments related to institutional buildings in the Regional Centre. The three “other” comments above were not related to landmark buildings. Three responses outlined the importance of institutions for the economic health and growth of the Regional Centre. The rest of the responses received unique responses, they touch on the following themes: too much institutional development, increased heights for these zones, prohibiting us of the Commons for future institutional development, ambient noise restrictions, the importance of on-campus housing, lack of support for current building setbacks and bold architecture priorities in these zones, as well as the need for affordable housing for students.

Question 3: Please indicate your level of support for allowing select institutional buildings to be converted for residential or mixed-use, if the building exteriors are maintained?



50% of respondents strongly support the landmark building policy and its intentions. Only 11% somewhat or strongly do not support. In total, just over 81% of responses indicated some level of support for institutional buildings to be converted for mixed-use.

Question 4: Do you have additional comments about landmark buildings as they relate to the Centre Plan?



28% of respondents chose to leave additional comments in this question. Those open-ended questions were categorized, and the themes and response levels are shown in the chart above. The most commonly mentioned sentiment was general support for the Landmark Building policy. The next most touched on topic was the idea that the Municipality should do more when considering surplus property that it owns and the ability to re-use these buildings for community purposes. A couple respondents mentioned support for the idea of a Development Agreement approach to Landmark Buildings, as well two people commented that there should be protections for entire building (including their interiors) and not only the facades.

Appendix C7 - Industrial Employment Survey Summary

Overview

From June 11 to August 31, 2020, the public was asked to participate in a series of online surveys related to Centre Plan Package B. One of these surveys asked residents for their thoughts on the proposed Industrial and Commercial Employment designation. This designation proposed to introduce three new zones to the Regional Centre: Light Industrial (LI), Harbour-Related Industrial (HRI) and Commercial (COM).

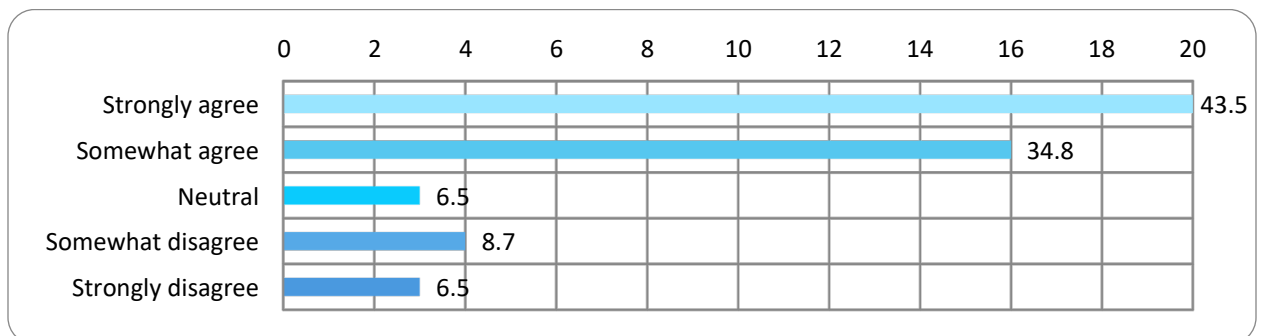
The Entertainment District survey received 46 submissions. In total 58 people visited the page. It consisted of eight questions asking about proposed permitted uses in industrial zones and issues around proximity to residential uses. The majority of the questions were open-ended, asking opinions about uses that could be added or excluded from the three new zones.

In addition to the survey, staff held a stakeholder consultation session for the Industrial and Commercial Employment Designation in March 2020. The session invited identified stakeholders to a presentation and subsequent discussion on the key concepts and built form proposed for the three zones.

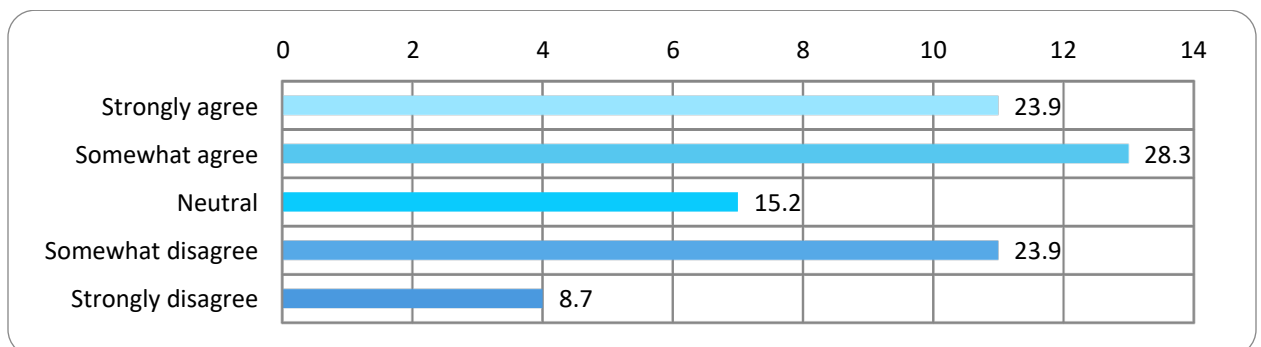
Survey Results

Question 1: Please indicate your level of agreement with the following statements related to the location of industrial uses in the Regional Centre, and their relationship to residential areas:

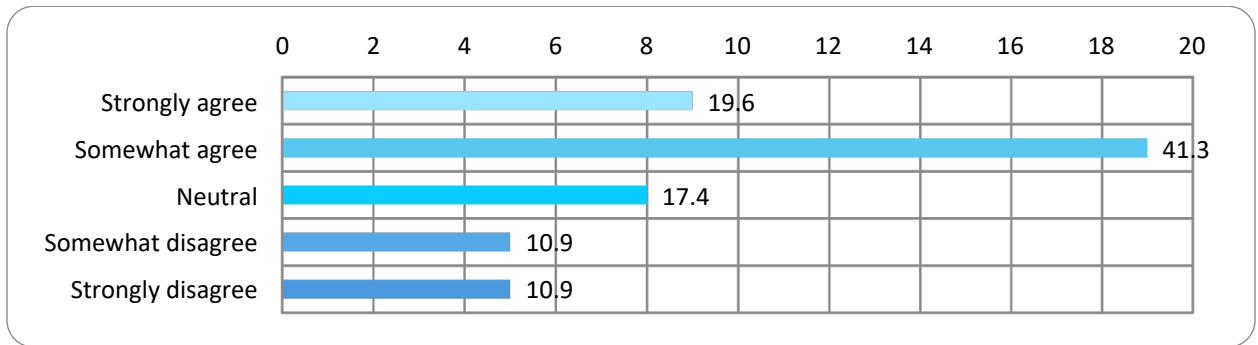
1) Industrial lands are an important part of Regional Centre economy



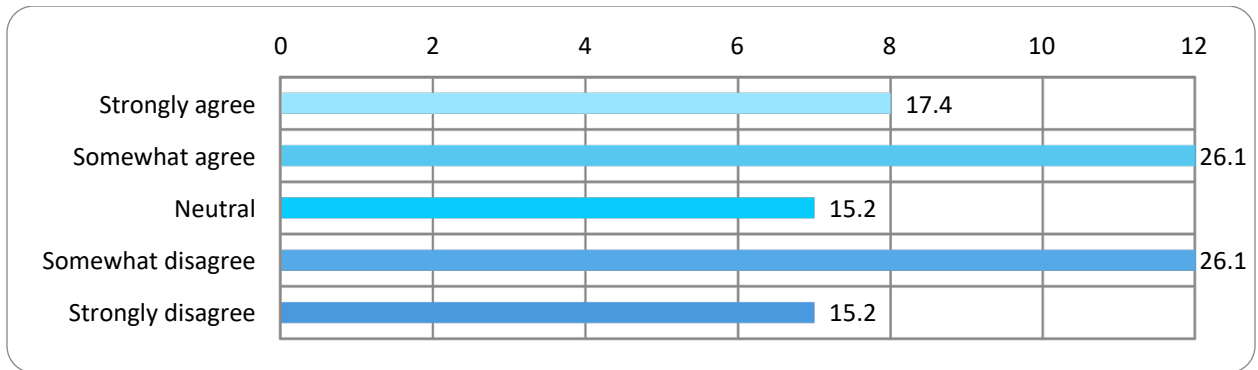
2) Industrial lands need to be protected from the development of abutting residential uses



3) Some industrial uses could be integrated with residential uses



4) Industrial and residential uses conflict and must be always separate



While over 78% somewhat or strongly agree that industrial lands are an important part of the Regional Centre’s economy, opinions on whether they can co-exist with residential uses are mixed. 52% somewhat or strongly agree that industrial lands need to be protected from encroaching residential uses (versus almost 33% who do not), but 62% feel that some integration between industrial and residential uses is possible. The number of responses for those who feel the uses must always be separate versus those who do not is almost equal – 43.5% and 43.1% respectively.

Question 2: Do you have any additional comments about the relationship between industrial and residential uses as it relates to the proposed Centre Plan?

Nine comments were received. Four indicated that some forms of light industrial could co-exist with residential nearby if innovative or non-intrusive building design is used. Three other comments noted that the amount of industrial land, particularly along the waterfront, is finite and it should be preserved for industrial needs (e.g., no residential or institutional uses).

Two comments addressed car dealerships, one saying they are a conflicting use with residential and the other asking that the Kempt Road area be rezoned to residential to increase the land value and house more people.

Question 3 provided a list of main permitted uses in the LI and HRI Zones and asked if (a) there were any other uses that should be added to the zones, and (b) any uses that should be excluded from the zones.

1) Uses that should be added to the LI Zone

Seven comments were received. Two felt that no further uses should be added to the LI zone and one felt that there should be no restrictions on the type of use permitted.

The four suggestions for additional uses were car repair, hydroponic/vertical farming, breweries and coffee roasteries, and marine-related uses. LI currently permits auto repair indoors, urban farm use, and micro-breweries. Coffee roasteries are not listed as a use in the LUB. They could fall under “any other commercial use” but that use is not permitted in the LI zone. The only zone that permits marine-related use is HRI.

2) Uses that should be added to the HRI Zone

Seven comments were received. Suggestions for additional uses included recycling depot, cannabis production, marine industrial, and fish markets. Two felt that no additional uses were necessary, and one requested a preserved/expanded boardwalk.

Fish market is not a listed use in the LUB, but farmers’ market use is, and it is permitted in the HRI zone. Similarly, there is no specific “marine industrial” use – it is simply “marine-related use” and it is allowed under HRI. Recycling depots are permitted in four zones and are not recommended for HRI zones as there is a need to preserve those limited lands for marine and harbor-related industries. Cannabis production is not recommended for the HRI zone for the same reason. The Halifax waterfront boardwalk is not actually zoned HRI – it falls under the Downtown zone, so mechanisms to expand it would have to be part of the D zone, not HRI.

3) Uses that should be excluded from the LI Zone

Seven comments were again received. Three were in favour of excluding cannabis production facility uses in the LI zone, and two wanted to remove wholesale food production. Light manufacturing, warehousing, industrial training facility, and recycling depot uses were also proposed for exclusion.

Currently the LI zone is the only zone that allows cannabis production and light manufacturing in the Regional Centre. Removing these would exclude cannabis production and light manufacturing from the Centre Plan area altogether. There are areas where they could potentially occur without negatively impacting other properties, particularly in the Woodside Industrial Park, so removing them as uses is not recommended. Similarly, warehousing is only allowed in LI and HRI zones, so it should be permitted to retain some ability to have it in the Regional Centre.

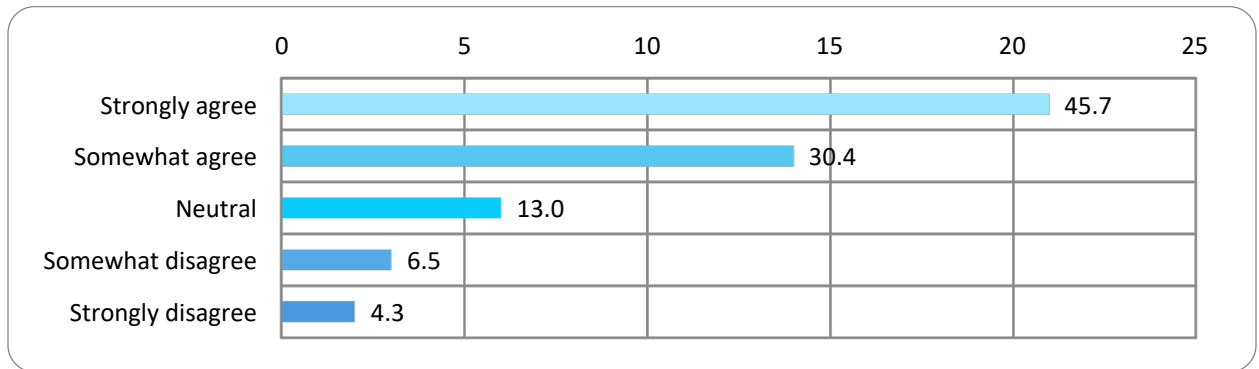
Wholesale food production and recycling depots are permitted in three other zones (CEN-2, COR and COM). It would be difficult to rationalize removing these from the LI zone if they are permitted in denser areas that include residential.

4) Uses that should be excluded from the HRI Zone

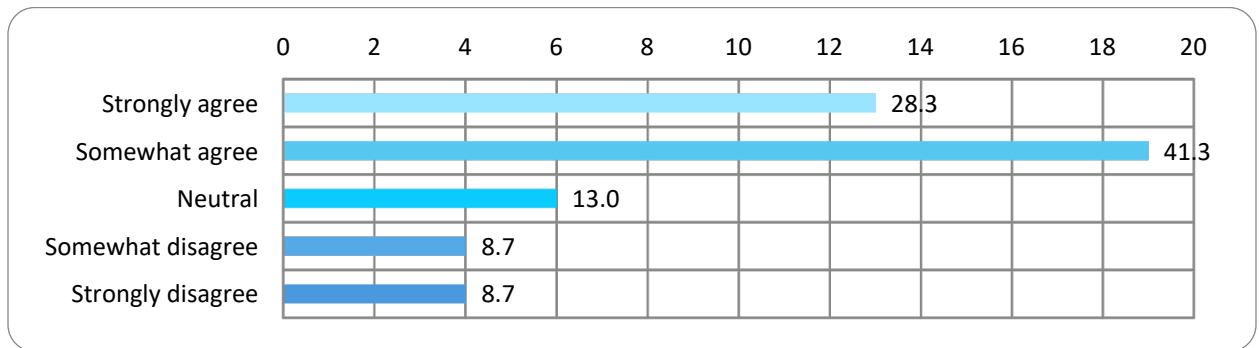
Five comments were received, three of which felt there should be no further excluded uses in the HRI zone. Production of cannabis and wholesale food were each noted once for possible exclusion, neither of which are currently permitted under HRI. One comment proposed that refineries and anything that raises the level of pollutants in the air from current levels should not be permitted.

Question 4: The COM Zone will permit a broad range of commercial uses and some light industrial uses but no residential uses. Please indicate your level of agreement with the following statements related to buildings in the COM zone:

- **Regulations for buildings in the COM zone should be similar to mixed-use residential/commercial areas to support pedestrian-first environment**



- **Regulations for buildings in the COM Zone should be more flexible than mixed-use residential/commercial areas to support employment uses**



Preferences for pedestrian-first versus more industrial built form appear to be mixed. 76.1% somewhat or strongly support the mixed-use pedestrian-first built environment in the COM zone, but 69.6% support more flexible buildings regulations – almost equal support for both. 10.8% disagree with pedestrian-first design in the COM zone and 17.4% disagree with the more flexible industrial-style design, so there may be moderately more support for the pedestrian-first design based on the smaller amount of opposition.

Question 5: Do you have any other comments about the proposed Industrial Commercial Employment Designation as it relates to Centre Plan?

Four comments were received. One asked why pedestrian-first environments required a larger separation between buildings, and another suggested being open to industrial uses that can co-exist with residential. Another proposed turning the stretch of Africville Road between the park and the Fairview Cove Container Terminal to high density residential, to better utilize it. Lastly, one comment asked that no more parking be added.

Discussion Points

- Increase integration between industrial and residential uses?
There is no clear preference from the survey results on whether HRM should explore greater integration of residential and industrial lands. The number of responses for those who feel the uses must always be separate versus those who do not is almost equal – 43.5% and 43.1% respectively.

Apart from the Park zones and DND, the three Industrial zones are the only areas where no residential is allowed. There is comparatively little land designated Industrial and Commercial Employment in the Regional Centre, compared to the amount of land available for residential development. While living close to employment centres is desirable, it may be that servicing industrial areas with transit is a better approach than allowing residential uses to encroach on them.

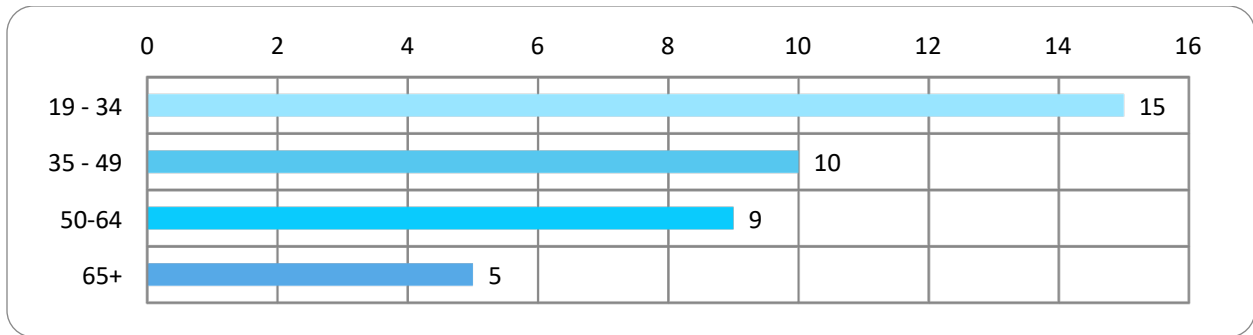
- Preferred built form in the COM zone?
Survey results gave almost equal support for pedestrian-first and industrial-style built form (76.1% vs 69.6%).

The only COM zones in the Regional Centre are in the Woodside Industrial Park area. It is currently very car-centric with a prevalence of industrial-style built form. Built form in the COM zone will depend on whether HRM would like the area to become more pedestrian-friendly or continue to feel like an extension of the industrial park.

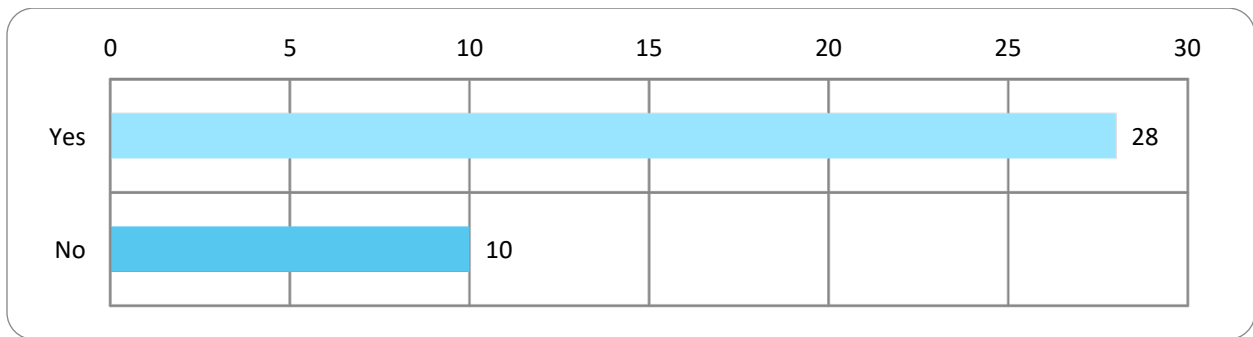
Survey Demographic Information:

First three digits of postal code – **get this mapped**

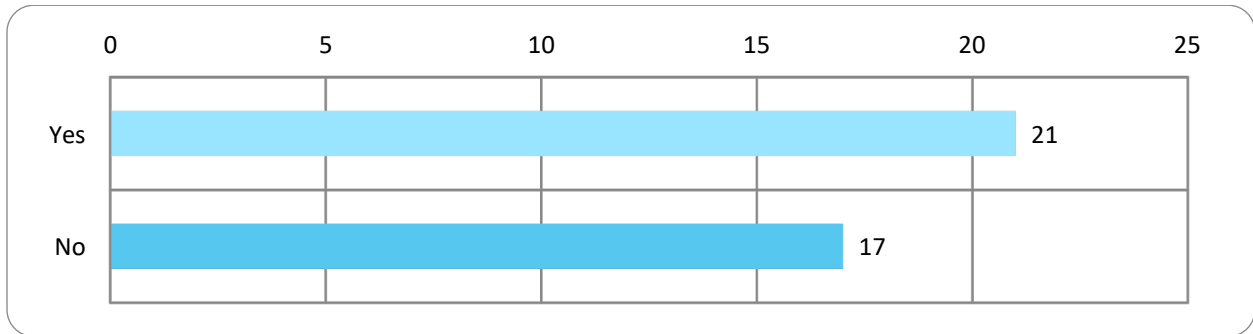
Which age group do you fall in?



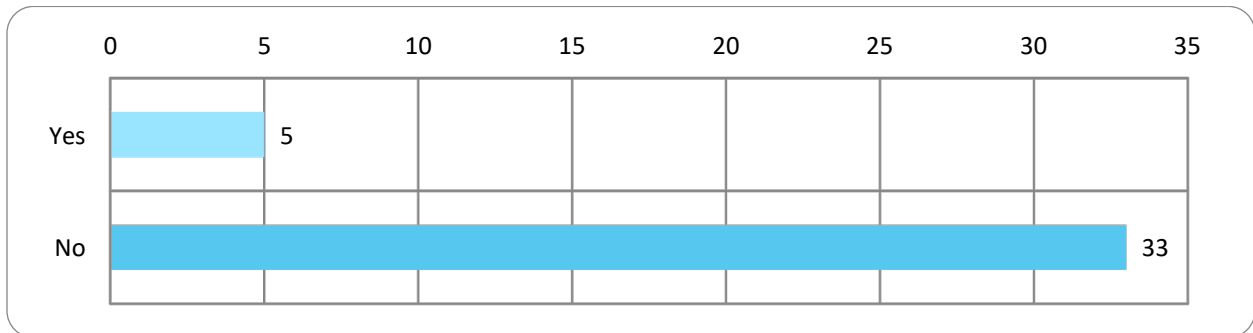
Do you live in the Regional Centre?



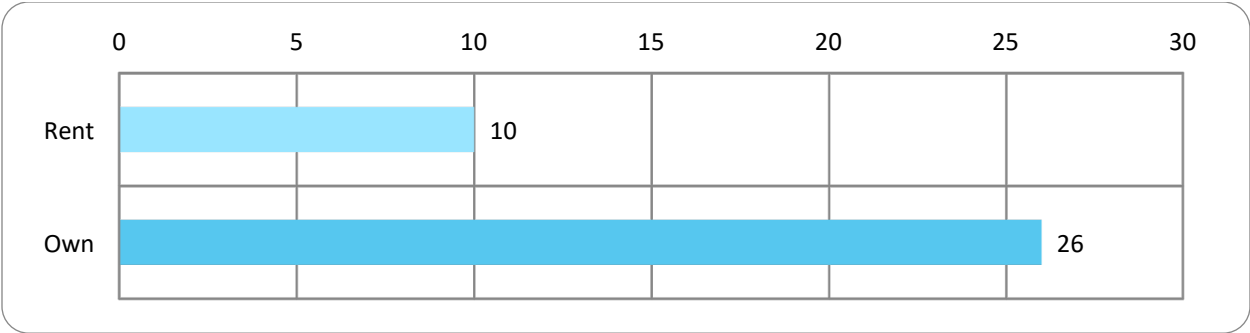
Do you work in the Regional Centre?



Do you own a business in the Regional Centre?



What best describes your housing situation?



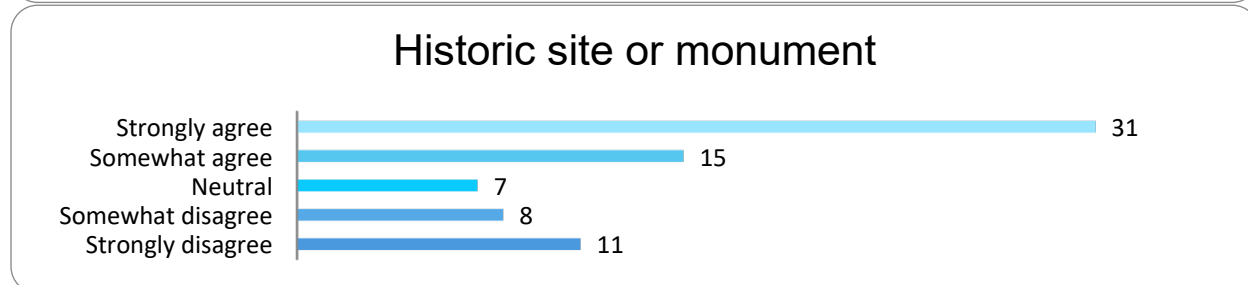
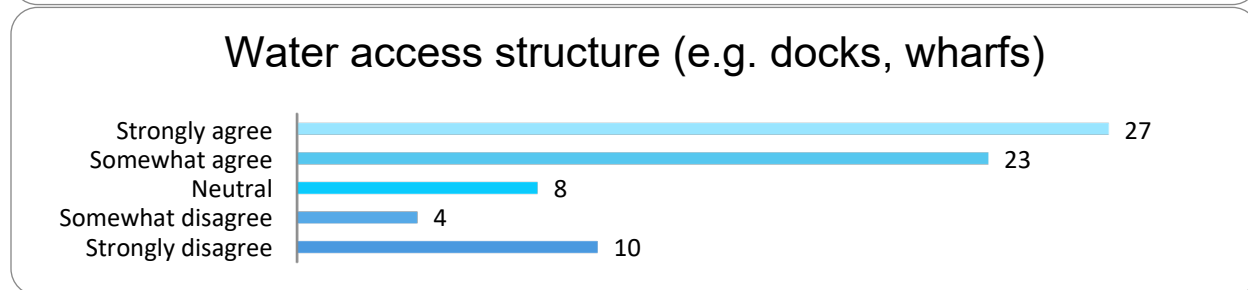
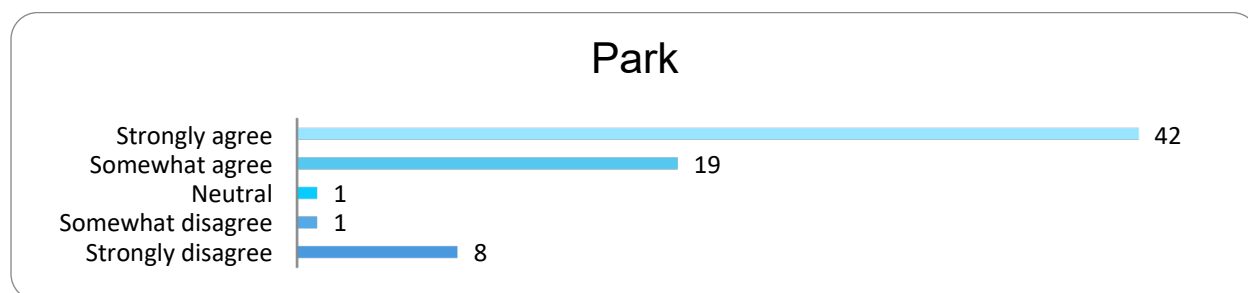
Appendix C8 - Water Access Survey Summary

Overview

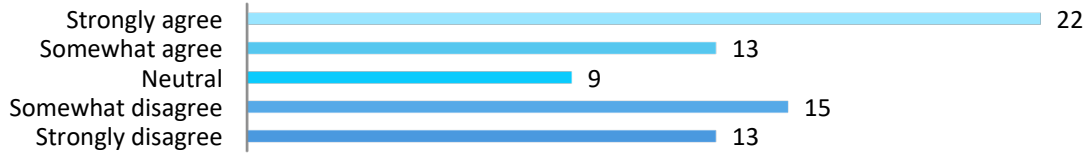
Nine surveys related to Centre Plan Package B were available to members of the public in June and August of 2020. The survey in this analysis was specific to water lots in the Regional Centre. This survey asked three basic questions about Package B proposed policy and regulation that discourages infilling of water lots. These proposes regulations aim to prevent certain uses on infilled parts of water lots.

The survey asked one Likert scale question in which respondents indicated their level of support for permitting a small number of specific land uses in the Water Access (WA) zone. These include Park, Water access structure, Historic site or monument, Transportation facility, and Utility uses. The second question asked if there are any other uses that should be permitted in this zone, and the final question asked for any other comments about the Water Access zone. This survey received a total of 72 responses over the weeks it was open. The results from each question are represented and briefly summarized below.

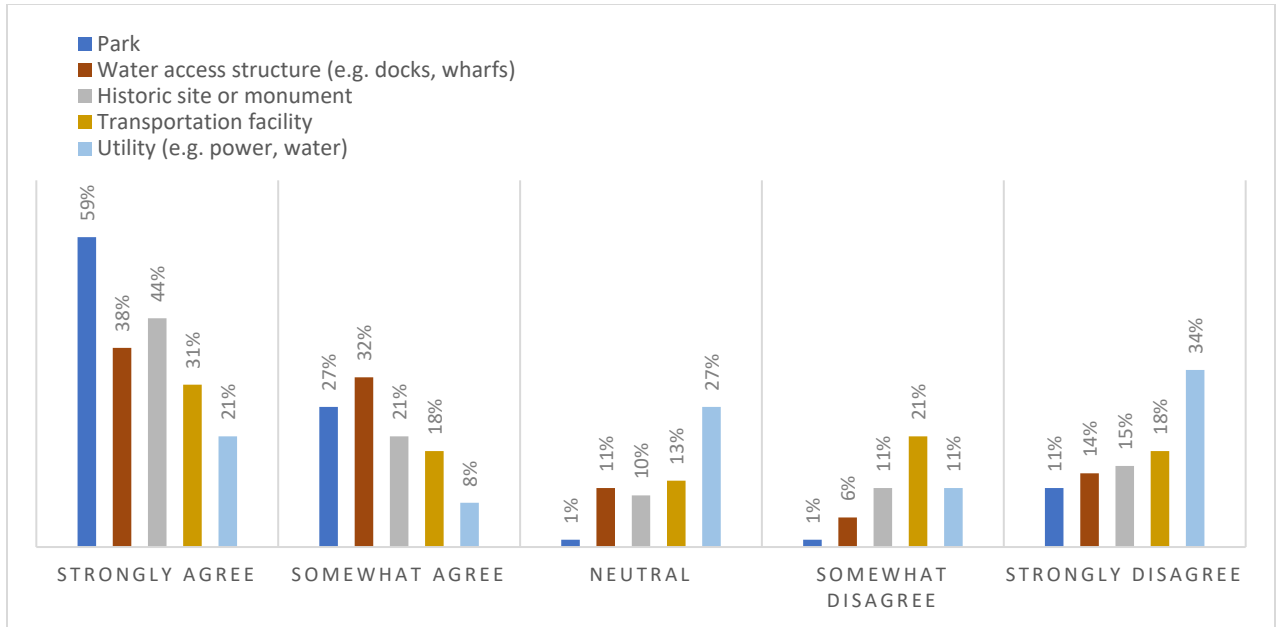
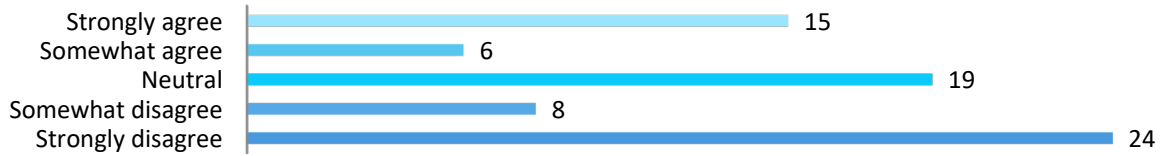
Question 1: The Centre Plan proposes to apply the Water Access (WA) Zone to existing water lots to limit the permitted uses on infilled water lots. Please indicate your level of agreement with permitting the following limited uses on infilled water lots in on the North West Arm, Lake Banook and Lake Mic Mac in the Regional Centre.



Transportation facility.

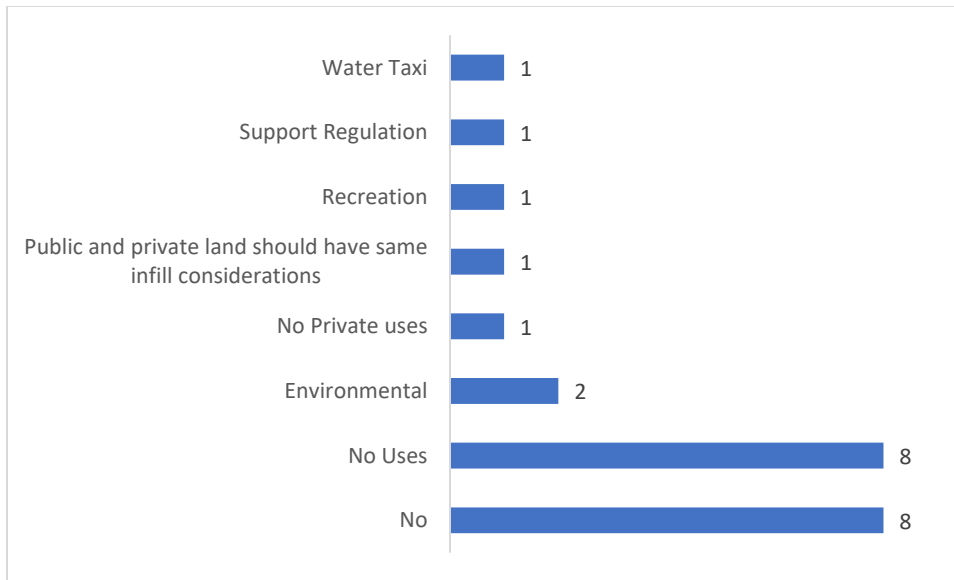


Utility (e.g. power, water)



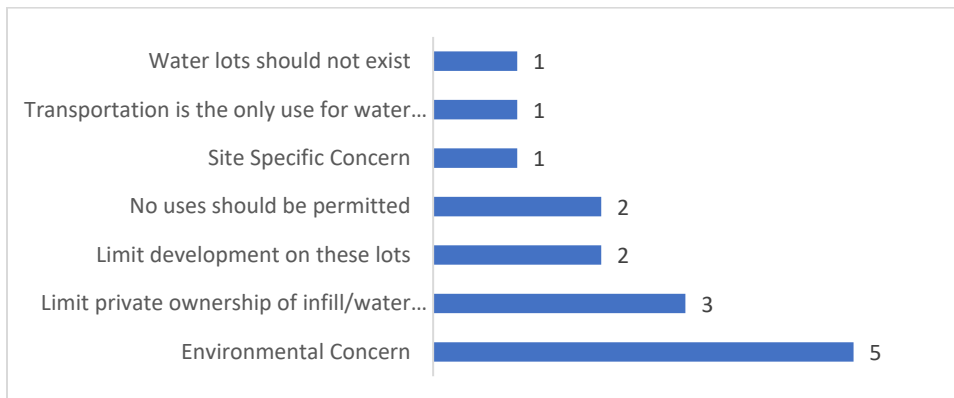
Respondents strongly agreed most with the inclusion of park uses in the Water Access zone, next they rated historic site or monuments second highest among the five uses that should be permitted. At the other end of the spectrum, respondents strongly disagreed with permitting utility uses in the zone.

Question 2: Should any other uses be permitted in the Water Access Zone?



A third of respondents submitted an answer to this open question. The two most common answer were that no uses at all should be permitted in these zoned areas (including removing the limited permitted uses proposed in Package B), as many people also simply answered “no” that no additional uses should be considered for this zone. A couple survey takers mentioned environmental uses that could be permitted in these areas. Five unique responses were indicated, including recreation, water taxes, no private uses, as well as support for regulation in these areas and a strong recommendation that if public buildings are permitted exceptions to limited uses in these areas then the same must be extended to private property owners.

Question 3: Do you have any other comments about the Water Access Zone?



17% of respondents chose to provide additional comments. The most common theme in these answers were environmental concerns. Respondents provided detailed comments on the importance of maintaining healthy ecological systems on the shores our bodies of water related to climate change and development. The next most common theme was importance of discouraging private infilling along the shoreline, two comments specifically mentioned large scale future developments and concern for their impacts. To comments reiterated a desire to permit no uses on these infilled lots.

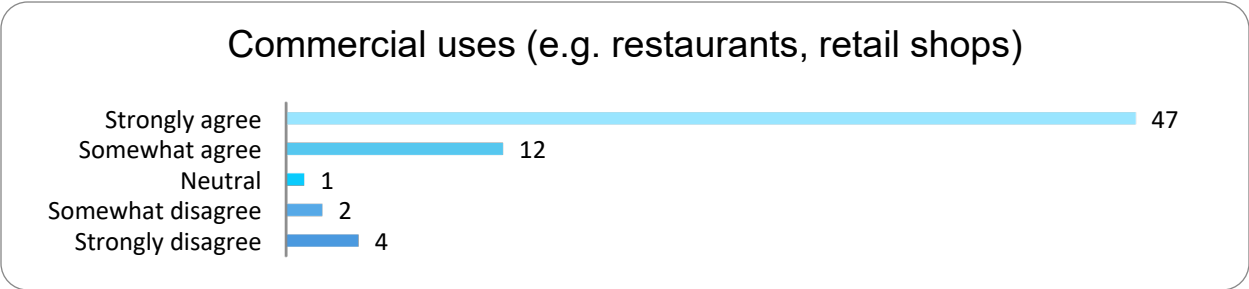
Appendix C9 - Coastal Elevation Survey Summary

Overview

From June 11 to August 31, 2020 members of the public were invited to complete online surveys as part of the Centre Plan Package B process. Nine different surveys were available for different themes in Package B.

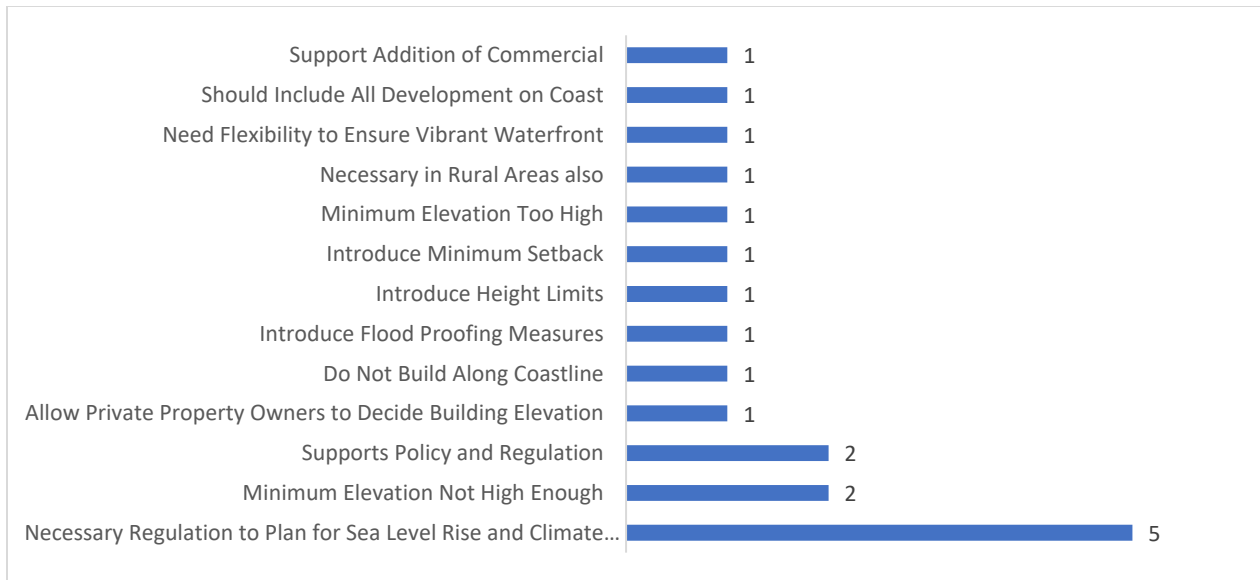
This analysis details the survey related to our Coastal Elevation updates in Package B of Centre Plan. This survey received 66 responses while it was posted to our Shape Your City page. In the survey we asked two straightforward questions. The first question asked participants for their level of agreement with our inclusion of new commercial and industrial developments into our coastal elevation requirements. The second question was open ended and asked for comments about the coastal elevation requirements. The analysis of the responses is summarized in charts and brief summaries below.

Question 1: Please indicate your level of agreement with the proposal to include new commercial and institutional developments in the coastal elevation requirement.



As demonstrated in the charts above, there is strong support among respondents to include both new commercial and institutional developments in new coastal elevation requirements. 71% strongly agree with inclusion of commercial developments, 18% somewhat agree, and only 1% of respondents disagree with inclusion of commercial. 83% of respondents strongly agree with inclusion of new institutional developments in the coastal elevation requirements, similar to commercial only 1% disagree with the inclusion of these developments.

Question 2: Do you have any other comments about the proposed coastal elevation requirements?



Nearly three quarters of respondents (48 participants or 72%) chose not to leave further comment in our open-ended question. The answers we received were assigned themes and the chart above represents them. Most respondents touched on the need for regulation such as this to meet out climate change reduction and sea level rise targets. Some felt that the regulation may need to be set even higher.

Appendix C10 - Young Avenue Survey Summary

Overview

Between June and August 31, 2020 the public was invited to participate in various online surveys about Centre Plan Package B. Due to the inability to host in-person events due to the ongoing Covid-19 pandemic these surveys comprised a major portion of community engagement for the Package B draft. Prior to the pandemic staff were able to host multiple in-person stakeholder engagement sessions and the engagement associated with the secondary and backyard suites by-law amendments contributed to overall Centre Plan engagement. Finally, many hundreds of emails, phone calls and other communications have been received by staff about Package B from HRM residents, which comprise an important part of receiving public feedback.

In total, the Young Avenue survey received 227 submissions. Young Avenue is a residential street located in the South End of the Halifax Peninsula. Many of the houses located on the street are larger than average in the Halifax context. Lot area and frontages are also frequently above average. The built form of the houses, in combination with its tree-lined boulevard, creates a unique built-form environment. There are two registered heritage properties on the street, but it is not a heritage conservation district or streetscape, nor is it currently proposed to be in the draft Package B.

In 2017, amendments to the Halifax Peninsula Land Use By-law were passed by HRM Regional Council in response to the demolition of two large houses on the street. The amendments set minimum lot area, frontage and dimensions which are similar to the existing context and are intended to encourage redevelopment in a scale similar to the existing built form of the street. The draft Centre Plan Package B retains these regulations for as-of-right development, and introduces two new development agreement options for multi-unit buildings within the “Young Avenue Special Area”. The first of these options enables existing buildings to internally convert to up to six residential units, subject to landscaping, parking and design requirements including the retention of the building facade. The second option permits lots which are vacant at the time of plan adoption to develop up to four residential units, subject to requirements similar to the first option. These options are intended to enable development which will preserve the built form scale of the street, but also permit new types of housing to emerge and better utilize the existing properties.

The surveys asks questions about the follow general topics:

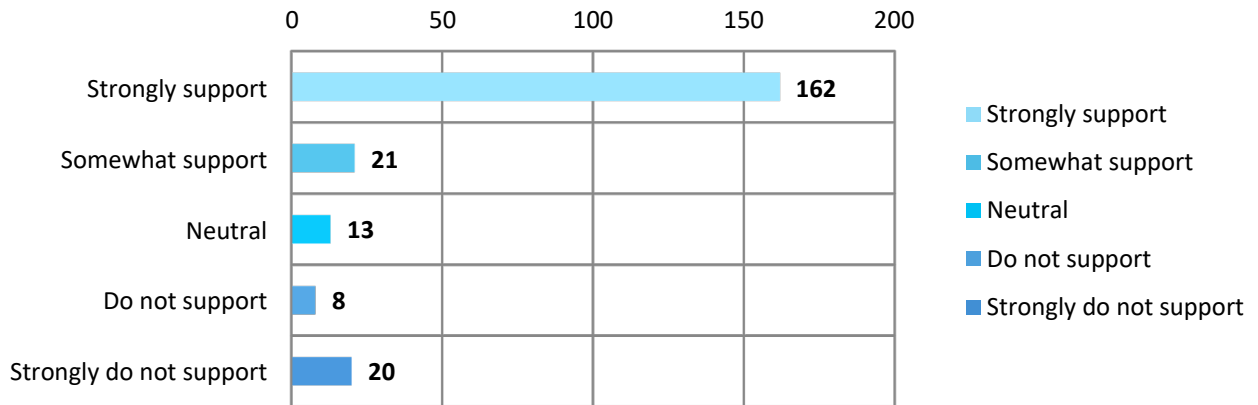
- The uses permitted in the special area;
- The development agreement options; and
- Design requirements and built-form regulations.

It is important to note that for open-ended questions where the respondent can write any answer there are often multiple answers from the same participant, while other respondents wrote only single-word or very short answers. For example, certain questions asking which uses should be added or removed from a particular zone typically had responses like “none of them” or “all of them” or “two-unit, three-unit, townhome, backyard suite”. The first two answers would be tallied as one response while the final answer would be tallied as four. For open-ended questions, each tally does not represent one person (i.e.: they are not “votes”), but one comment.

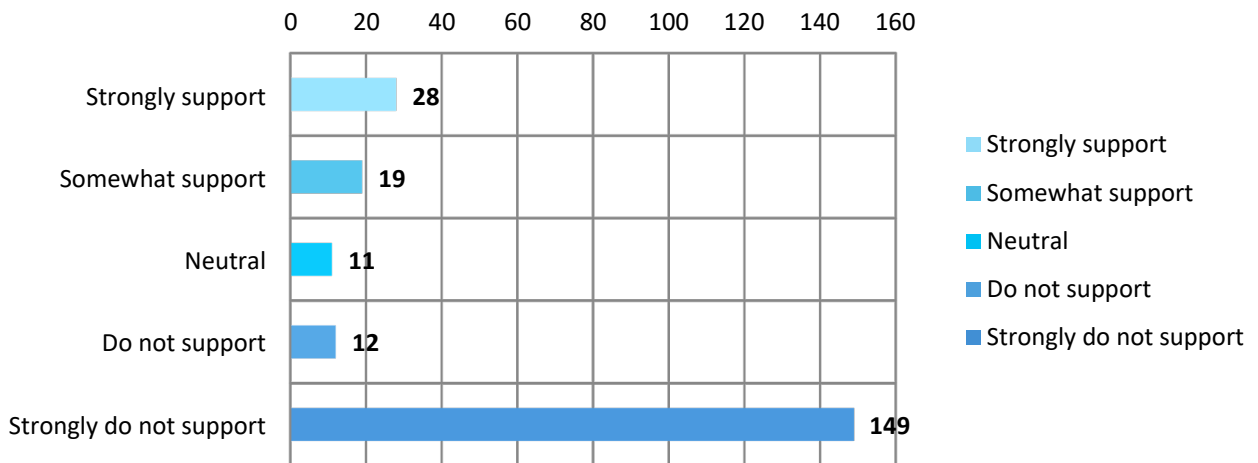
Question 1: Please indicate your level of support for the following policies being considered for the Young Avenue Special Area. The underlying zoning and the development agreement policies are not mutually exclusive.

Respondents indicated very strong support for the retention of the existing as-of-right development regulations and strongly indicated they do not support either development agreement option.

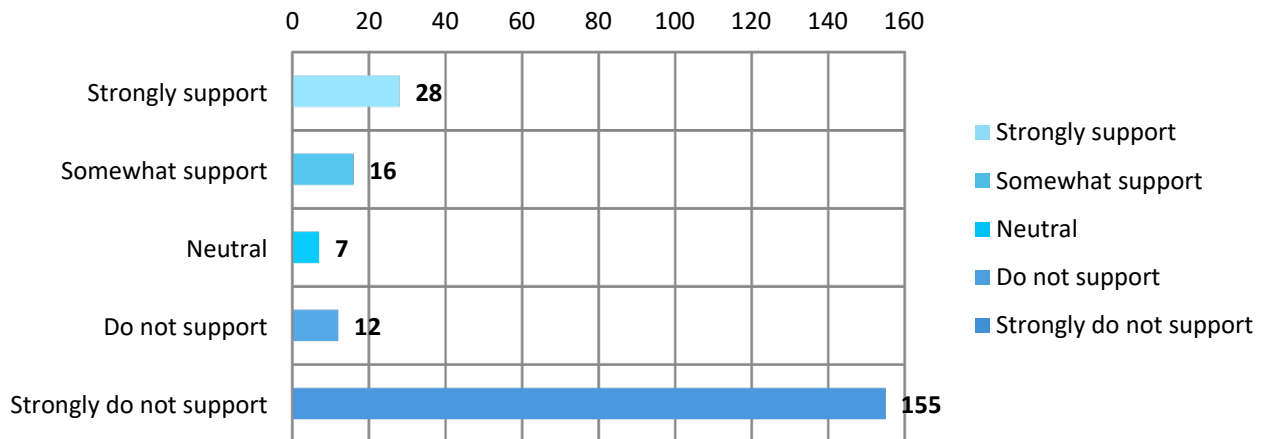
Young Avenue Special Area Zoning Requirements (carried forward from Halifax Plan)



Development Agreement Option - Existing Buildings



Development Agreement Option - Existing Vacant Lands



Question 2: Do you have any comments about policies for the Young Avenue Special Area?

A strong majority of respondents to this question are supportive of the special area regulations and opposed to both of the development agreement options. Comments focused around concerns over further demolitions on the street and the desire to retain the “single family” character of the neighbourhood. Many of the same respondents indicated that they believe multi-unit buildings are incompatible with the street. Many also indicated that any option for multi-unit buildings on vacant lands are inappropriate because the land owner previously demolished properties on those lands.

11 respondents indicated support for one or the other of the DA policies as written, while 6 respondents offered comments suggesting that multi-unit buildings are appropriate for Young Avenue, as long as they are thoughtfully designed. Some of these respondents suggested that they support multi-unit buildings as long as it doesn’t lead to the demolition of existing buildings.

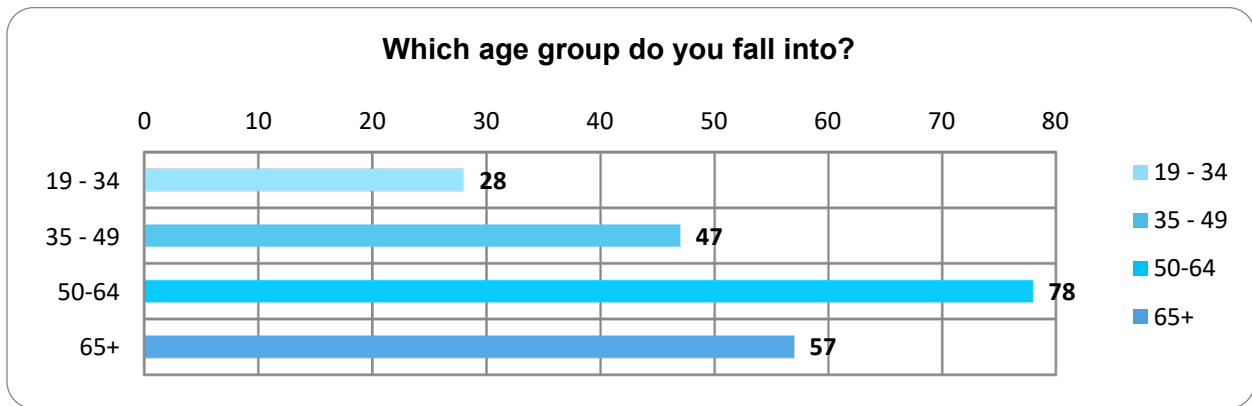
5 respondents indicated they think the Special Area should not exist because Young Avenue exhibits no special qualities. 3 respondents indicated they think the Special Area only serves to benefit privileged home owners.

Do you have any comments about policies for the Young Avenue Special Area?

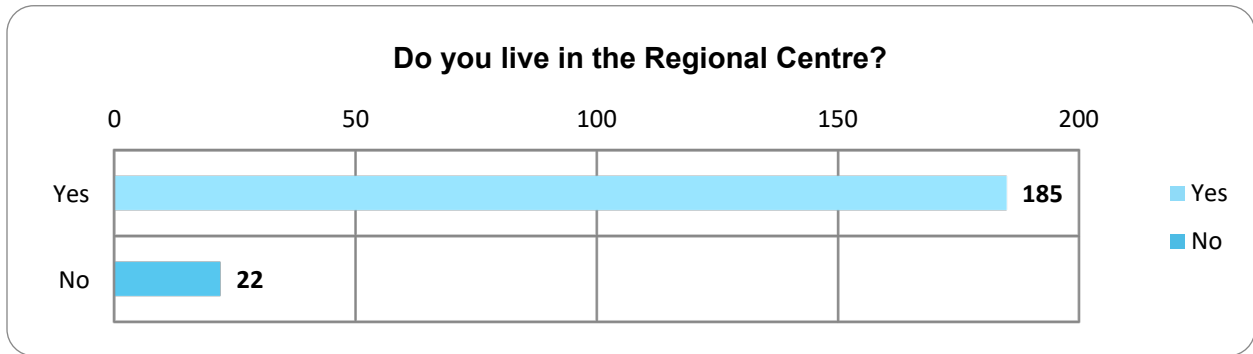


Demographics

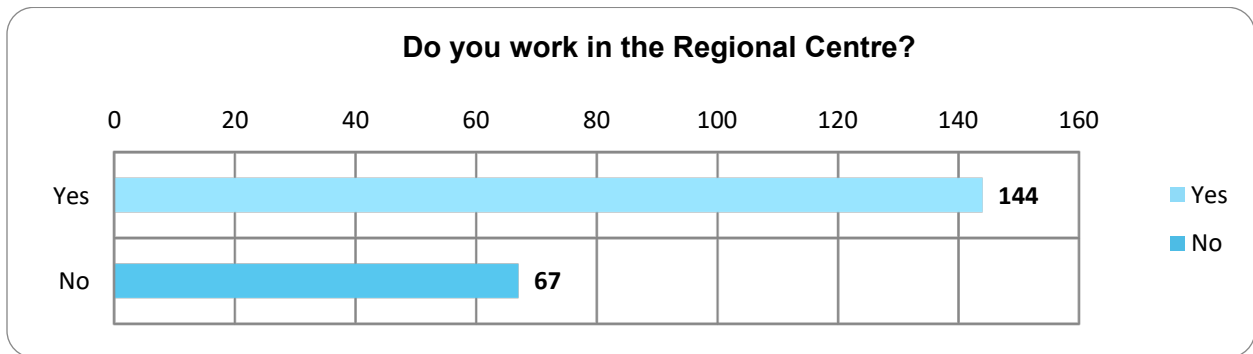
64% of respondents are older than 50. 37.5% of respondents are between the ages of 50-64. About 13% are under 35 years of age.



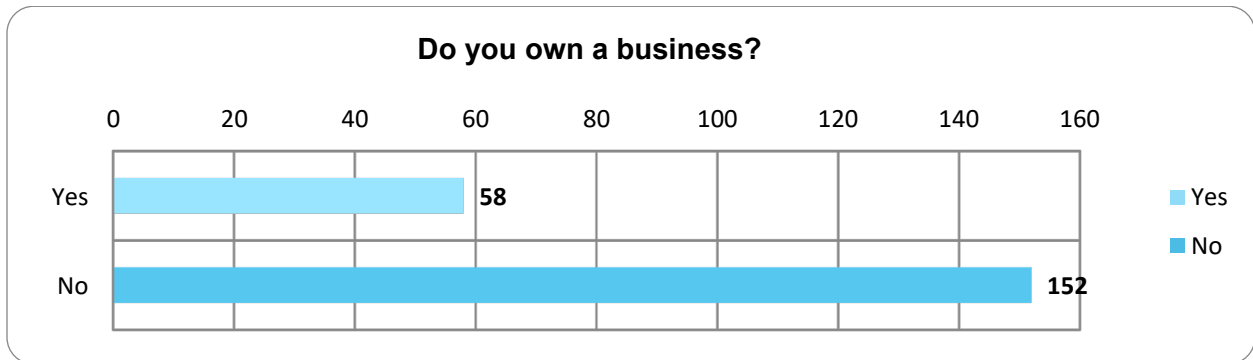
Nearly 84% of respondents live in the Regional Centre.



68% of respondents work in the Regional Centre.

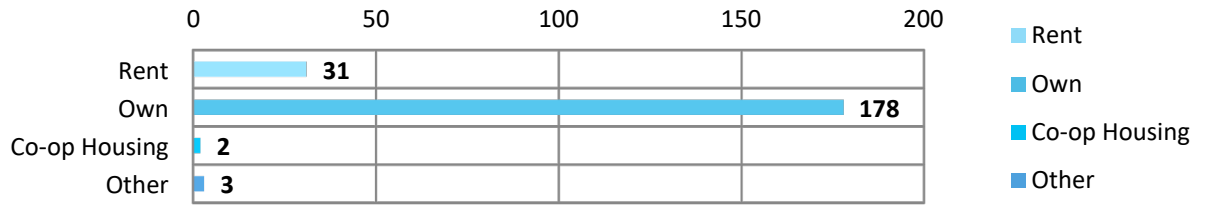


27% of respondents own a business.



Nearly 85% of respondents own their home. 14% are renting, and less than 1% are currently in another living situation.

What best describes your current living situation?



Appendix C11 - Package A Survey Summary

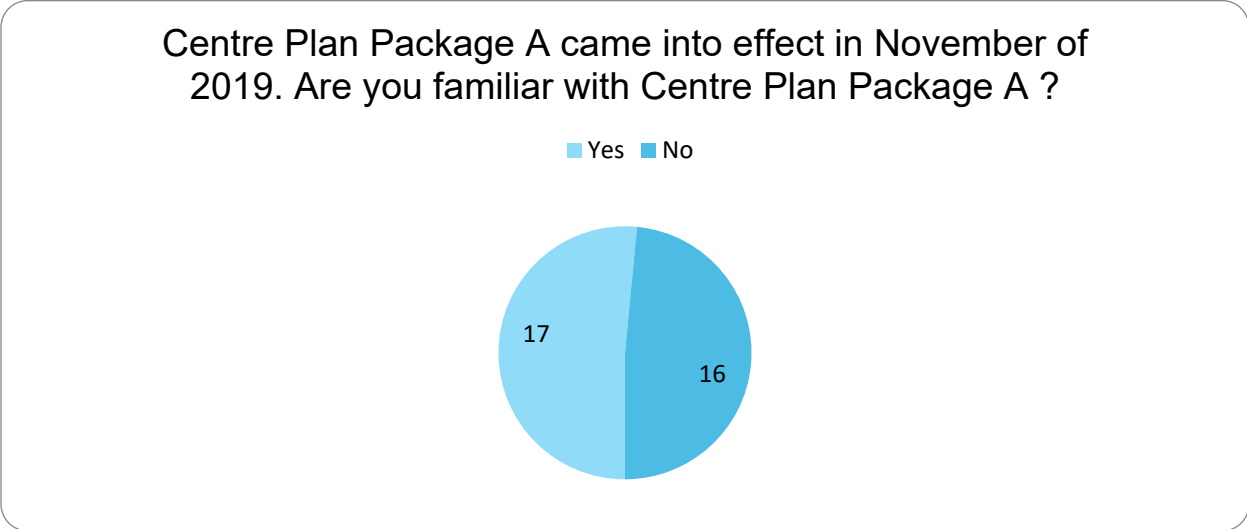
Overview

As part of Centre Plan Package B consultation members of the public were invited to complete various surveys. The analysis contained in this memo outlines a survey published regarding the approved Package A. This survey was available between June 11 and August 31, 2020.

This survey asked five questions, four of which were open ended. This survey received relatively few responses, 36. Our first question asked respondents for their familiarity with Package A. The proceeding questions asked what respondents felt has been working well in Package A since approval and what can be improved. The fourth question asked for general comments about Package A and the final question outlined additions to Package A under consideration in the Package B process and asked respondents for their opinions on these additions.

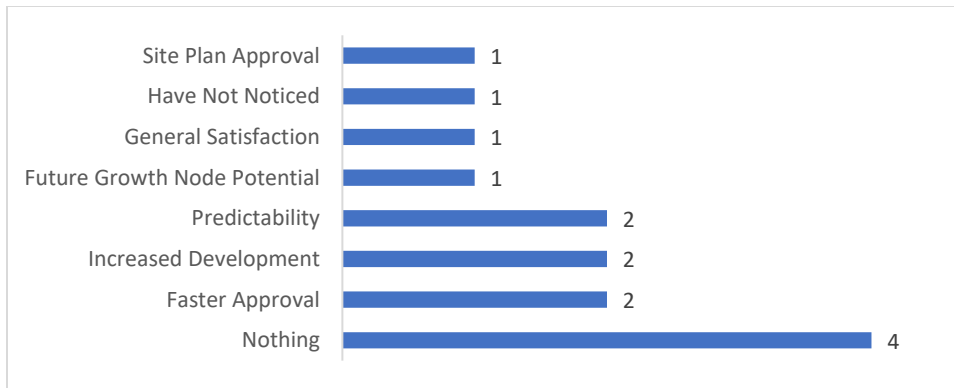
Each question is outlined below with a representative chart and a brief summary with analysis of the responses received.

Question 1: Centre Plan Package A came into effect in November of 2019. Are you familiar with Centre Plan Package A?



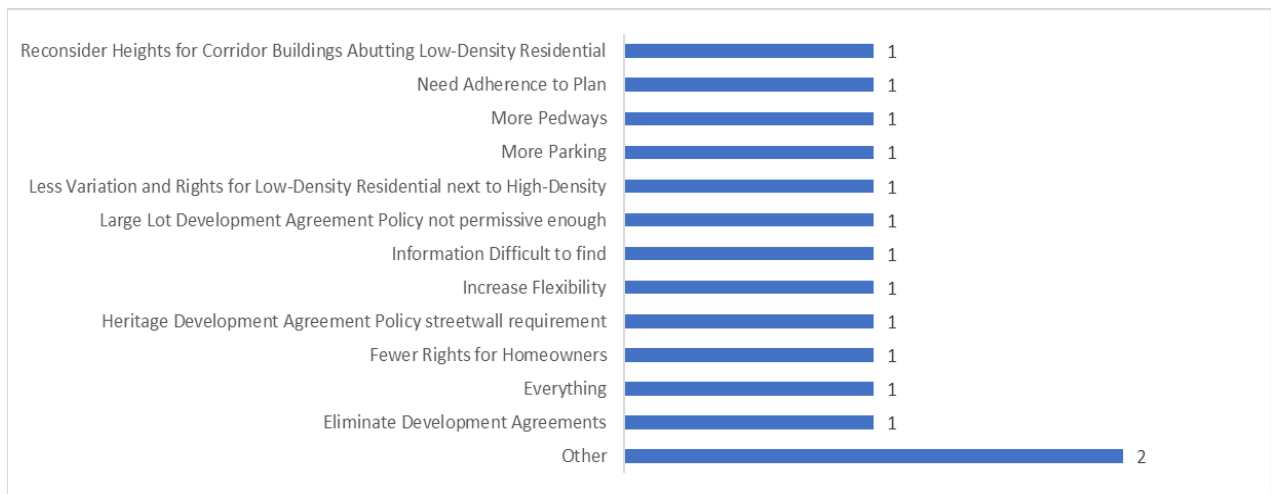
Just over half of respondents indicated familiarity with Centre Plan Package A. An important note for the survey is that this question was a qualifying question for the next three questions. Respondents were only able to answer Questions 2, 3, and 4 if they had indicated yes on this question.

Question 2: If you are familiar with Centre Plan Package A, what is working well?



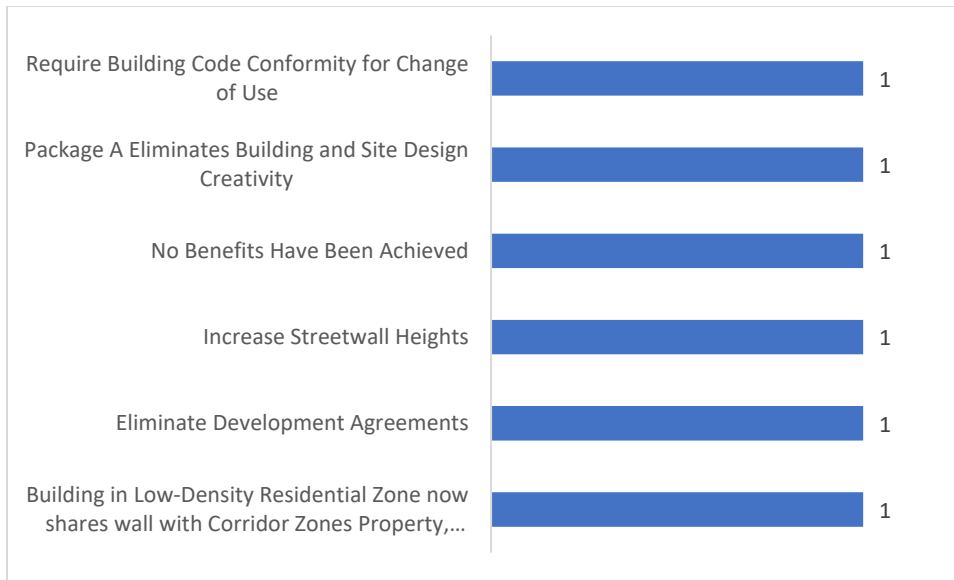
The respondents who answered yes to the first question had an opportunity in this question to describe what they felt was working well in Package A. 4 of 17 respondents felt that nothing is working well in Package A, this was the most common response. Two respondents touched on each of the following themes: faster approval processes, increased development in the Regional Centre recognized as a result, and that there is an increased level of predictability with Package A.

Question 3: If you are familiar with Centre Plan Package A, what can be improved?



There were a variety of unique responses to this question. Most respondents touched on different themes in their answers. The results touched on height issues, ensuring adherence to the approved plan with minimal change going forward, support for pedways, support for more parking, fewer variations, changes to specific policies, information presentation, heritage policies, disagreement with Development Agreement solutions, and other general comments not as clearly linked to Centre Plan Package A.

Question 4: Do you have additional comments about Center Plan Package A?

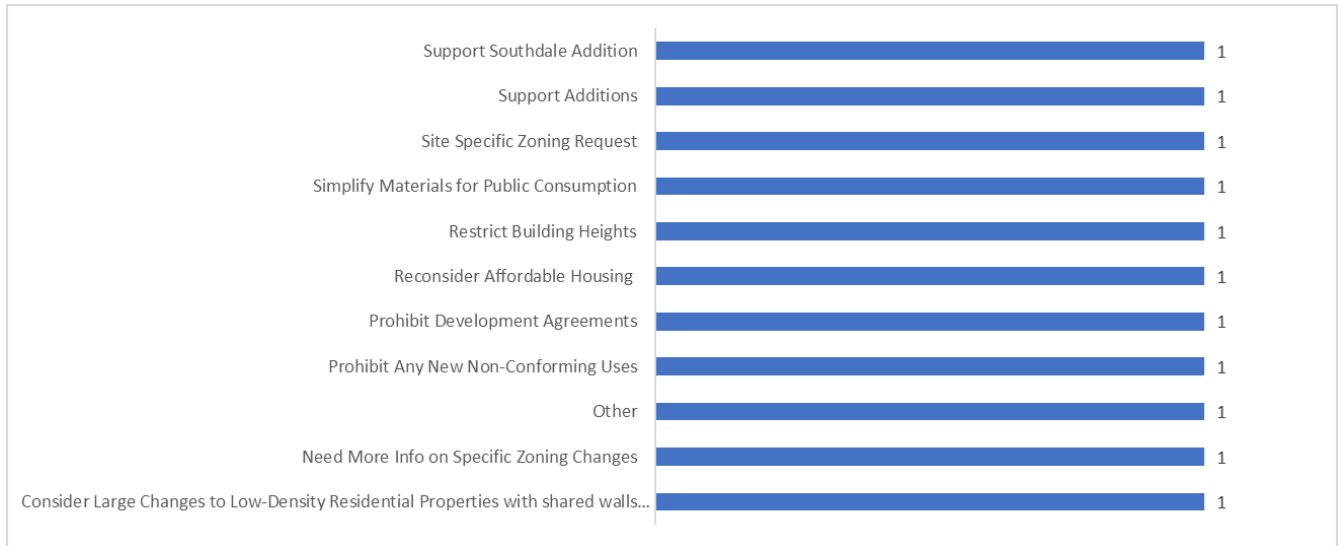


Like the last question, all responses in this open-ended question were unique. Respondents in this question touched on a desire to eliminate Develop Agreements, to express an opinion that no benefits have been achieved through Package A, a push for any change of use to conform with the Building Code, concern for transitions between Corridors and low-density residential areas, support for increases streetwall heights, and the opinion that Package A has lowered creative potential in building design.

Question 5: Additions to Package A Lands

As part of integrating Package A & Package B, some lands were added to the Downtown Dartmouth, Centre, Corridor, Higher Order Residential, and Future Growth Node designations. These are illustrated in this Map where Package A designations are indicated in red, pink, orange, and blue. Some of these include:

- Establishing a new Future Growth Node (FGN) on the Southdale lands in Dartmouth to enable the future comprehensive planning of streets and parks, while recognizing the development potential is limited by environmental constraints and a low-density residential context (the lands are currently in a holding zone under the Dartmouth Land Use By-law);
- Extending the Centre, Corridor, and Higher-Order Residential Designations and Zoning, which allow mixed-use and multi-unit residential buildings, for certain areas based on further analysis or Council direction (see comparison Map where Package A designations are indicated in red, pink, orange, and blue). Do you have any comments or questions about these additions to Package A designations?



In this final question, 27 of 36 respondents (75%) chose not to answer. Again, with few responses we saw unique answers to this question. One respondent expressed support for the addition of Southdale, another expressed general support for the additions outlined, one response included a specific zoning request, another expressed a need to simplify information on our website for public consumption, one response asks us to reconsider a stronger approach to affordable housing, another touched on a desire to prohibit development agreements, one asked for a restriction on new non-conforming uses, and a couple responses were unrelated to the question.

Appendix D1 - Community Group Letters & Submissions

Community Letters & Submissions				
Number	Contact	Comment	Attachment	Source
COM001	Patty Cuttall-Busby, North End Business Association	<p>Thanks for the info. Please share the following links re: mixed use light industrial space. We really need to be future thinking here — not just responding to the current situation. The future of work and industry is going to look different from today. Zoning needs be more integrated and permissive. Below are a few examples of cities that are responding to demands for more centralized light industrial space that also accommodates office and residential. We are being told that innovation comes from the collision of people and ideas across disciplines. The Kempt Road area really offers this kind of opportunity unlike anywhere else in Halifax.</p> <p>Best, █</p> <p>VANCOUVER https://dailyhive.com/vancouver/metro-vancouver-industrial-space-vertical-multi-storey-report-2019 https://www.straight.com/news/1320301/developer-nonprofit-partnership-creates-social-housing-east-vancouver-strata-project PORTLAND: https://www.portlandoregon.gov/bps/article/532450 Commercial Employment Zone This medium-scale commercial employment zone is intended for sites along corridors in areas between designated centers, especially along Civic Corridors that are also Major Truck Streets or Priority Truck Streets. The zone allows a mix of commercial uses, as well as some light manufacturing and distribution/employment uses that have few off-site impacts. The emphasis of this zone is on commercial and employment uses, while allowing residential uses. Buildings in this zone are generally expected to be up to four stories. Development is intended to be pedestrian-oriented, as well as auto accommodating, and complement the scale of surrounding areas.</p> <p>BALITMORE https://urbanland.uli.org/inside-uli/baltimores-new-zoning-hoped-ease-barriers-mixed-use-development/ The new industrial mixed-use category will allow for residential development in areas that were traditionally industrial but now are attractive to tenants and developers who want to mix light-industrial space with office and residential uses. A new “office industrial campus” category also aims to encourage development that mixes light-industrial and office space.</p>	n/a	Email
COM002	Barry Copp, Young Avenue District Heritage Conservation Society	Please find enclosed letter regarding changes to Centre Plan Package B – Young Avenue.	COM002	Letter
COM003	Jesse Sharratt, Harbourview Residents' Association	<p>I am opening the line of communication so we can stay in the loop about some of our concerns, primarily:</p> <ol style="list-style-type: none"> 1.Max height increasing to 11 meters in our community, where other communities are 9.2 meters. Despite my attempts to lock down an answer, we had three different responses during the meeting as to why this is happening. Our desire is to see the max height remain at 9.2m. 2.Max height of HRI buildings. It is currently proposed at 30m on the waterfront, which would be very detrimental to the community. It would add a lot of industry and traffic, which will impact Shore Road as the identified active transportation corridor in our community. 3.Reference lines for measuring the grade in our community. We are concerned about infill and how it could be used to raise the reference line for measuring max height. We would like a solution that uses reference points between Fairbanks and Shore to determine the grade. <p>As a note, I'd also like to mention that none of our group found it productive when one of your team members expressed that "our views of the harbour" were not protected as a Charter right. We are well aware of the Charter, and no one was invoking it. I would advise that such flippant remarks be avoided in future community engagement meetings.</p> <p>Thanks again for your time! We are now hard at work to make sure Harbourview moves up your list of proposed HCDs.</p>	n/a	Email

COM004	Katherine Kitching, Walk n Roll HFX	<p>Would like to see a section that looks at size and diversity and quality of greenspace available within easy walking distance from each neighbourhood in the Centre Plan area-- and sets out some minimum targets for each neighbourhood - i.e. each neighbourhood should expect to have X square metres of green space within a 10 minute walk or less, and at least 50% of it must be treed, there must be one playground, etc.</p> <p>And then there should be an intention to provide more where it is needed, through comprehensive forward-thinking planning, and acquisition of property .. and ideally adding the requirement of publicly accessible privately owned greenspace to the list of bonus zoning options.</p> <p>I think the last point should be seriously considered - everywhere we hear people say they'd like more green space. In areas where all the property is already privately owned and the city can't afford or can't get the opportunity to acquire more to make parks, isn't incentivizing developers to provide park-like publicly accessible space on their properties the most brilliant solution?</p> <p>It would also be a great way for neighbouring residents to feel positive about more density more highrise developments in their area- maybe they lost a bit of sun and gained a bit of wind and also some more traffic congestion - but at least they got a little picnic area, or a dog-walking space, or a pretty garden they can wander in, or a little play spot to enjoy with their kids...?</p>	n/a	Email
COM005	Katherine Kitching, Walk n Roll HFX	<p>Would like clarity on whether bonus zoning options (apart from affordable housing) can be directed to where they are most needed at any given time, rather than the developer choosing which item to dedicating the funds to.</p>	n/a	Email
COM006	Katherine Kitching, Walk n Roll HFX	<p>Would appreciate a review of the "minimum" streetwall height guidelines. I was upset to hear the proponents for the new place behind Cyclesmith say they wanted to make their streetwall shorter to fit in better with the lowrise residential neighbourhood they are joining in with, but "could not" because of having to adhere to the new Centre Plan regulations. I am also upset at the idea that something identical to the St. Joseph's square streetwall could not be built under the new regulations (if I understand correctly). Could the streetwall guidelines be tweaked so that buildings whose overall footprint is modest and/or who are located in more residential communities like around Isleville or Maynard (as opposed to say, Quinpool Road or Robie), could have more modest, less imposing streetwalls?</p>	n/a	Email
COM007	Katherine Kitching, Walk n Roll HFX	<p>Would appreciate more emphasis on the value of sunlight in pedestrian-oriented and active transportation streets, and its importance with respect to how buildings are designed and built. I know it would be a major policy change at this point to require a certain level of sun protection on all pedestrian-oriented streets and active transportation corridors -- but at the least can there be some mention in the mPS of its importance and how it should be considered when a building is going through Site plan Approval or a CDD or DA process?</p> <p>It's disappointing after all we have heard at so many public meetings over the years, about the importance of sunlight to residents, and the concerns about shading from tall buildings, that only parks are given any formal protection from shading in the draft plan, and the rest of the public realm seems ignored...</p>	n/a	Email
COM008	Katherine Kitching, Walk n Roll HFX	<p>In Section 3.0 "Introduction" of the MPS on page 29, it states that "population growth is ESSENTIAL (emphasis mine) to the economic and social development of the Regional Centre". I would like to question this statement and have you check in with council and the public at large to see if that is really the direction that Halifax wants to go in, without qualifications. I hear more and more people complaining about traffic. We are also worried about sprawl. I have had conversations with many people who feel like Halifax is a good size now - perhaps already too big.</p> <p>I think Halifax is valued by many because it manages to balance things - it is not a huge metropolis. It manages to be friendly feeling and walkable. Clean air. Relatively safe - people still leave their doors unlocked here and bikes can be left locked up without the wheels going missing within hours. Those are just a few examples of the many many advantages we get from living in a mid-size city as opposed to a large city.</p> <p>I know that population growth cannot be tightly managed in a democracy and I'm not saying that's what we should aim for-- but I do wonder if saying that we just want growth -- especially in this age of increased awareness of sustainability where we humans are learning that growth isn't sustainable and bigger isn't always better -- is really the smart thing to say.</p> <p>And I wonder if saying that we just want growth- without having some vision of how much growth, or how we might want to limit or slow that growth at some point - is actually a true reflection of the desires of the citizens of Halifax.</p> <p>And I wonder if saying that we just want growth, without any qualifications, is really a statement that will guide Halifax towards being the best city it can be....</p> <p>I personally do not want unqualified growth for this city - and I'd be interested to know how many people do!</p>	n/a	Email
COM009	Katherine Kitching, Walk n Roll HFX	<p>LUB Page 24, Site Plan Approval - I'm hoping this comment was recorded already but I feel there needs to be a requirement for a public meeting to be advertised on the sign in front of the proposed development site for a minimum number of weeks before the meeting - and I would also be in favour of requiring flyering to a certain radius of homes and businesses around the development.</p> <p>So few people read the newspaper these days. I just think if we care to engage people in this age of information overload then the proponent should have to do some things which will reliably ensure that the interested parties are aware of what's going on. I don't feel the current requirements will reliably inform folks.</p>	n/a	Email

COM010	Katherine Kitching, Walk n Roll HFX	LUB page 49 (Part 3 chapter 2, section 62 on home occupation uses) - was just wondering if it really makes sense to forbid all home occupation uses in a multi-unit dwellings, secondary suites or backyard suites. I'm thinking about the future where more people are going to want to try to live in a smaller space on the peninsula - forgoing some of the conveniences of suburban living in order to live centrally and contribute to a dense, non-sprawling city. If someone is living in a backyard suite, is that a reason for them not to be able to practice say, massage therapy from their home? and especially with multi-unit dwellings in the future - what if people do more house-sharing - we want housing to be affordable and so two people might want to share a home and live up and down in two flats- is there a reason that either of those co-owners should be prevented from having a home-occupation use associated with their dwelling?	n/a	Email
COM011	Meredith Baldwin, Ecology Action Centre - Urban Development Advocacy Team	Section 3.7: Established Residential UDAT is pleased to see the inclusion of secondary and backyard suites, as well as other measures to increase density and would highly encourage taking advantage of all opportunities to increase density (especially gentle- and mid-level density in residential neighbourhoods). We would also encourage the Centre Plan Team to engage in the need for affordable housing and the ability for secondary suites to contribute to these needs, specifically around opportunities to provide incentives to make secondary units affordable, and to advertise and add ease to homeowners to build these options.	COM011toCOM015	Letter
COM012	Meredith Baldwin, Ecology Action Centre - Urban Development Advocacy Team	Part 5: Heritage and Culture We would like to see further detail on how consultations with diverse cultures will take place. In addition, the conditions under which a building can be demolished and/or the relationship this section has to the Heritage Advisory Committee.	COM011toCOM015	Letter
COM013	Meredith Baldwin, Ecology Action Centre - Urban Development Advocacy Team	Part 9: Environment UDAT is pleased to see the reference to HalifACT in section 9.1 (specifically Policy 9.3). We believe this section would have greater impact if section 9.3 had quantifiable targets attached to it, relevant to the Regional Centre. The introduction of Policy 9.7 is strong and we support this. However, the policy and resulting Parks and Open Space Plan needs to take into account areas outside of the Regional Centre which residents may access to meet needs relating to wilderness parks.	COM011toCOM015	Letter
COM014	Meredith Baldwin, Ecology Action Centre - Urban Development Advocacy Team	Part 10: Implementation Please clarify this public consultation process for Level II and Level III buildings within the document so that expectations are clearly laid out for developers and the public. This will help the public - UDAT's membership, for example, participate in these processes. Explain expected differences from the current public consultation process, as well as level of influence groups such as Design Review Committee have over approval.	COM011toCOM015	Letter
COM015	Meredith Baldwin, Ecology Action Centre - Urban Development Advocacy Team	General Feedback: We believe it would be useful to provide a map or timeline of the previous plans/strategies leading up to Package B of the Centre Plan in the beginning of the Secondary Planning Strategy. This would provide the reader some knowledge of the Strategy, what it incorporates in terms of past plans/strategies, and if the Centre Plan is of importance to them. An example could be represented as follows in HRM's Integrated Mobility Plan:	COM011toCOM015	Letter

COM016	Sarah Blades, Mental Health & Addictions Health Promotion Team at IWK Health	<p>See attached our response from the Mental Health & Addictions Health Promotion Team at IWK Health, in response to the request for comments on Package B of the Halifax Centre Plan.</p> <p>Please let us know if you have questions about our response or if you'd like to discuss.</p> <p>Happy to follow along this important work in relation to the mental health of Halifax's children and youth.</p> <p>Upon careful review, we would like to express our firm support for the following components:</p> <ul style="list-style-type: none"> ☑ The commitment to maintaining and improving access to nature and public parks, including HRM's acknowledgement of the health impacts of this. <ul style="list-style-type: none"> o Examples: Objectives PCF1, 3, 4, 7, 8, policy 3.5, regarding Parks and Community Facilities; Objective WA1, policies 3.81, 3.82, regarding access to water and identified as blue space in literature. ☑ Support for complete communities that promote active transportation and safety for people of all abilities. <ul style="list-style-type: none"> o Examples: Objectives PCF4, 5, 8. ☑ The diversification of the housing mix along the continuum of non-market to market housing, with specific focus on increasing stock that is affordable to low and moderate income households. <ul style="list-style-type: none"> o Examples: Objectives H2, 3, 5, 6 and policies 6.5 concerning impact of short term rentals on stock, 6.6 facilitating expansion of non-market options, and 6.7 supporting shared housing. <p>We are impressed by the direction of the current Centre Plan draft. In order to strengthen its positive impacts on child and youth mental health as it is impacted by housing, we offer the following suggestions as opportunities for improvement:</p> <ul style="list-style-type: none"> ☑ It is unclear how some of the identified objectives will translate into practice through policy. For example secondary suites, shared housing and encouraging non-market development are key for improving the housing mix in Halifax. We look forward to seeing how this takes shape as the plan develops. ☑ We are excited to see density bonusing highlighted again in package B (policy 6.4). It could be further improved from its form in package A by making a firm policy on the number of units, in addition to the current funding percentage structure. For instance, in Montreal once density is above a number of units, developers must provide a percentage of same as affordable housing. We would be supportive of expanding these incentives. When money is paid in lieu of affordable housing, we would be interested in knowing the mechanisms in place/to be developed to ensure the municipality can mobilize this money into increased affordable housing stock (e.g., Policy 10.15, which says the municipality will establish a program for this – we will be happy to see this evolve and look forward to a timeline.) ☑ The zoning amendments for extended residential areas, which expands allowable space for secondary suites in the Regional centre, is a great step forward for supporting a diverse range of housing options for HRM residents. However, it is possible that incentives for renovating homes for secondary suites would improve uptake. It is possible that grants could incent homeowners to undertake these renovations, and could come from density bonusing funds or other revenues in the development process. ☑ Policy 6.6 has great potential to improve child and youth mental health in the city. We offer that clear strategies to implement these items are needed. As an example, how might HRM encourage the renewal, repair and upgrade of affordable housing? Could this be a partnership with the province, suggesting a need for a funding structure? Which municipal by-laws could be 	COM016	Letter
COM017	n/a	Please research national standards for buildign construction related to bird strike mitigation. CSA - A460 - 19. Halifax can do this.	n/a	Stakeholder Meeting: Parks
COM018	n/a	It's nice to see an actual picture of the public gardens for presenting th PCF designation of the plan, but technically the public gardens are a garden (a historic garden according to the definition of the Florence convention) which is different from a park or a generic open space.	n/a	Stakeholder Meeting: Parks
COM019	n/a	No commercial use of parks	n/a	Stakeholder Meeting: Parks
COM020	n/a	Don't sell off public assets like Bloomfield, St. Pat's etc. We need park space.	n/a	Stakeholder Meeting: Parks
COM021	n/a	Where are there new parks?	n/a	Stakeholder Meeting: Parks
COM022	n/a	Need to determine where connectivity between growth centres should happen to figure out where additional parkes are needed.	n/a	Stakeholder Meeting: Parks
COM023	n/a	Park standards for naturalization and ecological function i.e. bio-swales and things like gardening.	n/a	Stakeholder Meeting: Parks
COM024	n/a	Envision green network to connect parks.	n/a	Stakeholder Meeting: Parks
COM025	n/a	Balance between recreation (hard surface) and green space.	n/a	Stakeholder Meeting: Parks
COM026	n/a	What about other HRM real property assets? How do they get considered? Transitions - stepback just from parks? What about ROW to allow light on streets?	n/a	Stakeholder Meeting: Parks
COM027	n/a	Right of ways throughout centre to connect places and provide alternatives.	n/a	Stakeholder Meeting: Parks
COM028	n/a	The Halifax Public Gardens is NOT a park. HPG is a GARDEN and a National Historic Site and part of the original commons. As a special historic site, a grand oasis and a cultural asset for HRM. It is a special place and never be dismissed as a park. The last Victorian Garden in North America.	n/a	Stakeholder Meeting: Parks
COM029	n/a	Look at parking requirement reductions.	n/a	Stakeholder Meeting: Parks

COM030	n/a	Remove housing from transportation routes.	n/a	Stakeholder Meeting: Parks
COM031	n/a	Need additional pocket parks.	n/a	Stakeholder Meeting: Parks
COM032	n/a	Ensure Bloomfield future development considers parkland.	n/a	Stakeholder Meeting: Parks
COM033	n/a	St. Pats stie did not consider adding park connectivity prior to its sale.	n/a	Stakeholder Meeting: Parks
COM034	n/a	More public green space for health reasons.	n/a	Stakeholder Meeting: Parks
COM035	n/a	Expand definition of parks to green networks.	n/a	Stakeholder Meeting: Parks
COM036	n/a	Consider bird collisions ... example the new central library does this well.	n/a	Stakeholder Meeting: Parks
COM037	n/a	Create green space network, via right of way.	n/a	Stakeholder Meeting: Parks
COM038	n/a	Consider bioswales in parking lots.	n/a	Stakeholder Meeting: Parks
COM039	n/a	What is a cultural use – includes artist and music studios in ER zones?	n/a	Stakeholder Meeting: Established Residential
COM040	n/a	How does the Provincial Coastal Protection Act impact setbacks? HRM is going for vertical elevation, not setback, but as Halifax work finishes the current 3.8M number may go up by 1M.	n/a	Stakeholder Meeting: Established Residential
COM041	n/a	Backyard suites - any thought to making them smaller? Lot coverage may limit how big buildings could be, but they still seem like structures could be too big for many lots.	n/a	Stakeholder Meeting: Established Residential
COM042	n/a	How would servicing for backyard suites work? Halifax Water said they can be connected to main dwelling, not separate pipe – confirm this?	n/a	Stakeholder Meeting: Established Residential
COM043	n/a	How are tiny homes treated? Plan does not allow homes on wheels in ER zones.	n/a	Stakeholder Meeting: Established Residential
COM044	n/a	Are shipping containers permitted? Plan is not bold enough to go into ER areas although starting to allow them in downtown, some other areas.	n/a	Stakeholder Meeting: Established Residential
COM045	n/a	If an existing building is contrary to the new zone and is demolished, can same form be grandfathered in? Looking to bring in some ways to enable non conforming, recognizing Centre Plan will make a lot of current commercial uses non conforming.	n/a	Stakeholder Meeting: Established Residential
COM046	n/a	Secondary suites – if someone wants to convert basement or garage, what can they do?	n/a	Stakeholder Meeting: Established Residential
COM047	n/a	Anything pertaining to heritage – what is different? Reduction in max height for registered properties from 11 to 8M. So if you demolish registered property can only build something smaller.	n/a	Stakeholder Meeting: Established Residential
COM048	n/a	Landmark building – is St Patrick's boys school included? No, no buildings owned by Province not included bc have to abide by different property disposal rules.	n/a	Stakeholder Meeting: Established Residential
COM049	n/a	Still viewplanes in Dartmouth? Yes, Brightwood removed in 2014 but others still exist.	n/a	Stakeholder Meeting: Established Residential
COM050	n/a	NS Realtor Assn - Backyard & secondary suites – people want them, buyers looking for them. People moving to province, it is common elsewhere and we hear about it a lot.	n/a	Stakeholder Meeting: Established Residential

COM051	n/a	Heritage Trust – we hear about it differently – people in south ends don’t want loud parties next door. Different if you know your neighbor who is rich like you. Entire peninsula could be turned into party zone with students moving in.	n/a	Stakeholder Meeting: Established Residential
COM052	n/a	NS Realtors – also worries about secondary suites becoming Airbnbs. Majority of people I hear from not interesting in using for rentals, but definitely interest from some.	n/a	Stakeholder Meeting: Established Residential
COM053	n/a	Built form - Vancouver has lot coverage requirements, not size requirements, so people are demolishing cottages and putting up nothing but square boxes. Not good architecture. Be careful about this here.	n/a	Stakeholder Meeting: Established Residential
COM054	n/a	Bird strike mitigation – more for high rises. Most cities have already put these policies in place. Halifax has fog and is migration route, trend is for reflective glass buildings, want to make sure construction will mitigate bird collisions. Most jurisdictions require this for buildings 4 stories and higher.	n/a	Stakeholder Meeting: Established Residential
COM055	n/a	Economic development - Interesting how density will now be spread out, not concentrated in a few large towers with few owners. Instead spread amongst hundreds of local owners. Economic support.	n/a	Stakeholder Meeting: Established Residential
COM056	n/a	Dartmouth North – seems like things are open for more opportunities. Huge shift in demand and population...Q about FGNs plan for growth. Need master planning exercise. Centres and HR areas ready to do now.	n/a	Stakeholder Meeting: Established Residential
COM057	n/a	What timeframe is applicable for Centre Plan population growth numbers? IE, how frequently will Plan be updated, in regards to population growth numbers?	n/a	Stakeholder Meeting: Established Residential
COM058	n/a	NS Realtors - How quickly do you see FGN planning coming online? Right now we only have 5 months of inventory on property market, usually have 12-13 months. Concern I am hearing is we need more inventory. I see FGNs as main source of future growth – does it start when plan is approved or in 5-10 years. Depends on land owner.	n/a	Stakeholder Meeting: Established Residential
COM059	n/a	Backyards suites means ability for some younger people to move into areas, also ability to age in place. Really diversifying demographic structure of neighbourhoods.	n/a	Stakeholder Meeting: Established Residential
COM060	n/a	Think 1200 sq ft is too big for secondary units. Maybe create loophole to get more density on smaller lots, but 1200 sq ft is very large.	n/a	Stakeholder Meeting: Established Residential
COM061	n/a	Can you turn existing shed into backyard suite? Yes.	n/a	Stakeholder Meeting: Established Residential
COM062	n/a	A demolition ban on proposed Heritage Conservation Districts (HCDs) should be in place to prevent developers coming in before the HCD can be approved (this is an outstanding legislative change to the Heritage Property Act that HRM has requested).	n/a	Stakeholder Meeting: Heritage
COM063	n/a	The proposed 11M height on buildings in the proposed HCD (Harbourview in this case) is too tall. Our height is currently 9.2M. Going higher would incent developers to redevelop.	n/a	Stakeholder Meeting: Heritage
COM064	n/a	Are any of the new HCDs prioritized? Historic Properties is next, report going to Council with next three suggested after that.	n/a	Stakeholder Meeting: Heritage
COM065	n/a	If an organized community group helps advance an HCD, what can we do to get one prioritized? Compiling the history and background, needed for the background study, gives HRM a head start in the work required.	n/a	Stakeholder Meeting: Heritage
COM066	n/a	If the heights are going to be increased in our HCD (Harbourview) it will incentivize development. We need protection while we wait for the HCD process.	n/a	Stakeholder Meeting: Heritage
COM067	n/a	If developers demolish a significant number of our historic buildings, do we risk losing potential HCD status?	n/a	Stakeholder Meeting: Heritage
COM068	n/a	How do cultural landscapes play a role in development? Province introduced legislation permitting municipalities to create cultural landscapes, but little direction on what they should look like. HRM is starting to develop a plan for the 11 landscapes proposed in the Centre Plan.	n/a	Stakeholder Meeting: Heritage
COM069	n/a	Note there are no coastal setbacks for the HRI zone to account for sea level rise – should there be?	n/a	Stakeholder Meeting: Heritage
COM070	n/a	30M buildings in HRI zones in general take away from active transportation trails and infrastructure – does not encourage AT surrounded by highrises.	n/a	Stakeholder Meeting: Heritage
COM071	n/a	Need to remember that Halifax is a world-class port, major economic contributor and historical role in world wars. We need somewhere for the ships to dock and infrastructure for them.	n/a	Stakeholder Meeting: Heritage

COM072	n/a	Consider increased traffic in Harbourview area if the HRI use is expanded, how to accommodate it.	n/a	Stakeholder Meeting: Heritage
COM073	n/a	Package A brought in “finished grade” as the reference point for determining height. This creates confusion and the ability to increase height artificially if someone infills. We should use a constant reference point, like roads.	n/a	Stakeholder Meeting: Heritage
COM074	n/a	In some jurisdictions as-of-right developments have their plans posted online, giving residents the ability to review them. Some can also request a hearing. This is a better level of scrutiny and transparency about neighbourhood developments. It would be as simple as HRM uploading the plans, and residents could pay a fee if they want a hearing. It took us 4-5 months and multiple calls to different departments to find out what was happening in our area as of right. Shouldn't be secret.	n/a	Stakeholder Meeting: Heritage
COM075	n/a	There is an existing commercial use (former convenience store) in our residential area. Is it still permitted in Package B? There is a lot of interest in having a local café, but it is not permitted as it is classified as a restaurant. Is there a way to enable it somehow? Not so much demand for convenience stores now, but lots of people looking for coffee shops.	n/a	Stakeholder Meeting: Heritage
COM076	n/a	A demolition ban on proposed Heritage Conservation Districts (HCDs) should be in place to prevent developers coming in before the HCD can be approved. This is an outstanding legislative change to the Heritage Property Act that HRM has requested).	n/a	Stakeholder Meeting: Heritage
COM077	n/a	Question about 80% lot coverage – limited open space and opportunity for views of the water. View Corridors only 16 metres. Only public views are protected, not private views.	n/a	Stakeholder Meeting: Heritage
COM078	n/a	What is the sequence for (Historic Properties, Downtown Dartmouth, Creighton Fields). Harbourview could be considered with DD but only if sufficiently similar.	n/a	Stakeholder Meeting: Heritage
COM079	n/a	If developers demolish a significant number of our historic buildings, do we risk losing potential HCD status? That is possible, but would likely spur Council to move up work on the district	n/a	Stakeholder Meeting: Heritage
COM080	n/a	What steps can the group do to facilitate the process? Stay engaged and do research like Schmidville. Research available Inventory of pre-1914 buildings (NS Tourism & Education). 2 or 3 buildings have been lost so there is urgency in this area given the views and relative affordability.	n/a	Stakeholder Meeting: Heritage
COM081	n/a	Will the heights be lowered to 9.2 m as it was under Downtown Dartmouth Plan? Yes, this will be recommended by staff.	n/a	Stakeholder Meeting: Heritage
COM082	n/a	Will the views of the Harbour be part of HCD consideration? Can not protect private view but the built form can be adjusted to protect the views.	n/a	Stakeholder Meeting: Heritage
COM083	n/a	Slope and reference points are the challenge in this area. Staff question: what is the natural grade? It constantly changes. Community: average between highest and lowest points. Could be a way to define height in this district? Natural vs finished grade is a different story. Package A – finished grade vs natural grade. There are 3 different answers from Planning about grade and height.	n/a	Stakeholder Meeting: Heritage
COM084	n/a	In as-of-right scenario the community has no access to information – feels secretive. Plans should be placed on-line for everyone to see so that the community has a chance to appeal if does not meet the by-law. Submitted plans should be placed on-line to ensure there is no drift in application and interpretation. Other jurisdictions post the plans for as-of-right developments online, giving residents the ability to review them. Some can also request a hearing. This is a better level of scrutiny and transparency about neighbourhood developments. It would be as simple as HRM uploading the plans, and residents could pay a fee if they want a hearing. It took us 4-5 months and multiple calls to different departments to find out what was happening in our area as of right. Shouldn't be secret.	n/a	Stakeholder Meeting: Heritage
COM085	n/a	Is this a potential loop hole: Adjacent and abutting could subdivide and change the relationship to heritage. Staff: can't subdivide to create a small lot that does not meet LUB requirements. URB defined abutting vs adjacent. What does the heritage DA policy state? Can overcome zoning through DA. Part of creating “heritage advantage” Typically not used in HCDs where appropriate built form has been determined.	n/a	Stakeholder Meeting: Heritage
COM086	n/a	Question about Pinecrest neighborhood – will restrictive zoning be lifted? Staff, yes.	n/a	Stakeholder Meeting: Heritage
COM087	n/a	Will local commercial uses be permitted? Would that mean coffee shops? Yes, but typically coffee shops are defined a restaurant and not included in the definition. There is a lot of interest in having coffee shops in the neighbourhoods. There is an existing commercial use (former convenience store) in our residential area. Could it become a coffee shop? A local coffee shop was closed on Windmill Road. HCD could expand additional uses or development agreement. Please look at coffee shops under local commercial.	n/a	Stakeholder Meeting: Heritage
COM088	n/a	Cultural landscapes – what do you envision for these areas? Elders / Mi'kmaq involvement in parks and special parks. Culture and Heritage Priorities Plan – current consultation with the Grand Council and African NS communities to commemorate. Part of Regional Plan. Special Committee formed for Cornwallis Park.	n/a	Stakeholder Meeting: Heritage
COM089	n/a	Cogswell is a white void on the map. Policy and LUB direction to apply D zone once roads are re-developed. Roads are typically not zoned. East-West connections and integration to the North End.	n/a	Stakeholder Meeting: Heritage
COM090	n/a	What is the proposed process for Cogswell? Complete the master planning process and amend the Plan to include detailed policy.	n/a	Stakeholder Meeting: Heritage
COM091	n/a	Is there anything new about lighting? Limited ability to regulate under the Charter. Light pollution and energy use should be addressed. Downcast lighting requirement. Design/heritage provisions for signs and lighting.	n/a	Stakeholder Meeting: Heritage
COM092	n/a	Does HRM Charter require subdivision of lots for parkland dedication (check bullet in presentation for exact wording).	n/a	Stakeholder Meeting: Parks
COM093	n/a	Balcom park? – Located in right of way, which we can't zone.	n/a	Stakeholder Meeting: Parks

COM094	n/a	Point Pleasant as RPK – means it cannot have canteen bc no commercial allowed.	n/a	Stakeholder Meeting: Parks
COM095	n/a	Centennial Pool – why isn't it designated as Park? Falls within Downtown zone. Concerned it may be turned into a parking lot.	n/a	Stakeholder Meeting: Parks
COM096	n/a	St Pat's high school sale happened with almost no community input. What is actually allowed in the park zones? Seems to be much the same.	n/a	Stakeholder Meeting: Parks
COM097	n/a	Very concerned about surface parking taking over parks.	n/a	Stakeholder Meeting: Parks
COM098	n/a	Regulations in plan will be set in stone – how can people have their say or influence later? Gives us a baseline for public, and developers. Doing things on discretionary basis...	n/a	Stakeholder Meeting: Parks
COM099	n/a	Parks & open space may be different – already starting with idea they can have all these extra things taking away parkland.	n/a	Stakeholder Meeting: Parks
COM100	n/a	Can we appeal a building coming in? If DO approves, no, just between developer and DO.	n/a	Stakeholder Meeting: Parks
COM101	n/a	If HRM is building a new public park or community facility, we usually consult on it – this is means to give input.	n/a	Stakeholder Meeting: Parks
COM102	n/a	Concerned about list of uses, how they impact each individual park.	n/a	Stakeholder Meeting: Parks
COM103	n/a	Why do developers in Halifax always build above-ground parking? Most cities build parking underground, put parks on top.	n/a	Stakeholder Meeting: Parks
COM104	n/a	Where does Public Garden fall? Part of Halifax Common.	n/a	Stakeholder Meeting: Parks
COM105	n/a	Regional parks recognized in Regional Plan, so any changes to them would require amendment to Regional Plan.	n/a	Stakeholder Meeting: Parks
COM106	n/a	Try very hard to limit parking in park areas	n/a	Stakeholder Meeting: Parks
COM107	n/a	Could we use wording "uses could be considered" rather than they are permitted. May vs shall. Means we need a public process to show what Council would have considered in deciding whether to permit use in park. So means DA process.	n/a	Stakeholder Meeting: Parks
COM108	n/a	If HRM does a park plan there is always a public process – but how do we decide when to do a park plan? Want to ensure public involved in process.	n/a	Stakeholder Meeting: Parks
COM109	n/a	What is wrong with way we do things now? Means we can't get any new parkland through subdivision – no new parkland in Regional Centre in past 10 years.	n/a	Stakeholder Meeting: Parks
COM110	n/a	Want to ensure anything done to park includes public consultation.	n/a	Stakeholder Meeting: Parks
COM111	n/a	Policy 10.19 – needs assessment for density and parkland available in Regional Centre. Public Gardens very interested in this. Ensure you consider age groups in each area. Pathways in Gardens not always great, large number of seniors using it, and likely to rise with increased density in areas. How can we deal with this, any plan?	n/a	Stakeholder Meeting: Parks
COM112	n/a	Concern over the size of the backyard suites- seem too large at 60 m2. Suggest limiting the size.	n/a	Stakeholder Meeting: Established Residential
COM113	n/a	Think the 3 unit conversion should be extended to the entire Regional Centre, or at least more around Downtown Dartmouth and Halifax.	n/a	Stakeholder Meeting: Established Residential
COM114	n/a	Questions over whether the CDD neighbourhood planning process can be expanded over other areas of the regional centre for community led planning.	n/a	Stakeholder Meeting: Established Residential
COM115	n/a	Why is the ER-3 zone the only one permitted to have commercial uses on all lots? Thinks commercial uses should be expanded throughout the ER zones.	n/a	Stakeholder Meeting: Established Residential
COM116	n/a	We need more affordable housing.	n/a	Stakeholder Meeting: Established Residential
COM117	n/a	Need more seniors housing.	n/a	Stakeholder Meeting: Established Residential

COM118	n/a	Many areas of the peninsula should be ER-2 and not ER-1.	n/a	Stakeholder Meeting: Established Residential
COM119	n/a	Questioned the rationale behind zoning ER-2 in Highfield area since much of that is basically HR-1 already. Suggests the entire area could be zoned HR-1, but accepts that a lower height limit might be acceptable.	n/a	Stakeholder Meeting: Established Residential
COM120	n/a	Concerns over people parking on the street more with more density in ER areas.	n/a	Stakeholder Meeting: Established Residential
COM121	n/a	Point Pleasant Park under that zoning there can never have a canteen.	n/a	Stakeholder Meeting: Parks
COM122	n/a	Victoria Park its beneficial to have that kind of commercial use, we could host pop-ups.	n/a	Stakeholder Meeting: Parks
COM123	n/a	Centennial Pool, I have concerns about that zoning for that pool because it's so important to that community and without a community facility zone. It's a very popular pool among older people, you get the feeling that the city wants to knock it down and have a parking lot.	n/a	Stakeholder Meeting: Parks
COM124	n/a	When people found out for example that the St. Patricks land had been sold with almost no community involvement or input and the response was that well it was part of Centre Plan, my question is then, since we're here to discuss PCF, each one of these, what's allowed on each of these properties is pretty much the same. If it's in here, and this goes to the public, is that it. Does that mean, you could technically put parking in a cemetery or whatever. When you send this to council and it passes, then it is set in stone. You shouldn't have almost the same uses permitted.	n/a	Stakeholder Meeting: Parks
COM125	n/a	I bet that transit would love to have a terminal on the commons, and that's the scary part of allowing a parking structure or transportation use.	n/a	Stakeholder Meeting: Parks
COM126	n/a	the point is that these things will be cast in stone. Why would you do that? The public has nothing to stay.	n/a	Stakeholder Meeting: Parks
COM127	n/a	All parks and open spaces may be quite different, if you start with the idea that all parks can have these things you open up a dangerous door.	n/a	Stakeholder Meeting: Parks
COM128	n/a	I really hope that when you place a park in the middle of busy streets, we can get to them safely.	n/a	Stakeholder Meeting: Parks
COM129	n/a	Can we appeal a use that gets approved? They can only appeal a refusal and not an approval. Bev: so the power has been put in the developers hands.	n/a	Stakeholder Meeting: Parks
COM130	n/a	It's hard to know which uses when the parks are so different.	n/a	Stakeholder Meeting: Parks
COM131	n/a	When we compare to many other cities, others build much more of their parking underground.	n/a	Stakeholder Meeting: Parks
COM132	n/a	Does the public have the right to any input. Penny answer: we really try to ensure that we limit parking in the parks zone.	n/a	Stakeholder Meeting: Parks
COM133	n/a	why couldn't it be worded so that you could say may allow and not that these things are permitted.	n/a	Stakeholder Meeting: Parks
COM134	n/a	Would suggest that all parks should have more public input. People should have control over their parks.	n/a	Stakeholder Meeting: Parks
COM135	n/a	What we heard about this whole process, when this comes in there will be no more development agreements, when this comes out though you see that yes there is less discretionary but you have allowed so many more uses.	n/a	Stakeholder Meeting: Parks
COM136	n/a	What's wrong with the way we do it now? We don't get any funding for new parks that isn't subdivision?	n/a	Stakeholder Meeting: Parks
COM137	n/a	We want to ensure that anything that happens in a park has some level of public consultation.	n/a	Stakeholder Meeting: Parks
COM138	n/a	The parks don't just draw on the local neighbourhood.	n/a	Stakeholder Meeting: Parks
COM139	n/a	You need to look at some factors that seem to be often forgotten in needs assessments, is the age of people nearby. Clayton Park for example is young families while the public gardens serve an older population.	n/a	Stakeholder Meeting: Parks
COM140	n/a	Don't you see that the amount of development will put new pressure on the parks.	n/a	Stakeholder Meeting: Parks
COM141	n/a	Is anything planned for example, for expansion, if it can't expand where it is, is there a plan to expand somewhere. There is a board approved project to see if there's anything we can do to Camp Hill, with HRM.	n/a	Stakeholder Meeting: Parks

COM142	n/a	There was some allusion to try and recapture some more public space. What do you mean by that?	n/a	Stakeholder Meeting: Parks
COM143	n/a	There's a difference between saying, at some point you can pop in here, than saying here is the public process from the beginning.	n/a	Stakeholder Meeting: Parks
COM144	n/a	Positive support for 9.7 and 10.19.	n/a	Stakeholder Meeting: Parks
COM145	Nate Oliver	Our group represents skateboarders in HRM and we were hoping we could still have a little bit of input regarding St Patrick Alexandra. The Commons Skatepark is currently very overcrowded and having a satellite skatepark at that site would be a great thing for the community. We were wondering if it is still possibly for our community members to provide this input?	n/a	Email
COM146	Alan North, Young Avenue District Heritage Conservation Society	Attached please find a letter from the Young Avenue District Heritage Conservation Society expressing our deepest thanks for participating in our "Walk and Roll" guided tour down Young Avenue. It was very much appreciated that you all took time from your weekend to learn about many of the wonderful features that make Young Avenue such a special place, worthy of protection. Your commitment to "doing the right thing" for Young Avenue was obvious, and for that we are truly grateful. We trust and hope you will take into consideration the many observations that arose from the tour in re-considering and removing the 2 proposed development agreement policies 10.35 and 10.36.	COM146	Letter
COM147	Peggy Cameron, Friends of Halifax Common	Summary of Letter from Friends of the Halifax Common: - asks that we re-read their two previous submissions - would like to see a stronger focus on green space protection and increase as Centre Plan proposes population increases. - international organizations suggest a minimum distance from and size of green space for residential uses, these should be incorporated into Centre Plan. - Centre Plan needs to be recapturing open spaces from past unfulfilled plans, promises and developments. The park on the former School for the Blind site which was converted to a parking lot. The 1994 Common Plan spoke to some of this and has not been achieved and should be brought forward in Centre Plan. - More and more of the Common is being used for parking, new parking garages going up in near future, meanwhile other cities, like Paris, are moving forward with plans and targets for parkign reductions. How can Centre Plan propsoe to reduce reliance on cars with no targets or timelines for doing so? - Corridors are a problematic part of Centre Plan, health experts have found harm in such proximity to major transportation routes, especially without cleaner technology in the near future, Halifax Transit just made a large order for more diesel buses. - Centre Plan does not protect the Halifax Common through any built form controls that would minimize negative impacts on the open space. The fixation on high-rises is unnecessary and costly to neighbourhoods (shade, wind, demolitions, lack of porosity, privacy, unaffordability). -Question: Solar Rights: How does the Centre Plan intend to protect solar rights for existing or future installations? -Question: Rights of Way: Will there be a process to identify public rights of ways that should be retained? -for example the former Garrick Street that transects O'Regans was promised to retain a public right of way by Mayor Walter Fitzgerald when it was traded to O'Regans for frontage on Robie Street. Another example is the steps in front of St David's Church that lead between Grafton and Queen Street. Another is access through St Pat's and St Pat's Alexandra. -Question: Lighting Design: Is there a detailed lighting design guide that minimizes light trespass, pollution and night blindness8? And that reduces impact on birds? -Question: Trees, canopy, pervious surfaces: Is there a plan to protect trees from development and to ensure that the tree canopy remains and that impervious surfaces are not increased? FHC executive would be pleased to meet with you to discuss these ideas and sincerely hope that you can take them in the spirit that they are offered.	COM147	Letter



Planning Department HRM

Re: Centre Plan Package B

March 09, 2020

FOUNDER/DIRECTOR
Alan North

DIRECTORS
Allan Robertson
Peter Fillmore
Peggy Cunningham
Darrell Dixon
Barry Copp

To Whom it May Concern,

I am voicing my very grave concern over the underhanded changes to the Centre Plan Package B; specifically, the multi-unit infill policy 10.36, and a related policy 10.35 which will allow for the renovation and conversion of any home on Young Avenue to contain 6 apartments, as long as the facade is preserved. Numbers with respect to frontages, lot sizes and numbers of units per lot have been altered after the by-laws were agreed upon by council in 2017.

The overall community has fought this developmental nightmare for several years, and this altering of numbers is outrageous! Young Avenue is a heritage streetscape and development of this type should never be allowed!

These altered numbers would end up destroying the streetscape and opening up every other single family zone in the city for personal favours and high density development. This flies in the face of what was presented several months ago when it was promised no more development applications would be considered during the Package B process, only "as of right" single family homes. So why is a development agreement option being inserted into package B at this point in time, when the matter has previously been dealt with? It reeks of a bias toward and favour for the developer.

If the planning department thought to pull the wool over the public's eyes, then it is sadly mistaken. This is outrageous, underhanded, and gives credence to the very strong rumours that there is a hidden agenda in the planning department, and developers rule the roost. Stop the platitudes of saving Young Avenue's heritage while altering the numbers.



We need to preserve 2017's enacted lot width by-law and honour the pending single family low-density residential designation for all of Young Avenue, not change a thing and respect the process already in place. The developer was grandfathered in the by law process and got what he requested, at the time. He should be made to respect his grandfathered privilege and maintain this single family zoned neighbourhood.

In addition, 10.35 is not required because most homes on Young Avenue are already permitted to contain 3 internal apartments, and many currently do. Doubling that number to 6 will compromise the integrity of these homes, by reducing them to pastiche and facadism, and is unnecessary and damaging to the streetscape.

In total, these 2 policy statements will create a streetscape of dense multi-unit quad plexes with only 6' side yards, and 6-plexes. This is planning at its absolute worst, and is clearly opening up the street to a select developer for profit, not character preservation of a special area.

Yours Sincerely,

Barry Copp

Director,
Young Avenue District Heritage Conservation Society

Dear Centre Plan Team,

On behalf of UDAT, thank you for presenting to us on Centre Plan B. We are pleased to see it's progress and wanted to offer our feedback on behalf of the team.

The feedback includes:

Section 3.7: Established Residential

UDAT is pleased to see the inclusion of secondary and backyard suites, as well as other measures to increase density and would highly encourage taking advantage of all opportunities to increase density (especially gentle- and mid-level density in residential neighbourhoods). We would also encourage the Centre Plan Team to engage in the need for affordable housing and the ability for secondary suites to contribute to these needs, specifically around opportunities to provide incentives to make secondary units affordable, and to advertise and add ease to homeowners to build these options.

Part 5: Heritage and Culture

We would like to see further detail on how consultations with diverse cultures will take place. In addition, the conditions under which a building can be demolished and/or the relationship this section has to the Heritage Advisory Committee.

Part 9: Environment

UDAT is pleased to see the reference to HalifACT in section 9.1 (specifically Policy 9.3). We believe this section would have greater impact if section 9.3 had quantifiable targets attached to it, relevant to the Regional Centre.

The introduction of Policy 9.7 is strong and we support this. However, the policy and resulting Parks and Open Space Plan needs to take into account areas outside of the Regional Centre which residents may access to meet needs relating to wilderness parks.

Part 10: Implementation

Please clarify this public consultation process for Level II and Level III buildings within the document so that expectations are clearly laid out for developers and the public. This will help the public - UDAT's membership, for example, participate in these processes. Explain expected differences from the current public consultation process, as well as level of influence groups such as Design Review Committee have over approval.

General Feedback:

We believe it would be useful to provide a map or timeline of the previous plans/strategies leading up to Package B of the Centre Plan in the beginning of the Secondary Planning Strategy. This would provide the reader some knowledge of the Strategy, what it incorporates in terms of past plans/strategies, and if the Centre Plan is of importance to them. An example could be represented as follows in HRM's Integrated Mobility Plan:

1.4 Related Plans & Policies

The IMP considers, builds on and connects several existing plans and initiatives at both the provincial and municipal level. Carrying out the policies and actions of the IMP will enable the municipality to work towards realizing the many objectives and directions housed in the plans listed below, as they work together to direct mobility and land-use planning throughout the region.





August 31, 2020

Kasia Tota, MPlan
Principal Planner, Centre Plan
Halifax Regional Municipality
via email: planhrm@halifax.ca

Re: Community Consultation on Centre Plan Package B

Dear Ms. Tota,

IWK Health's mission is to passionately pursue a healthy future for women, children, youth and families. We recognize that in order to successfully achieve this mission, utilizing a population health approach, which addresses the social determinants of health, is paramount.

We want to mention that the Centre Plan intersects with several social determinants of health, primarily through addressing housing and creating communities that are walkable, safe, well-connected to services, and which promote physical activity. These all have potential positive impacts on the mental health of children and youth. It is known that housing and the built environment impact youth mental health, including community-level factors like neighbourhood safety and access to green space. Improvements in quality and affordability of housing will positively impact the mental health of children and youth in Nova Scotia. Given this interest, we offer our observations from the Centre Plan Package B draft for your consideration.

Upon careful review, we would like to express our firm **support** for the following components:

- The commitment to maintaining and improving access to nature and public parks, including HRM's acknowledgement of the health impacts of this.
 - Examples: Objectives PCF1, 3, 4, 7, 8, policy 3.5, regarding Parks and Community Facilities; Objective WA1, policies 3.81, 3.82, regarding access to water and identified as blue space in literature.
- Support for complete communities that promote active transportation and safety for people of all abilities.
 - Examples: Objectives PCF4, 5, 8.
- The diversification of the housing mix along the continuum of non-market to market housing, with specific focus on increasing stock that is affordable to low and moderate income households.
 - Examples: Objectives H2, 3, 5, 6 and policies 6.5 concerning impact of short term rentals on stock, 6.6 facilitating expansion of non-market options, and 6.7 supporting shared housing.

We are impressed by the direction of the current Centre Plan draft. In order to strengthen its positive impacts on child and youth mental health as it is impacted by housing, we offer the following **suggestions** as opportunities for improvement:

- It is unclear how some of the identified objectives will translate into practice through policy. For example secondary suites, shared housing and encouraging non-market development are key for improving the housing mix in Halifax. We look forward to seeing how this takes shape as the plan develops.
- We are excited to see density bonusing highlighted again in package B (policy 6.4). It could be further improved from its form in package A by making a firm policy on the number of units, in addition to the current funding percentage structure. For instance, in Montreal once density is above a number of units, developers must provide a percentage of same as affordable housing. We would be supportive of expanding these incentives. When money is paid in lieu of affordable housing, we would be interested in knowing the mechanisms in place/to be developed to ensure the municipality can mobilize this money into increased affordable housing stock (e.g., Policy 10.15, which says the municipality will establish a program for this – we will be happy to see this evolve and look forward to a timeline.)
- The zoning amendments for extended residential areas, which expands allowable space for secondary suites in the Regional centre, is a great step forward for supporting a diverse range of housing options for HRM residents. However, it is possible that incentives for renovating homes for secondary suites would improve uptake. It is possible that grants could incent homeowners to undertake these renovations, and could come from density bonusing funds or other revenues in the development process.
- Policy 6.6 has great potential to improve child and youth mental health in the city. We offer that clear strategies to implement these items are needed. As an example, how might HRM encourage the renewal, repair and upgrade of affordable housing? Could this be a partnership with the province, suggesting a need for a funding structure? Which municipal by-laws could be amended, or further enforced, requiring regular repairs? Evidence shows that the physical quality of housing has implications for resident mental health, however, renovations can sometimes lead to resident evictions and significantly increased rent. Rent controls (in partnership with the province) could be one way to mitigate this unintended consequence.

We look forward to working with you in support of municipal policy that protects the mental health of Halifax's children and youth. Please do not hesitate to get in touch if you are interested in discussing any of the above evidence or recommendations.

Sincerely,



Sarah Blades, MPH
Prevention & Health Promotion Specialist
IWK Health – Mental Health & Addictions



[CC: Shelley Saunders, Manager, IWK Health - Mental Health & Addictions]



Aaron Murnaghan
Manager Regional Planning, HRM

Kasia Tota
Principal Planner, HRM

Eric Lucic
Manager Regional Planning, HRM

FOUNDER/DIRECTOR
Alan North

DIRECTORS
Allan Robertson
Peter Fillmore
Peggy Cunningham
Darrell Dixon
Barry Copp

Re: Young Avenue Tour

November 25, 2020

Dear Eric, Kasia, and Aaron,

On behalf of the Young Avenue District Heritage Conservation Society we would like to express our appreciation, gratitude, and thanks to all of you for taking time out of your weekend to join us in a walking tour of Young Avenue.

Now that you have seen first hand the rich diversity and breadth of historic and modern architecture, we hope you will agree that Young Avenue is a truly unique and special place, worthy of the city's attention to preserve its unique character.

It was particularly gratifying that you were able to see multiple Young Avenue neighbours and homeowners out front raking leaves and generally showing personal care and attention to their properties. It is a dynamic and delightful family neighbourhood, steeped in history and rich in architecture, beloved by walkers, joggers, bikers, tour buses, and more.

No other street in the city is like Young Avenue.

As mentioned during the walk, virtually every historic mansion on the avenue is already a 3 or 4 unit conversion, permitted since early in the 20th century, and they offer affordable and

gracious apartments to a wide and diverse group of renters, and significantly, every one of them is proudly owner-occupied.

We believe that increasing the unit density to six units as proposed in Package B Policy 10.35 will be attractive only to rental property developers, and could endanger these homes when they come on the market, attracting developers desiring easy profit to add additional units, and resulting in non-owner-occupied homes. This rarely ends well.

We believe the current 3-4 multi-unit grandfathering is adequate and sufficient to preserve these beautiful homes, and that 3-4 units is the maximum that a home owner can easily manage. We know personally that some of these 3-4 multi-unit property owners were offended with the idea that they are not properly maintaining their homes, and that six units would be needed to ensure this.

There is sometimes the impression that Young Avenue is only about the wealthy, when in fact it has a very diverse population, including young families starting out and retirees. The mansions, with their supplemental apartments, affords people the opportunity to move onto the avenue, and take great pride in their properties, as was demonstrated during the walking tour.

Additionally, we do not believe Policy 10.36, which allows a quadplex development agreement on a 50' lot (seven of these quadplexes side by side) is consistent with any of the otherwise good planning objectives in the proposed Package B, nor in the existing LUB and Municipal Planning Strategy. Until this policy was published, quadplexes have only been permitted on 80' lots. Interestingly, Young Avenue's minimum lot width is 80'. Thus, the 50' lots for quadplexes is inconsistent with the existing Young Avenue 80' lot width, as well as its established residential low-density status.

As can be seen in the five Navid Saberi developed single family homes, despite their upscale architecture, with their very narrow side yards and mass, they do not complement the streetscape. Imagine the spatial congestion and scale of seven quadplexes crammed onto lots only slightly wider than the Saberi lots. It would be devastating to the avenue. We do not believe any form of design guidelines, being necessarily subjective in nature, would ensure a compatible design. There simply is not space for a quadplex on a 50' lot.

This policy seems solely designed to satisfy a single developer/land speculator to get his foot in the door with a densification development agreement that can then be further amended as he continues his pressure for more development rights, plus the additional threat to build a horrendous collection of identical 60' high houses if not given these generous development rights. If he is held to his "as of right" development (single family), we are confident he will build something more suitable than has been threatened. As a suggestion, perhaps Package B can reiterate maximum house heights in established low-density neighbourhoods, and disallow 25' high penthouses.

To protect Young Avenue's gracious and spacious diversity of architecture and spaces, we respectfully ask that no development agreement policies be included in Package B, neither Policy 10.35 (conversions up to six units), nor Policy 10.36 (quadplexes). Except for those two policies, the community is in agreement with all the other hard work that has gone into Package B, including back yard suites, etc.

Removing these two policies will re-establish a sense of stability to the avenue, something that is sorely needed in light of the constant threat the avenue has faced in recent years, such that it was named one of “Top Ten Endangered Historic Places in Canada by the National Trust of Canada” (2017).

Once again, thank you for accompanying us on the walking tour, and we trust you will seriously reconsider the two development agreement policies.

Yours Sincerely,

Barry Copp, Alan North, Darrel Dixon, on behalf of the YADHCS



"for the use of the inhabitants of the town of Halifax as Common forever" (1763-2020)

Dear Centre Plan Staff,

Please find included in this email two previous submissions from Friends of Halifax Common. Our suggestions seem even more relevant in this time so we ask that you will please take the time to re-read these.

As the Centre Plan intends to add 15-30,000 new residents to the area it is imperative that there be greater attention given to protecting existing green space and to increase it. This is for all the benefits known — human mental and physical health, safe social distancing, improved walkability and active transportation, habitat, gardening, coping with climate change etc.

A 2016 World Health Organization¹ report suggests sizes of and distance from green space. ie 5 minutes from 1ha is one standard. It also emphasizes connectivity as well as buffer zones for green space - these should be adopted as goals of the Centre Plan. Why not envision a network of green space from Point Pleasant Park to Africville and from the North West Arm to the Halifax Harbour that traverses the Halifax Common? Why not daylight Freshwater Brook as a landscaped route through the city²? This is happening

¹ Urban green spaces and health— A review of evidence

https://www.euro.who.int/_data/assets/pdf_file/0005/321971/Urban-green-spaces-and-health-review-evidence.pdf?ua=1

² <https://www.theguardian.com/world/2020/sep/14/utrecht-restores-historic-canal-made-into-motorway-in-1970s>

around the world³ and has been considered for Freshwater since 2006⁴. The Centre Plan should create these opportunities.

Also attached is a landscape design of the proposed *Park within the Park* that Peter Klynstra created and which the province and the city used to convince very reluctant citizens that the grounds of former School for the Blind should be converted to a parking lot for 200 cars with 200 trees. The block of Tower Road that was closed was supposed to be a landscaped path. None of this was ever fulfilled. This is an example of where the Centre Plan needs to be planning for recapturing public open space on the Halifax Common as per the 1994 Halifax Common plan. This should be scheduled on a timeframe to be accomplished within three years.

Approximately 20% of the Common is used for parking-that is about to increase with two new parking garages planned as part of the QEII re-development.

Contrast that with Paris, where the Mayor was recently re-elected with a promise to remove 60,000 parking spots. The goal has recently been increased to 70,000. All with the intention to create a city with clean air where citizens walk, bike or use public transportation to move about. How can the Centre Plan propose to be reducing reliance on cars when it has no targets or timelines for doing so?

It is a major concern that the Centre Plan is premised on Corridors which concentrates people living next to major transportation routes. One outcome is the very serious health concern that the Halifax Common is surrounded by major driving routes and that the new developments on and next to it have large parking capacity for cars. Electrification is not coming any time soon-Halifax has just ordered 150 new diesel buses. The health of people walking or playing on the Common is at risk.

⁴ <https://www.halifaxcommon.ca/freshwater-brook-sawmill-river/>

Vehicle pollution is deadly.⁵ Dr. Michael Brauer, a Canadian expert on air quality recommends that people live at least 150m from major transportation routes-this is not news. Traffic pollution was recently noted for the first time as the cause of death of a 9-year old girl.⁶ Canada traffic emissions are a principal source of air pollution and the leading cause for us having one of the world's highest rates of new childhood asthma. It is also linked to other lung diseases, higher risk of dementia, Parkinson's, Alzheimer's and MS. And of course traffic also leads to motor vehicle and pedestrian collisions.

It is also a major disappointment that the Centre Plan has not protected the Halifax Common by focusing on a built form that would minimize the impact of development on the Common. The fixation with high rises is unnecessary, costly to neighbourhoods due to demolitions, superblockers that lack of porosity, wind and shade, loss of privacy and unaffordability. This is not promoting the scale of development that the city needs-the missing middle in distributed density. It is not a sustainable plan for moving forward. The attached illustration demonstrates different ways to achieve capacity for 300 units. The exact glass, steel and concrete building developers in Halifax are constructing are what New York city is banning⁷.

Some final questions about the public common writ large:

- Solar Rights: How does the Centre Plan intend to protect solar rights for existing or future installations?
- Rights of Way: Will there be a process to identify public rights of ways that should be retained? -for example the former Garrick Street that transects O'Regans was promised to retain a public right of way by Mayor Walter Fitzgerald when it was traded to O'Regans for frontage on Robie

⁵ [health-deadly-https://www.cbc.ca/news/technology/air-pollution-study-1.5339472](https://www.cbc.ca/news/technology/air-pollution-study-1.5339472)

⁶ https://r.search.yahoo.com/_ylt=AwrEeGGXau5fTB0ArxUXFwx.;_ylu=Y29sbwNiZjEEcG9zAzME dnRpZAMEc2VjA3Ny/RV=2/RE=1609489175/RO=10/RU=https%3a%2f%2fwww.cbc.ca%2fnews%2fworld%2fcoroner-rules-air-pollution-contributed-to-young-girls-death-1.5845117/RK=2/RS=BBAAYRXLH7f2ecYe065LT7UqAXo-

⁷ <https://www.washingtonexaminer.com/news/mayor-bill-de-blasio-nyc-is-going-to-ban-glass-and-steel-skyscrapers>

Street. Another example is the steps in front of St David's Church that lead between Grafton and Queen Street. Another is access through St Pat's and St Pat's Alexandra.

- Lighting Design: Is there a detailed lighting design guide that minimizes light trespass, pollution and night blindness⁸? And that reduces impact on birds?
- Trees, canopy, pervious surfaces: Is there a plan to protect trees from development and to ensure that the tree canopy remains and that impervious surfaces are not increased?

FHC executive would be pleased to meet with you to discuss these ideas and sincerely hope that you can take them in the spirit that they are offered.

Regards,

Peggy Cameron,
for Friends of Halifax Common

⁸ <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/best-practices-for-effective-lighting/>



"for the use of the inhabitants of the town of Halifax as Common forever" (1763-2021)

February 24, 2021

Centre Plan Team:

The Friends of the Halifax Common (FHC) wish to re-confirm our belief that while Package B of the Centre Plan is notable in many respects, the current draft does not adequately address the need for green public recreational space within an increasingly densified Regional Centre. The need for public open space in urban areas is widely recognized and documented, particularly by the W.H.O. in their study, "Urban Green Spaces and Health: A Review of Evidence." Public parks provide a balance to the built environment; in fact development and open space are opposite sides of the same coin.

We believe that the need for green public space must be detailed at every level of Centre Plan Package B from Core Concepts to Implementation. Without this level of detail, the achievement of a balanced urban environment will not be achieved, it will be outpaced by rapid development. Opportunities to enrich our environment with public spaces both large and small will be lost. We disagree with comments made by staff that stronger language concerning the need for green public space will bind or burden HRM Regional Council. Rather, this is the time to identify and clarify the need and provide policies and procedures for Council to consider through which this need can be met.

We understand that this submittal is coming well after the formal close of the public consultation period for Package B, and we appreciate the consideration given to us, but we are convinced that it is essential that this need be raised, even at this late date. We therefore offer the following recommendations:

1. More fully understand existing public green space within the Regional Centre.

A statement in promotional material for Package B states: "Over 90% of residents in the Regional Centre live within 500 meters of a park." We question this statement in multiple ways. First, does the definition of the term "park" used in this statement align with the common understanding of a park, which is a public green space for leisure and recreational use, or does it also include a school, a cemetery, a library, a parking structure, and other similar uses, all of

which are included in the proposed PCF (Public Community Facility) Zone and all of which are public uses, but does this match our common understanding of a park? We don't believe so. Second, how do the areas of proposed higher densification in Package B, the "nodes", such as the far north end of the peninsula or along the Corridors, rate regarding this 500 meter benchmark. Third, how well are many of the "parks" included in this statement developed, equipped, and serviced as parks?

We feel it is vitally important that we fully understand the existing public green space in our community, particularly in areas of proposed higher density, before we undertake a substantial densification of the Regional Centre. We are concerned that Package B is proceeding with the implicit assumption that the Regional Centre is currently well-served by parks. We at the FHC believe that while it does have many trees in many areas and a number of large and small parks, it is not generally well-served by parks in types, locations, development and servicing, again, particularly in areas of proposed higher density.

2. Provide a strong statement in Vision and Core Concepts regarding the need for green space.

The most appropriate place for a statement regarding the need for green space is as a fifth Core Concept such as "Public Green Space". Alternatively, this statement could be included as a separate concluding paragraph to Core Concept 2.1: Complete Communities, which currently references the many ways in which development can strengthen a community, but which does not significantly reference the need to enhance the densified environment with an equally intensified green environment, nor does it reference the responsibility of municipal government, including staff, in the creation of this space.

3. Employ much stronger language regarding the need for public green space.

Staff has the responsibility to highlight and clarify this need for a successful community in the blueprint for our future. To not include it runs the strong risk of either falling short of required goals or the goals not being met at all. It is not enough to assume that the needs of our urban park system will be met by others in the future. They well may not. For example, under 3.2: Parks and Community Facility Designation, the statement is made that "as the Regional Centre increases, parks, open spaces, and recreational facilities will require further investment and **possible** (our emphasis) expansion. The term "possible" leaves this important need ambiguous and should simply be deleted. Section 3.2 continues with eight Objectives which are all good but which need to go further to identify and clarify steps through which they will be achieved. Overall parameters need to be identified to achieve a balance of good development and public green space, as well as to enhance and protect the space we currently have.

Repeatedly through the draft document references are made regarding green space in terms such as “may,” “possible,” “consider,” etc. If this need is fully understood, the language of Package B should reflect that. This need not bind Council; proper language can be found but the need and the means must at least be clarified and outlined for Council’s consideration.

4. Expand and clarify green space policies.

The Policies identified in Section 9, particularly 9.4: Parks and Open Space Network, are good but again, need to go further to identify specific goals and timetables for the multiple studies and plans that are called for (e.g., Parks and Open Space, Green Network, etc.). Also, policies need to be developed outlining areas in which the Municipality could expand green space within the Regional Centre such as the reuse of current “surplus” municipal properties, particularly those of current public use such as Centennial Pool, to remain in public use. Another policy could address the ear-marking of funds from new development for the purchase, where required, of properties by the Municipality to become parks.

Another policy could require that when public green space is taken away for another use that it be added elsewhere within that area. Certain of these policies could be enacted immediately by Council, others will require more consultation and planning, but the overall desired goals need to be clarified along with specific timetables for studies and plans, leading to enactment of desired outcomes. Greater specificity regarding the needs and means to expand and support green space needs to be given in Package B.

5. Add a third Zone to the current RPK and PCF Zones.

There are currently two zones for parks within the Urban Structure designations, the Regional Park Zone (RPK) and the Parks and Community Facility Zone (PCF). Each of these zones allow uses which include a wide variety of public uses: schools, libraries, cemeteries, major and minor spectator venues, parking structures, transportation facilities, etc. These are certainly all necessary public uses, but as pointed out above, many of these uses do not align with our understanding of a park. Including parks within these designations allows the risk of losing valuable public green space to other uses, as we have seen repeatedly, particularly on the Halifax Common. A separate park zone with very limited additional uses, perhaps called a PGS (Public Green Space) Zone, needs to be added to these designations.

6. Draw a line around all current green public recreational space within the Regional Centre.

Just as our larger urban environment needs a Green Network to focus development within a manageable area and reduce sprawl, our urban parks and green spaces need protection from incursion by other uses, however important. We cannot simply keep chipping away at our green spaces to accommodate

ancillary uses. The diminution of the Halifax Common has been going on generation after generation since its inception over 200 years ago. It continues today and no doubt, without protection, it will continue into the future, as more “needs” and “good uses” are identified. The Halifax Common requires more than a Master Plan, it requires protection through policies which need to be identified within Package B including efforts such as amending the Municipal Charter, providing greater clarity and expansion of the Cultural Landscapes designation, and additional policies such as those outlined above which will further enhance and protect our green space.

7. Diversify the means to provide green space beyond reliance on private amenity space within new development.

We agree that amenity space is an important aspect of development at all scales. However, we are concerned that stressing this requirement for new development, while not outlining policies and procedures for public green space will lead to a restrictive and limited urban environment in terms of the range of available activities, developing a sense of community, and providing a diversity of experiences. A corresponding focus needs to be given to the provision of public green space at all scales, particularly in areas of heightened density. One simple measure would be to require all developments above a certain size, which need not be particularly large, to dedicate space within the development for public use, much as new subdivisions are currently required to do. However, the responsibility of the Municipality through staff to develop and maintain public green recreation space remains.

As discussed above, additional policies need to be identified and incorporated into the Centre Plan, which expand, improve and protect our public green space. Fundamentally, Package B needs to recognize and bring form to the process through which public green space at large scales accommodating large recreational parks, and small scales accommodating playgrounds and benches, and all scales accommodating nature in all forms, is necessary for a healthy urban environment.

Again, we on Friends of Halifax Common Executive thank you for your consideration of these concerns at this late date in the development of Package B. As suggested by Staff, we will communicate these concerns to the CDAC, as well as to our membership, the public, and at an appropriate date to Regional Council.

With appreciation and best regards,

Friends of Halifax Common Executive

David Garrett

Peggy Cameron

Howard Epstein

Beverly Miller

Judith Fingard

Alan Ruffman

Appendix D2 - Resident Letters & Submissions

Resident Letters & Submissions				
Number	Contact	Comment	Attachment	Source
RES001	Terry Casavechia	Hopefully, future transportation and parking are key ,in planning for population growth and community development on the small piece of real estate called down town Halifax. Centre growth is important but safe movement of people and goods on and off peninsula Halifax, are keyS in my opinion, for what it's worth.	n/a	Email
RES002	Matthew Murphy	Lots with 60 feet of frontage and 6000 square feet qualify for 4 units under R 2 but ER 2 only allows for 3 units.	n/a	Email
RES003	Matthew Murphy	105(5) Low density Hight exemptions currently have no setbacks and no coverage restrictions. You are not allowed, for example, a railing system, Elevator enclosure, Landscaping, lightning rod, Skylight, Staircase or staircase enclosure, wind screen. Features that make sense and are allowed on all other buildings. Without the staircase I don't see how you can get up there. Railings are obviously necessary. If you don't allow elevator enclosers, rooftop gardens cannot be barrier free.	n/a	Email
RES004	Joe Stymest	The height limitations across most of the city are incredibly restrictive and stifling. Preserving the main views of the harbour from the citadel is important and that makes sense, but outside of these key locations I think restrictions should be rolled back. Limiting to 90m works directly against the goals of increased density and walkability. Personally I have discovered there are some really lovely pedestrian areas in Montreal I walk through regularly that are set in among huge buildings, I think viewing height as the enemy all the time without considering context and specific designs is a major mistake.	n/a	Email
RES005	Joe Stymest	The established residential areas, particularly at the south end are a problem. Almost all of the Southern tip of the peninsula is limited to 11m. With record low vacancy in Halifax, protecting these neighbourhoods of low detached housing is not the right move for the future of the city, realistically it only caters to a very small group who already own homes in the area and resist any change. (Unfortunately they are also likely quite vocal in opposing any change....) The Point Pleasant park is an absolute gem, but it is currently hemmed in by kilometres of low density neighbourhoods limiting the main benefits to a very small group of people owning homes in the area. Please consider allowing more development and density near the park, the health benefits of living within a few blocks of a large park are immense, and more people should be given the opportunity to live in this area.	n/a	Email
RES006	Kristen Caldwell	I strongly disagree with the addition of a very destructive policy statement, 10.36, regarding Young Avenue (allowing you to build 7 multi-residential units on the existing vacant lot, rather than preserving it's recently enacted single family 80' lot width by law) at the very end of the 200+ page package B document. I understand that there is no process to remove this damaging policy until council and committees and city staff debate it and respond to feedback to remove it. So, I would like to say, DO NOT CHANGE the original package B document and RESPECT THE PROCESS! Please, preserve the recently enacted lot width by-law and honour the pending single family low density residential south end special area designation for all of Young Avenue. DO NOT allow a vast swath in the middle of Young Avenue to be carved up and granted generous development rights solely for a single developer's profit. This new policy statement, 10.36, entirely undermines everything that has been done to date to preserve the character of Young Avenue. We cannot let this policy statement be kept.	n/a	Email
RES007	Michelle and Jan Jensen	I am writing to express my opposition to 10.36 policy proposal pertaining to Young Avenue. I urge you not to change anything and to respect the process that will preserve the recently enacted lot width by-law and honour the pending single family low density residential south end special area designation for all of Young Avenue. I wrote in December 2019 to register my strong objection to Councillor Stephen Adams' motion to allow "sensitive multiunit residential development" on Young Avenue. I am appalled that after successful advocacy by citizens and Councillor Wayne Mason, and the subsequent withdrawal of by Councillor Adam of his motion, that policy proposal 10.36 has been slipped in. If it stands, it will have a devastating impact on Young Avenue and the historic south end of Halifax. Although I do not live on Young Avenue, as a resident of the south end and a citizen of Halifax, I treasure the historic homes of Young Avenue. It has already been damaged, beleaguered both by development and Hurricane Dorian, and approval of this motion would destroy the remaining grandeur and irreparably change the streetscape. As a 'come from away' who moved to Halifax in part because of the beautiful historic buildings which give the city such a special, unique character, I am dismayed by the destruction of so many irreplaceable homes and buildings on the peninsula. I urge you to remove policy proposal 10.36.	n/a	Email
RES008	Jan Jensen	I am very disappointed to learn that, somehow, a policy statement (10.36) was added to the Centre Plan package to allow for multi-residential units on Young Avenue. This was recently thoroughly rejected after resounding opposition, and the responsible councillor withdrew his motion. The city does not want or need this. Attached is the correspondence I recently sent to HRM councillors when the poorly considered idea came before council.	n/a	Email
RES009	Shirley Campbell	Please add my name to the list of Halifax residents who are protesting the multi-unit infill policy 10.36 and the related policy 10.35 which will allow for the renovation and conversion of any existing house on Young Avenue to contain 6 apartments, as long as the facade is preserved. As one of my colleagues has stated "My concern is that it appears the city is determined to densify Young Avenue with the 2 policy statements, thereby undoing all past efforts to protect the streetscape. If allowed (which I am saying it should not be) Young Avenue will be turned into a congested streetscape of quad-plexes and six-plexes. The 7 quad-plexes that will be allowed by development agreement will only be required to have 6 foot side yards. And, another concern that I have if this is allowed (which it should not be) is that as for most development agreements, it will take very little for the streetsmart developers to seek amendments to substantively amend the agreement for higher density. Currently the street is zoned single family R-1, with some of the largest mansions grandfathered from the early days of the 20th century to be allowed to have 4 internal apartments, with no visible change to the outside appearance. This historic grandfathering is sufficient to retain the character of the avenue; there is nothing to be gained by passing these 2 regressive policy statements, but a huge loss to the city. I am entirely against the multi-unit infill policy 10.36 (and a related policy 10.35) being allowed." Please ensure my opinion is heard and noted by decision makers and policy makers. As a lifelong resident of Halifax I am VERY disappointed with the recent major commercial changes to this once beautiful family unit historic area. Hopefully you will preserve the historic character/charm that currently remains in this area.	n/a	Email
RES010	Mary Hamblin	As a Halifax resident and taxpayer, I wish to tell you I am protesting (I am against) the multi-unit infill policy 10.36 (and a related policy 10.35 which will allow for the renovation and conversion of any existing house on Young Avenue to contain 6 apartments, as long as the facade is preserved). My concern is that it appears the city is determined to densify Young Avenue with the 2 policy statements, thereby undoing all past efforts to protect the streetscape. If allowed (which I am saying it should not be) Young Avenue will be turned into a congested streetscape of quad-plexes and six-plexes. The 7 quad-plexes that will be allowed by development agreement will only be required to have 6 foot side yards. And, another concern that I have if this is allowed (which it should not be) is that as for most development agreements, it will take very little for the streetsmart developers to seek amendments to substantively amend the agreement for higher density. Currently the street is zoned single family R-1, with some of the largest mansions grandfathered from the early days of the 20th century to be allowed to have 4 internal apartments, with no visible change to the outside appearance. This historic grandfathering is sufficient to retain the character of the avenue; there is nothing to be gained by passing these 2 regressive policy statements, but a huge loss to the city. I am entirely against the multi-unit infill policy 10.36 (and a related policy 10.35) being allowed. Please ensure my opinion is heard and noted by decisionmakers and policy makers.	n/a	Email
RES011	Jodi Asbell-Clarke	Please do not allow the Centre Plan B to undo the provisions on Young Avenue to prevent multi-unit dwellings. There is no place for apartment and condos on this historic street. Please recognize the preservation efforts of those who worked so hard on this before you ram through a new plan.	n/a	Email
RES012	Allan Robertson	I noticed with dismay that a destructive policy statement (10.36) was added regarding the two large lots on the east side of Young Avenue, allowing construction of 7 multi-residential units on the existing vacant lot, rather than preserving its recently enacted single family 80' lot width by law. Please preserve the recently enacted lot width by-law and honour the pending single family low density residential south end special area designation for all of Young Avenue. A change to multi-residential use would entirely undermine everything that has been done to date to preserve the character of Young Avenue	n/a	Email

RES013	Judith Fingard	<p>I attended the stakeholder meeting on March 9 which considered the Centre Plan, Part B ideas for Parks and Community Facilities. As a Friend of the Halifax Common, I am particularly interested in the protection, programming and enhancement of the green space which the remaining Common provides including areas designated or planned as gardens and parks, as well as lost areas that might be reclaimed or substituted nearby. I am also interested in seeing curb gardens across HRM expanded and included under the PCF designation. My other interest relates to changes designed to make the PCF more pedestrian friendly. As some of my concerns can be addressed in relation to the four clauses you highlighted in the introductory overview at the meeting, I will begin with a few comments on 3.5, 9.7, 10.19, and 10.21.</p> <p>Re 3.5: I support the intention to reclaim lands contained within the traditional boundaries of the Halifax and Dartmouth Commons. In the Halifax case the most obvious lost spaces are the former School for the Blind and current VGH lands. But it is also important to incorporate in the PCF suitable lots on the fringes of the Common. In particular your land use map should show as PCF the lot between Cogswell and Rainnie consisting of Centennial Pool and its surroundings which currently consist of a parking lot and a dog park. There is rumour abroad that HRM wishes to destroy Centennial Pool, a piece of vandalism the citizens will strongly oppose. As the land it occupies is adjacent to both the Common and our major RPK site of the Citadel that lot and any additional facilities it makes sense to place there (expanded aquatic facilities, for example) would greatly enhance our PCF capacity on the Halifax peninsula. Re 9.7: I agree and support the idea of stewardship through public engagement but also through the establishment of specific commissions of citizens to work with staff to promote and protect parks and facilities. Needed right now is a Commission for the Halifax Common to prevent further erosion of its open spaces and promote needed changes and enhancements. Re 10.19: I support a requirement for needs assessments on a continuing basis. Re. 10.21: A sensible approach but the recent masterplan for the Halifax Common, which must be still in the pipeline somewhere, paid little attention to public input and seems to have been driven by a questionable aquatics-based agenda. Also, even good masterplans often remain on the shelf.</p> <p>Like the other Friends of the Common who attended the March 9th meeting, I would want to be consulted about what the PCF Zone “will allow”. The idea of making major, possibly controversial changes without the support of the public is frankly dictatorial in nature. I would not want a bus terminal on the Halifax Common, for example. I understand but deplore the budget cuts that impact the care of the PCFs. I noticed last summer the elimination of the recently established flower gardens on the North Common, an unfortunate development. Admittedly the beds had started to deteriorate through lack of care the previous summer. If this is a resource issue, it is unfortunate that green features have to be eliminated from the list of priorities. How about a call for some volunteer gardeners to work under the direction of the appropriate HRM department? This is how gardens are maintained in the gardens of National Trust properties in the UK.</p> <p>I have two additional concerns. One relates to the lack of a tree-planting program in the downtown. Each strip of land protecting the sidewalks from vehicular traffic should be planted with suitable trees and shrubs. Prime examples of where this approach is completely lacking is most of Rainnie Drive, a popular walking path on the Citadel side where the pedestrian is likely to be blown over in winter or baked by the hot sun in summer. Also, the prospect for the walker is very ugly. Farther down the hill it is a complete concrete jungle on streets like Brunswick, Market/Albemarle, large portions of Granville and Hollis. With the high rises now making these spaces even more distasteful as walking areas, the need for greenery is needed even more. I call the strips of treed areas curb gardens and we need a lot more of them to make the city look beautiful and walking a pleasure. I suppose this is the domain of the urban forester but we can hardly talk about parks without including trees in the discussion.</p> <p>My other concern is the speed of the traffic. I think it is disgraceful that the province has denied HRM the right to reduce the general speed limit. In response HRM should implement more pedestrian crossings on streets where cars love to speed; in fact there should be more crossings regardless of the speed limit problem. Some of these are in park areas like the north side of the North Common (Cunard) and the south side of the Public Gardens (Spring Garden). It is time for the city to give pedestrians a break instead of always favouring vehicles. It might even help to get people out of their cars which would be good for their health as well as the health of the city. A related topic is parking lots for those who want to access facilities. I, like the rep of the Friends of the Public Gardens who contributed to the recent discussion, would like to see any additional ones underground with substantial fees for their use and to pay for the cost of their construction.</p>	n/a	Email
RES014	Sarah Monette	<p>I wish to tell you I am protesting (I am against) the multi-unit infill policy 10.36 (and a related policy 10.35 which will allow for the renovation and conversion of any existing house on Young Avenue to contain 6 apartments, as long as the facade is preserved).</p> <p>My concern is that it appears the city is determined to densify Young Avenue with the 2 policy statements, thereby undoing all past efforts to protect the streetscape.</p> <p>If allowed (which I am saying it should not be) Young Avenue will be turned into a congested streetscape of quad-plexes and six-plexes. The 7 quad-plexes that will be allowed by development agreement will only be required to have 6 foot side yards.</p> <p>And, another concern that I have if this is allowed (which it should not be) is that as for most development agreements, it will take very little for the streetsmart developers to seek amendments to substantively amend the agreement for higher density.</p> <p>Currently the street is zoned single family R-1, with some of the largest mansions grandfathered from the early days of the 20th century to be allowed to have 4 internal apartments, with no visible change to the outside appearance.</p> <p>This historic grandfathering is sufficient to retain the character of the avenue; there is nothing to be gained by passing these 2 regressive policy statements, but a huge loss to the city. I am entirely against the multi-unit infill policy 10.36 (and a related policy 10.35) being allowed. Please ensure my opinion is heard and noted by decisionmakers and policy makers</p>	n/a	Email
RES015	Genevieve Hachey	<p>I'd like to build a small home in my back yard. I live on George street and feel that our yards (3400 square feet) are big enough for this however with the current proposed rules our yards would be too small. Some of my neighbors have garages that are bigger than what I would want to build and those structures don't seem out of place. I know some of my neighbors are wanting to do the same thing.</p>	n/a	Email
RES016	Léola Le Blanc	<p>I am considering creating a back-yard suite in an existing accessory building at my residence in Dartmouth. My understanding is that changes to the land use bylaw currently being considered by HRM would limit this to lots of 4,000 square feet or bigger. My lot and many like it fall just under this size, so such a provision would be disadvantageous to many people. I respectfully ask you vote to remove the lot size requirement for a backyard suite.</p>	n/a	Email
RES017	Graham Stark	<p>Just spent a good part of my morning checking out your webpage and think it's awesome. Lots of info on what concerns me and plenty of others I didn't even know about, so I'll be following for future updates from now on.</p> <p>The secondary suites write up in particular caught my attention. [REDACTED] however there's also a 3rd "basement" unit of 1000 sqft. When I bought it in 2013 it was operated as a 10brdm boarding house (it was really derelict), so after extensive repairs I put a pre application in with planning a to make it a legal triplex. I was told they wouldn't support my application so I never went forward from there.... To my knowledge the only reason the application wasn't approved was it didn't meet the lot size, although planners told me previously that could be amended.</p> <p>With parking etc non issues I have reason to believe they were concerned just looking at the property. My renos had been to the interior and the siding was clapboard original to the home build in the 50s and in really rough shape. I have since replaced the siding, and am wondering if you can give me advice on submitting a new application or perhaps when the next council meeting for Plan B of the Centre Plan will be discussed? I'm not seeing anything listed in the agenda for City Hall at the moment.</p>	n/a	Email
RES018	n/a	<p>Feel that there is a disconnect between departments related to Centre Plan and transit plans on Gottingen, buses are moving way too fast. Rapid transit on Gottingen has no stops that will meet complete communities goals, all of the express busses just fly through Gottingen at higher speeds with new dedicated bus lanes. Pedestrian safety has gone down since dedicated lanes. Kids who use school all have to cross Gottingen.</p>	n/a	Pop-Up
RES019	n/a	<p>What about shadow control protocols for key streets in HRM, including pedestrian-oriented commercial streets and active transportation corridors eg. Isleville street should not be allowed to be developed such that the street is always in shade.</p>	n/a	Pop-Up

RES020	n/a	Being able to have a small business at your own home is really important.	n/a	Pop-Up
RES021	n/a	Transit not a viable option for the north end communities, you still need car ownership in the Regional Centre. Seems there are better connection to the Regiona Centre from suburbs than there are connections within the Regional Centre.	n/a	Pop-Up
RES022	n/a	HRM needs to move quickly on the Downtown Dartmouth HCD before the King, Church, Wentworth (and what was North Street) is torn down and developed. Please stop spinning your wheels on a comprehensive HRM archaeological management plan and an HRM Civic museum... People don't visit Halifax to see condos, they come for the history / heritage! Old/heritage buildings are becoming an endangered species in HRM. Thank you!	n/a	Pop-Up
RES023	n/a	HRM needs to do a better job with heritage interpretation. Signs and plaques that should go up: Nova Scotia's first indoor hockey/skating rink, Publig Gardens, Mi'Kmaq history of Lake Banook (in time for NAIG), the unmarked burial ground on the knoll occupied by St. James' Church - DT Dartmouth, the earliest fully recorded hockey game (1867) - Oathill Lake -Dartmouth, the five perimeterforts of Halifax - we Impw where they were - asl Dr. Jonathan Fowler - Fort Luttrell - Fort Grenadier - Horseman's Fort - Fort Cornwallis and the 1st citadel, the 1790's French Spanish prison - Newcastle Street - dartmouth, the Dartmouth Woolen Mill - on the site of the Banook playground, the 1680s French fishing station off of Eastern Passage, etc. etc. etc.	n/a	Pop-Up
RES024	n/a	Section 4.3 p. 126 - protection from shadow. Why only parks protected from shadow? Can we also look at streetscapes being protected from excessive shadow?	n/a	Pop-Up
RES025	n/a	All good regarding density, I'd love to see the heights raise from current 18' proposed to 24-26 or 18 to the eave.	n/a	Pop-Up
RES026	n/a	Need more seniors housing. Need more affordable housing. Would like to see additional green space.	n/a	Pop-Up
RES027	n/a	Need more flexibility for density in ER zones - seniors homes. Wants more zones to allow three units.	n/a	Pop-Up
RES028	n/a	Support for backyard suites in ER zones. Concerned about short term rentals.	n/a	Pop-Up
RES029	n/a	Bonusing for certain uses in a building, for example grocery stores (food deserts). Could we provide on site community benefits with bonusing?	n/a	Pop-Up
RES030	n/a	Need more Green City ideas. Build with more solar power, mix of electrical and solar, wind turbines. Good example is Hope Blooms greenhouse. Lots of cities around the world doing this, Nova Scotia could be a leader.	n/a	Pop-Up
RES031	n/a	Support densifying along high traffic corridors, but need to be mindful that if we have more pedestrians, we need more places for them to cross busy streets. Quinpool is a good example – it is very busy but there are few places to cross.	n/a	Pop-Up
RES032	n/a	We need more green spaces in Dartmouth, and low income housing.	n/a	Pop-Up
RES033	n/a	We need more low income housing.	n/a	Pop-Up
RES034	n/a	We need more affordable housing.	n/a	Pop-Up
RES035	n/a	We need to preserve and increase park space.	n/a	Pop-Up
RES036	n/a	We need more fun places around the area.	n/a	Pop-Up
RES037	n/a	We need more low income housing.	n/a	Pop-Up
RES038	n/a	We need more affordable housing.	n/a	Pop-Up
RES039	n/a	We need more affordable housing.	n/a	Pop-Up
RES040	n/a	Work on creating more park space, benches.	n/a	Pop-Up
RES041	n/a	Connect walkways from new developments to existing parkland (like King's Wharf).	n/a	Pop-Up
RES042	n/a	Provide more green space abutting the ROW.	n/a	Pop-Up
RES043	n/a	Allow a backyard suite in conjunction with a 3 and 4 unit dwelling also.	n/a	Pop-Up
RES044	n/a	Push for more affordable units in HRM.	n/a	Pop-Up
RES045	Deborah Jones	The two recently added provisions that define development allowed on Young Street, effectively dismantle its status as an Historic District. Honestly the radical expansion of size and reduction of space requirements surrounding new buildings are needless poor planning. Frankly they radically sacrifice the general character of the Street and surrounding area—these changes are not small adjustments. They benefit no one now or in the future except these developers. The new rules are not reasonable adjustments to the basic plan in place. Instead they effectively replace the plan. Please do not add another HRM example of a developer buying property governed by clear municipal definitions that exclude their business plan and then lobbying your office for re-definition in their favor. They expect you will do it. Please reconsider. Do not allow this. The result of these written exceptions will be a loss of public trust, loss of property values, and an incoherent landscape.	n/a	Email
RES046	Cynthia Street	NO to multi-unit behemoths on Young Avenue. As I have said before, we need to preserve as much heritage as possible at this point .. so much has already been lost. Tourists come here to see what makes Halifax special. Young Avenue is one of few remaining areas in Halifax with world class architecture, not (never) replicable by new construction. Once its character-defining features are gone they are gone forever.	n/a	Email
RES047	Doug Hubley	With reference to townhouse lot size requirements and as a follow up to my discussion with Mark Innes a few weeks ago, I would like to suggest that lot size requirements be removed and setback requirements be relaxed to enable more density on the peninsula as mandated by HRM policies. In particular, my understanding is that my property at [REDACTED] would be able to add a fourth townhouse if the setback to Highland Av was relaxed and I think this is sensible because this is a corner lot and there are no other properties affected by the change. In addition, this would not be a policy that would be out of control as there are very few lots that would be affected. I know of only one in that area.	n/a	Email
RES048	n/a	Responding to Centre Plan Package B – Young Avenue buildings. Apartment building construction concerns. Doesn't feel that adjustments should be made. Feels that owner should be allowed to build with existing lots and nothing further. People on the street are opposed to the development. Suggested that a number of people have commented to staff through the Pop-up Engagements that they do not agree with the proposed Young Avenue Special Area zoning.	n/a	Phone Call
RES049	Peter Fillmore	I've been told that you are defending Steve Tsimiklis's plan for his Young Avenue property. I was an occupant of the [REDACTED] house when he bought it, and I would like to share with you my experience with him. I was at my cottage that fall when a neighbour called to say that the house was being demolished. I discovered that the exterior cladding was being stripped off and that one of my windows was broken and others blocked by staging and canvas. The foreman assured me that the cladding was being renewed. I soon determined that this was a lie, and that the purpose was to destroy heritage features so the house could not be registered. My lease ran until April and I soon was subjected to numerous visits by Mr. Tsimiklis. He talked at length about his family [REDACTED] and about his plans for the property. Mainly it was about getting me out asap, and for that he used a combination of threats and bribes. From these meetings I formed the opinion that Mr Tsimiklis is mentally unbalanced, dishonest, and quite capable of criminal behaviour. As time passed I became increasingly alarmed--at [REDACTED] years of age I didn't want to have to worry about the whims of a madman. In October I found other accommodation and put the affair behind me. I have no doubt that city planners are being subjected to similar improper or illegal pressure. In my opinion the city should have nothing to do with Mr. Tsimiklis--except perhaps to put him behind bars or run him out of town. I suspect that his plan is to get the property rezoned, sell it on to a real developer, and pocket a large windfall profit, just as he did earlier on Wellington Street. (The millions in windfall profits there allowed him to buy and destroy his Young Avenue properties.) But all of this is by way of background. The main reason for writing is to urge you, in the strongest possible terms, to ensure that the character of Young Avenue is preserved, especially from vandals like Mr. Tsimiklis.	n/a	Email
RES050	Paul and Peggy Cunningham	My husband and I are writing to you to express our serious concerns with regard to your reply to a query recently sent to you by Ms. Beverly Miller. We are residents of Young Avenue and as founding members of the Young Avenue District Heritage Conservation Society (formerly Save Young Avenue) group, we have considerable experience with this issue. Please feel free to share these comments with Mr. Sivak and other planners. I am addressing each of the points you raised with Ms. Miller after the statement you made. Ms. Miller wrote: As you probably know there is now a public outcry relative to the two policies for Young Avenue that were tacked on to Package B of the Centre Plan at the last minute; they contradict recent Council changes to the properties which have been the subject of so much controversy. The rumour is that the planning department caved in to pressures from the developer. I find that easy to believe, at least the part about the developer pressuring the planners. The part about the changes...shocking.	RES050	Letter

RES051	E and S Legere	There has been inadequate consultation on allowing backyard and secondary suites in Westmount. Please remove this from the plan until the citizens of Westmount can have appropriate consultation and all members of this neighborhood have a vote.	n/a	Email
RES052	William Breckenridge	I have been reading the many comments you have been getting on Package B. I would suggest asking the homeowners along Young Ave who are so concerned about streetscape and heritage to ask them to individually heritage register their homes. Shows great leadership to do so. I certainly do not agree with how development is happening on the Ave but it is a two way here for those along the street [REDACTED] Thanks [REDACTED]...that would definitely be an option. I had a chat with [REDACTED] Friday evening and he suggested bringing forward a heritage conservation district for the area as another option. I will pass your comments along to those in the Centre Plan team and to those in our Heritage group.	n/a	
RES053	Jill Grant	I began reading through the Centre Plan documents. I haven't finished – not sure how much more I will examine in detail. But I had some notes and some questions on the first 90 pages that I thought I would pass to you in case you are collating feedback. They are noted in the pdf attached. [REDACTED]	n/a	Letter
RES054	Carol Dodds	When the draft Plan B was released it was with total disbelief we discovered the clauses so damaging to Young Avenue. After years of hard work by so many we realized we were facing yet another battle. In our rapidly changing world with Covid19, I really do not want to be stressing myself with having to write yet another email, but with unscrupulous people who will indeed take advantage of others not being able to psychologically face this problem again, I am forcing myself once again to write to the Planning Department and subsequently to the Council and Mayor. To say I am annoyed would be an understatement. To state I am angry, puzzled and at a loss would be a more accurate description. I was told by a very reliable source these inclusions so damaging to the protection of historic Young Avenue in draft Plan B were put in by someone new to the city and who had no idea of the past history of this case. They were never supposed to be included was our information. The letter you received from Peggy and Paul Cunningham succinctly responds to your comments to Beverly Miller and, therefore, I will not take your time or increase my stress level by going over the painful history of this case. But while I have your attention, I would like to outline some thoughts and important questions and would appreciate your answers. I will number them for clarity and for ease of a response.	RES054	Letter
RES055	Mary Hamblin	As a taxpayer in Halifax who previously lived on Young Avenue, I want to voice my opinion to protect the character of Young Avenue. 1. I say NO to any new policy statements in the Centre Plan Package B changing Young Avenue's R-1 zoning to multi-residential, and allowing the current developer/land speculator (who demolished two significant mansions) a development agreement to build a minimum of 7 multi-unit buildings on his vacant land along Young Avenue (policy 10.36). 2. I say NO to any proposal(s) to allow any other existing home on Young Avenue to be added onto and enlarged to 6 housing units (policy 10.35). If allowed, which it should NOT be, this would be effectively taking Young Avenue from R-1 to R-3 density (using existing zoning terminology). This is densification, not protection of the streetscape.	n/a	Email
RES056	David L. Jakeman	I am writing as a resident of the south end. I oppose centre plan amendments 10.35 and 10.36 in all aspects whatsoever. I also think that whomever added those amendments to the centre plan should be required to explain themselves to Councillor Mason.	n/a	Email
RES057	Kathlyne Smith	As I understand it, the proposed Centre Plan B will allow for the development of backyard and/or secondary suites. I do not find this appropriate for the Westmount subdivision at all. It also seems to contradict the Centre Plan's statement that they are working for stronger protection for residential neighbourhoods and to minimize the impact of new development. There is no way to minimize the impact of a backyard suite on a Westmount lot. It will not protect but will destroy the very design feature that originally defined, and continues to define, this neighbourhood. Even a secondary suite is not appropriate. With the very short driveways, and lack of garages, throughout most of the subdivision, additional cars needing to be parked will be a serious issue. If you are in support of this plan, will you also be able to work to ensure that Westmount is excluded from this bylaw? I hope I can count on your support, as our city counselor, on this particular issue.	n/a	Email
RES058	Ed MacLean	Please see attached a letter from 154 residents of Westmount Subdivision to be presented to Halifax Regional Council for the council session on Tuesday July, 7, 2020.	RES058	Letter
RES059	Peggy Cunningham	I am writing because of my significant concern with the survey posted on-line by the Halifax Planning group. I found the survey to be unclear with regard to the implications of the questions. For example, most people won't realize that lack of support for Part 1 of the survey (retaining the Halifax Plan policies) would open up Young Avenue to other rules for development rather than protecting the character of the street. Similarly, with question 2, many will not see the implications of allowing more conversions to existing homes (up to 6 units). The third question relating to the vacant land is also unclear, it has errors in it, and it makes no mention that the proposal for multi-unit dwellings on the 'vacant' lands far exceeds what is allowed on the street now. If there was support for the latter question, this would open up the entire street for multi-unit development and would set a precedent for this to happen on other streets that had formerly been classified as R1. I am sure you are aware of this and I know you have been supportive of our concerns. Nonetheless, what especially concerns me and others on the street and in the district is the lack of control over who can answer the survey and how many times they can fill it in and submit it. The only 'control' on responses is a request to fill in the first three digits of a postal code. It is certainly easy to find the postal codes of Young Avenue and other neighbouring streets. Thus, anyone (including the owner/developer of the land) can submit the survey multiple times and distort the supposed support for the proposals. In other words, you, or I or the developer can submit the survey repeatedly using Young Avenue's postal code or that of other adjacent streets. Thus, since there is no security on submissions, using the survey in any way to indicate support for a change to the rules that govern Young Avenue is ludicrous! I have become total disillusioned with the Planning Staff. They seem bent on densification and destroying the character of the street despite their words to the contrary. They have totally ignored the many objections residents have made over the last four years, and they seem far more concerned with the rights of the developers than those of the residents.	RES059	Letter

RES060	Alan	<p>We are all very concerned about the systemic flaw in the survey, and while Young Avenue supporters want to complete the survey in an honest and ethical manner, we are not so sure others will honour that spirit. It is set up to be easily abused, by those with less than honourable intentions.</p> <p>The Community Design Advisory Committee is meeting today to discuss and review Centre Plan Package B, and continue discussions on feedback.</p> <p>I trust Councillor Waye will raise our concerns about Young Avenue, and by copy to him on this email, I ask that he raise our concerns at today's meeting.</p> <p>I hope Councillor Waye will ask for policies 10.35 (additions/conversions to 6 units) and 10.36 (7 quadplexes on 50' lots) be removed from the Policy document, as well as the associated zoning by-law clauses that have been written around these 2 policies.</p> <p>As Waye has mentioned in the past...why are we even fighting this battle all over again? The previous petitions (for the Young Avenue 80' lot width zoning by-law, and the protest of the 2019 Steve Adams motion) and continuing community support for preserving Young Avenue's zoning and R-1 (ER-1) status is well documented. And previous staff reports have provided the appropriate guidance on this issue.</p> <p>The existing zoning for R-1 (proposed ER-1) which allows internal conversions up to 3 units, grandfathering existing multi-units, as well as secondary back yard suites, are sufficient to protect Young Avenue's "Special Area" status.</p> <p>Finally, the proposed policy 10.36 which would enable Tsimiklis to build 7 quadplexes on 50' lots (via development agreement) is abhorrent, and would create a stark row of 7 heavily congested quadplexes, thereby violating every good planning rule and existing policy statement about maintaining a neighbourhood's character.</p> <p>Policy 10.36 works entirely against the spirit of preserving Young Avenue's special character, and also inappropriately reverses the existing zoning by-law which only permits quadplexes on 80' lots.</p> <p>Young Avenue residents and supporters are not anti densification, but believe the existing rules around "gentle densification" are satisfactory.</p> <p>City planners should not be writing policy which satisfies the demands of a single land speculator.</p>	n/a	Email
RES061	Nancy Smithers, Robert Dunn	<p>I am writing to vote against the proposed development on Young avenue and stop the initiation of this process to go to the community again. As a resident of [REDACTED], we value the look this area has had since the late 1800's to now. Obviously, this developer has no sense of heritage or architecture and is only looking at the monetary view. A huge, multi complex, ugly development such as this will devalue the properties in the South end area. This should never be allowed and we will push legally against any future proposals such as this.</p>	RES061	Letter
RES062	Peter Malloy	<p>I am writing to express my dismay at your proposed zoning change for Newton Avenue. I have lived on this street for 33 years. It has been and still is a wonderful place to raise a family. A very nice tree lined street in the heart of the city. A place where neighbors know and care about each other. A park that is fully utilized by people of all ages for any number of activities. A street where properties are well maintained. A street where you see neighbors out for an evening stroll because it is safe and peaceful.</p> <p>As Halifax continues to change, I understand the need for more density. One only has to drive on Young Street, or Quinpool Road, or Almon Street, or Agricola Street, or Mumford Road to see the significant amount of development taking place that should help achieve density. One of the objectives of the Centre Plan is stronger protection for residential neighborhoods. I fail to see how re-zoning Newton Avenue helps to achieve this objective. As it stands now, people are buying homes, demolishing them and putting up new residences that are not compatible with existing structures. Re zoning means that the community will be destroyed over time by allowing for a mishmash of housing development. My street has been a part of the City for almost 75 years. It has the character that helps define Halifax as one of the best cities in our country. I fail to see why any planning group worth their salt would advocate such a zoning change. Perhaps you should take a walk on Newton and see if you still come to the conclusion that destroying something with more pollution, more cars, increased traffic is worth it. I should add that once you destroy something, you can never get it back. Should you wish to discuss this matter personally, you may reach me at [REDACTED]</p>	n/a	Email

RES063	Jo-Anne Nozick	<p>You may be aware that the city has a significant zoning proposal that will affect our area, and major parts of the city, called Centre Plan Package B. You can check out information on shapeyourcityhalifax.com, and if you go to halifax.ca you can click on Centre Plan B and the interactive map will show you what areas are affected and to some extent how. Notwithstanding this I have found it very difficult to get detailed information about this.</p> <p>But, what I gather is that R1 as it is now, will not exist and this will be replaced with ER1 which proposal allows for stand alone backyard suites and secondary suites (mother-in-law suites) , bed and breakfast use, home occupation and home office, day care, medical office, local commercial use (there are restrictions on this) and shared and small shared housing use, emergency services use, school, two and three unit dwellings(this is for existing buildings that can be converted to multi-unit buildings) and something called shared housing. Maximum bedrooms is 6. Query whether this means there could be rooming houses and student housing-I believe it does. Please see page 225.And absurdly, Cruise ship terminal use is permitted.</p> <p>This is not just for our area it covers much of the south end and elsewhere.</p> <p>I am not certain what other general changes are proposed, but I refer you specifically to Part 3, Chapter 2, Residential Use Requirements at page 49 as well as Table 1 on page 41. However, Newton Street will be zoned ER2 and Armcrescent will be ER1.</p> <p>The difference between ER1 and ER2 according to Table 1 is that in addition to everything that applies to ER1, there is a semi-detached Dwelling Use and a Townhouse Dwelling Use, as well as a cultural use.</p> <p>I spoke to Shawn Cleary, our alderman, and although there is still time for public input, it appears that much of this is already pre-determined, essentially to increase density and make more affordable housing available . I have asked that he keep me informed and I will copy him with this email and perhaps he can correct any errors or add information. You can also contact him directly at [REDACTED] or Shawn.cleary@halifax.ca and you can contact the department at planhrm@halifax.ca. Please also let your friends and neighbours know what the proposed changes mean.</p> <p>Regarding the secondary suites and backyard suites. I believe that there is a public meeting, on line, on this issue, scheduled for September 1, 2020. By separate email I will send you the information I found about this meeting. I do not know what earlier public consultation was made in this area, but obviously, many people are unaware of the impact of the modifications proposed to R1 properties.</p> <p>I think that the changes in particular to Newton, if used, will have a dramatic impact on the area. Density will be increased and there will be commercial use as well. The rational for the change to Newton is apparently that it abuts Chubucto and Quinpool. There is no consideration for maintaining the neighbour hood that many of us chose because it was a quiet neighbour hood and was a safe place for children, which will be less safe and less quiet. I think traffic and parking will be</p>	n/a	Email
RES064	Cindy Morrison	<p>(Reference to RES063) Thank you, Joanne. Archie and I have concerns about the proposed zoning changes and are opposed to it on first look. We would be very interested in attending any meeting to clarify changes and to express our concerns which I believe will have a dramatic impact on our quiet neighborhood! Cindy</p>	n/a	Email
RES065	Jo-Anne Nozick	<p>Just had a phone call with Ms. Nozick (of Newton Ave, Halifax):</p> <p>General summary:</p> <ul style="list-style-type: none"> •Thinks the shared housing is inappropriate- thinks rooming houses don't belong in that area. •Says the neighbourhood is for families. •Thinks the changes are drastic and will change the neighbourhood too much – additional density and housing types are primary concerns. •Upset that we hadn't communicated better and provided some critical comments on the website. 	n/a	Phone Call
RES066	R. Lee Kirby and Patricia M Kirby	<p>My wife Patty and I live on the corner of [REDACTED] [REDACTED] We are strongly opposed to the proposed zoning changes for the following reasons:</p> <ol style="list-style-type: none"> 1. Although "densification" resulting from the proposal would presumably have a small positive effect on the greater HRM community by reducing the off-peninsular traffic to and from the peninsula, the changes would have a large negative impact on the traffic in our area: <ol style="list-style-type: none"> a. The oval design of Armcrescent East Drive and Armcrescent West Drive (that has no other exit) already creates traffic choke points at the north and south ends of the oval that empty onto very busy thoroughfares (Chebucto Road and Quinpool Road respectively). b. Our neighbourhood already has more traffic than might seem to be the case when simply looking at a map. This extra traffic is due to commuters taking shortcuts between Chebucto Road and Connaught Avenue or Quinpool Road, as well as traffic from people accessing Larry O'Connell Field for its multiple uses (dog off-leash area, children's playground, tennis court, pickleball court and baseball diamond). For instance, see the attached photos taken at 7:00 pm last evening of jammed parking on both sides of Newton Avenue and Fourth Streets while children played on the playground, baseball was played on the diamond, and pickleball and tennis were being played on the courts. It seems to us that we already happily "do our bit" in this way for HRM residents from other parts of the city. c. Such an increase in local traffic seems to be at odds with other nearby attempts to reduce and slow traffic (e.g. on Oak and Allen Streets), not to mention speed bumps to the south on Bloomingdale and Armview. 2. There is no need for "corner stores" in our neighbourhood. Residents have easy access to grocery shopping at the nearby Quinpool Centre and Westend Mall. 3. We are not aware of any problems in our area that will be solved by the proposed changes. Our area is currently a relatively quiet neighbourhood with many young families. We'd like to keep it that way. 	n/a	Email

RES067	Pauline O'Donnell	<p>Good afternoon, I am writing this email to express my strong opposition to the proposed rezoning changes under Centre Plan B. I am a resident of Armcrescent [REDACTED] I happen to learn about the changes through a neighborhood Facebook post which is now circulating. I am opposed for several reasons:</p> <p>Good afternoon, I am writing this email to express my strong opposition to the proposed rezoning changes under center Plan B. I am a resident of Armcrescent [REDACTED] I happened to learn about the changes through a neighborhood Facebook post which is now circulating. I am opposed for several reasons:</p> <ol style="list-style-type: none"> 1) As a taxpayer who already pays exorbitant taxes; I find it frustrating that it would be suggested that we support densification and then pay more taxes (it is inevitable this will happen). 2) The traffic in this neighborhood is already more than the streets can handle. Because of safety concerns for families with young children vehicles using streets on Armcrescent East, West, and South as a cut through to get to Chebucto and Quinpool, use of Larry O'Connell Park for pickleball, tennis, dog walking and baseball already take up many of the streets during peak times. 3) I don't believe HRM will hold anyone accountable to staying with the parameters of any new proposed zoning. It will be an "anything goes" situation because they simply do not have the resources to manage the changes. 4) This neighborhood is growing and turning over many young families who bought in this neighborhood for the residential setting. We live in relatively quiet neighborhoods, with little to no crime, walking distance to parks and businesses with large yards for families to enjoy without looking at tall structures beside, across or behind their homes. We'd like to keep it that way. 5) As a taxpayer, I do not feel responsible to use my home neighborhood to increase density. I have no interest in having a grocery store, daycare or urban farm in my neighborhood. We live in walking distance already to any shopping we need, there are dentists, doctors, lawyers as well. Why do we need B & B's? 6) Shared living, townhomes and multi unit apartments come with their share of problems. I do not want the transient population these living options bring. I don't trust HRM to hold the owners of such properties accountable. It will be a constant battle to have garbage picked up, cleaned up, increased noise complaints, etc. It was a struggle to get two garbage cans at Larry O'Connell emptied of dog poop on a regular basis let alone trying to manage all of the issues more housing will bring for the sake of densification. 7) There has to be some room left on the peninsula where it is strictly residential. Why does our neighborhood have to be targeted for densification. What about families who want communities; want single family dwellings in a quiet residential street. We need to preserve these; not add to them with all of these other living options. <p>Mr. Cleary, As our elected representative, I hope that you will listen, support, and endorse the wishes of the neighborhood and when the time comes, vote against these proposed zoning changes.</p> <p>Many of my neighbors are feeling the same. You can expect more emails and letters expressing opposition to these changes. We will also be attending the public meetings as a Collective Soul other voices are heard.</p>	n/a	Letter
RES068	Bill Campbell	Thinks existing buildings should be able to add new units based on what uses are permitted in the zone, regardless of setbacks.	RES068	Email
RES069	Eric Blake	<p>Dear Mr. Morely,</p> <p>Thank you for publicly posting the memo entitled "Established Residential Zoning Questions and Comments" in advance of the August 22, 2020 meeting of the Community Design Advisory Committee. It is helpful for the public to hear the concerns of committee members on the Centre Plan Package B.</p> <p>One of the main assertions of the memo, however, is unfortunately incorrect. The memo references a Brookings Institute Report which compares two scenarios in Washington DC. An older single family home worth \$1 million and three new townhouses constructed on the same lot which they estimate would sell for \$1 million each. The cited proof that "it is well understood that townhomes do not deliver a good level of affordability."</p> <p>This, however, is comparing apples to oranges. Akin to saying that if a new Honda and a used BMW are the same price, Hondas are no more affordable than BMWs. In fact, the same paper compares the newly built townhouses to a newly build single family home and finds that a townhouse would cost 33% less.</p> <p>Ensuring that the Regional Centre has a range of housing options is critical. Housing prices in Halifax have risen over 11% in the past year and show no signs of slowing. Many neighbourhoods have become unaffordable for all but the wealthiest renters and home buyers. If Package B does not permit a wider range of housing types this trend will only get worse.</p> <p>Accommodating growth will mean some changes for existing neighbourhoods but the alternative will exclude new residents from the city's most desirable areas. When considering Package B, I encourage you to consider how these changes will benefit the community at large, including future residents.</p>	n/a	Letter

RES070	Jennifer Robichaud	<p>Good day, I am writing this email to express my strong opposition to the proposed rezoning changes under Centre Plan B. I am a resident of [REDACTED]. I happened to learn about the changes through a neighborhood Facebook post which is now circulating. I am strongly opposed for several reasons:</p> <ol style="list-style-type: none"> 1)As a taxpayer who already pays exorbitant t taxes; I find it frustrating that it would be suggested that we support densification and then pay more taxes (it is inevitable this will happen). 2)The traffic in this neighborhood is already more than the streets can handle. It causes safety concerns for families with young children. Vehicles using streets on Armcrescent East, West and South as a cut through to get to Chebucto and Quinpool, use of Larry O’Connell Park for pickleball, tennis, dog walking and baseball already take up many of the streets and parking spaces during peak times. Stop signs are ignored on a regular basis. 3)I don’t believe HRM will hold anyone accountable to staying within the parameters of any new proposed zoning. It will be an “anything goes” situation because they simply do not have the resources to manage the changes. 4)This neighborhood is growing and turning over with many young families who purchased housing in this neighborhood for the residential setting. We live in relatively quiet neighborhoods, with little to no crime, walking distance to parks and businesses with large yards for families to enjoy without looking at tall structures beside, across or behind their homes. We’d like to keep it that way. 5)As a taxpayer, I do not feel responsible to use my own neighborhood to increase density. I have no interest in having a grocery store, daycare or urban farm in my neighborhood. We already live in walking distance to any shopping we need, as well, there are dentists, doctors, lawyers nearby. Why do we need B & B’s as there are already plenty of hotel rooms within HRM. 6)Shared living, townhomes and multi unit apartments come with their share of problems. I do not want the transient population these living options bring. I don’t trust HRM to hold the owners of such properties accountable. It will be a constant battle to have garbage picked up, cleaned up, increased noise complaints, etc. It was a struggle to get 2 garbage cans at Larry O’Connell emptied of dog poop on a regular basis let alone trying to manage all of the issues more housing will bring for the sake of densification. We are currently dealing with an irresponsible landlord on Chebucto Road who leases to the irresponsible tenants. We have been forced to contact the police on multiple occasions. In order to hold the tenants accountable, we were forced to go to court to hold them accountable as it was our only recourse. The absentee landlord did not have any inconvenience nor did he have to take any responsibility. 7)There has to be some room left on the peninsula where it is strictly residential. Why does our neighborhood have to be targeted for densification. What about families who want communities; want single family dwellings in a quiet residential street. We need to preserve these; not add to them with all of these other living options. 8)There is a significant disregard for new home owners to follow current bylaws and zoning regulations. HRM does not have enough staff to adequately monitor and hold accountable the new homeowners. We are left with houses that do not follow established norms and rules/regulations within HRM. <p>Mr. Clearly, you have stated on many occasions studies that support these changes. Please provide the complete assessment and research the city and you are using to support your plans. As far as I am aware, there has been no consultation with your constituents. I have never been asked what my thoughts and opinions are concerning these changes. This is the reason I am writing this letter. Allegedly, you have said this is due to the current ongoing COVID-19 pandemic. If that is truly the reason, please postpone any decisions associated with these proposed changes. If I am incorrect, please show me the results of your representative consultation.</p> <p>Mr. Cleary, you are currently , our elected representative, I hope that you will listen, support, and endorse the wishes of the neighborhood and when the time comes, vote against these proposed zoning changes. I trust that your personal views do not take precedent from those who currently live in the neighbourhood of Armcrescent.</p> <p>Many of my neighbors feel the same way. You can expect many more emails and letters expressing opposition to these changes. We will also be attending the public meetings as a collective so that our voices are heard. Come election time, we will definitely make our opinions known on this blatant disregard for representational consultation.</p>	n/a	Email
RES071	Paul Robichaud	<p>I also understand that some of these issues I bring up here may already be allowed to some extent within the existing rules and regulations.</p> <p>One of my main concerns is the current inability or unwillingness for the city to enforce these already existing rules and to close loop holes that allow for anomalies like raising a wall to increase the surrounding grade of a house so that they can get around height restrictions. Landlords currently do not have to take any responsibility for their tenants actions regarding noise or other disruptive behaviour. How are these new regulations going to manage those existing problems?</p> <p>All I see is an additional opportunity for commercial or property investors to ignore residential neighbourhood concerns. Non of these proposals appear to have been done with enough or appropriate consultation!</p>	n/a	Email
RES072	Brice Walsh	<p>Good day, I am writing this email to express my strong opposition to the proposed rezoning changes under Centre Plan B. I am a resident of [REDACTED]. I happened to learn about the changes through a neighborhood Facebook post which is now circulating. I am strongly opposed for several reasons:</p> <ol style="list-style-type: none"> 1)As a taxpayer who already pays exorbitant t taxes; I find it frustrating that it would be suggested that we support densification and then pay more taxes (it is inevitable this will happen). 2)The traffic in this neighborhood is already more than the streets can handle. It causes safety concerns for families with young children. Vehicles using streets on Armcrescent East, West and South as a cut through to get to Chebucto and Quinpool, use of Larry O’Connell Park for pickleball, tennis, dog walking and baseball already take up many of the streets and parking spaces during peak times. Stop signs are ignored on a regular basis. 3)I don’t believe HRM will hold anyone accountable to staying within the parameters of any new proposed zoning. It will be an “anything goes” situation because they simply do not have the resources to manage the changes. 4)This neighborhood is growing and turning over with many young families who purchased housing in this neighborhood for the residential setting. We live in relatively quiet neighborhoods, with little to no crime, walking distance to parks and businesses with large yards for families to enjoy without looking at tall structures beside, across or behind their homes. We’d like to keep it that way. 5)As a taxpayer, I do not feel responsible to use my own neighborhood to increase density. I have no interest in having a grocery store, daycare or urban farm in my neighborhood. We already live in walking distance to any shopping we need, as well, there are dentists, doctors, lawyers nearby. Why do we need B & B’s as there are already plenty of hotel rooms within HRM. 6)Shared living, townhomes and multi unit apartments come with their share of problems. I do not want the transient population these living options bring. I don’t trust HRM to hold the owners of such properties accountable. It will be a constant battle to have garbage picked up, cleaned up, increased noise complaints, etc. It was a struggle to get 2 garbage cans at Larry O’Connell emptied of dog poop on a regular basis let alone trying to manage all of the issues more housing will bring for the sake of densification. We are currently dealing with an irresponsible landlord on Chebucto Road who leases to the irresponsible tenants. We have been forced to contact the police on multiple occasions. In order to hold the tenants accountable, we were forced to go to court to hold them accountable as it was our only recourse. The absentee landlord did not have any inconvenience nor did he have to take any responsibility. 7)There has to be some room left on the peninsula where it is strictly residential. Why does our neighborhood have to be targeted for densification. What about families who want communities; want single family dwellings in a quiet residential street. We need to preserve these; not add to them with all of these other living options. 8)There is a significant disregard for new home owners to follow current bylaws and zoning regulations. HRM does not have enough staff to adequately monitor and hold accountable the new homeowners. We are left with houses that do not follow established norms and rules/regulations within HRM. <p>Mr. Clearly, you have stated on many occasions studies that support these changes. Please provide the complete assessment and research the city and you are using to support your plans. As far as I am aware, there has been no consultation with your constituents. I have never been asked what my thoughts and opinions are concerning these changes. This is the reason I am writing this letter. Allegedly, you have said this is due to the current ongoing COVID-19 pandemic. If that is truly the reason, please postpone any decisions associated with these proposed changes. If I am incorrect, please show me the results of your representative consultation.</p> <p>Mr. Cleary, you are currently , our elected representative, I hope that you will listen, support, and endorse the wishes of the neighborhood and when the time comes, vote against these proposed zoning changes. I trust that your personal views do not take precedent from those who currently live in the neighbourhood of Armcrescent.</p> <p>Many of my neighbors feel the same way. You can expect many more emails and letters expressing opposition to these changes. We will also be attending the public meetings as a collective so that our voices are heard. Come election time, we will definitely make our opinions known on this blatant disregard for representational consultation.</p>	n/a	Email

RES073	Ian Haidl	I am writing in regard to a particular aspect in the proposed Package B of the Centre Plan. Although this is only one seemingly simple modification to the previous land use bylaws, this one change will affect the determination of allowable height for every single property governed by the Centre Plan, allowing new development and renovations to be built higher than the actual defined building height of 30 feet, 40 feet, or whatever is applicable in a particular zone. Given that building height has a dramatic effect on the many aspects of any neighbourhood, including architectural cohesiveness, sightlines, privacy, lighting etc., this change will unnecessarily allow for negative impacts of improper building heights. So what is the change? The change is that Planning and Development is now proposing to measure the height of a building based on the finished grade of a property, NOT taking into account the natural slope of neighbouring streets and properties. (see full letter and rationale).	RES073	Letter
RES074	Roy Biv	A note to put support behind Alan Parrish and the effort to preserve development limitations in the area as the greater effort of preserving our neighborhood continues through the stages of consideration. Obviously enough, with the time it may take, we need to ensure there is something left to preserve. This one, and these neighborhoods in general, are the non-renewable resource at the heart of Halifax and its attraction to developers, and their customers. Old heritage neighborhoods create the character that attracts development so eating them up and missing the balance before establishing what it should be is a city shooting itself in the foot. Non or temporary residents may move on in that case but the city is collectively poorer. Thank you for considering these uncomplicated but often overlooked ideas, [REDACTED]	n/a	Email
RES075	David A Murphy	I live on Creighton St near [REDACTED] Creighton Fields. The street is lined with late 18th century single dwellings. Many have been repaired and have not been "developed". Some of the owners have been there for years. They provide housing for many others that can afford the generally lower rental fees. The of area is under threat from "six story "developers" . The argument is that they will provide some low cost affordable housing.This is suspect that "affordable "would last indefinitely . A recent example of threat to this protected area is that a developer has recently purchased homes in the Hydrostone area, with a view inserting one of these six floor buildings. The restive zoning should be definitely defended as stated here" "Centre Plan proposes to protect the districts by applying FARs not exceeding 1.75 in the Centre Designation, and 2.25 in the Downtown Designation, in addition to low maximum heights of 11 metres in the Corridor and Higher Order Residential designations."	n/a	Email
RES076	Alec MacKinnon	My name is Alec MacKinnon and I've lived in the north end for almost 30 years now. I just want to leave a comment with you folks regarding the proposed heritage district in the north end. I grew up on Woodill St and then Gottingen St and have since lived in 4 different apartments in the north end (North Park, Maynard x2, and Creighton). I am opposed to any heritage district that restricts the expansion of the housing supply. Most importantly, I reject the notion that the "character" of the neighbourhood is determined by the aesthetics of its buildings and not the people who reside in them. I have witnessed the north end transform from a place that was to be avoided to one of the most desirable places to live in the city. My fear is that the proposed heritage district is simply a means for current residents (many of whom have lived in the north end for less time than me) to pull up the ladder behind them and prevent anyone else from having the good fortune of living in a dense, walkable, diverse neighbourhood, as they do now. Moreover, I fear a heritage district will only further inflate prices of the existing properties, further restricting who can afford to live here. A neighbourhood is a place to live, not a museum. If we are truly concerned about the "character" of the neighbourhood, it would be better to start thinking about who lives there instead of the construction materials of the buildings. For most of my life, the north end was home all types of people, including many people with low and modest incomes. It is also home to a large African Nova Scotian community, displaced from Africville. Students, families, seniors; all lived here and contributed to the "character" of the neighbourhood. A heritage district risks destroying this character. It says, you must have means to live here. You must be able to afford to buy and keep up a hundred year old house. Those houses are already expensive and there is no end in sight to increasing prices. Municipal planning should aim to benefit the broader public good, i.e. increase affordability and accessibility to housing. A heritage district helps only those who already have it good and have benefitted from good fortune. I, and many others, may one day soon have to leave the north end for something more affordable. It's not what I want to do, but my options are slowly narrowing. Perhaps if we accounted for the desirability of the neighbourhood and allowed more people to live in it instead of "preserving" some artificial notion of a neighbourhood, the north end may maintain some of its true character. Thank you for you time.	n/a	Email
RES077	Kelly Little	With the new secondary suites and backyard suites I believe that Cottage Clusters/Pocket Neighbourhoods should also be considered. I have included a link for more information and am hoping that they will be considered. https://www.pocket-neighborhoods.net/index.html I'd also like to see micro-apartments being made in the city. They're small and affordable. I am a low-income renter and I'm finding more and more that a lot of apartments are just not affordable for me unless I choose to have a roommate.	n/a	Email

RES078	Karen Mitchell	<p>I am writing to express my concern regarding the R2 Zoning which could change with the new Centre Plan Package B.</p> <p>While areas, particularly around and on North Park, Cogswell and Gottingen Streets are currently protected with the R2 Zoning, there is pressure from developers to change that zoning in their favour. This would encourage densities with some sites, up to ten stories.</p> <p>Package B in the Creightons Fields district area currently proposes an eleven meter height limit and maintains levels of density which are consistent with the existing character of the area.</p> <p>The establishment of the Creightons Fields Heritage District could take another five years to complete and there is a risk that developers could get their way with Package B.</p> <p>Unfortunately, such a time lapse and lack of restrictions, would give them the opportunity to add uncharacteristic large development, prior to the establishment of the Heritage District.</p> <p>In the meantime, zoning restrictions and the current zoning under Package B with a limit of three stories, are the best insurance until the Heritage Protection Designation is achieved.</p> <p>Please maintain our heritage which gives Halifax its unique character and one for which, we have become famously recognized.</p>	n/a	Email
RES079	Alan Parish	<p>Creightons Fields is one of the heritage districts planned by HRM. It roughly encompasses the properties bounded by West, Creighton, Cogswell, North Park and Princess Place in Halifax's north end.</p> <p>When completing the Centre Plan B, please ensure that those properties are protected from inappropriate development during the time before the heritage district is proclaimed. To do this, please keep the zoning as ER1 and the height at 11 metres. Keep the density the same.</p> <p>This heritage district is unique not just in Halifax, but it is unique in all of Canada. Particularly English Canada. It must be preserved. Most of the houses date from the mid 1800's. At that time, the buffalo still roamed the west and Toronto was a sleepy town. Ottawa had not yet been conceived. Our neighbourhood remains intact from that period.</p>	n/a	Email
RES080	Elizabeth Church	<p>I live in the Creightons Fields area of Halifax which is, as you know, a distinctive and charming neighbourhood. I understand that Package B proposes a height limit of 11 meters and a density level consistent with the current architecture of the area. I strongly support having these zoning restrictions in place, and not allowing increased development, in order to maintain the character and integrity of the neighbourhood. We currently have a distressing example of what happens when developers are allowed to exceed these guidelines. The building that is going up on Gottingen at the corner of Falkland wraps around the backs of the houses on Falkland near the corner and blocks all their light and views. We cannot continue to allow these kinds of encroachments.</p>	n/a	Email
RES081	Jill Moore	<p>As a long-time and current resident, I am writing to join my friends and neighbours living in the Creighton Fields area in north Halifax to state that this district is well worth preserving under current zoning until it can be made a heritage district. Please consider this in your assessment of the attempts and/or pressure to rezone this area. Please allow due time and consideration to be given Creighton Fields without further degradation and do your utmost to preserve its ER1 zoning.</p>	n/a	Email
RES082	Roy Biv	<p>Creighton Fields in north Halifax is a district worth preserving under current zoning until it can be made a heritage district. Please consider this in your assessment of the attempts to rezone, and under the pressure to rezone, this area. Please allow due time and consideration to be given Creighton Fields without further degradation and do your utmost to preserve its ER1 zoning.</p> <p>Thank you, from a long time resident with an eye to the future,</p>	n/a	Email
RES083	Leslie and Bill Reinhart	<p>Please come to the community before entertaining any discussions with developers. You would hear the passion and concern residents have for this heritage area.</p> <p>The community is strongly committed to this area and is working towards gaining a heritage district status designation.</p> <p>The uniform quality of the architecture and heritage of this district would be severely disrupted if tall building development was permitted.</p> <p>Alteration to the Centre Plan in the Package B proposals for this area in favour of increased development, without considering the future heritage district plans, would be alarming and disrespectful to the local citizens.</p>	n/a	Email
RES084	Lancaster, Karen M	<p>I reside on Bauer Street and would like to voice my concerns on the possible increased development proposals that may give developers the opportunity to change the existing character of our neighbourhood. We live on some of the most beautiful streets of Halifax, just look at the many tourist photos of the area (North Park Street and the commons being one of most popular). The quaint colour houses bring joy. Please help us protect it.</p> <p>With the onset of COVID, density is no longer the way forward. Also, the increased noise, garbage, lack of sunlight (to name a few) that comes with density affects people's mental health. Who wants to live with loud neighbours and no sunlight because there is a high rise next door?</p> <p>I urge you not to approve any developments that would go beyond the current proposed 11 metre height limit and density.</p>	n/a	Email

RES085	Alex Livingston	<p>It has come to our attention that developers are lobbying to increase the neighbourhood density allowances currently proposed for Center Plan - Package B. This email is to strongly urge you to reject the idea of increasing densification.</p> <p>In 1987 my wife and I moved to [REDACTED].</p> <p>A significant attraction for our decision to buy a house in the area was the largely intact historical character of the neighbourhood with its low-rise residential buildings providing an intimate, pedestrian friendly streetscapes.</p> <p>Over the decades we've witnessed our neighbourhood undergo significant positive changes. Key to these changes was the successful neighbourhood petition to city council in the late 80's to down-zone this area from R3 to R2. This de-densification action proved crucial in stabilizing and improving the neighbourhood — resulting initially in numerous unsightly, run down rooming houses undergoing renovations or historical restorations to become nice homes. More families were attracted to the area. Homeowners began investing in improving their properties and businesses followed suit. It is now considered a "hip", highly desirable area in which to live.</p> <p>It is not acceptable that the considerable efforts we and our neighbours have invested in protecting and restoring the unique historical character and charms of our district be undermined. Accommodating developers' requests for additional densification allowances will damage what makes our neighbourhood distinct.</p> <p>We accept Package B's ER1 zoning and the eleven meter height restrictions until the Creighton Fields Heritage District is proclaimed, but we absolutely do not approve of additional densification measure beyond those already included in the plan.</p> <p>Please do not agree to the developers requests.</p>	n/a	Email
RES086	Cooper Lee	<p>I am a resident and homeowner on June Street in the proposed Creightons Fields Heritage District, and I am writing to you about my concerns with the rampant development of the North End, and in particular, writing to ask that you do all that you can to protect the unique character and historical significance of our corner of the neighborhood.</p> <p>My wife and I bought our house at [REDACTED] a year ago. We were driven out of our home on Bilby Street, a rental that we were in the process of negotiation with our landlord to purchase, when suddenly life there became completely untenable. We both primarily work from home, but even still, the constant noise and vibrations of jackhammering granite from 7 am to 7 pm is unbearable. Add to this all of the workers in large pickups zooming down the street from Robie to Gottingen without regard to speed limit, children, pedestrians or pets. I encourage you to go grab a coffee from the espresso window at the Warehouse Farmer's Market on Isleville some morning this week. Try to have a conversation with your companions over the incessant jackhammering. When you look over your shoulder toward the corner being dug up on Bilby and Isleville, [REDACTED] [REDACTED]. We lived right next to her. And we had to endure the endless noise (hammering through 15 feet of granite, which vibrated through our homes) of the place right next to the farmer's market going up, and then the one on Agricola and Bilby, and then the kitty-corner site, and now this one. We feel lucky to have gotten out when we did.</p> <p>And to whose benefit exactly are all of these constant giant developments? They do not benefit me, or my wife, or our peers, and they most certainly do not benefit lower-income people in the North End, and they of course do not seem to do anything for the long-time residents of the North End, in particular, the African Nova Scotians who are increasingly squeezed out of the neighborhood. There seems to be constant building without addressing affordable housing, and all of this constant development doesn't seem to be making a dent in the lack of rentals available for people who need to live here. However, I am sure that all of this constant development is doing a great job of lining the pockets of developers and their investors, and the folks who increasingly buy up properties around here just to rent them out on AirBnB while folks are desperate for stable housing.</p> <p>We moved to June Street because we love the historical character of the neighborhood, as well as the proximity to open space and my wife's job at [REDACTED]. We also chose the dead-end street with an eye to stability against rampant development. We were caught up in the romance of Captain Moran and his daughters, Sarah and June, the namesakes of the streets that form our side of the neighborhood. We'd looked at houses all over HRM, and we kept coming back to this area, in fact, making more than one offer to the previous owner of this house because this is exactly where we wanted to be.</p> <p>When I think about encroaching condo builds with endless stories and shops that no one needs, I think about the increased traffic, pressure on parking, construction noise, and I think about what is being lost. What postcards and artworks are made about these condos? When we think of Halifax, we think of historic homes like ours, that have stood for over a century or more, that have survived the Halifax Explosion or were built to replace those lost in it, and we think about homes like the ones torn down left and right to make way for giant buildings no one really gets to live in.</p> <p>Our street is a pedestrian thoroughfare to the Commons and downtown. All day long, families, kids, skateboarders, cyclists, dog-walkers, people in wheelchairs, and more, travel up and down our little laneway. They sometimes take the little alley through to Princess, or continue over to the Commons. What would be lost to all of these residents should our sweet, historically Halifax enclave become yet another wall of buildings surrounding the park? Who is this place for? Developers and foreign investors? Or people who mean to make a life here?</p>	n/a	Email
RES087	Leslie Pezzack	<p>One of the criteria/negotiating items for allowing exemptions when constructing larger apartment/condo buildings than in the HRM plans, is having some affordable housing units in the building.</p> <p>It seems that once the project is given the 'go-ahead' the developer can come back to City Hall and the agreement is changed and HRM accepts money instead of compelling the affordable units in the buildings.</p> <p>In my opinion that is discriminatory and possibly racist.</p> <p>HRM/Halifax would be a better place if we had more integration of living spaces, rich and poor, white and non-white.</p>	n/a	Email
RES088	Justin Hartlen	<p>Package B is looking great. I am very supportive of the increased usage limitations (specifically for ER-1), and nearby commercial use changes.</p> <p>Will allow my growing family to build the home we want, on a small lot in the neighborhood we love, and walk everywhere.</p>	n/a	Email

RES089	Rosemary Pick	<p>I am in the Fletcher's Lake/Wellington NS area. Have lived on this property for 30 years in this house before house were built beside me on each side or behind be. Prior to the development of all the commercial places such as Sobeys, McDonalds, Wilson's.</p> <p>The Plan A was implemented quite quickly and the Plan B is ongoing far too long. and needs to be implemented. There has been plenty of consultation, there is more support for the backyard chickens than against. It is allowed to have 10 hens for our own use as pets and eggs in the Plan A and here we want to have the same in all zones here in this area which is what Plan B covers.</p> <p>Our property is 40,044 sq ft lot that is very private and certainly can accommodate the keeping of the back yard chickens without the neighbors even seeing them unless they enter the property.</p> <p>A double wide prefab house was place 2 years ago on Lot M8XB a 25,711 sq ft lot and put in a septic system, which back in November 1990 was not to be allowed an on-site sewage disposal system and still maintain 100 feet clearance to the Brook. Seems to me that because it was owned by a bank it all of sudden was able to develop this property that was previous only a garage from 1990 up to 2017.</p> <p>This is an example of the need to pass this Centre Plan B to help protect us that have been here for the 30 years and want to continue with they way we lived on our land, such as having the backyard chickens.</p> <p>Need to pause the enforcement of us residents in suburban/rural area that require to get rid of the chickens until this Centre Plan B is passed.</p>	n/a	Email
RES090	Terri Redden	<p>I write to you today in support of backyard chickens. I believe them to be very beneficial to families and neighbourhoods provided they are taken care of properly. I do believe there should be a reasonable number allowed on each premises (no more than 10) and provided that their areas are kept clean and free from rodents, which is completely doable if they are taken care of properly. This should be allowed automatically in neighbourhoods that have larger lots 1 acre plus as they would not cause any disruption to neighbours.</p>	n/a	Email
RES091	Kyle Forbes	<p>I am reaching out because I missed your AMA on /r/Halifax the other day and I wanted to share my concerns with you.</p> <p>It is in regards to affordable housing and the fees developers pay towards it when permitting for new developments. I know you have asked the provincial government for the ability to force developers to include affordable units in developments. Which is great. But my concern is what happens until (or if) that happens. I understand that 60% of those fees go to affordable housing.</p> <p>I am concerned that instead of housing those in need of affordable units within our communities, the money will be put towards housing projects outside of city centers or away from city services. Thus creating a divide between "poor" neighborhoods and "wealthy" neighborhoods. It could essentially further force lower income folks out of parts of the city altogether. In other words ghettoizing a group of people. I also don't want whole parts of the city to be homogeneous of just one socioeconomic level. I want an integrated city where everyone has an opportunity to live in the neighborhood of their choosing.</p> <p>Again, I recognize that this integration is something the Center Plan is working on. But I want you to be conscious of how those fees are allocated and that they are not forcing folks who cannot afford our inflating rents to the margins of our city. The peninsula for example should not exclusively be for those of means. It should be for everyone.</p>	n/a	Email
RES092	Becky and Jeff Matthews, Patrick, Grace and George	<p>We are writing to kindly ask about the proposed By-law changes to enable residents in all HRM districts of keeping chickens. We believe the original changes were discussed in July 2019 and were to be passed by Council before Easter 2020. We understand the pressures of Covid during this time, but many many people are having their chickens removed or threatened with court action whilst this matter remains unresolved.</p> <p>We have always wanted chickens, but we never had the space until we moved to our near 3-acre forest surrounding flagpole lot in Fall River 2 years ago. We have embarked on our chicken keeping journey as a family project and our children [REDACTED] have been amazing raising our day-old chicks, caring for them, helping build their coop and run, and continue to help daily with securing them for safety, feeding and collecting eggs. We keep chickens as a viable and secure food source for meat (the roos) but we also keep them as pets. We all love to sit and cuddle them and have found them to be an amazing source of comfort and daily excitement (will we get an egg!) during these difficult times. They also are incredibly calming and have helped immeasurably with the stress and anxiety we have all felt over the last few months. We are extremely scared and worried that if someone were to complain about our lovely chickens that they will be taken from us. Our children are particularly scared and get very upset at the possibility of losing their much-loved pets.</p> <p>People need a resolution and be able to keep their chickens without worry of repercussions.</p> <p>I am optimistic about your support on this issue and hope to hear from you soon,</p>	n/a	Email
RES093	Deedee Slye	<p>I live in the North End of Halifax on Kaye St. I have been here for 20 years.</p> <p>Harbourfront first – because that is an important piece of Halifax, that I used to love taking people to when they visited me.</p> <p>I grew up in Toronto and what you are doing now and the designations on height will ruin the harbourfront.</p> <p>First – 19 m should be the max along the harbourfront with a nice interactive street level interface. No buildings should be allowed that are higher than that or cut off the public's interaction with our boardwalk and harbor. The Queens Marque is a nightmare. It completely blocks off the potential interaction with the harbourfront and is actually hostile to it. I see height allowances of 49 m and 34 m.... this will not work..</p> <p>Should have green space down there and low buildings that create the look and feel of a harbor – like Murphy's.</p> <p>Second the corridors up by Robie and Young and down Young to Bayers</p> <p>We need green space and a good walkable/liveable city.</p> <p>The designation of these areas with a max of 90 m is completely insane. We should have housing intensification along corridors without building windrisers that actually augment our wind issues and make the outside unlivable. There were two windrisers built on Young St. They are opposite the Superstore. I see people out with dogs, day and night, and no where to take them for a run or a walk. There is no GREEN SPACE. They pathetically find a patch of grass up near the post-office. Before Covid I used to see groups of people who live in those buildings walking to places like Agricola.. where they could get a sense of neighborhood.</p> <p>We need to build neighborhoods. The ones we have are disappearing.</p> <p>I see there are designations along Gottingen between Cogswell and Cunard that also have a 90 m designation. That is absolutely the wrong way to go there. People who live around the commons will feel cut off from the rest of the city. These high rises damage connections. They should have a 12 – 15 story max.</p> <p>I would like Plan B to be reconsidered. I would like to see mid-rise intensification along the arteries. The midrise need to be built without walls that separate the sidewalk from the building. There needs to be interaction. The city we build today will help to define the kind of relationships we have with each other in years to come. We need to build with the community in mind. Not, with profits in mind. We should not be concerned with whether the developer makes a profit..... This means.... Stop the high rise buildings... intensify the housing along the arteries - 12 – 15 stories at the most.... With a set back and interactions on the street.</p> <p>I think this process of gathering information is in the most part pro forma and in the end the decisions are political and subject to interference and favoritism etc. But thank you for allowing me to share my thoughts with you.</p>	n/a	Email
RES094	Sadie Beaton	<p>Who do I need to speak to in order to ensure backyard chickens become legal in Halifax already? People have been waiting for too long</p>	n/a	Email

RES095	William Mathers	<p>I'm writing an email to request the delay in implementing the second-half of the "center plan" be addressed.</p> <p>I'm hoping to have some backyard chickens and it seems this is lawful for those houses which fall under center plan 'A'. [REDACTED] which means that people nearby who live just below the five-corners intersection can have backyard chickens, while I cannot. Similarly, and more strangely, the brand new apartment/condo building on my street, which is about 75 metres from my house, falls under center plan 'A' and, as far as I can tell, could have a chicken coop.</p> <p>While I appreciate that COVID has delayed things, it seems bizarre that houses (and apparently apartment buildings) around me can all have a couple of backyard chickens, while I cannot. Surely this should not take a year or two to remedy (I understand the second part of the center plan is now expected to move forward in late 2021).</p>	n/a	Email
RES096	Shaza Gameel	<p>How a Gas station is situated in the middle of a residential area? If this plan is addressing our environmental protection, then the presence of a gas station in the middle of residential area should be revisited and discussed.</p> <p>How a rental containing multiple bachelor rooms are situated near an elementary school? As a parent, this worries me a lot because these rooms are not for families. I know that downtown is not exactly a family type neighbourhood but yet when there is an elementary school; family needs should be addressed as well. Some kids walk to school alone. What worries me is when my kid has to come near one of those rental houses for individuals. Dwellers of these units do hang around in front of the building. Sometimes the building itself does not have a sign showing that it serves a certain cause but the dwellers do hang around during day time.</p> <p>An example to this is an incidence that happened in Morris Street in a building neighbouring to Saint Mary School. One man was killed by a firearm On Dec 8: Halifax man charged with 2nd-degree murder in Morris Street homicide CBC News The red pin in the map below is on the crime scene.</p> <p>Are there any policies or regulations to organize the use and the designation of buildings within the new plan? I am aware of the objective of providing more housing but this should not happen on the expense of environmental protection like in example 1 or family safety like in both examples.</p>	RES096	Letter
RES097	Andrea D'Sylva	<p>Thank you to all who have worked so hard to make all the information on Centre Plan A and B so accessible, interactive and relatively easily understood. I have a few concerns and outline them below:</p> <p>Human Scale: The height of development currently taking place in the city is not human scale. It is a great concern of mine that for every development there has to be opposition to what the city proposes and I am hopeful that the future land use regulations do not allow for developers to 'buy' variances in their development. Human scale development is 3-5 storeys. Even with setbacks, the wind tunnels created by these tall buildings are terrible for any human traffic and they are not putting pedestrians first.</p> <p>Development Permits: When development is proposed on any site in HRM it would great benefit us to know what is being built. The text only notices in the paper do not provide any visual images and need to be changed. The public would benefit from a before and after image so we know what is being proposed/built. When my neighbour went from a single level home to a 35' house, I had no idea that was happening. An image would have been helpful on a sign on the front, not unlike an election sign. Be more inclusive in the planning proposals.</p> <p>Green Space: We need green space. Pocket parks need to be a requirement for all areas, not only those who benefit from previous planning.</p> <p>Public Art: Art needs to be a requirement for all development, not only those who suggest it. We need to ensure that buildings are aesthetically beautiful and the planning process needs to be part of that.</p> <p>Heritage: Preserve it! Do not give developers license to keep only facades of heritage buildings and destroy what is unique to our city. Glass towers abound all over – give us a city that reflects our history and one that is truly representative of public input. The Central Library is a great example (glass building nonetheless) that was built with public input.</p> <p>Gathering spaces: With all the development in the city, we are not creating spaces where we can gather. That is one reason the Central Library is such a beacon in our city. It is our 'agora'. Create these spaces all over, not just in the downtown core.</p> <p>Livable: How do we make development livable? How do we ensure that residents of these facilities are not at the mercy of developers who cut costs to ensure profits over people. Balconies on the top floor that do not have any overhang, balconies that are too small, balconies that are shared (with only a small divider between two units) for the lower cost apartments and massive single use ones for the higher prices places. We need to be inclusive in our development!</p> <p>The plans are one generation too late for Halifax. Our city is filled with development that benefits only developers and I am hopeful that moving forward, things will change.</p>	n/a	Email
RES098	Jen Powley	<p>I think there needs to be a greater emphasis on green space and protecting the green space in our urban core. At the moment, the Common is losing land to parking and the new aquatic centre.</p>	n/a	Email

RES099	Katherine Kitching	<p>Hi all - I think the below article is a really important one for Halifax right now. We've seen this coming for years. Space for worthwhile community-based, healthful activities and social activities is really hard to access. I can tell you from my experience on the volunteer committee with Halifax Contra Dances that it's difficult if not impossible to pay market rates to use a space. We charge \$10 a person for our dances, often get 60 or people to our events, and that fee doesn't-even-adequately-pay our musicians, dance caller, equipment needs and rental (The church we rent from often gives us a discount so we can continue to scrape by).</p> <p>I also run affordable fitness classes and I gave up (pre-covid) on finding an indoor home base - we just meet outside - - if you have 8 people in a class paying \$8 per person, you can't rent a space and also pay yourself for your time. And whenever a volunteer group I've been part of wanted to hold a meeting, we've had to rely on the kindness of an organization like Northwood if we want to meet or hold some sort of event - a small volunteer organization generally has zero budget to rent space!</p> <p>I do feel an excellent solution in the Centre Plan would be to expand the list of required public benefits for large buildings, to (always) include some affordable community space right in the building. The side-bonus of this approach is you would have your community space in the prime locations, accessible by transit, where new buildings are being built- not tucked away in a grotty warehouse in a remote business park. AND the building would be modern, safe, up to code and accessible.</p> <p>Space is needed for dance classes, fitness classes, community meetings, and community events of all sorts. I am sure I don't even know about many of the needs - youth programming? Music programs? Educational programming? I'll bet the list is endless and endlessly worthwhile.</p> <p>Perhaps a coalition of organizations such as Sports NS and Dance NS and Ecology Action Centre - and other orgs that support community-based activities- could manage the spaces -set the rents and deal with the bookings. I understand the city would not want to take this on. But to have a fresh new collection of affordable spaces that could be rented out by the hour, along with some spaces that could become regular "homes" to wonderful organizations like Bike Again, or the community wood shop, or some groups that do dance/yoga/circus/music programming..... it would be amazing and enrich the community.</p> <p>I feel like out in the countryside there are "community halls" which fill this niche - but I don't know what the equivalent is in Halifax. HRM Community Centre spaces are expensive to rent and hard to access as they are in hot demand. Church halls are becoming fewer and farther between. Halifax is densifying so we need more and more of this type of space.... and yet it seems we are constantly losing (as this article outlines), not gaining.....</p>	RES099	Email
RES100	Nathan Rogers	<p>I am a resident of the west end of Halifax peninsula. Thank you for the opportunity to comment.</p> <p>I firmly believe that more in-depth zone conditions should be brought forward into the Established Residential Zone for Package B of the Centre Plan.</p> <p>This is particularly true for infill residential development. Infill has been happening without due consideration of the existing fabric and nature of the established neighbourhoods found within the Regional Centre. New infill development should be required to survey the neighbourhood block to determine the average first floor height to be in keeping with the neighbourhood character. What is happening is that new infill is being built with substantially higher first floor levels than the rest of the neighbourhood. This is not in keeping with "Established Neighbourhood" ideals.</p> <p>There are unintended consequences from this lack of attention to infill. One such consequence is removal of privacy as now the first level of an infill is up to a meter higher than the established neighbour - meaning that an extended rear deck is now overlooking the neighbour. This is just one example.</p> <p>Please find attached some relevant photos of recent infill projects that are out-of-character with the first floor height of the neighbours.</p>	n/a	Email
RES101	n/a	What do you like about your neighbourhood? I am beginning to not like my neighborhood as too many from city has moved to this area and now want to change it to be like the city. We need the Centre Plan B passed. Halifax can have chickens in all zones, why can we not have the same!	n/a	Places Tool
RES102	n/a	What do you like about your neighbourhood? Access to water	n/a	Places Tool
RES103	n/a	What do you like about your neighbourhood? Proximity to services that are accessible by foot or bicycle	n/a	Places Tool
RES104	n/a	What do you like about your neighbourhood? Community Connection, neighbours care about one another.	n/a	Places Tool
RES105	n/a	What do you like about your neighbourhood? Love how central this area is to Quinpool restaurants, groceries and the sense of community that we have here. The Commons are close too and it's only a 20 min walk to downtown.	n/a	Places Tool
RES106	n/a	What do you like about your neighbourhood? Nice quiet streets, very good walking distance to the grocery store and The Commons.	n/a	Places Tool
RES107	n/a	What do you like about your neighbourhood? This is a great example of mixed density neighbourhood and it works well. Housing units move quickly at a range of affordability.	n/a	Places Tool
RES108	n/a	What do you like about your neighbourhood? As the parent of a young child the abundance of green spaces for kids to engage in free play is AMAZING here in North North. Lou Goddard, St Stephens, Seaview, Merv Sullivan and Isleville are all used regularly.	n/a	Places Tool
RES109	n/a	What do you like about your neighbourhood? Fairbanks Street is compact, walkable, has lots of trees and a heritage feel. The neighbourhood is friendly.	n/a	Places Tool
RES110	n/a	What do you like about your neighbourhood? The railyard is beneficial to those of us who reside in the neighbourhood, as it protects our harbour views from being blocked by development, and provides some interesting activity to watch when we go for walks.	n/a	Places Tool
RES111	n/a	What do you like about your neighbourhood? A beautiful lake in a great neighborhood. The lake is stocked for fishing and it's a lovely place to walk the dog. The playground at the end of the lake is newly rebuilt. In the winter ice fishers and ice skaters use the lake.	n/a	Places Tool
RES112	n/a	What do you like about your neighbourhood? Wonderful farmers market and great view!	n/a	Places Tool
RES113	n/a	What do you like about your neighbourhood? access to Point Pleasant Park. low density housing in a park like atmosphere.	n/a	Places Tool
RES114	n/a	What do you like about your neighbourhood? walkable. growing mix of retail shops, restaurants, pubs.	n/a	Places Tool
RES115	n/a	What do you like about your neighbourhood? The people are extremely friendly.	n/a	Places Tool
RES116	n/a	What do you like about your neighbourhood? Getting together with people to socialize and support one another.	n/a	Places Tool
RES117	n/a	What do you like about your neighbourhood? I can walk almost everywhere I need to get in downtown. I love old houses, and there are many fine examples of Victorian and Edwardian homes. I love the trees and many people have lovely gardens.	n/a	Places Tool
RES118	n/a	What do you like about your neighbourhood? This is where I live. Love the walkability. Bike lanes have improved.	n/a	Places Tool
RES119	n/a	What do you like about your neighbourhood? A mixed development area, mostly single family homes, however there are small (3-5 storey) apartment buildings. Access to great bus service and very walkable.	n/a	Places Tool
RES120	n/a	What is missing from your neighbourhood? Why can I not give comment on the neighborhood in Fletcher's Lake, NS.	n/a	Places Tool

RES121	n/a	What is missing from your neighbourhood? Improved traffic control measures. Connolly Street is a designated local street bikeway but there is nothing that promotes bikes or reduces cars	n/a	Places Tool
RES122	n/a	What is missing from your neighbourhood? Calmer, slower/slowed traffic along Prince Arthur. a few more spaces to recreate.	n/a	Places Tool
RES123	n/a	What is missing from your neighbourhood? Quinpool itself is unfortunately not very pleasing to look at and could use more infill density of apartments. On the side streets there could definitely be more infill of small apartments and residents to have up to 4 units per property. This would not only empower families financially but also would help the esthetics especially on Oxford St.	n/a	Places Tool
RES124	n/a	What is missing from your neighbourhood? Hopefully the city will allow for more private residences to be able to add backyard suites.	n/a	Places Tool
RES125	n/a	What is missing from your neighbourhood? Do you have other suggestions for how to ensure lakes are protected as neighbourhoods continue to develop?	n/a	Places Tool
RES126	n/a	What is missing from your neighbourhood? Groceries. Thankful for the new Novalea market but sad seniors generally have to bus to the south end on the 7 for groceries.	n/a	Places Tool
RES127	n/a	What is missing from your neighbourhood? For kids, a little more sheltered area would be nice (similar to the shaded sandbox at Isleville), more trees dotting the parks for shade and wildlife, and more and better play structures at Merv Sullivan for the folks on Kencrest, Glebe, Veith, etc. The bog at St. Stephen's is a natural wonder for my kid. The "meadow" downhill from the St Stephens field is nice as well, could use some paths for kids to play and explore.	n/a	Places Tool
RES128	n/a	What is missing from your neighbourhood? I know the field is "under renovation" but planners should consider just giving in and making it a real dog park. The space is really needed for local dogs and dog owners make up a considerable proportion (the majority) of park users. I come with and without my kid, with and without my dog, and dogs outnumber kids probably 2:1 in my experience. A bonus is that a fenced dog area would keep free roaming dogs out of the playground. They tend to wander over now. The drainage on the field is weirdly terrible for one of the highest points on the peninsula. The area of the park near union is very underutilized. I'm biased but wondering if an adult-and-kid friendly workout area might be a nice addition. Or picnic tables and bbq pits to try to get this park almost as popular as the dingle. The park is CLOSE to crown jewel status on par with point pleasant and the dingle, but needs a few more amenities.	n/a	Places Tool
RES129	n/a	What is missing from your neighbourhood? Please complete the sidewalk on the North side from Devonshire and Hanover down to Barrington. Particularly with Veith House, Wee Care, and a bus stop on Barrington right around there, it only makes sense.	n/a	Places Tool
RES130	n/a	What is missing from your neighbourhood? There are lots of absentee AirBnBs which detract from the neighbourly atmosphere. They're okay if there aren't too many of them!	n/a	Places Tool
RES131	n/a	What is missing from your neighbourhood? If we ever get rail transit, an ideal station site would be under the Alderney Pedway just outside the ferry terminal.	n/a	Places Tool
RES132	n/a	What is missing from your neighbourhood? Shore Road should have a sidewalk along the harbour/rail yard side, with interpretive panels explaining the trains and ships, and with warnings about the danger of trespassing on the tracks.	n/a	Places Tool
RES133	n/a	What is missing from your neighbourhood? A public boardwalk/walking path around the entire lake. Currently many residents with property that backs onto the lake have put up fences all the way to the water, made private beaches, and otherwise obstructed the public land so that other citizens are unable to enjoy the lake in a meaningful capacity. In addition, much of the land around the lake is overgrown, making it inaccessible. Also, the public beach and playground area usually has a lot of litter. It would be a nice place to picnic except for the trash, and lack of picnic tables. There are few public garbage cans and they are often overflowing. The one at the end of Maynard Street is small and hung on the telephone pole. It isn't large enough to hold the amount of garbage people try to put in. The area at the end of Maynard Street is also a mess with huge chunks of concrete that make it both ugly and hard to use. The lake attracts traffic from outside the area, mostly fishers, and the local community is interested in using it for swimming, canoeing etc... this is a missed opportunity. With proper development the lake could accommodate everyone equally as well. A proper walking path around the entirety lake, something similar to the Oat Hill lake, as well as more and larger garbage cans, and regular testing for water quality during swimming season would make a huge difference to the area and the enjoyment of everyone.	n/a	Places Tool
RES134	n/a	What is missing from your neighbourhood? Tourism. The ferry ride is beautiful and affordable and the area is growing. It would be wonderful to see more nice restaurants, more shops, etc... set up here and nearby areas, and for the city to drive tourists here in addition to the waterfront on the Halifax side. Between the boardwalks, shops, and restaurants it would be a nice round trip for folks coming off cruise ship—if only they knew how great it was on the “dark side”. :)	n/a	Places Tool
RES135	n/a	What is missing from your neighbourhood? used to be able to buy almost any food item at the corner store. now its all pop and chips. bring back the old corner stores (15 minute city).	n/a	Places Tool
RES136	n/a	What is missing from your neighbourhood? Local businesses.	n/a	Places Tool
RES137	n/a	What is missing from your neighbourhood? Community garden and permission to create one on public lands.	n/a	Places Tool
RES138	n/a	What is missing from your neighbourhood? As more and more old homes are being sold by their original owners, and turned into student housing, we're seeing a loss of green spaces as previous backyards are paved over and turned into parking lots. Isn't there still supposed to be a minimum green space on a property? Who is checking and enforcing this? I'd love more green areas like the community garden at Dalhousie.	n/a	Places Tool
RES139	n/a	What is missing from your neighbourhood? I still can't get off the peninsula on a bike lane. No outdoor seating and shade in may area. The new construction on both sides of us is a pain. I am concerned about the increase in traffic and noise when the dust settles. Will there be any green space?	n/a	Places Tool
RES140	n/a	What is missing from your neighbourhood? More mutli-unit developments that attract people from different financial backgrounds	n/a	Places Tool
RES141	n/a	What can Centre Plan do to better support your neighbourhood? Get the Centre Plan B passed so that we in the other areas of HRM can have the same as Centre Plan A, such as have the backyard chickens. We have more land area to do so. We need protection for us here that do that practice for us residents that have been here over 30 years prior to all this massive residential building.	n/a	Places Tool
RES142	n/a	What can Centre Plan do to better support your neighbourhood? How will lakes be protected?	n/a	Places Tool
RES143	n/a	What can Centre Plan do to better support your neighbourhood? put people not cars first Establish rules around infill development and fit into the neighbourhood	n/a	Places Tool
RES144	n/a	What can Centre Plan do to better support your neighbourhood? The Centre Plan could help by encouraging homeowners to add more rental units to the area with gentle infill of up to 4 units as well as encourage homeowners to spruce up their homes via renovation and energy grants. This would also help to support local businesses on Quinpool Rd.	n/a	Places Tool
RES145	n/a	What can Centre Plan do to better support your neighbourhood? Support of backyard suites and home conversions to be able to add more rental units.	n/a	Places Tool
RES146	n/a	What can Centre Plan do to better support your neighbourhood? Support more medium density housing (e.g. low rise apartments, terrace units)	n/a	Places Tool
RES147	n/a	What can Centre Plan do to better support your neighbourhood? It would be enormously helpful to add a small "regular" grocery store in this area which is essentially a food desert particularly for seniors. Does the municipality have any tools in the toolbox to encourage this type of small food market? It has been needed for almost 10 years.	n/a	Places Tool
RES148	n/a	What can Centre Plan do to better support your neighbourhood? Limit the number of Air BnBs or require their owners or managers to reside onsite.	n/a	Places Tool
RES149	n/a	What can Centre Plan do to better support your neighbourhood? Support retention of the railway yard.	n/a	Places Tool
RES150	n/a	What can Centre Plan do to better support your neighbourhood? Clean up the area, make it accessible to those who live in it, and test water quality during swimming season.	n/a	Places Tool

RES151	n/a	What can Centre Plan do to better support your neighbourhood? encourage redevelopment of some of these 1960's/70's buildings. mild density (townhomes) and bylaws to support a nice retail node at the corner of Tower and Point Pleasant. Good for park goers.	n/a	Places Tool
RES152	n/a	What can Centre Plan do to better support your neighbourhood? More highway noise reduction, especially for the cul de sac.	n/a	Places Tool
RES153	n/a	What can Centre Plan do to better support your neighbourhood? Provide more incentives for local businesses to operate here.	n/a	Places Tool
RES154	n/a	What can Centre Plan do to better support your neighbourhood? Introduce policy to encourage and simplify the creation of community gardens.	n/a	Places Tool
RES155	n/a	What can Centre Plan do to better support your neighbourhood? Put in restrictions to prevent buildings from creating light pollution. This building pollutes the entire neighbourhood with light	n/a	Places Tool
RES156	n/a	What can Centre Plan do to better support your neighbourhood? Please teach our transient student tenants about garbage collection - the houses change over on average every 6-9 months with summer sublets, students renting out rooms, etc. That often results in no-one in the home being "in charge" of garbage/composting. Few students in these houses make use of a green bin at all, or just fill it with plastic/garbage. Cardboard is also a problem. It shouldn't be up to us homeowners to keep calling 311 to report garbage messes. We need inspection and enforcement of certain streets like Henry, Edward and South on an ongoing basis. Make the owners a part of this!	n/a	Places Tool
RES157	n/a	What can Centre Plan do to better support your neighbourhood? do not make it a high-rise jungle. need height restrictions. more affordable housing. reduce traffic speed. use the empty space at Bloomfield; and all the other spaces I see as I walk or bike around. The amount of land dedicated to car sales is ridiculous. Move them out of town.	n/a	Places Tool
RES158	n/a	What can Centre Plan do to better support your neighbourhood? Ardmore Park is a gem in our area. We need to ensure that green space like that is available to all residents, including those in public housing.	n/a	Places Tool
RES159	n/a	Your Comment: In this neighbourhood will people be able to convert a single family home into a 2-unit home in the future? I'm thinking about how expensive home ownership is, and I have friends interested in buying a house together. But under centre plan can they only add a backyard or granny suite, not do a full conversion to 2 (or more) units?	n/a	Places Tool
RES160	n/a	Your Comment: Urban lakes are an important community and ecological asset. How will lake water quality and access to water be addressed in the Centre Plan?	n/a	Places Tool
RES161	n/a	Your Comment: Urban lakes are important to maintain	n/a	Places Tool
RES162	n/a	Your Comment: Small scale residential infill development in established neighbourhood must consider existing finished floor elevation of the neighbourhood.	n/a	Places Tool
RES163	n/a	Your Comment: this lot has great potential as a recreational place, to shoot hoops, or have a ball hockey area, or other activities. Very run down though, and abandoned.	n/a	Places Tool
RES164	n/a	Your Comment: Nice neighbourhood, needs some improvements.	n/a	Places Tool
RES165	n/a	Your Comment: In this area there are several lots with enough space to support granny flats. Would be good to have a homeowner incentive plan and also bend the rules around lot coverage to support more densifying units.	n/a	Places Tool
RES166	n/a	Your Comment: This corridor could DEFINITELY show potential as a live/work hub with support for more retail than currently available. Good transit links. Could support buildings with ground level retail. Lots of potential for renewal here.	n/a	Places Tool
RES167	n/a	Your Comment: This is a nice little park and supports dog owners in the winter. Could use gates all the way around - not only for dogs but for the teeny tots who play tball here as well. As is the openings in the field go directly to the street with no intervening sidewalk so if you have a runner (as I do) it's dangerous for kids.	n/a	Places Tool
RES168	n/a	Your Comment: The renovation of Needham went great! Love the new playground. I do love the new partly wooded trails on the hillside and would love more of this.	n/a	Places Tool
RES169	n/a	Your Comment: The Northern Lights Lantern Festival is a TREASURE!!!	n/a	Places Tool
RES170	n/a	Your Comment: This park is now underutilized IMO. Not sure what the answer is to balance heritage and use. Consider converting this area to be the main africville heritage park and return africville park to the community as reparations.	n/a	Places Tool
RES171	n/a	Your Comment: This is SUCH a community hub for new parents. I have seen friendships forged here. This little park truly is a gem. The fully fenced nature of the park is golden. The field area is in kind of rough shape and I find it's underused. Wonder if adding some multi-use goals might help encourage kids to use it as a soccer/foot/baseball field. The benches and picnic tables are hot commodities in summer. Another couple of picnic shelters would be welcome. I find the play areas are undermaintained. I've had to email 311 a few times about shards of wood and literal exposed spikes around the play structures. Especially dangerous given the young clientele. The little building is very lively with rec activities. For parents of young kids this park is invaluable!	n/a	Places Tool
RES172	n/a	Your Comment: This is a really nice community park. The grass doesn't stand up to the high foot traffic particularly at the point of the triangle. Might be worth investigating the desire paths and adding a few more paved paths. The benches, chairs, tables are popular. Love the amount of trees. Very comfortable little park.	n/a	Places Tool
RES173	n/a	Your Comment: How I long for a renovated pool and community fitness area on the site of the former arena. It would add huge quality of life to the neighbourhood.	n/a	Places Tool
RES174	n/a	Your Comment: The new farmers market and grocery are huge additions to the neighbourhood.	n/a	Places Tool
RES175	n/a	Your Comment: Love the direction the garden has been going in the past few years! Fewer "no touching!" "off the grass!" type experiences and more interesting displays such as the vegetables, fruit trees, theme gardens and dahlias. I believe the childrens' green could really benefit from a tasteful metal playground. As a plus it would keep the kids out of duck-chasing territory. It could be educationally themed. On a larger scale check out the educational rainforest habitat at Marie Selby Botanical Gardens for a good example of an educational botanical experience.	n/a	Places Tool
RES176	n/a	Your Comment: My wife and I like to watch the boats from the public wharf behind the railway yard. It could use better signage from Alderney Landing so more people can find it.	n/a	Places Tool
RES177	n/a	Your Comment: Alderney Gate and pedway are magnificent places to meet people and go to work, with seamless connections to ferries and frequent bus service as well as harbour views and the library.	n/a	Places Tool
RES178	n/a	Your Comment: Shore Road needs a counter-flow bike lane. It's also a good venue for pedestrians to view the harbour, but there is no sidewalk on the harbour side. My wife and I enjoy watching the trains in the railyard, which we find fascinating.	n/a	Places Tool
RES179	u/alumpybiscuit	What is the tallest building someone could theoretically build under the plan? Also, some cities in Canada like Toronto and Vancouver have requirements for affordable units to be provided inside new buildings. Is this something Halifax is going to start doing? We really need more affordable housing. thanks for doing this.	n/a	Reddit AMA
RES180	u/AtlanticTechChannel	Why is there such resistance to allowing taller properties? 90m seems like an arbitrarily low number and there appear to be many opportunities for larger developments to house more people. Once Cogswell comes down it seems like the perfect spot for some 100m+ buildings.	n/a	Reddit AMA
RES181	u/MacaqueOfTheNorth	If wind and shadows are the issue, why not determine what the social cost of those are and apply a tax, rather than setting a hard limit? The advantage of this would be that any building that is worth having the wind and shadows gets built and the city gets compensated, while buildings that are below the limit but still cause some wind and shadows don't get built if they aren't worth it.	n/a	Reddit AMA

RES182	u/sparkeemusic	<p>A mid-sized city like ours can meet it's need for housing and accommodate population growth? Are you crazy? We've been growing way faster than new supply can be built for a while now.</p> <p>Increasing the height limit could single-handedly solve the housing crisis. Not only would it increase the supply we desperately need, it would also boost economic activity, increase density on the peninsula thus reducing the need to commute by car. More affordable housing could be built and developers could still profit. The city would collect more property tax. Developers could also afford to put underground parking now as well. In the current centre plan, they're not required to put parking until its above 36 units? Did I read that correctly?</p> <p>All of this was overlooked because of potential wind and shadows? And the view planes? Come on, we aren't attacking people with cannons anymore from Citadel Hill.</p>	n/a	Reddit AMA
RES183	u/labattvirus	<p>How does the plan consfor loss of potential? We have a lot of development occurring in the downtown core at the moment conforming to these restrictions in conjunction with a significant amount of historic properties where even the discussion of demolition would be complex and difficult. Seeing as we're building new structures which we should hope last decades if not a century, are we potentially stunting our future growth or is there data which indicates there are plenty of lots in the core which could be densified should we choose to change those rules in the future? Is there any possibility that the commercial core could shift over the decades to another area because of these limits?</p>	n/a	Reddit AMA
RES184	u/MacaqueOfTheNorth	<p>Why? Why not just give money to the poor and let the free market do its work? Why centrally plan the quantity and location of affordable housing? Any economist will tell you that's a bad idea. It's much more efficient to let the market figure out the optimal arrangement.</p> <p>You might say that giving money to the poor would attract poor people into the city, and so it doesn't make sense for municipal governments to engage in welfare, since it would quickly become unaffordable, and you would be right. It doesn't make much sense.</p> <p>However, you're effectively doing the same thing, just in a much less efficient way. By increasing the supply of affordable housing, you're encouraging poor people to move to Halifax, which raises the price of affordable housing until its the same as it is in the rest of the country. It would be cheaper than if you hadn't subsidized it (and yes, imposing development rules which require developers to build affordable housing is effectively a subsidy since you're imposing a cost on developers in order to benefit those rent affordable units).</p> <p>The savings would be shared by the entire country through lower rents. You would effectively be taxing Haligonians to subsidize housing for the entire country.</p> <p>A more efficient way of accomplishing the same thing would be to have a policy whereby you had a fixed amount of money to give to the poor and you divided it evenly to all poor Haligonians. In the short run, this would help Halifax's poor, but people would gradually move to Halifax until rents rose to the point that the increase equalled the money given. Just as in the previous scenario, most of the benefit goes to the poor in the rest of the country through a lowering of rents.</p> <p>Any attempt at making housing more affordable necessarily results in Haligonians subsidizing the rest of the country, unless you can block access to the affordable housing to people who didn't live in Halifax before the implementation of the policy.</p> <p>Now, even if you were determined to engage in this kind of welfare, regulations that try to control the amount of affordable housing are extremely inefficient. An especially wasteful example are regulations that require developers to supply a certain amount of affordable housing. This can increase affordable housing the short run, but in the long run, the reduced rents push out other suppliers of affordable housing. Affordable units get converted into less affordable units. You likely don't end up increasing the stock of affordable housing by very much at all. The only significant effect is to constrain the market in how it provides affordable housing. It will be shifted into large developments more than might be efficient. There's no reason to think the percentages of affordable units in a development that urban planners come up with are optimal.</p>	n/a	Reddit AMA
RES185	u/Mgyver	<p>How fast are things going to change? Are there a bunch of developers ready with plans just waiting for enactment of the Centre Plan?</p>	n/a	Reddit AMA
RES186	u/Mgyver	<p>I'm located adjacent to a corridor, so right across the street from my one story house will be zoned to allow a 20m building. I'm all for progress, just wondering when the bulldozers will show up!</p>	n/a	Reddit AMA
RES187	u/MacaqueOfTheNorth	<p>Given the horrible traffic situation, increases in density have massive negative externalities in that they contribute to rushhour congestion. Is there any plan to introduce congestion pricing, which would completely eliminate this problem for which there is near total support among leading economists?</p>	n/a	Reddit AMA
RES188	u/bleep_bloop_bloop77	<p>What is the #1 challenge to getting things done from a planning perspective? Is it difficulty getting a consensus? Varying objectives from different groups? Political?</p> <p>Reason I'm asking the question:I'm a little bit jaded or pessimistic when I hear about how we're going to have "complete communities" and 1 cohesive plan for the entire region when there always seems to be somebody pissed off about what the city is proposing (too progressive! Not progressive enough!)</p> <p>Also, can you point to a gold standard for planning within HRM? I feel like good planning gets under-recognized.</p>	n/a	Reddit AMA
RES189	u/OrzBlueFog	<p>What will the funds raised from density bonusing be directed towards? Will there be a mechanism (perhaps on ExploreHRM) to determine the density bonusing paid by any particular development and / or a more transparent way to calculate applicable density bonusing for any particular lot?</p> <p>Right now performing those calculations requires digging through a multitude of schedules for mappung as to what lots have density bonusing available, floor area ratios (on a single real blurry PDF), and the bonus rate. A more transparent and centralized source for calculations would be useful for those interested in developments and municipal policy, I think.</p>	n/a	Reddit AMA
RES190	u/OrzBlueFog	<p>Thanks for the response.</p> <p>I agree with the prioritization of affordable housing, but there remain elements of the bonus density calculation that still elude me. Principally the reduction at the end, which I believe currently reduces the payment-in-lieu to 20% of the calculated payment.</p> <p>Nobody i have ever spoken to has been able to give me a rationale as to why there is such a steep reduction, why it is seemingly universal across Halifax, and how the 20% figure was arrived at. The most common refrain i have heard is that it is so as to not stifle high-density development, but with development proceeding at breakneck speed is there any possibility of revisiting such a steep discount?</p>	n/a	Reddit AMA
RES191	u/OrzBlueFog	<p>I understand that, however it seems like this is something that might benefit from being adaptable to circumstances. Right now developers are highly eager to build density and there is a noted issue with affordability - and that trendline looks like it will only intensify over time.</p> <p>If the current 20% payment level is playing host to this 'frothy' development it seems to suggest that there is room to grow in order to attempt to address affordability.</p> <p>I understand this is something that elected officials are ultimately responsible for, I am just wondering if there will be any recommendations from staff about future changes or if they are set in stone.</p>	n/a	Reddit AMA

RES192	u/a33kts	<p>Hey, I realize you have mentioned in other responses how affordable housing stipulations are the responsibility of the provincial government, however I do have a question about that in case you can provide feedback.</p> <p>I know in the past some developers were able to build large residential buildings with contracts for requiring X number of affordable housing units. Then, as the construction began, these developers were able to negotiate their way to reducing the number of units they had to provide, and ultimately some of them not requiring any because they chose to pay a fine instead. Clearly, they already had excess of money and could afford the fines, so the requirements to provide the affordable units is not adequate, or those letting it slide do not accurately know the impact these units would have on individuals and our community as a whole. The fine is clearly not an adequate deterrent either.</p> <p>I will not go too off topic here, but as I think it may come up, i do want to add: the money that is collected in fines being instead directed to other services for thosd people in need, is NOT the same as providing attainable and safe shelter. We need shelter, not bandaids.</p>	n/a	Reddit AMA
RES193	u/a33kts	Thanks for your response and insight! Hopefully one day the city can legally be more involved in providing longterm shelter for it's vulnerable residents.	n/a	Reddit AMA
RES194	u/akaliant	I'm not really knowledgeable about Centre Plan and how it all works. My question is in relation to the Honda dealership that has been buying up houses to turn into a parking lot, in the city core. Is this something the Centre Plan addresses? How can we ensure this sort of thing does not continue to happen?	n/a	Reddit AMA
RES195	u/okfinebleh	<p>Thanks for doing this and promoting some of those resources. I have only read some of it but plan to read more. But not likely before you are done taking questions so here is one:</p> <p>How are you accounting for climate change and the related impacts to the city? How do things like the increased frequency of hurricanes factor in? I assume there is a fair bit around dealing with water but can you comment generally around how you plan for this?</p>	n/a	Reddit AMA
RES196	u/RaVushal	Are there any specific guidelines for developers in regards to strength of the building or its ability to withstand strong hurricanes?	n/a	Reddit AMA
RES197	u/wagon13	Thanks for doing all this. Some aspects of that 2050 plan are absurd around controlling how people heat their homes sticks out from memory. Are those aspirations or actual targets?	n/a	Reddit AMA
RES198	u/LiBH4	Why are Established Residential areas subject to things like housing unit limits and bedroom limits? Why not just form-based like every other residential zone? Also, why are only some ER-1 areas allowed to convert to 3 units? Why not everywhere?	n/a	Reddit AMA
RES199	u/DougS2K	<p>Not sure if this would be covered under the centre plan or not but what efforts are being made to reduce traffic congestion in the city? Large swaths of residential buildings are popping up all over HRM while traffic lanes are being lost and replaced by bus lanes and bike lanes which leaves more and more vehicles competing for less and less roadways. It's simply a fact that vehicle traffic is increasing and roadways are decreasing which is a recipe for disaster especially if we every had to do a mass evacuation (Deadly hurricane, tsunami, etc) for public safety.</p> <p>Are there any actual plans or ideas to deal with the increase in vehicle traffic? I keep hearing talks of other ferry runs, passenger trains, but those are all rumors and won't actually deal with the problem at hand. I'm thinking more along the lines of more roadways whether it be above ground or below.</p>	n/a	Reddit AMA
RES200	u/DougS2K	<p>Thanks for the reply and information. From what I've gathered then, there doesn't seem to be any plan to actually increase the number of roads/lanes which is disappointing. I understand that traffic volumes are currently down due to the pandemic which is probably the only upside to the whole thing, but once this is all over I'm pretty sure we will back to bumper to bumper traffic in our daily commute unless a large majority of employers prefer to continue to have their staff work from home.</p> <p>Unfortunately, I'm sure we are all aware that bus lanes and bike lines are in no way a solution to the traffic congestion problem now, nor with future residential expansion. The large majority of people use their personal vehicle for transportation and are not going to switch to a less practical means of transportation. I know the cyclists are very vocal on here (They downvote brigade anyone who doesn't align with their cycling view) but they only make up a small fraction of the population and it's disappointing to see the amount of money and time being dumped into bike lanes to appease the small but vocal minority, instead of actually expanding the infrastructure for the majority of residents.</p> <p>Anywho, thanks for time and detailed response. Hopefully at some point, HRM will try to legitimately tackle the underlying issues with Halifax's traffic woes, although I wouldn't want to be the one who has to come up with the solution. haha I am glad the Highway 107 Sackville-Bedford-Burnside Connector is finally a real thing instead of just talking about it like they have for the last 15+ years so there is some progress I guess.</p>	n/a	Reddit AMA
RES201	u/HalifaxPlanner	<p>Traffic Congestion is an indicator of a thriving City...HRM has a number of transit initiatives that will attempt to change the primary modes of transportation, whether it's the work along Bayers Road or what is proposed down Robie, it will make transit a better choice than driving...changes to demand are generational and while those of us who own cars now might not want to give them up, the younger generations are showing a proclivity to do so...I've linked to an excellent opinion piece from a few years back from a noted urbanist that succinctly summarizes the modern urban planning thinking on traffic.</p> <p>https://www.thestar.com/news/gta/2017/07/11/why-traffic-jams-are-a-good-thing.html</p>	n/a	Reddit AMA
RES202	u/DougS2K	<p>Interesting article and while it does make some valid points, some of them are not so applicable when it comes to Halifax. I particularly liked the mention at the end as I fall into this category. I'm at the point now where I try to avoid going into the city unless I absolutely have to. If I can shop or find services in surrounding areas I will go there before heading into Halifax simply to avoid the congestion. This also has a negative effect on the businesses downtown as more customers become like myself and start to avoid Halifax if at all possible.</p> <p>I disagree with the younger generation actually wanting to give cars up. I believe its more a case that this city is making it harder and harder for people to actually use their cars. Less lanes, less parking spots, city trying to close streets off to vehicle traffic for "traffic calmed" roads, and more congestion. For a growing city, it just seems that the city is not actually acting as if it's growing.</p> <p>All that being said. I do think expanding the transit system is a good step but I feel like it's putting a bandaid on an open wound and hoping for the best.</p>	n/a	Reddit AMA
RES203	u/Krikeny	<p>The archaic viewplanes by-law needs to be a relic of the past, the market demand can easily sustain 120 meter 40 storey towers or higher on the corridors.</p> <p>I understand we don't want to become the east coast version of Vancouver. But I've always envisioned a cluster of towers downtown reminiscent of a lighthouse on rocks or a tallship for Dartmouth.</p> <p>It's nice to see the city growing, I'm just worried the continued pandering to a minority and their desires will affect the needs of the everyone else. (Resistance to proposals, demanding floors removed etc)</p>	n/a	Reddit AMA

RES204	u/Krikeny	<p>I'm happy to hear that. I can understand retaining character in designated residential areas, but Halifax suffers from a tabletop skyline. Much like the recently chosen new art centre design, architecture when done right can add real character.</p> <p>I feel it's entirely feasible to build up a little higher in the downtown regions of Halifax and Dartmouth. Multiple threads on this sub I've gone into detail of what I feel would be a fitting east coast charm to show Halifax is growing up. To make it simple.</p> <p>Using existing vacant lots or parking lots in the downtown core of Halifax, slate five plots of land to accommodate five towers situated in a diagonal angle in the grid ranging from 27 to 48 floors that resembles a tallship from the dartmouth waterfront.</p> <p>And from the Halifax Waterfront we'd look over to Dartmouth to see another cluster of tall towers resembling the lighthouse.</p> <p>This could be dubbed the "Master plan". A one time exception for a mega-project that will leave a beautiful landmark for generations to be slotted in alongside the already prepared and excellent centre plans package A & B</p>	n/a	Reddit AMA
RES205	u/MissileHatchet	What's the plan for bayers lake?	n/a	Reddit AMA
RES206	u/mattyboi4216	How does the provincial announcement banning renovictions impact approved developments that were slated to start in 2021 but involved some demolition of property? Will this be setting back timelines? And if so, would this delay allow developers to go back to the drawing board and possibly seek larger buildings or be subject to additional zoning regulations that may be in place once they are ready to build again, that weren't in place when they were originally approved?	n/a	Reddit AMA
RES207	u/mattyboi4216	<p>"development rights under the Centre Plan are set, and only minor changes are expected informed by consultation we're receiving in Package B"</p> <p>That's good to know and hear. Honestly I haven't looked too in depth to the plan but I know a chunk of it revolves around rezoning areas and trying to promote certain types of development that align with long term goals and I wasn't sure how a delay would factor in but the fact that only minor changes are expected I feel is a positive thing</p>	n/a	Reddit AMA
RES208	u/gazellemeat	Why don't you guys look to European cities at their crosswalks when designing pedestrian crossings? They're so visible and effective when compared to the tragic accident prone death traps located around the HRM.	n/a	Reddit AMA
RES209	u/coday2	Hi there, we own a single family house that was r2 and now Cen1. What sort of changes should we expect when applying for typical single family renovation permits if any?	n/a	Reddit AMA
RES210	u/illegaldogpoop	<p>The revised bylaw allows a secondary suite up to 80 square meters. I just wonder if the secondary suite square footage includes in the house maximum gross floor area or not?</p> <p>For example: does the revised bylaw allow existing maximum gross floor area + additional 80 square meters?</p>	n/a	Reddit AMA
RES211	u/PrincessCarnelian	Any ideas what the timeline is looking like for that big new building slated for the corner of Robie and College?	n/a	Reddit AMA
RES212	u/dannylongpegs	There was rumors the Centre plan would greenlight a bike lane on Chebucto and another on Connaught similar to ones just put on South Park street. Is that still in the works? It seems all new bike lanes are now on odd inner residential streets.	n/a	Reddit AMA
RES213	u/futureblot	stop letting people tear down buildings, retrofit them for rental units. stop selling the city to greedy developers.	n/a	Reddit AMA
RES214	u/hrmarsehole	Regardless of what's in the plan, can developers apply for changes? How much does it cost? And What is the process?	n/a	Reddit AMA
RES215	u/hrmarsehole	<p>So what I'm hearing is that regardless of the centre plan or zoning, developers CAN STILL (limited as it may be)apply for changes to zoning, density, height, etc...</p> <p>So business as usual.</p>	n/a	Reddit AMA
RES216	u/wayemason	You need a mechanism to review as things change. School closes, it is zoned institutional, what are you going to change that to? School wants to expand (Grammar on Tower) and some residential was rezoned to school. There have been no site-specific amendments "just because a developer wants it" in the downtown plan area since 2009 when it was adopted. I think this will be the case with Centre Plan.	n/a	Reddit AMA
RES217	n/a	Parking adequate	n/a	Walking Tour
RES218	n/a	Bloomfield is a neighbourhood resource	n/a	Walking Tour
RES219	n/a	As of right provisions should be used very sparingly because once that right is given for a certain activity, it becomes impossible to fight against an unwanted activity or development in the neighbourhood. I'd much rather see any substantive changes in a neighbourhood be subject to approval by that neighbourhood. For instance a small corner store might be supported by local citizens if it was in one location, but not in another. But if it was allowed "as of right" then nothing could be done	n/a	Walking Tour
RES220	n/a	<p>BLOOMFIELD NEIGHBOURHOOD IS ALREADY DENSE:</p> <ul style="list-style-type: none"> All liked the application of the Er-1 (lowest density) zone to the Bloomfield neighbourhood because they feel there are already lots of people and lots of cars squeezed into this neighbourhood. A few backyard/granny suites could be ok but we don't need incentives to add a whole lot more. 	n/a	Walking Tour
RES221	n/a	<p>PARKING ISSUES:</p> <ul style="list-style-type: none"> All agreed that the City needs to keep on working on protecting on-street parking for residents, and that parking is getting very scarce in the Bloomfield n'hood. <p>Jim: Yes, daytime on-street parking is barely adequate at the moment, and if there is added density to the neighbourhood, it would make the situation impossible for visitors or tradespeople.</p> <ul style="list-style-type: none"> All agreed it's important to ensure that developers have no expectation that their residents can use on-street parking. While it's good to dis-incentivize car use, developers should be made to provide enough parking for everyone who is anticipated to need it, plus extra for visitors and servicepeople. <p>Jim: Agreed.</p> <ul style="list-style-type: none"> (Suggestion from KK - could there be an assessment done every 5 years of current buildings in the area and what percentage of their parking spaces are full? And that can be used to guide the "parking requirements" for all new buildings for the next 5 years? It would be great to realistically match the legislated parking requirements with CURRENT parking needs ... while we make the (very slow) transition to a society with fewer cars.) <p>Jim: Sounds like a good approach. It will be a very slow transition to fewer cars, and in the meantime there will possibly continue to be an increase in the numbers of cars on our roads in Halifax.</p> <p>See "follow up questions" section at bottom for a request for Kasia, regarding whether highrise dwelling residents are ever sold passes.</p> <p>Jane: these points are as I recall them from the group. I like your 5 year reassessment idea... who knows how things will change in the next few years with, possibly, people working from home instead of going to an office... possible folks will more readily get rid of their cars or do more car share for weekend adventures?</p>	n/a	Walking Tour

RES222	n/a	<p>NEED FOR MORE GREEN SPACE BASED ON POPULATION DENSITY IN A GIVEN AREA</p> <p>I thought I'd introduce this section with a screenshot of the centre plan zoning for the area. I think it's interesting to look at the bright green squares (parks) and notice how there are more of them, and bigger ones, on all the edges of this area. But if you look in the middle of the map, where some of the densest development will happen (the dark blue, red and purples), there is no green anywhere in that area.</p> <p>Jane: yes... that is quite striking! And the Bloomfield development area is right in the middle of all that... so encouraging ample green space there would balance that out a bit more.</p> <p>The walk participants all agreed that there is a major disconnect between the density of people already living in this area, and especially between the planned density, and how much green space there is to serve this population.</p> <p>Everyone seemed to emphatically agree that the City needs to be pro-active in creating new park and green space for this area now, before it is too late.</p> <p>Jim: Agreed. Creating small 'pocket parks' like our Bloomfield park is entirely possible, on vacant lots. And ensuring that major developments include green space is crucial.</p> <p>Once all these sites develop there will be no way to acquire park space, but right now there is still potential to make use of HRM-owned/controlled sites like the Bloomfield Centre and the Forum, and also purchase land that will likely develop in the future (e.g. Superstore parking lot, Eastlink tower lands, Canada post lands), to properly plan for the green space needs of this population.</p> <p>(KK side comment: I was chatting with someone the other day who lives in Monahagn square and without me prompting her, she was saying it was a real concern of all the residents, many of whom own dogs, that there is literally nowhere green they can take their dogs within walking distance of their buildings).</p> <p>Jane: makes think about the parking lot beside the Agricola NSLC... do you know what the plan is for that? (KK got info from Ross and Kasia- thanks! And circulated to the BNRA list) It could be great park area. I concur with all your notes for this section... I believe that was the feedback you were given.</p>	n/a	Walking Tour
RES223	n/a	<p>LOCAL BUSINESSES ON CORNERS</p> <ul style="list-style-type: none"> •Everyone agreed that they wouldn't want to see restaurants or any place serving a lot of takeout right in the neighbourhood, which would encourage a string of customers driving by to pick things up. •People also agreed that any business that has large exhaust fans emitting smells and/or sounds, (including restaurants and also drycleaners) would not be appropriate in a residential neighbourhood. •Participants felt the need to be able to dig deeper into which types of businesses would be appropriate within residential neighbourhoods. They felt this was a conversation that needed to happen between HRM and residents in greater detail - most people were not opposed to more commercial in residential neighbourhoods but have to think carefully about what kinds would work, and also ensure it does not displace scarce housing opportunities. <p>Jim: Agreed. It will be crucial that the neighbourhood have some sort of influence over the type of business that could exist in the heart of the neighbourhood.</p> <ul style="list-style-type: none"> •Participants seemed open to the idea that applications for businesses in residential neighbourhoods could be made on a case-by-case basis and subject to a community approval process. • •In a small neighbourhood like Bloomfield surrounded by Corridor and other Higher order designations, it might make sense to keep all businesses outside the residential part. Maybe there should be a differentiation between small residential pockets like Bloomfield and some of the larger residential areas that Kasia mentioned in Dartmouth? •The issue may 'resolve itself' as there is plenty of vacant commercial in these new mid- and high-rises being built all around the neighbourhood, so even if commercial were permitted within the neighbourhood, it is unlikely any business owner would be motivated to try to convert a house to a commercial space, when there is plenty of purpose-made commercial space available. <p>Jane: yep... this is how I remember the discussion.</p>	n/a	Walking Tour
RES224	n/a	<p>URBAN AGRICULTURE</p> <ul style="list-style-type: none"> •Everyone enthusiastic about the "small farm stand outside your house" idea •Interest in knowing what sort of birds are permitted. People don't want roosters or guineafowl, or anything else noisy (even turkeys are noisy!) Is it possible to start with just female chickens, and see how that goes? Then maybe HRM can gradually extend it to other types of birds. •KK asks: Can the Centre plan say, "fowl as permitted by a special list that Council maintains and updates on a regular basis?" that way the plan can be set, but the list can change without having to revise the plan? •Folks were glad to hear that bees have to be well within the fence lines. •Suggestion was made to add a clause to also require that beekeepers maintain a water source for their bees within their own property lines. •There was interest in ensuring people who keep bees or chickens or other agricultural animals receive the proper training in doing so. Maybe if a bylaw complaint is received, then the violators have to take a course? <p>Jane: yep, this is how I remember discussion. Jim: All sensible ideas.</p>	n/a	Walking Tour
RES225	n/a	<p>HERITAGE DESIGNATION</p> <ul style="list-style-type: none"> •Overall people seemed supportive of the heritage neighbourhood designation for Bloomfield and are interested to find out more. 	n/a	Walking Tour
RES226	n/a	<p>Concern voiced about potential Heritage Neighbourhood designation for Bloomfield n'hood:</p> <ul style="list-style-type: none"> - It would be important for restrictions not to be too strict. Old houses require a lot of maintenance and owners need the flexibility to be able to do this maintenance in a cost-effective way. 	n/a	Walking Tour
RES227	n/a	<p>Garages at the front of houses and ensuring they don't take up too much street frontage or make the streetfront unwelcoming.</p> <p>Brandon did provide detailed info for us on how garages would be somewhat controlled by the Centre Plan rules... but I am wondering (as were the others) if those rules would be enough.</p>	n/a	Walking Tour
RES228	n/a	<p>The second area of interest was urban agriculture on vacant lots - I think Brandon answered the question satisfactorily and people liked the idea that a vacant lot could be used to grow vegetables.</p>	n/a	Walking Tour
RES229	n/a	<p>The third area of interest was the Bloomfield Centre and what was going to happen and if it was too late to have the process changed and I think Brandon answered that pretty clearly -there is DEFINITE strong interest among the public to be able to get more clarity on exactly what will be built there and when and if there will be any more chance for public input into the details, so if you could pass that along to the powers that be, it would be appreciated!</p>	n/a	Walking Tour

RES230	Katherine Kitching	<p>I still don't quite have a sense of how onerous those steps are that you describe for amending the bylaw - it sounds like it's still a bit of a process.</p> <p>So I still would like to submit my suggestion as part of the general feedback on the centre plan--</p> <p>could certain lists, like what sort of backyard fowl are permitted, or what sort of plants are included on the invasives list, be given a special status under the bylaw such that they could be amended without the full process?</p> <p>what if the bylaw read: "the list below is considered "flexible" and may be amended from time to time through a special process that does not require the full legislative process following the charter"</p> <p>and then there could be a flexible process which involves something like Council bringing it forward for discussion, a small committee being struck to discuss and come back with a recommendation in 2 weeks, and then the change being made without all the other fanfare?</p>	n/a	Email
RES231	Bruce W. McCulloch	<p>For the Saint Patrick Alexandra site - and all other new buildings in HRM it is essential that no building permit is issued unless the building design is Net Zero for energy use or at the very least Net Zero Ready (NZR). The definition of NZR (from Efficiency Nova Scotia) is "Net Zero Ready, or what is sometimes referred to as "Approaching Net Zero", provides building owners with an achievable first step towards a Net Zero building. Buildings that are Net Zero Ready, are built to a high energy efficient standard. This allows the building owner to incorporate renewable energy generation at the building later and at a lower cost due to a reduced requirement for energy in the building. This approach can yield immediate benefits in both increased occupant comfort and lower operational costs, without the significant increased capital cost of adding renewable energy generation. "</p> <p>Further, the selection of building materials is very important. CarbonCure Technologies (of Dartmouth NS.) manufactures a technology that introduces recycled CO₂ into fresh concrete to reduce its carbon footprint without compromising performance.</p> <p>Please confirm that all future building permits will specify advanced building design.</p> <p>Thank you</p> <p>https://signalhfx.ca/community-members-ask-how-proposed-towers-would-affect-north-end-neighbourhood/</p>		
RES232	Carol Betts	<p>In the recent month, I have been following the debate over the St Patrick's and Alexandra site with interest. I completed an online survey, have read some documentation and listened in on the most recent presentation. I have put aside the debate regarding the occupants of the proposed construction which I believe is 'putting the cart before the horse'. The issue in front of Council is the rezoning of the property from HR1 to HR2 with a possible request for CEN2. I believe that this may be my last opportunity to have a word on the topic before the rezoning from HR1 to HR2 goes to Council. In my research I was pleased to discover the Item 11.2.1 dated Nov 17, 2020 Case H00466 – HCD Prioritization and Process Review with regards to the establishment of Heritage Conservation Districts. And, even more pleased to see that the Old North Suburb is number 2 in consideration of this designation. This leaves me hopeful that the rezoning from HR1 to HR2 will be defeated based on many of the facts presented in this aforementioned brief. I am for development with a holistic view rather than block by block. Today, I walked around the neighbourhood and noted the changes that have occurred in the four short years I have been a resident. I'll start with Gottigen. With the most recent improvements to the design of the road, it has now moved from what was treated by most as a small town high street to what it really is, a major arterial access and egress, and evacuation route. The parking restrictions could go even further, but that is for another day. My other comment is the erosion of the streetscape. From Cunard to North it is becoming 'Fortress Gottigen' and although the heights of such new construction as Velo are appropriate for a major arterial road, the character of the old neighbourhood is quickly being brushed from memory. So moving forward, midrise buildings on Gottigen are now seemingly deemed ok due to approvals for 'case by case' development and we can expect to see more although there is still the opportunity to insist on community plazas such as the North End Branch Library site that will add to the outside communal experience. There is still the opportunity to carefully plan the St Patrick's – Alexandra site and develop the Old North Suburb. It was planned in the 1800's with a focus, that still remains to this day, to reach out to the diverse surrounding communities. Historically, residences were mixed with diverse humanitarian and spiritual organizations that are reflected in the design of the streetscape. The neighbourhood does not need a 'Fortress Brunswick.' From a practical point, fast forward to the 21st century, Brunswick is a residential Feeder road that channels traffic into Collectors that feed into major arterial streets. It was never designed to accommodate the volume of traffic that will be created by even a midrise development or tower. Midrise and high-rise towers belong on major arteries not embedded in residential areas where they stick out like sore thumbs. I believe the latest consultant's paper regarding the Cogswell development even recommends only 12 story buildings reduced from the originally imagined. Development is needed and should be encouraged but the approval of the HR2 zoning in this historical neighbourhood is the thin edge of the sword that will open up other neighbourhoods that are proudly struggling to retain their roots against recent and potential development pressures. Halifax is at a crossroads. The City is well positioned for growth. Our international airport, rail and shipping, universities, entrepreneurs, and skilled labour market and much more are tangible draws for the post COVID economy. And although organizations are looking to get 'the best bang for their buck' there is an intangible quality that attracts cruise ships and thousands of visitors. I believe it is the retention of the historical combined with forward thinking. It should not be a struggle. Times are changing. Populations are changing in diversity and age, households are smaller. COVID has made many risk adverse to high rise living as other viruses are anticipated Halifax is positioned such that with wise consideration it could become a trail blazer in coastal city planning.</p> <p>Thank you for your attention and I look forward to the outcome of the rezoning debate</p>		
RES233	Margaret Casey	<p>1.I am concerned by the rezoning from Park-and Institutional to high rise residential. Creating this density will destroy the Indigenous neighbourhoods.</p> <p>2.With all this raging development where are the kids going to go to school? There will be even more development in the area as the piece of property is developed at the old church site near staples.</p> <p>3.I am concerned about the proposed height from 4 stories to 12.That is unacceptable .The building will completely block the sun on the north side of the building .This will cause unwanted darkness in the community and hamper the prevailing winds.</p> <p>4.What will happen to the Cobb building? There may be a plan to save the parts of the building , How well this will be carried out is in question.The Cobb building is very interesting and should be saved in its entirety.</p> <p>5.A real park and school is the best solution for that site.The demands of the Commons is increasing , what affect will this density have ?</p> <p>6.Are there any plans to improve the Dixon site because the demands for the facility because of the density will be beyond their capacity</p> <p>7.If this goes ahead the only winners will be the developers bank accounts</p>	n/a	Email
RES234	Kyle Miller	<p>Team – we received the following detailed submission from our former colleague, Kyle Miller. It includes a detailed annotated copy of the LUB (which I believe Luc and Mark have come to expect), as well as some general comments which affect a number of regulations.</p>	RES234	Letter

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

Dear Mr. Lucic

When the draft Plan B was released it was with total disbelief we discovered the clauses so damaging to Young Avenue. After years of hard work by so many we realized we were facing yet another battle. In our rapidly changing world with Covid19, I really do not want to be stressing myself with having to write yet another email, but with unscrupulous people who will indeed take advantage of others not being able to psychologically face this problem again, I am forcing myself once again to write to the Planning Department and subsequently to the Council and Mayor.

To say I am annoyed would be an understatement. To state I am angry, puzzled and at a loss would be a more accurate description.

I was told by a very reliable source these inclusions so damaging to the protection of historic Young Avenue in draft Plan B were put in by someone new to the city and who had no idea of the past history of this case. They were never supposed to be included was our information.

The letter you received from Peggy and Paul Cunningham succinctly responds to your comments to Beverly Miller and, therefore, I will not take your time or increase my stress level by going over the painful history of this case. But while I have your attention, I would like to outline some thoughts and important questions and would appreciate your answers. I will number them for clarity and for ease of a response.

1. Your comment to Beverly Miller about positive feedback.

My comments: this is incredulous and I find it hard to understand.

To a person, far and wide, from every walk of life, from every developer I have ever spoken to.... NO one has ever thought the proposals so far on the table were acceptable. Needless to say, I feel that the only people/person who might feel positively towards these plans are either the developer, architect, or someone related or who, like the developer, stand to gain financially.

2. The last proposal was for monstrous multi-level apartment blocks.

My comments: what elementary psychology... propose something monstrous and anything thereafter is better. This land and property when they were purchased were (and remain) R1` , application for single family dwellings were made and granted, so why now are we back at the beginning with high density issues, why were applications made approved and then thrown out the window. The cynical would say the end game from the first purchase of the properties was multi dwellings but I am at a loss to understand this idea.

3. Should any planning permission be given for any development

in Halifax there are NO safeguards and we all know full well, including the Council and the planning department, that once any planning permission is granted, a developer can build anything of any quality or design, or, if the property is flipped to an out-of-province developer h/she will have no regard for design, beauty, fitting in with the environment or anything but bottom line profit (as evident in the Wellington Street eyesore and no doubt other developments).

My comments: if this was to happen, we would finish up with another monstrosity and who will care? Not the initial developer - h/she has their profit. Not the final developer because likewise h/she has no constraints or by-laws to reign them in. So s/he can do whatever they want. So I guess the only gain is the extra tax dollars.

4. Monstrosities are built because unlike most self respecting places, we do not seem to have firm or safe by-laws to protect heritage properties or control developers as they cut corners and produce out of character buildings. Initial drawings and photographs need not be adhered they are merely "show" for selling purposes.

My comments: we do not have any safeguards to keep in check

riffraff being put on Young Avenue or anywhere else. We know from past experiences that every method to save money will be utilized. Plain and simple...having out of character buildings on Young Avenue will destroy the character of the street and the residents and citizens of Halifax will be the losers not the developers. No longer will Young Avenue be the "go to place" for tourists and, any venturing down the street, will wonder how a city could allow such incongruous buildings to happen just as they wondered how such beautiful and important heritage homes could be torn down. In short we will be the laughing stock of Halifax and Canada. They will say how was someone so short sighted, how was there such blatant disregard for history? We will for certain lose one of our most valuable tourist attractions (and I have spoken with tour operators who have confirmed this). Without very strict rules this will happen, keeping Young Avenue as a historical, go to place is vital.

Finally I will ask these additional questions:

- a. How is it that this developer is being given air space? He bought, destroyed and ignored by-laws and demolished beautiful homes and grounds, he applied for planning

permission for single dwelling houses. It was then and still is R1 zoning. He was given it, so why has he not even started it years after he got planning permission?

- b. What is it that I am not understanding...in my experience, no means no! If I wanted to do something totally against by-laws I would be told NO and I would accept it. Shame on me for not doing my homework and finding out what laws were in operation before I even asked. So do I assume that there are always ways around these rules and that knowing how to get around rules is the order of the day?

- d. Will we ever have in place strict, not to be bent by anyone, by-laws that protect the integrity of Halifax, that do not allow someone to ask for one thing, get it and then plan for something totally different, incongruous and not worthy of our city landscape.

I respectfully suggest a **task force** be set up as soon as this pandemic is under control with the goal of researching how other provinces, and other countries (I am from the UK and I can tell you first hand an historic building would never in one million years be treated as Young Avenue buildings were, nor would citizens be subjected to years of stress fighting what is obviously a huge flaw in our current planning rules) manage to keep historical character and buildings.

This letter is longer than I wanted, but I need answers for I am totally at a loss to understand who is driving the bus. I am exhausted with all this but then, again, 101 psychology in play again, wear them down and they will go away.

I await your input and comments

Carol Dodds

Re: Item No. 11.1.11

Neate, Leslie

From: Ed MacLean [REDACTED]
Sent: Friday, July 3, 2020 6:49 PM
To: Office, Clerks
Subject: [External Email] Case 21162: Secondary Suites and Backyard Suites; item 11.1.11 Halifax Regional Council July 7, 2020
Attachments: Westmount Letter to HRM 3Jul2020.pdf

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

To the Municipal clerk of Halifax Regional Municipality:

Please see attached a letter from 154 residents of Westmount Subdivision to be presented to Halifax Regional Council for the council session on Tuesday July, 7, 2020.

Thank you,

Ed MacLean
[REDACTED]

HALIFAX REGIONAL
MUNICIPALITY

JUL 06 2020

MUNICIPAL CLERK

Municipal Clerks Office
Date Distributed: Jul-07-20
Mayor, Councillors, CAO, Solicitor,
Communications, Public Affairs, Gov.
Relations,
Other: Jillian MacLellan, Kurt Pyle,
Kelly Denty

Meeting: Regional Council
Meeting Date: Jul-07-20
Item Number: 11.1.11

Westmount

An Historic Canadian Neighbourhood
In Peninsula Halifax's West End
Nova Scotia, Canada*

** Since 1948, based the Radburn design, and inspired by the Garden Cities movement of the late 19th and early 20th Century planners and designers*

July 3, 2020

Mayor Savage and
Members of Halifax Regional Council
1841 Argyle St,
Halifax, Nova Scotia
B3J 3A5

**Subject: Case 21162: Secondary Suites and Backyard Suites: Item No. 11.1.11
Halifax Regional Council July 7, 2020**

We, 154 residents of Westmount subdivision, request that Regional Council choose an alternate recommendation which does not apply the proposed planning regulations for Secondary Suites and Backyard Suites detailed in the above noted Case 21162 to the historically recognized Westmount Subdivision, nor as part of the Centre Plan Package B process.

Our community believes that insufficient analysis has been done to demonstrate the impacts, positive or negative, of such far reaching planning regulation changes on the Westmount neighbourhood. There is an abundance of background information and policy direction in the Centre Plan Package A which has been approved by Council, and Centre Plan Package B which is now in progress, to support not having these new policies and regulations apply to Westmount.

Most important, Westmount subdivision is one of 9 Future Potential Historic Conservation Districts designated in the Centre Plan area. In the Centre Plan, both Packages A and B it is stated that:

"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 (potential future conservation areas) and the built form framework will encourage

development that is sensitive to the architectural character and heritage value of these areas."

And further, in Table 3 of the Centre Plan Package B it states that Westmount is one of only 6 recognized and potential Heritage Conservation Districts in Halifax Centre and one of only two such residential designed in existence in Canada:

"Westmount: Developed post WWII, Westmount is one of two similar communities built by the federal government to house returning servicemen and their families."

We feel there is sufficient and clear direction in your current approved and proposed Centre Plan Package B to exclude Westmount until the Heritage value our neighbourhood has been analyzed. As a neighbourhood we were very involved in the Centre Plan Package A when we strongly advocating for a Historic Designation and were successful in convincing the planners of the day to have Westmount considered as one of the potential conservation districts. It was our clear understanding at the time, from extensive discussions with the Planners, that new land use regulations would not be made in the Centre Plan planning process until such time as the Heritage status of our community was determined. We seek your support in living up to that understanding¹.

Discussions have been held with staff involved in this and the Centre Plan Package B proposals. We do not agree with their assessments of why the planning regulations should apply to our neighbourhood. We have been advised that:

"...however there are several scenarios where the development of backyard suites would be difficult to impossible to build due to existing accessory building requirements, lot coverage requirements and setbacks. It would be very difficult to highlight each scenario and may create more confusion. I will work with staff on the messaging for these amendments so that it is better understood that existing provisions and conditions may impact the ability to develop backyard suite should these amendments pass."

While it may be true that land use regulations are very complex for our city and region, it is insufficient for, in particular, a recognized potential heritage conservation district such as Westmount, to risk its urban form and uniqueness only because it is not possible to inform our neighbourhood of the implications. And, if it is correct that the potential for secondary suites to be developed in Westmount under these new regulations is limited because of our special urban design, we submit it is logical then to not apply the proposed regulations to our historic subdivision. Our community believes the risk is too great and we hope Council concurs given the officially recognized historic nature of our neighbourhood.

¹ And it is important to clarify that the majority of our residents were not aware of the Secondary and Backyard Suites proposal largely because all our energies were applied to the recent and ongoing Centre Planning process.

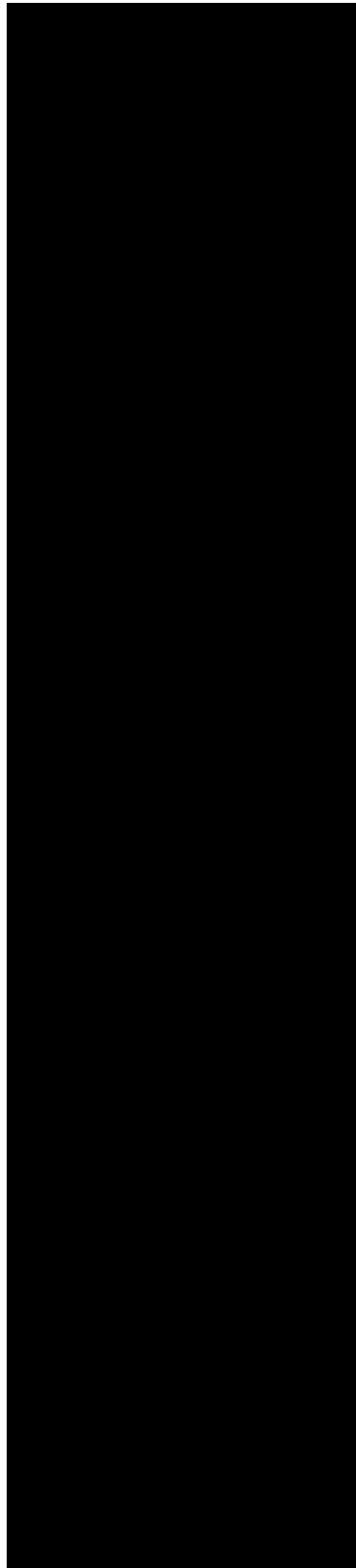
03-Jul-20

Westmount Residents opposed to HRM changes re Secondary Suites and Backyard Suites

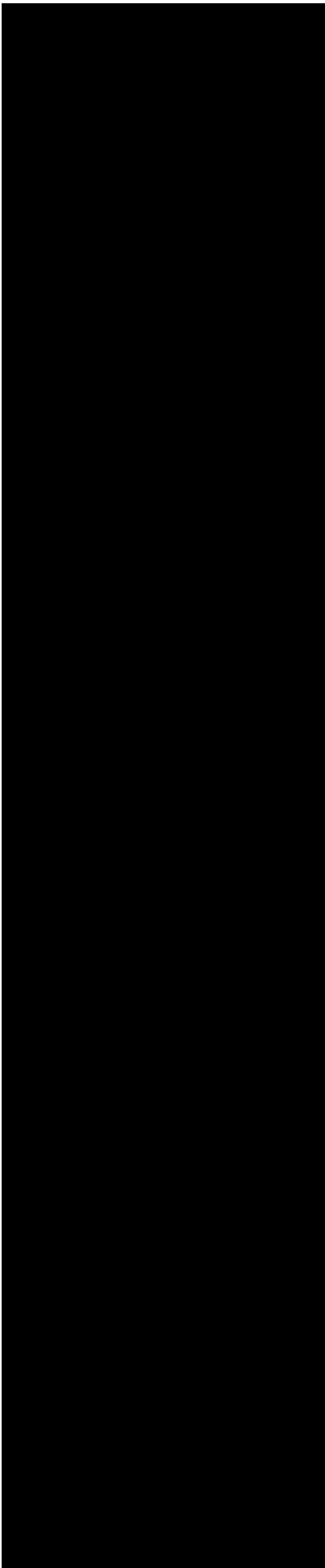
Name

Address

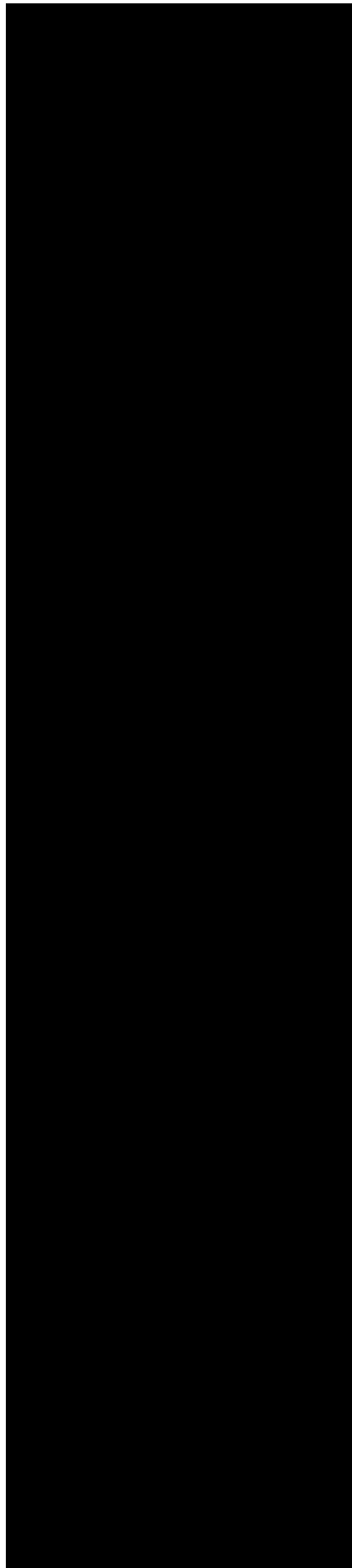
Ed MacLean
Lois Beaton
John Swales
Valeria del Aguila
Karen Howatt
Wayne Howatt
Sharon Johnson-Legere
Eric Legere
Joseph Briand
Eva Briand
David Boyd
Jack Smith
Kathy Smith
Marc Furlotte
Tim Dietrich
Margo Dietrich
Scott Allison
Michelle Allison
Greg Leeworthy
Paul Kelly
Kevin D'Eon
Ann D'Eon
Chester Doucette
Erin MacRae
Ted Vaughan
Brenda Dunn
Lane Burleson
Jerry Singleton
Sandy Singleton
Clara Mitchell
Darlene Ashe
Amy Curry
Jean McGuire
Paula Tiller
Jane Allt
Randy St. Onge
Cathy Ward
Sarah Stevenson
Anne Marie Ryan
Rae Chisholm
Vivek Sood



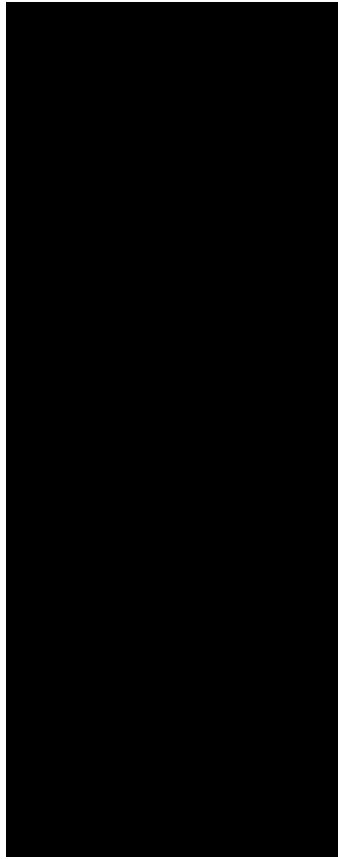
Stephanie Curtis Sood
Patrick Duggan
Maureen Summers
Russ Summers
Susan Clarke
Elizabeth Greene
Eric Greene
Matt Grant
Jodie Terrio
Wendy MacIsaac
Phillip Chiasson
Jane Rafuse
Emma Martin
Ira Martin
Rhonda Kirkwood
Vicky Terrio
Dave Terrio
Eric Thomson
Greg Burke
Jane Rafuse
Clara Levandrier
Robert Bedard
Mke Mackasey
Estelle Bryant
Sharon Fiske
John Muise
Genevieve Wales
Stephen Wales
Catherine Morrison
Eric Morrison
Jackie Haywood
Bo Kwang Noh
Robert Leblanc
Jenn Leblanc
Robert Chaulk
Sandra Chaulk
Rose Marie March
Stephen March
Dennis Campbell
Kellie Campbell
Sandy Greenberg
Thomas Cormier
Dave MacDougall
Krista MacDougall
Margaret Kemp
Barry Keeler
Eric Lapierre



Susan Webber
Margaret Campbell
Kevin Nicholson
Colleen Doyle
Chris Doyle
Gorman Doyle
Lise Boylan
Dr. Jason Williams
Alicia Williams
Chris Wilbur
Judy Wilbur
Emma Woodburn
Rick Woodburn
Ron Marchand
Donna Marchand
Andrea Shakespeare
Scott McFarlane
Mike Sheppard
Reina Sheppard
Daniel Stone
Loretta Jean Wheeler
James Publicover
Janet Mitchell
Brenda Doherty
Carmella Doherty
Shiela MacDonald
Ian Nason
Cathy Nason
John (Jake) Bryant
Ruth Crowley
Timothy Crowley
Terry Quinlan
Bob Howell
Kerry Doubleday
Rosemary Doubleday
Mike Weagle
Andrea Weagle
Wayne Hollett
Harold Sanford
Gail Golding
Allan Golding
Cecilia Marie Roach
Bryan MacLean
Julie MacLean
Patsy Kirk
Wayne Kirk
Jody Saturley



Colin MacCormack
Bill Allen
Anne Baccardax
Monica Baccardax
Andru Lordly
Sean Howes
Adam Malay
Peter Thomson
Vanessa Thomson
Cathy Mackasey
Bill Ohearon
Andrew Miller
Margot Miller
Ian MacArthur
Carole MacArthur
Dr. Melvin Calkin
Dr. Patricia Calkin
Carolyn Perry
Janset Mufti



Neate, Leslie

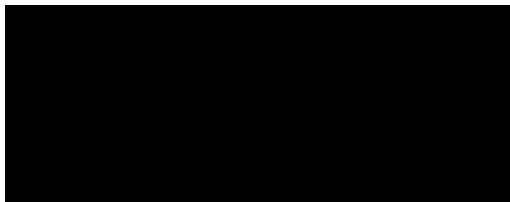
From: Ed MacLean <[REDACTED]>
Sent: Monday, July 6, 2020 2:57 PM
To: Office, Clerks
Subject: [External Email] Case 21162: Secondary Suites and Backyard Suites item 11.1.11

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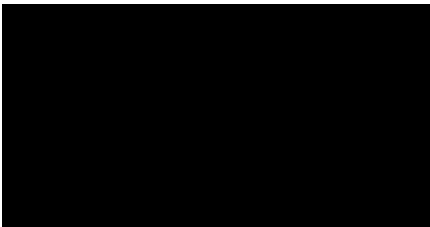
Dear Municipal clerk,

Please add the following people to the list of Westmount residents signing onto the letter to HRM Council for the Tuesday, July 7 session:

Linda Williams
Anne Burke
Jennifer Kelly
Mary Gordon Mackenzie



Thank you,



July 20, 2020

Waye Mason
Deputy Mayor
Via e-mail

Dear Waye,

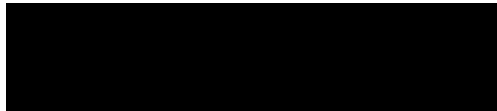
Re: Centre Plan, Package B, Young Avenue Special Area Survey

I am writing because of my significant concern with the survey posted on-line by the Halifax Planning group. I found the survey to be unclear with regard to the implications of the questions. For example, most people won't realize that lack of support for Part 1 of the survey (retaining the Halifax Plan policies) would open up Young Avenue to other rules for development rather than protecting the character of the street. Similarly, with question 2, many will not see the implications of allowing more conversions to existing homes (up to 6 units). The third question relating to the vacant land is also unclear, it has errors in it, and it makes no mention that the proposal for multi-unit dwellings on the 'vacant' lands far exceeds what is allowed on the street now. If there was support for the latter question, this would open up the entire street for multi-unit development and would set a precedent for this to happen on other streets that had formerly been classified as R1. I am sure you are aware of this and I know you have been supportive of our concerns.

Nonetheless, what especially concerns me and others on the street and in the district is the lack of control over who can answer the survey and how many times they can fill it in and submit it. The only 'control' on responses is a request to fill in the first three digits of a postal code. It is certainly easy to find the postal codes of Young Avenue and other neighbouring streets. Thus, anyone (including the owner/developer of the land) can submit the survey multiple times and distort the supposed support for the proposals. In other words, you, or I or the developer can submit the survey repeatedly using Young Avenue's postal code or that of other adjacent streets. Thus, since there is no security on submissions, using the survey in any way to indicate support for a change to the rules that govern Young Avenue is ludicrous!

I have become total disillusioned with the Planning Staff. They seem bent on densification and destroying the character of the street despite their words to the contrary. They have totally ignored the many objections residents have made over the last four years, and they seem far more concerned with the rights of the developers than those of the residents.

Yours sincerely,

A solid black rectangular redaction box covering the signature area.

Peggy Cunningham, PhD

Umperville, Brandon

From: Grant, Ross
Sent: Thursday, August 13, 2020 2:53 PM
To: Umperville, Brandon
Subject: FW: [External Email] RE: [External Email] FW: [External Email] RE: [External Email] RE: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

For tracking.

- Summary: thinks existing buildings should be able to add new units based on what uses are permitted in the zone, regardless of setbacks.

ROSS GRANT, LPP, MCIP
 PLANNER II
 COMMUNITY POLICY PROGRAM | REGIONAL PLANNING

HALIFAX

PO BOX 1749
 HALIFAX NS B3J 3A5
 C. 902.717.5524

From: Bill Campbell [REDACTED]
Sent: Thursday, August 13, 2020 2:49 PM
To: Grant, Ross <grantro@halifax.ca>
Subject: [External Email] Re: [External Email] RE: [External Email] FW: [External Email] RE: [External Email] RE: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

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Thanks for your prompt reply, Ross, and pointing out the Duncan / Lawrence / Allan provision (not intuitively 'North End' to me...).

This will be an interesting debate as Package 'B' moves forward. I'm hearing arguments on both sides. Hopefully the approved Plan & LUB will remain honest to its current principles.

Take care,
 Bill

Sent from my iPhone

On Aug 13, 2020, at 2:41 PM, Grant, Ross <grantro@halifax.ca> wrote:

Hi Bill,

I understand what you're getting at here and this is something the plan attempts to address in two ways:

- the three unit conversion for homes in the conversion special area. This includes homes on the peninsula south of Quinpool, and most of Downtown Dartmouth (this is a general description- please see land use by-law schedule 4E for an exact map). This clause allows these structures to add units internal to the building, while not expanding the volume of the structure.

- By tailoring side yards to local conditions. On Duncan/Lawrence/Allan streets, for example, the side yard requirements are 1.5 metres on one side, 0 metres on the other. In other words, one side of the building may directly abut the side property line (see attached table of side yard setbacks).

Generally, side setbacks are designed to allow access to a rear yard and provide some access to light between buildings, while also providing some privacy benefits (the urban design rationale). One could argue that a two or three unit use is more intense than a single unit use and therefore requires a different treatment. We've tried to build in flexibility, while also protecting some level of neighbourhood character. That said, your comment that side yards being required for an existing building disqualifying additional units is valid, and I appreciate the feedback.

I have forwarded your comments to our team for tracking purposes and discussion.

Thanks,

ROSS GRANT, LPP, MCIP
PLANNER II
COMMUNITY POLICY PROGRAM | REGIONAL PLANNING

HALIFAX

PO BOX 1749
HALIFAX NS B3J 3A5
C. 902.717.5524

From: Bill Campbell [REDACTED]
Sent: Thursday, August 13, 2020 1:53 PM
To: Grant, Ross <grantro@halifax.ca>
Subject: [External Email] RE: [External Email] FW: [External Email] RE: [External Email] RE: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

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Ross:

Thanks for confirming; I had misunderstood our conversation.

What is still not understandable to me is the use of side yards as a land use or urban design tool. I 'get' lot coverage limits, but not side yards.

What distinction are you and your colleagues trying to make between an existing building on Poplar Street (for instance) with 3' side yards and one with 4' (1.25m) minimum side yards? The latter will be eligible for conversion to 3 units, the former will not be eligible.

Similarly, most of the properties on Duncan / Lawrence / Allan will not be eligible because typically (from a scan of Explore HRM) at least one side yard is small or non-existent for most properties. Clearly, there will be a number of properties in the ER-1, 2 & 3 zoned areas eligible because of minimum side yards greater than 1.25m; development activity on these properties will carry out the intent of the Centre Plan to add 'gentle density' either through secondary / backyard suites or conversion / additions. However, the side yard restriction makes me scratch my head.

I'd appreciate an explanation of the reasoning for the use of side yard requirements as it applies to the potential of multi-dwelling unit conversion of existing properties in ER-1, 2 & 3 zones under the proposed Centre Plan Package 'B'.

Take care,
Bill

From: Grant, Ross <grantro@halifax.ca>
Sent: August 5, 2020 9:17 AM

To: Bill Campbell [REDACTED]
Subject: RE: [External Email] FW: [External Email] RE: [External Email] RE: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

Hi Bill,

In summary:

- There is a clause in the by-law which permits lots with less than the minimum area or frontage required to develop for any use permitted in the zone, provided the lot existed prior to the date the by-law was adopted, and subject to the other requirements of the by-law (in simpler terms: your “get out of jail free” card is for the lot area and frontage only, all other requirements must be met)
- For residential uses which are permitted in a zone, if the building is “non-conforming” with the by-law (in your example, a side yard does not meet the minimum requirements) it can expand or develop a secondary suite use so long as the non-conformity is not made worse (ie: the building does not get closer to the side lot line). Under the proposed by-law, secondary suites can be added to any existing single unit dwelling. They are a second unit, limited to 80 square metres in floor area.
- For a “change in use”- turning a single unit dwelling into a two or three unit, for example, the side yards of the zone must be met.
- We don’t usually have setbacks by uses, we have it by zone. So the required side yard setback is by the ER-1/2 zones. Commercial uses or any other use beyond existing residential uses or a secondary suite aren’t given the same flexibility I noted in the first point and must meet the required setbacks of the zone, regardless of if the building or lot predated the by-law. It is also considered a “change in use”.

Please note that Package B is still only a draft and is undergoing public and committee review at this time. All proposed requirements are subject to change, based on direction from Regional Council.

Thanks,

ROSS GRANT, LPP, MCIP
PLANNER II
COMMUNITY POLICY PROGRAM | REGIONAL PLANNING

HALIFAX

PO BOX 1749
HALIFAX NS B3J 3A5
C. 902.717.5524

From: Bill Campbell [REDACTED]
Sent: Tuesday, August 4, 2020 4:47 PM
To: Grant, Ross <grantro@halifax.ca>
Subject: [External Email] FW: [External Email] RE: [External Email] RE: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

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

Ross:

Thanks for your call today to respond to the questions I asked through 311, service request [REDACTED] about Centre Plan Package ‘B’ Land Use Bylaw controls for the ER-1, 2 & 3 proposed zones. I just wanted to confirm the conversation and ask one follow-up question.

From the conversation with you, I understand that in the 3 cases I posed via 311 below (in *italics*), to convert the building into additional dwelling units, the owner will not have to meet the 1.25 side yard and 3.0m flanking yard setbacks (for a corner lot) or the minimum lot area and lot frontage requirements because the single unit dwelling was existing at the time of the adoption (sometime in the future) of the Package 'B' controls. The existing setbacks become nonconforming within the context of the Bylaw and the Halifax Charter.

And, the commercial and clinic uses would need to meet their own setback requirements which are different from the residential uses. I could not find the side yard and flanking yard (nor minimum lot frontage or area) requirements for local commercial or clinic uses; can you point them out to me?

And, if the owner wished to construct an addition, the addition's setbacks could be in prolongation of the existing setbacks even though they do not meet the newly adopted requirements.

Centre Plan Team:

Is it correct to read the Centre Plan Package B draft Land Use Bylaw as follows:

- In order to convert a current single unit dwelling in the proposed ER-2 zone to a 2 or 3 unit dwelling, will an owner need to meet the required 1.25m side yard and 3.0m flanking yard setbacks (for a corner lot) as well as the minimum lot area and lot frontage requirements?*
- In order to convert a current single unit dwelling in the proposed ER-2 zone to a Local Commercial use, will an owner need to meet minimum side yard or flanking yard setbacks (for a corner lot) as well as the minimum lot area and lot frontage requirements?*
- In order to convert a current single unit dwelling in the proposed ER-2 zone to a Medical Clinic use, will an owner need to meet minimum side yard or flanking yard setbacks (for a corner lot) as well as the minimum lot area and lot frontage and vehicle and bicycle parking requirements?*

Thanks for your help,
Bill

From: HRM, Contact <contactHRM@halifax.ca>

Sent: August 3, 2020 3:09 PM

To: Bill Campbell [REDACTED]

Subject: RE: [External Email] RE: [External Email] RE: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

Hi Bill

Thank you for contacting 311. This has been assigned to our Planning & Development staff. I have reached out to a supervisor and noted on your file that you are awaiting a response. Hopefully you will hear back by the end of the week. It has been quite busy in Planning and Development and wait times can be longer than usual.

If you have further questions you can call us at 311 or email contactHRM@halifax.ca

Your feedback is valuable and helps us serve you better. Please take a moment to complete this short survey by clicking on following link: <https://www.surveymonkey.com/r/ContactHRMsurvey>. If you have already completed the survey we thank you and you may disregard this request.

Regards,

SARA
CUSTOMER CONTACT CENTRES
311 HALIFAX | CUSTOMER SERVICE CENTRES
CORPORATE & CUSTOMER SERVICE

From: Bill Campbell [REDACTED]
Sent: Monday, August 3, 2020 2:59 PM
To: HRM, Contact <contactHRM@halifax.ca>
Subject: [External Email] RE: [External Email] RE: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

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

Ashley, or colleague:
Could you please follow up on this request of mine?
Thanks,
Bill

From: HRM, Contact <contactHRM@halifax.ca>
Sent: July 26, 2020 1:44 PM
To: Bill Campbell [REDACTED]
Subject: Re: [External Email] RE: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

Hello again Bill,

Thank you for supplying the address; I have passed your inquiry along to Development Approvals for response.

Please be advised that the standard response time is three to five business days; for you records, the file number is [REDACTED]

Should you require anything further, please do not hesitate to reach out.

Your feedback is valuable and helps us serve you better. Please take a moment to complete this short survey by clicking on following link:

<https://www.surveymonkey.com/r/ContactHRMsurvey>. If you have already completed the survey we thank you and you may disregard this request.

Kind regards,

ASHLEY
CUSTOMER CONTACT CENTRES
311 HALIFAX | CUSTOMER SERVICE CENTRES
CORPORATE & CUSTOMER SERVICE

HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
halifax.ca

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From: Bill Campbell [REDACTED]
Sent: July 26, 2020 1:40 PM
To: HRM, Contact
Subject: [External Email] RE: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

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

Ashley:

Thanks for your prompt response. I'm confident that the Centre Plan team can answer the question without a specific civic address. However, if you wish me to supply one, please use [REDACTED]

Thanks,
Bill

From: HRM, Contact <contactHRM@halifax.ca>
Sent: July 26, 2020 1:36 PM
To: Bill Campbell [REDACTED]
Subject: Re: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

Hello Bill,

Thank you for contacting Halifax Regional Municipality; in order to provide specific information in regards to this matter, we would need to provide Planning and Development with a civic address.

Could you provide the address where you would be interested in applying this information? The land use bylaws can vary from one address to another, which is why we require this particular information. Once we hear back from you with an address, we can submit a request.

Your feedback is valuable and helps us serve you better. Please take a moment to complete this short survey by clicking on following link:

<https://www.surveymonkey.com/r/ContactHRMsurvey>. If you have already completed the survey we thank you and you may disregard this request.

Kind regards,

ASHLEY
CUSTOMER CONTACT CENTRES
311 HALIFAX | CUSTOMER SERVICE CENTRES
CORPORATE & CUSTOMER SERVICE
HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
halifax.ca

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From: Bill Campbell [REDACTED]
Sent: July 26, 2020 1:33 PM
To: HRM, Contact
Subject: [External Email] Centre Plan - Conversion of single unit dwelling to 2 or 3 units in the ER-2 zone

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

Centre Plan Team:

Is it correct to read the Centre Plan Package B draft Land Use Bylaw as follows:

- In order to convert a current single unit dwelling in the proposed ER-2 zone to a 2 or 3 unit dwelling, will an owner need to meet the required 1.25m side yard and 3.0m flanking yard setbacks (for a corner lot) as well as the minimum lot area and lot frontage requirements?
- In order to convert a current single unit dwelling in the proposed ER-2 zone to a Local Commercial use, will an owner need to meet minimum side yard or flanking yard setbacks (for a corner lot) as well as the minimum lot area and lot frontage requirements?
- In order to convert a current single unit dwelling in the proposed ER-2 zone to a Medical Clinic use, will an owner need to meet minimum side yard or flanking yard setbacks (for a corner lot) as well as the minimum lot area and lot frontage and vehicle and bicycle parking requirements?

Thanks,
Bill

Bill Campbell
[REDACTED]
<image001.png>

<side yards excerpt.PNG>

To whom it may concern,

I am writing in regard to a particular aspect in the proposed Package B of the Centre Plan. Although this is only one seemingly simple modification to the previous land use bylaws, **this one change will affect the determination of allowable height for every single property governed by the Centre Plan**, allowing new development and renovations to be built higher than the actual defined building height of 30 feet, 40 feet, or whatever is applicable in a particular zone. Given that building height has a dramatic effect on the many aspects of any neighbourhood, including architectural cohesiveness, sightlines, privacy, lighting etc., this change will unnecessarily allow for negative impacts of improper building heights. So what is the change? The change is that Planning and Development is now proposing to measure the height of a building based on the **finished grade** of a property, **NOT taking into account the natural slope of neighbouring streets and properties**. As an example of a current definition of height, here is an excerpt from the Downtown Dartmouth LUB, Section 4.2.(s):

“height” - as applied to any building means the vertical distance of the highest point of the roof above the mean grade of the curbs of all streets adjoining the building or the mean grade of the natural ground so adjoining, if such grade of the ground is not below the grade of the curb.

To now propose to ignore natural slopes in defining building height in Package B of the Centre Plan is unfathomable in the context of Nova Scotia’s prevalent steep slopes and contoured landscapes and can only result in divisive development. Defining height on the basis of finished grade, as proposed in Package B, is an invitation to developers and homeowners to fill-in the lot as they see fit, sculpting the land to suit their needs, and finally building on top of the newly defined starting point to accommodate increased actual building height. In other words, developers and homeowners will literally be able to build a castle on a hill, dwarfing existing neighbouring homes. This may allow them to have 10-foot ceilings or build that bonus-room in the attic or attain a better view, but whatever the motivation is, you can be sure they will do it if allowed (actually they already have been since Planning and Development is already ignoring the current definitions and bylaws).

I have provided a couple of drawings to illustrate the consequences of allowing height determination based on the finished grade. I have used the example of an established neighbourhood on a slope since it is easiest for me to visualize. Almost all lots on a slope will have been filled in over time since people live in the houses and make the lots as livable and enjoyable as possible by creating level spaces to plant gardens, park cars, setup swing sets, and more (see Pictures 1+2). Lots are not 2-dimensional entities for planners and developers, they are places where people live. The consequence of Planning and Development now using the filled-in finished grade level of the lots as a reference point, means that, for example following demolition of an old house with a filled-in lot, the newly constructed house could be 5-10 feet higher than every other house in the immediate neighbourhood even if those existing houses were originally at the maximum height relative to the original natural grade. On a very steep slope, the height differential could be even more (see Pictures 3+4). Over time, the neighbourhood would become

a collection of incongruent buildings with the original houses being towered over by houses built with heights based on filled-in lots rather than natural slopes (Picture 4).

So why would Planning and Development propose the change from “natural slopes” to “finished grade”? The answer I received is that it is “too hard” to determine the natural slope. “Too hard” in times of the amazing response to COVID-19 by almost everyone is very hard for me to accept. Too hard for whom? It is too hard for Planning and Development... but really it shouldn't be given new technology and the negative consequences of uncontrolled building height. We are no longer in the 1960's, limited to tape measures and ladders. There are now high-quality, affordable GPS-based measuring devices and everyone now has a super-computer in their pocket. If, for example, the house in Picture 2 was scheduled for demolition and new construction, it would require only 1 person to define points on the streets and the back lane. These points are unlikely to change no matter how much an individual lot has been filled-in (see dashed line in Pictures 1, 2, and 3). Based on these points, it is easy (there's an app for that...) to calculate a virtual chalk line to determine the natural grade between these relatively stable points. **This line then would be used to determine the allowable height** of a house, **NOT the finished grade level of a filled-in lot** created by a “resourceful” contractor or maybe just generations of families trying to live their lives. If there are unusual topographies (rocks etc.), there may be unique adjustments required in those cases, but these are exceptions identifiable by professional surveyors and planners. If all else fails and it is impossible to define a natural grade, then it would be perfectly reasonable to say that the height of any new building should not exceed the height of a previous building on that property (if applicable) or the average height of buildings on adjacent properties.

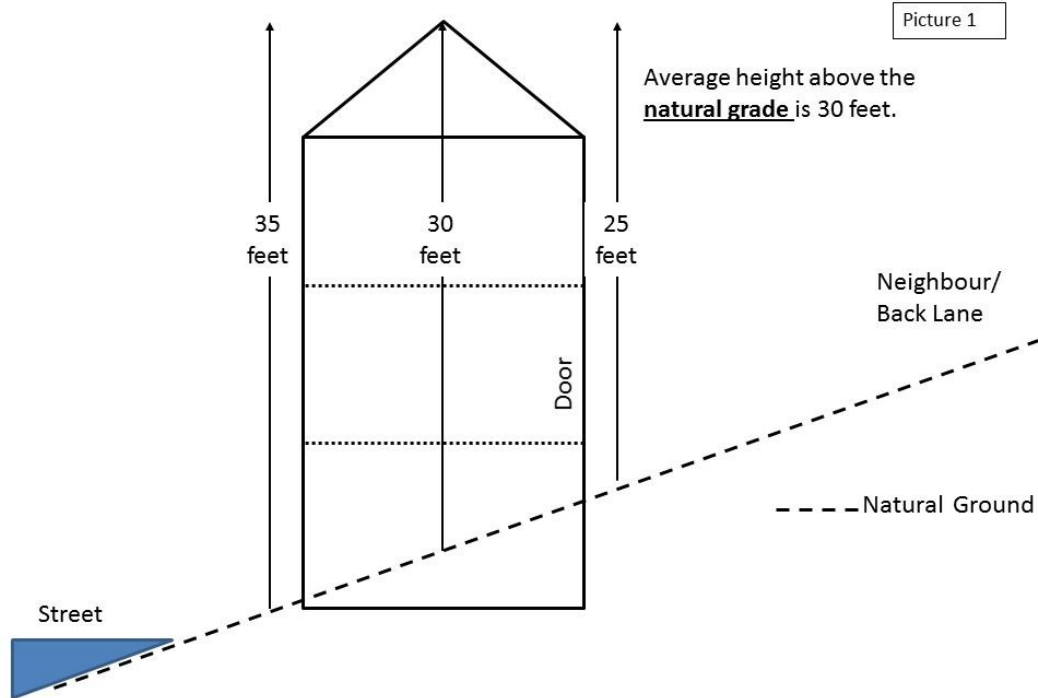
In summary, I believe that the change to using “finished grade” rather than “natural grade” in the determination of building height will have serious and pervasive detrimental effects on development, neighbourhoods, and people throughout HRM. I therefore urge you to implement (or retain) interpretations of height based on a best assessment of natural grade as outlined above.

Thank-you for you time,

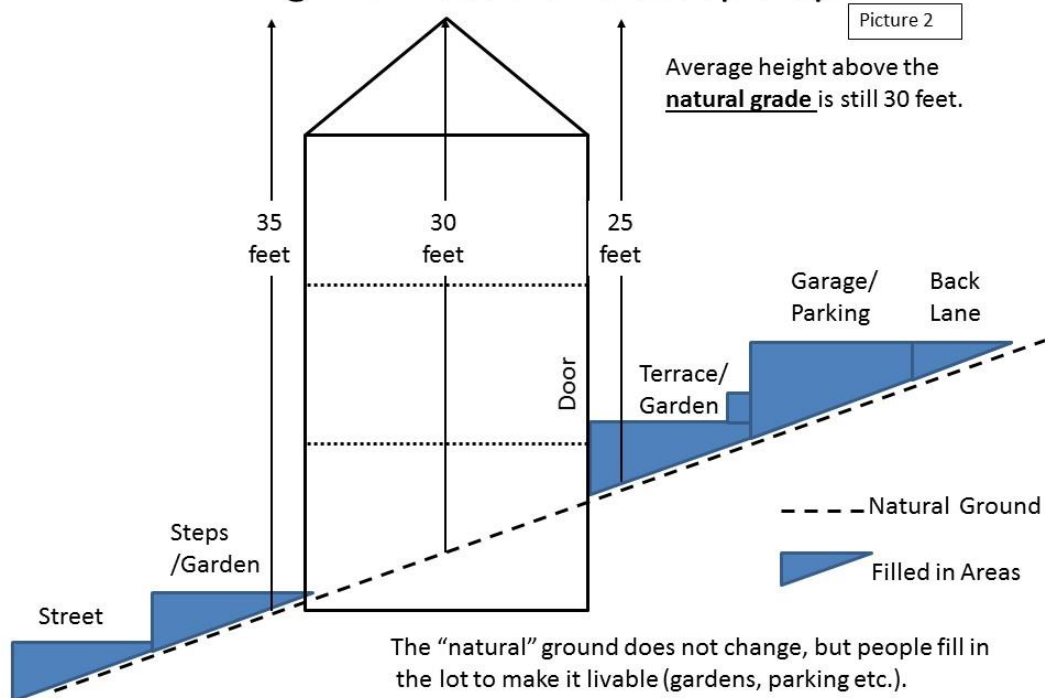
Ian Haidl



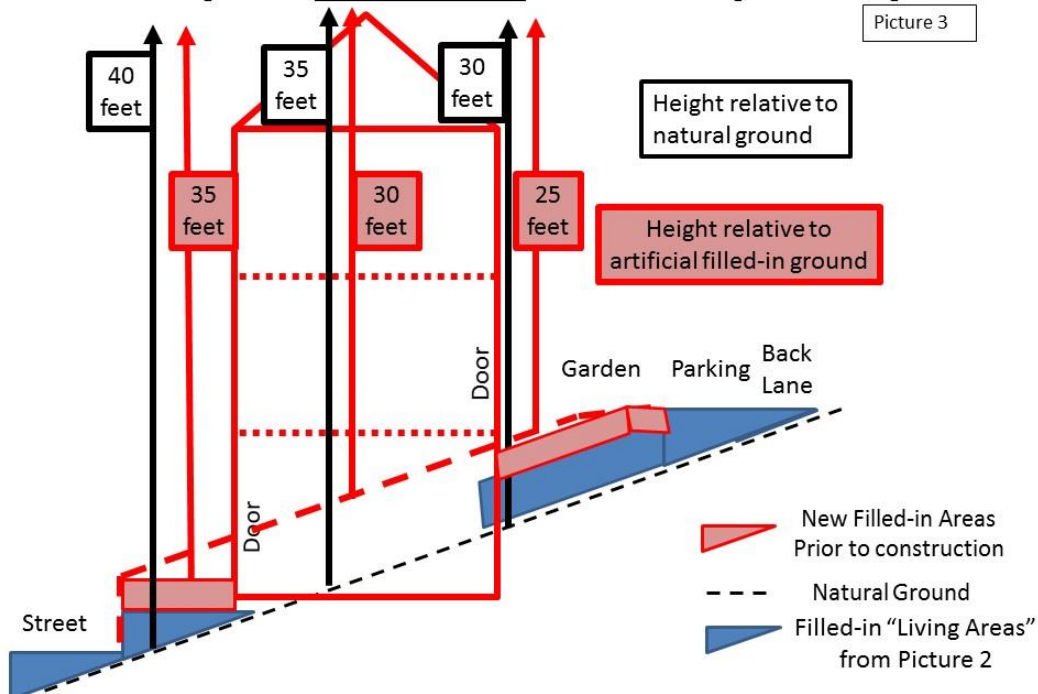
A house relative to the slope of the natural ground



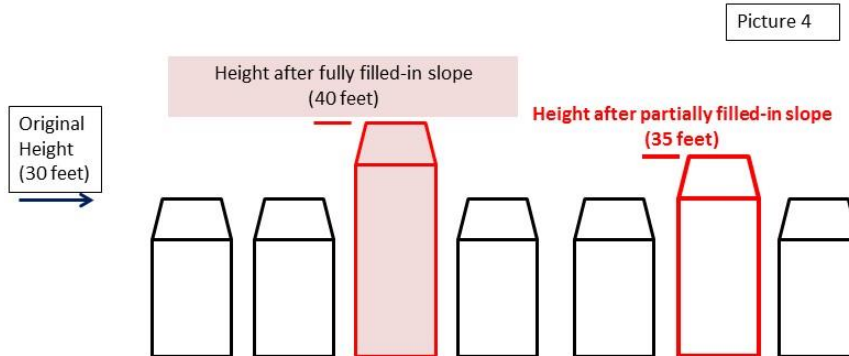
Living in a House on a Steep Slope



Representation of a house built or renovated based on the 5 feet additional "finished grade"... **now 35 feet high** relative to the original natural ground.



Potential Height Profile of Multiple Houses



If new construction or renovations in an established neighbourhood built on a steep slope is not evaluated based on the natural ground, there is **almost no limit on the "real-life" height** of these new houses.

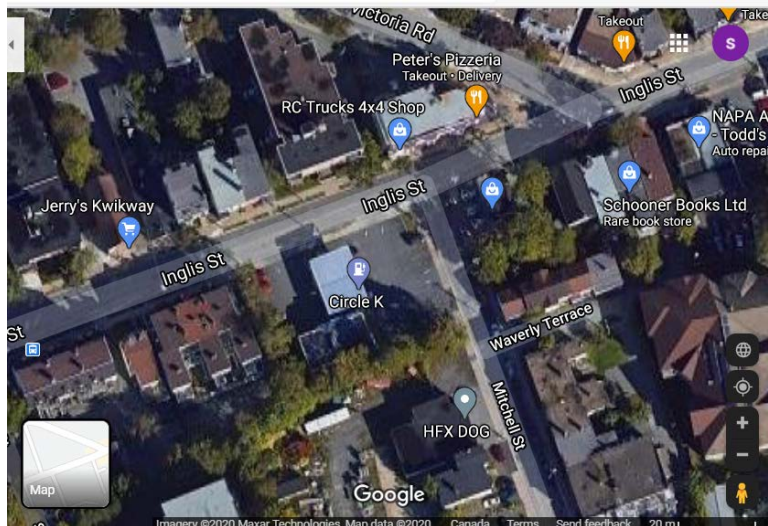
Common sense and the actual **current bylaws** indicate that this should be **absolutely unacceptable**.

My comments regarding the Centre plan

There are 2 points that I don't understand in the past planning of Down Town Halifax and I wish they will be put under consideration regarding the new plan:

1. How a Gas station is situated in the middle of a residential area? If this plan is addressing our environmental protection, then the presence of a gas station in the middle of residential area should be revisited and discussed.

An example of this is a gas station in Inglis street as shown in the map below.



2. How a rental containing multiple bachelor rooms are situated near an elementary school? As a parent, this worries me a lot because these rooms are not for families. I know that downtown is not exactly a family type neighbourhood but yet when there is an elementary school; family needs should be addressed as well. Some kids walk to school alone. What worries me is when my kid has to come near one of those rental houses for individuals. Dwellers of these units do hang around in front of the building. Sometimes the building itself does not have a sign showing that it serves a certain cause but the dwellers do hang around during day time. An example to this is an incidence that happened in Morris Street in a building neighbouring to Saint Mary School. One man was killed by a firearm On Dec 8:
[Halifax man charged with 2nd-degree murder in Morris Street homicide | CBC News](#)

The red pin in the map below is on the crime scene.



Are there any policies or regulations to organize the use and the designation of buildings within the new plan? I am aware of the objective of providing more housing but this should not happen on the expense of environmental protection like in example 1 or family safety like in both examples.

From: [Tota, Kasia](#)
To: [Umperville, Brandon](#)
Subject: RE: [External Email] Coast article on point - affordable community space
Date: Friday, January 15, 2021 10:16:52 AM

Brandon – could you include in the late folder? Perhaps also in the feedback table if possible.

From: Katherine Kitching [REDACTED]
Sent: Thursday, January 14, 2021 8:03 PM
To: Walk 'n Roll Hfx . [REDACTED] Tota, Kasia <totak@Halifax.CA>; Grant, Ross <grantro@halifax.ca>; Umperville, Brandon <umpheb@halifax.ca>
Cc: Smith, Lindell <smithli@halifax.ca>; Mason, Wayne <Waye.Mason@halifax.ca>
Subject: [External Email] Coast article on point - affordable community space

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

Hi all - I think the below article is a really important one for Halifax right now.

We've seen this coming for years. Space for worthwhile community-based, healthful activities and social activities is really hard to access.

I can tell you from my experience on the volunteer committee with Halifax Contra Dances that it's difficult if not impossible to pay market rates to use a space.

We charge \$10 a person for our dances, often get 60 or people to our events, and that fee doesn't-even-adequately-pay our musicians, dance caller, equipment needs and rental (The church we rent from often gives us a discount so we can continue to scrape by).

I also run affordable fitness classes and I gave up (pre-covid) on finding an indoor home base - we just meet outside - - if you have 8 people in a class paying \$8 per person, you can't rent a space and also pay yourself for your time.

And whenever a volunteer group I've been part of wanted to hold a meeting, we've had to rely on the kindness of an organization like Northwood if we want to meet or hold some sort of event - a small volunteer organization generally has zero budget to rent space!

I do feel an excellent solution in the Centre Plan would be to expand the list of **required public benefits** for large buildings, to (always) include some affordable community space right in the building.

The side-bonus of this approach is you would have your community space in the prime locations, accessible by transit, where new buildings are being built- not tucked away in a grotty warehouse in a remote business park.

AND the building would be modern, safe, up to code and accessible.

Space is needed for dance classes, fitness classes, community meetings, and community events of all sorts. I am sure I don't even know about many of the needs - youth programming? Music programs? Educational programming? I'll bet the list is endless and endlessly worthwhile.

Perhaps a coalition of organizations such as Sports NS and Dance NS and Ecology Action

Centre - and other orgs that support community-based activities- could manage the spaces -set the rents and deal with the bookings.

I understand the city would not want to take this on.

But to have a fresh new collection of affordable spaces that could be rented out by the hour, along with some spaces that could become regular "homes" to wonderful organizations like Bike Again, or the community wood shop, or some groups that do dance/yoga/circus/music programming.....

it would be amazing and enrich the community.

I feel like out in the countryside there are "community halls" which fill this niche - but I don't know what the equivalent is in Halifax. HRM Community Centre spaces are expensive to rent and hard to access as they are in hot demand. Church halls are becoming fewer and farther between.

Halifax is densifying so we need more and more of this type of space.... and yet it seems we are constantly losing (as this article outlines), not gaining.....

Katherine K

<https://www.thecoast.ca/Shoptalk/archives/2021/01/10/halifax-dance-studio-struggling-after-third-renoviction>

Halifax dance studio struggling after third renoviction

Serpentine Studios owner Laura Selenzi says the pattern is frustrating.

Posted By [Victoria Walton](#) on Sun, Jan 10, 2021 at 10:00 AM

click to enlarge

Serpentine's first location on Barrington Street is now the kitchen of Antojos restaurant. - STOO METZ

Stoo Metz

Serpentine's first location on Barrington Street is now the kitchen of Antojos restaurant.

Since first opening in Halifax in 2011, Serpentine Studios has moved to three different locations. Now, the dance studio is once again a nomad in the rental landscape of HRM, searching for a permanent space that fits all its needs.

"We need a space that's large, a good amount of square footage for dance. We need there to not be a lot of obstacles," says owner Laura Selenzi. "We need high ceilings 'cause we use hula hoops and a lot of belly dance props you need high ceilings for. And we need to be able to make noise, and we need like an entrance that our students can access without a buzz code."

When Serpentine Studios first opened at 1668 Barrington Street, the building provided everything it needed, with only one support pole in the large space and a central location. But, Selenzi says, "that space was kind of at the top of our price range."

After three years, building owners [Starfish Properties](#) wanted to renovate and raise the rent even more.

"They wanted to redevelop some of the space so they wanted to take away our kitchen and storage area and our bathroom, and then build us like a smaller bathroom," says Selenzi, "But they weren't going to take any of our rent away, they were going to keep it the same if not higher," she speculated, "and they wouldn't let us sign a new lease."

GOOGLE MAPS



click to enlarge

Google Maps

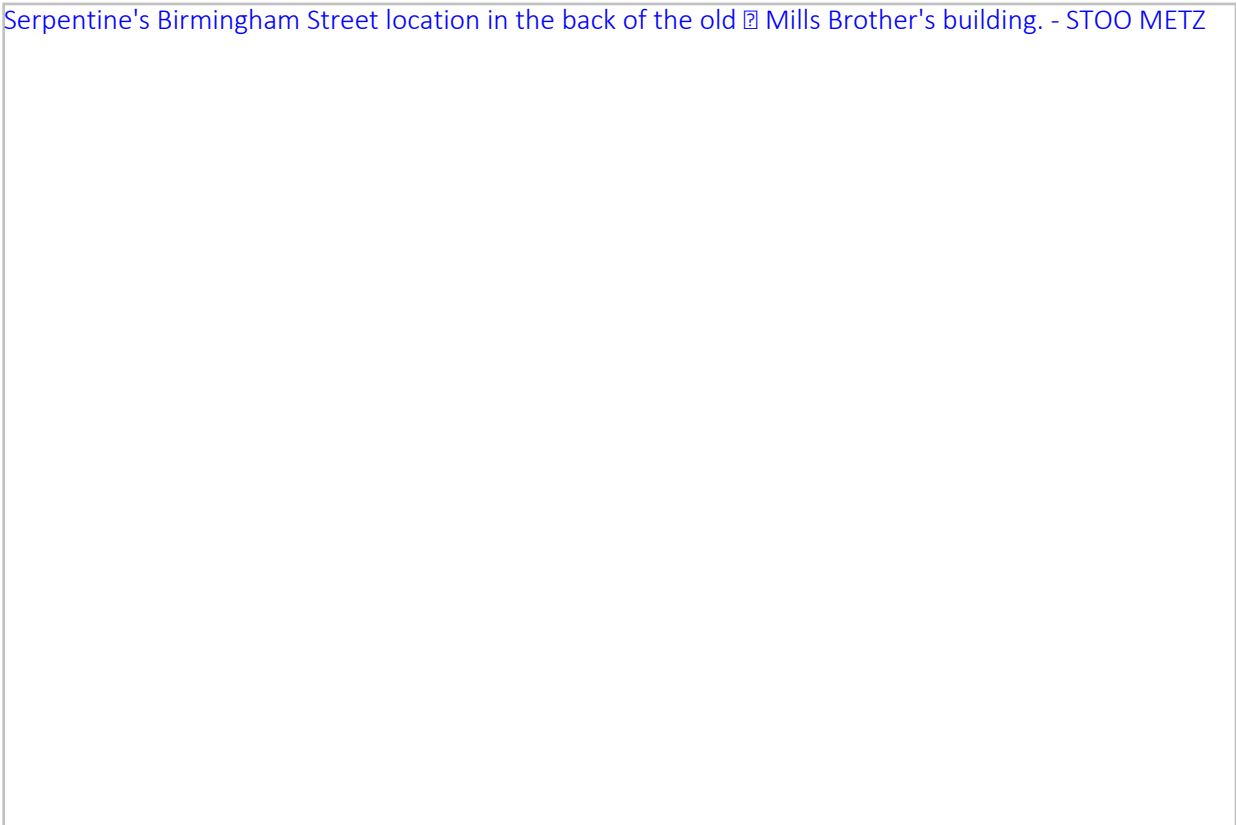
So before they could get booted, Serpentine Studios began the search for a new space. “We were like, we don’t want to wait around and get kicked out, we want to move on our own terms,” says Selenzi.

The studio came across 1489 Birmingham Street in fall 2014, the now-demolished Mills Brothers building, where Lululemon was the anchor tenant on the ground floor.

“It was a very good rental rate for Halifax for that amount of space,” says Selenzi. “It wasn’t perfect for us, the ceiling height was lower, the layout was a little tricky, there was a support column or two, but it had a really good vibe. It was really beautiful and the landlord Mickey [MacDonald] was really great to deal with.”

click to enlarge

Serpentine's Birmingham Street location in the back of the old Mills Brother's building. - STOO METZ



Stoo Metz

Serpentine's Birmingham Street location in the back of the old Mills Brother's building.

But it soon became public knowledge that time was limited for the historic building. “We did know through the grapevine that that building, the eventual plan was for it to be redeveloped.”

In 2017, Serpentine decided to get ahead of the wrecking ball again and began a pre-emptive search for a new location. “We knew that eventually it was going to be redeveloped and again, we didn’t want to wait around to get kicked out.”

@ARMINWONH



click to enlarge



MacDonald and his brother, who own [Micco Group](#)—along with developer Danny Chedrawe and [Westwood Developments](#)—finally [demolished the old Mills Brothers building in 2020](#).

But Serpentine Studios had already moved into the second floor of 5527 Cogswell Street, near the corner of Gottingen Street. “That was closer to the north end, which was our ideal neighbourhood to be in, it’s closer to where we live as well, and it was a little cheaper so we were really excited about that,” says Selenzi.

After alerting its students and clients about yet another move, Serpentine Studios began adapting to its third space in five years. “Each move was extremely costly for us and caused quite a bit of confusion for our students and people who had gotten used to our whereabouts. It took quite a toll on our business each time,” adds Selenzi.

click to enlarge

[The studio's most recent location on Cogswell Street. - JOSH SZETO](#)



Josh Szeto

The studio's most recent location on Cogswell Street.

Then, in 2019, Selenzi began hearing rumours that the Cogswell Street building, owned by the Metlej family, would be redeveloped too. The Coast reached out to Principal Developments and Templeton Properties, both owned by different branches of the Metlej’s, but neither returned our calls for comment to confirm who owns the building. The Metlej Group group, a third branch of the family, told The Coast they do not own the property.

“The radio station, the anchor tenant downstairs, they started moving their stuff out and we were getting a little nervous. And then we caught wind that yes, they were planning on redeveloping that entire lot,” Selenzi says.

JOSH NICHOLSON



click to enlarge

Josh Nicholson

It wasn't long before Serpentine Studios was on the hunt once again for a new space. But this time, there are fewer options than ever before. "We were looking and looking, we couldn't find anything remotely in our price range," says Selenzi.

The heritage buildings that were once in the studio's price range have been developed, and the rent has risen along with the high rises that now dot the Halifax skyline.

"These places that were affordable like Birmingham Street and Cogswell Street were in our price range but they're on the fast track for redevelopment. We didn't want to make that mistake again. says Selenzi. "So we started looking at these new developments, and they're all double what we can afford, realistically, as a business."

Since leaving Cogswell Street at the end of March 2020, Serpentine Studios has been using a mix of online classes, and renting space from local pilates studio Synergy PhysioPilates Studio, at 2742 Robie Street.

Selenzi says it's not the perfect solution, but it's the only option right now. "The space is lovely and we love the location. But because there's no mirrors, it's not an ideal long-term solution for us," she says.

Serpentine's floor-to-ceiling mirrors are in storage right now, and because they cost hundreds and hundreds of dollars to transport and install, Selenzi is holding out for now. "In the current climate that level of commitment is a little scary," she adds.

Selenzi says she doesn't want to scare Serpentine's dance students, but the future is very uncertain for the studio. "Basically, no, I don't think that we'll ever be able to have our own space again," she says.

For Serpentine Studios, that would mean the loss of a sanctuary for students and instructors alike. "They breathe a sigh of relief from their everyday lives. I always use the word oasis cause it's a bit of an escape for everybody. Having a special space has been a big part of what we offer as a studio. That space meant a lot to us and it meant a lot to our students, so it's really hard to let go of that" says

Selenzi.

But on a grander scale, it's evidence of a pattern that continues to persist in Halifax's downtown.

"They raised the rent and they redeveloped to the point where the only people who can afford it are these huge multinational corporations, big businesses," Selenzi says. "And I just worry that Halifax is losing what makes it special."

From: [Tota, Kasia](#) on behalf of [Regional Planning Office, HRM](#)
To: [Sivak, Ben](#); [Grant, Ross](#); [Inness, Mark](#); [Ouellet, Luc](#); [Preece, Justin](#); [Salih, Dali](#); [Totten, Anne](#); [Umpherville, Brandon](#)
Subject: FW: [External Email] Centre Plan Package B - feedback
Date: Friday, June 12, 2020 12:53:53 PM
Attachments: [Regional_Centre_LUB - annotated.pdf](#)
[FW Correspondence from Kyle Miller to CDAC.msg](#)

Team – we received the following detailed submission from our former colleague, Kyle Miller. It includes a detailed annotated copy of the LUB (which I believe Luc and Mark have come to expect), as well as some general comments which affect a number of regulations. To capture and review the attached submission I suggest the following:

- Luc and Mark – please review the annotated LUB; note any identified mapping errors or substantive issues not identified in the summary below and ask Brandon to track in the tracking table;
- Ross and Brandon – as many of the issues identified by Kyle relate to the ER designation, please identify those that are already addressed by the ER memo, and consider adding those that may be new for future follow-up;
- Brandon – please capture all summary comments below in the tracking table, likely as separate comments so that we can review in a consistent manner.

Thanks everyone, and please don't hesitate to let me know if you have any questions.

Kasia

From: Kyle Miller [REDACTED]
Sent: Friday, June 12, 2020 10:01 AM
To: Regional Planning Office, HRM <planhrm@halifax.ca>
Cc: Fred.Morley@novascotia.ca; Austin, Sam <austins@halifax.ca>; Mason, Wayne <Waye.Mason@halifax.ca>; Smith, Lindell <smithli@halifax.ca>; Cleary, Shawn <clearys@halifax.ca>
Subject: [External Email] Centre Plan Package B - feedback

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

Dear Centre Plan team,

Congratulations on the release of Centre Plan "Package B"! It has been delightful to see and review this release of comprehensive, up-to-date planning policies and regulations, accompanied by a single, unified zoning map for the entire Regional Centre. It must be gratifying to see your years of hard work finally beginning to pay off.

For your consideration, I respectfully submit the following (personal) feedback on the draft planning documents (though mainly on the Land Use By-law). I know this is a lot of feedback for your team to review, but I see the Centre Plan as a once-in-a-generation opportunity to get things right. Given the low likelihood of significant further changes in the years immediately after adoption, I hope you can review my comments and make any changes you agree with.

1. I have reviewed the entire Land Use By-law line-by-line, and am attaching an **annotated PDF**

version containing 845 short comments. Some comments are purely stylistic; others point out what I consider to be potentially significant drafting errors that may create unintended problems with administering the by-law.

Regardless, I have tried to limit these PDF comments to non-substantive issues of clarity, consistency, and proofreading. In other words, these comments are not meant to suggest *functional changes to any actual regulation*, but rather changes to how they are *communicated*. I really do hope these comments are useful to the drafting team.

2. On the substantive side, I do have **some concerns about the regulations** being proposed in “Package B”, with details and my requested changes described below.
 - a. **Inconsistent height limits in ER neighbourhoods:** I can’t ascertain the rationale for some ER neighbourhoods having their height limits reduced to 9.2 metres while others are being increased to 11.0 metres. Please consider applying a uniform 11-metre limit, which would seem appropriate given the plan’s goals of achieving gentle densification in the ER areas.
 - b. **Downzoning of the “Bloomfield neighbourhood” to ER-1/single-unit dwellings:** Fifty of the 190 properties (26%) proposed to be zoned ER-1 in this area — roughly bounded by Agricola, Almon, Gottingen, and North Streets — have two or more units today; this is reflected in its designation under the current Halifax SMPS as “medium-density residential.” Making these properties non-conforming does not make sense, given the Centre Plan’s goals of achieving gentle densification, and over time this will result in a *reduction* in the neighbourhood’s density, which I strongly oppose. (This neighbourhood’s density is what makes it an interesting, cosmopolitan place to live. I want more people living in my neighbourhood, which uses existing services more efficiently and helps build a strong community. And this area is one of the only 10-minute neighbourhoods in all of HRM! We should be encouraging more people to live in these areas, not fewer.) A downzoning to ER-1 is entirely inappropriate; please zone this area ER-2 or even ER-3 instead. (There are several existing fourplexes in the area.)

Moreover, elsewhere on zoning map there seems to be a step-down from ER-3 along major corridor streets, to ER-2, then ER-1 in the deep interior of some neighbourhoods. By this logic it doesn’t make sense that lots in the Bloomfield neighbourhood along North St. — a major transportation route — would be zoned ER-1. This same logic applies to its lots along Gottingen St., which will soon have bus rapid transit running outside their front doors. The Centre Plan’s nodes-and-links map acknowledge this, but for some reason the zoning does not.

I also consider the omission of the Bloomfield neighbourhood from the “North End Halifax” precinct (in the SMPS) to be an error; it easily meets the description of the precinct provided on SMPS pages 84–85.

- c. **Please consider allowing semi-detached and townhouse dwellings in every ER zone.** The rationale for excluding these effectively single-unit dwellings from ER-1 is not clear. This isn’t even a question of the “missing middle” — these are just basic, affordable

housing types that should be permitted everywhere in the year 2020.

- d. I am uncertain about the rationale for including an Internal Conversion clause in the by-law (Section 68). If an 11-metre high, 40% coverage single-unit dwelling is permitted in an area, why would HRM prohibit a house from being expanded to those same parameters in the process of adding a second or third unit? Is this a defensible regulation?

At the very least, the Internal Conversion regulation seems unnecessarily complicated. Requiring any structure to remain the way it looked in 2020 (except perhaps for heritage properties) is arbitrary. This regulation ties a building's physical structure to the way the building is being used today, which is contrary to the principles of adaptive re-use. (And finally, on an administrative note, if a property owner converts to three units under the clause tomorrow, does this clause really prevent them from expanding it to the built form maximums later? How will HRM keep track of this?)

So, please consider **eliminating the Internal Conversion clause** and regulating things in a more straightforward way through Table 1.

Also, in general, tying things to the by-law's coming-into-force date will simply create administrative difficulties over time. I recommend reviewing the by-law to remove as many of those "coming-into-force date" requirements as possible.

- e. **Please reduce the front yard requirement in the Bloomfield neighbourhood (between Agricola, Almon, Gottingen, and North Streets) to 1.0 metres or less.** The current requirement of 2.0 metres is the same as in many much less dense south-end neighbourhoods, and there are many properties in the Bloomfield neighbourhood that nearly touch their front property lines today, with no ill effects.
- f. **Permit grocery stores much more widely.** Food deserts are a documented problem in HRM. Permitting grocery stores in every zone from D down to HR-1, with no restrictions, would eliminate one potential barrier to addressing this problem.
- g. The 17-metre height limit on city parks may send the wrong message. Please consider applying a lower default height to the PCF and RPK zones (e.g. 11.0 metres), given the low likelihood of any developments 17 metres high in these areas.
- h. **Please permit libraries and religious institutions in all HR and ER zones** — there is no reason I can think of that these should be prohibited.
- i. **Metricization and excessive precision:** The lingering effects of using imperial units are clear; for example, 10.7 metres as a minimum lot frontage in ER zones seems arbitrary — why not take this opportunity to reduce it to 10.0 metres? Young Avenue has lot depth requirements specified to the nearest centimeter, and Schmidville has lot frontages specified to the nearest millimeter! This is unnecessary.
- j. Please consider reducing the ER zone minimum lot area requirement to less than 325 sq. m; 300 sq. m would be better. In support of this request, I note that most lots along

Duncan/Lawrence/Allan Streets are 300 sq. m or less and this is a highly liveable, desirable area that exemplifies walkability and rhythm and embodies good planning principles.

On a related note, the existence of the “GS” Special Area seems to acknowledge that, at least for one particular neighbourhood, a blanket lot area requirement is inappropriate — but why has this fine-grained approach not been applied more broadly? It seems strange to create special rules for just 40 properties when dozens of other areas neighbourhoods the Regional Centre would also benefit from such a detailed approach. Of course, adding dozens of these exceptions would be unwieldy, so your entire approach to regulating lot area, including the way it varies across the Regional Centre today, may warrant some reconsideration.

Also, the 1,000 sq. m minimum lot area requirement for the PCF zone precludes the creation of pocket parks, which are becoming increasingly popular elsewhere. Please reduce the PCF minimum lot area requirement to the equivalent of 1–2 residential properties (300–500 sq. m).

- k. Why regulate building footprints in ER zones — what’s the rationale? This seems an unnecessary regulation given that coverage is also regulated, especially when many of the areas where footprint is proposed to be regulated already have fairly small lots. I am especially struggling to understand why footprint requirements vary depending on what kind of low-density dwelling is being constructed (section 145).
- l. The very high minimum lot area requirements for Young Avenue, Armview, and Oakland Road amount to “mansion zoning” and effectively zone out residents with lower incomes. This doesn’t seem fair or equitable; surely HRM planning in 2020 has advanced beyond this kind of exclusionary zoning approach.
- m. I notice that major & minor spectator venues are permitted in the HRI zone. Given this zone is intended to preserve waterfront lands for industrial uses that depend on access to the water, permitting these lands to be used for non-water-dependent spectator venues seems a mistake.
- n. I am happy to see Downtown Halifax finally integrated into the Centre Plan, as was always the intention. However, I don’t believe it has been sufficiently integrated, and is now seems like a “plan within a plan”. (As an example, the Centre Plan now contains multiple definitions for a “high-rise building”, and the rationale for maintaining unique Downtown Halifax requirements, such as those pertaining to ground floors, becomes less compelling with each passing year. I would have preferred to see more harmonization of Downtown Halifax with the rest of Regional Centre at this stage.
- o. What is the rationale for the 50% balcony width requirement? Does this requirement effectively make high-rise living, one of the things the Centre Plan is trying to encourage, less appealing?
- p. I find the ER zone coverage requirements counterintuitive — why are larger lots

permitted more coverage? I would suggest the opposite should be true — 50% on smaller lots, 40% on larger lots — if the goal is to encourage a marginal increase in “invisible density” with addition of backyard/secondary suites.

- q. The inclusion of all the necessary regulations for Heritage Conservation Districts, though important, is unwieldy within the main land use by-law. This will become especially so as the number of HCDs increases. Is there any way to move each HCD’s regulations to an appendix, or to the HCD’s respective by-law? Please rethink your approach before you are locked into something that’s difficult to administer.
- r. Consider reducing the height limit on the Northwood properties (at Gottingen & North Sts.) from 26 metres to 17 or 20 metres so that it matches all the surrounding HR areas. (I’m not sure there are any other areas zoned HR-1 with a 26-metre height limit.) Given the unfortunate effects of COVID-19 at long-term care homes such as Northwood, it seems increasingly likely that large, high-rise nursing homes may be a thing of the past. If this property redevelops or is sold, its direct adjacency to an ER area (and potential HCD) makes 17 or 20 metres a more appropriate height limit going forward.
- s. Given the reputation of brightly lit variable message signs to cause sleep disruption, light pollution, and even confusion for wild animals, I would like to see these signs prohibited altogether. Failing that, in section 305 (re: signs in zones that abut ER and park zones), please consider prohibiting illuminated signs and variable message signs completely in at least these areas.

3. Finally, on a positive note, I want to register **my strong support for the following regulations and changes**, which I think are important, necessary, and indeed sometimes prescient given the way the Regional Centre is developing.

- a. Widespread permissions for the keeping of chickens and bees.
- b. A general increase in ER zone lot coverages.
- c. Widespread permission for backyard and secondary suites, including in townhouse and semi-detached areas, and with access permitted via laneways where they exist. (However, the footprint and height restrictions for on accessory structures in Westmount effectively prohibit backyard suites in this neighbourhood. Was this the intention?)
- d. The “storm porch” clause — subsection 96(5) — which acknowledges and upholds a Halifax vernacular architectural tradition, as well as the allowances for open porches to encroach in setbacks in 96(1)(d).
- e. The introduction of maximum parking requirements, and a generally very light touch on parking requirements, especially in ER zones.
- f. Multi-unit dwelling amenity space requirements & dwelling unit mix requirements — these will be great for families living in multi-unit buildings.

- g. Widespread permission for work-live units, and the requirement for grade-related units on the ground floors of larger buildings.
- h. Strong limitations on where drive-throughs are permitted.
- i. The transition and landscaped buffer requirements on properties where higher-density zones abut lower-density ones.
- j. The maximum 11-metre streetwall height blanket requirement, and particularly on Agricola St. — this will be important for maintaining human scale across the Regional Centre.
- k. Restrictions on garages in ER zones — which I think is important to prevent the “suburbanization” of the Regional Centre’s ER areas.

Thank you very much for taking the time to review my feedback. I hope it is useful and I wish you all the best for a smooth adoption process, even despite the delays caused by COVID-19.

Sincerely,

Kyle Miller

North End Halifax

CC: Fred Morley, Chair of CDAC

CC: Councillors Austin, Mason, Smith, and Cleary (members of CDAC)

Appendix D3 - Industry Letters & Submissions

Industry Letters & Submissions				
Number	Contact	Comment	Attachment	Source
IND001	Connor Wallace, zzap architecture + planning	<p>As the CentrePlan Package B planning process is currently underway, ZZap Consulting Inc. (zzap) is pleased to provide the following feedback and recommendations on the Draft Package B documents.</p> <p>We thank HRM staff, members of the public, councillors, and committee members for their continued effort on the CentrePlan process and commend all those involved in the progress and achievements to date, including Regional Council's approval of Package A in September 2019.</p> <p>Over the past 18 months, zzap has been working with a number of clients who own properties located within both Package A areas and Package B areas of the Regional Centre. Through this work, we have applied the policies and regulations on several sites within the Regional Centre that have varying contexts (i.e. size, street frontages, sloping conditions, through lots, corner lots etc.). As a result of this work, we are happy to provide the following feedback and recommendations on the draft regulations supported by some evidence-based project examples. We have organized our feedback into the following themes:</p> <ol style="list-style-type: none"> 1. Materials 2. Massing and Built Form 3. Site Design 4. Phased Construction 5. Wood Construction 6. Site Specific Design 	IND001	Letter
IND002	Rob LeBlanc, Ekistics	Hi Erin, I sent a note off Justin Preece to ask about this. I've been doing these wind and thermal comfort studies now for over 12 years in New York city for much much taller buildings than in Halifax, including 3 of the new + 60-storey towers in the Hudson Yard (see attached), many along the Highline and the New York Times Tower, (the study won a 2012 design award from the American Society of Landscape Architects). I also co-wrote the microclimate chapter in the Architectural Time Saver Standards Manual for North America. I am not an engineer but I employ a highly analytical procedure on our detailed studies using the COMFA model (some very complex linked spreadsheets) with Dr. Robert Brown out of Texas A&M University (my grad school advisor). See the attached. We have engineers in the office here that could stamp my report but that would be just checking a box. I'm considered an expert in this area in New York and overseas but I have to be an engineer to do a desktop study in Halifax? Seems very strange to me how this was set up to favour one discipline. I understand you don't want architects who have no experience in this work doing assessments on their own building (I've seen a number of these), but I believe that requiring an engineers stamp is overkill. It looks like the new standards were written by an engineer to favour an engineer doing this type of work. The shadow protocol in the Centre Plan is deeply flawed as well and I made my concerns known in the draft stage.	n/a	Email
IND003	Jennifer Tsang, Sunrose Land Use Consulting	I was looking at the Hydrostone residential area in Package B. It appears to be zoned as ER-1 which does not allow townhouses. My understanding is that the current zone under the Peninsula LUB is R-2 which makes the hydrostone townhouses non-conforming. I thought the intent in the Center Plan was to make them conforming. Can you please tell me why they are zoned ER-1 and why they continue to be non-conforming?	n/a	Email
IND004	Ian Watson, Upland Studio	Unless I'm missing a provision elsewhere in the Bylaw, it appears as if the ER-1 Zone is creating an extreme number of non-conforming uses with all of the existing two- and three-unit dwellings in the Centre Plan area. The Charter does not allow expansion of non-conforming uses (it allows expansion of non-conforming residential structures, but that's not the issue here - it's the use itself that's non-conforming). Section 34(2) of the draft Bylaw allows expansion of non-conforming uses, but only by development agreement. This is a heavy burden for these small residential uses, and likely a waste of HRM resources. If I wanted to do a small kitchen expansion on the back of an existing semi-detached house in the ER-1 zone, I would need a development agreement (\$3,000 + advertising fees; maybe two years of process?). The Bylaw needs to be updated to recognize existing residential uses and to consider them conforming so that they are not subject to this issue.	n/a	Email
IND005	Philippa Keri Ovonji-odida, Fathom Studio	I was just at the Designer Stakeholder Meeting #1 – General Package B Focus and wanted to get written confirmation concerning the transition policy on site plan approval. If one has a package A project that requires site plan approval, is it sufficient to have the site plan approval application in the HRM system prior to the adoption/notice for package B or does one need to have a construction permit in hand prior to adoption/notice of package B. Written clarification on this shall be helpful. Thank you!	n/a	Email
IND006	Abbey Smith, Fathom Studio	<p>Is there any more information or certainty we can get in regards to the second part of Sean's email on how adding square footage will impact the 2-bedroom requirement? As mentioned, out of a 68 unit existing building, we would only be adding an additional 4-8 units to the top floor. Given the uniqueness of this building, it seems excessive that adding 5-10% more units to the top floor would require remodeling the entire building below to meet the 2-bedroom requirement.</p> <p>As you can imagine, the project is at a stand still until we can gain clarity as the answer will greatly impact the direction of the design/schedule/budget moving forward.</p> <p>Any additional feedback would be greatly appreciated.</p>	IND006	Letter
IND007	Kerry Lynch	Most of the issues facing backyard suites are access for utilities, fire, rescue, ownership flexibility, guests and most importantly the pizza guy. There are hundreds of corner lots in the Package B area that could be considered candidates for development and subdivision. The resulting lot, if subdivided, will end up at roughly 28'-33' with 30'-50' frontage. These lots are undersized, but that's ok. They can still happily accommodate the 600 sq ft footprint currently proposed. There is a financial benefit to both the homeowner and the city. The subdivided lot could be sold or developed, in both cases the city would benefit from a new PID generating tax revenue and the fees associated with subdivision and deed transfer. The homeowner could pay down debt on the original PID or build and rent either of the two properties. From a planning perspective, the resulting full streetscape creates density at a human scale and would have a positive impact on walkability and neighborhood fabric.	n/a	Email
IND008	Rimon Soliman, WM Fares Architects	I'm working on a couple of projects that have an issue that I would like to discuss with you. This is regarding LUB Package-A – 94 (5) Step back requirements at a transition line. For a mid-rise building, the LUB require 6m setback and 2.5m step back above the street wall facing a transition line. that places the upper face of the building at 8.5m from the transition line. See attached sketch. Due to some structural challenges we would like to set back from transition line more than 6m while keeping the top face of the building at 8.5 m from property line. This result in a "step back" of less than 2.5m. Can I set a phone meeting with you sometime this week to go over this sketch. Update from Luc after meeting: The request from W.M. Fares Architects is related to Clause 134(2)(a) of the RCLUB (Package B). Due to column spacing issues (column falling in the middle of a ramp), W.M. fares Architects would like us to consider allowing the option for the developer to push the entire structure back from the rear property line by 8.5 metres, instead of 6 metres at ground and 2.5 metres of stepback. They say it is impacting 3 of their current projects.	n/a	Email
IND009	Rimon Soliman, WM Fares Architects	As a separate entry, further to IND008 they are raising concerns about the definition for "Ground Floor". They have raised the following questions: How deep does the ground floor have to be? Would a small landing count and then you could go up or down? These are fair question in my opinion. Maybe we should be defining "ground floor conditions" instead of "ground floor", i.e. "entry door plus landing". I am not sure if the Flynn Flats development (Lawan Group; 1363 Hollis Street) could meet our definition for "ground floor", but it is an appropriate response to the severe sloping conditions on that site.	n/a	Virtual Meeting

IND010	Nathan Rogers, Dalhousie University	<p>In reviewing Centre Plan package B LUB Section 143 (2), I highly recommend that this section be deleted entirely. Dalhousie's 2010 Campus Master Plan notes a planned 18-storey tower on our Carleton Campus to support future anticipated medical and health related research and teaching. See attached the concept. The 18-storey tower has an anticipated gross floor area of 58,698 square metres. Taken over 18-storeys, this equates to approximately 3,260 square metres per storey. We do not have any floor plans but we can presume that the low/mid- rise portion would have greater area than the tower portion but nonetheless the notion of limiting the tower portion to 750 square meters drastically impacts our future prospects.</p> <p>A 750 square metre floor plate is not conducive to university use.</p> <p>Our open space, in this case the Carleton Quad, is extremely important to our campus life, and we value and steward that space with pride. The Carleton Quad actually is part of the Halifax Common and we are working with the HRM team on the Common and look to promote that space as part of the Common as the plan progresses. Our future space needs should not impact the open space. Please consider removing this portion of Package B.</p>	n/a	Email
IND011	Nathan Rogers, Dalhousie University	<p>Section 126 of the draft Land Use By-law regulates the maximum lot coverage for various zones. Presently the UC zone is stated to have a maximum lot coverage permitted of 60% in Table 11. This is a challenging requirement. Our Rosina development site on Queen Street, for instance, is currently zoned DH-1 under the Downtown Plan and it permits 100% lot coverage. This change under Package B drastically changes the development capacity of our Rosina site. Can you please explain the rational for this change? We don't see the necessity of this drastic change and trust that it's a minor oversight that can be remedied.</p>	n/a	Email
IND012	Nathan Rogers, Dalhousie University	<p>Hello Planners, Trust you are all staying well during these unprecedented times. This email is a follow-up to our meeting on March 12, 2020. I was asked to propose an alternative to Section 143 (2) related to high-rise buildings on our Carleton campus located between University Ave and College Rd. One notion to keep in mind when we think about the future of our city and such people as Jane Jacobs – sometimes it's best to leave good things alone. More specifically on the matter at hand, as previously outlined, our planned 18-storey medical and health sciences building would not meet the requirements of the section for a maximum building dimension of 35 metres and a maximum floor area of 750 metres. Our initial instinct was for HRM to remove this clause from the by-law. However, upon further review, we believe that we can come to a middle ground through the following revision: In any INS and UC zone, the tower portion of a high-rise building shall not exceed: (a) a building depth or building width of 70.0 metres; and (b) a floor area of 1,500 square metres per floor. These numbers come from analyzing the Tupper Building, a similar structure to the proposed towers on Carleton Campus although turned 90 degrees with the narrow portion facing the public streets. The Tupper Building has a width of approximately 70 metres and a floor area of roughly 1500 square metres. We believe that these dimensions will better represent our vision of creating a dense urban campus. Research space, especially in the medical and health sciences, has a great deal of variability in terms of space utilization. To allow our space management to accommodate the needs of our students and faculty, we request that HRM update the land use by-law to meet our proposed revisions.</p>	n/a	Email
IND013	Nathan Rogers, Dalhousie University	<p>Below are the items requested by Nathan Rogers for further consideration under Package B. These are specific to UC zones and associated provisions:</p> <ul style="list-style-type: none"> Evaluate expansions to the maximum lot coverage Overall Height assigned to different UC properties Tower Dimension Tower Separation At-grade setbacks and separation <p>Other</p> <ul style="list-style-type: none"> Rezone Glengary Apartments to UC Parcel at the end of university Ave is not part of the ROW. Synagogue – Team to monitor sale of property and evaluate possible change from Draft INS to UC is transaction occurs before public meeting in September 	n/a	Email
IND014	Nathan Rogers, Dalhousie University	<p>After reviewing Centre Plan Package B LUB Section 143 (1), I recommend that the clause "no building dimension shall exceed a width or depth of 120.0 metres" be amended to 150 metres. Alternatively, the definition of a building could be adjusted to indicate that 2-hour fire-rated walls with penetration points between two buildings are equivalent to exterior walls. Thus, allowing the condition in the building definition of a "continuous enclosed area within exterior walls" to be satisfied by fire-rated walls with connection points. Dalhousie is planning to develop two buildings on the two adjoining lots on our Sexton Campus alone Queen Street. Our site plans, as of now, have the two buildings connected by 2-hour fire-rated walls (Building Code Requirement), and in the current condition of the by-law, this would consider them to be one building exceeding the proposed maximum building dimension of 120 metres. We would like to have the by-law express that these are two buildings on two lots connected by a fire-rated wall with penetration, and not have these walls excluded from the definition of a building. If this issue could be clarified or amended, that would help us to continue the planning and development process with our existing site plans.</p>	n/a	Email
IND015	Nathan Rogers, Dalhousie University	<p>This is a follow-up comment on LUB Section 126 regarding Maximum Lot Coverage. Presently the UC zone is stated to have a maximum lot coverage permitted of 60% in Table 11. I have previously written that this bylaw requirement is problematic (see attached email dated March 9, 2020). I am now highlighting a clear disparity between the policy direction in MPS Policy 3.75 stating that institutions cannot complete plan amendments or rezoning applications until such time as building sites including parking lots are developed. This policy directs densification of our campus and we support that approach. The disparity comes in the bylaw application of said policy by limiting our lot coverage to a maximum of 60%. There appears a conflict between policy direction in 3.75 and LUB Table 11 as it relates to UC zones. The maximum lot coverage requirement effectively keeps UC zoned properties from reaching a state of fully developed and intensified campus as directed by 3.75. Please revise to "No Requirement" lot coverage allowance for UC zoned properties. This is consistent with zones is proximity to our campuses like HR-1.</p>	n/a	Email
IND016	Nathan Rogers, Dalhousie University	<p>This email comment is in regards to Centre Plan package B Section 120(4) regarding maximum streetwall heights applicable to INS and UC zones.</p> <p>What is the reason of requiring a streetwall for buildings that are tall mid-rise buildings or high rise buildings if said buildings are great than 40-metres from a public street? There is no substantial rationale from a public experience point of view. How does a 'streetwall' make sense if it is located more than 40-metres from an actual street? What if the building was located 120-metres from a public street?</p> <p>From reading the draft MPS, there is general reference to a human-scaled and active experience along the street as the general intent of the streetwall. The preamble in Part 4.7.4 Streetwall Scale and Design notes "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." In instances where buildings are further back than 40-metres from the sidewalk – how is this provision amounting to anything in terms of desired impact?</p> <p>This requirement is overly prescriptive for development purposes for buildings located greater than 40-metres from a public street. Dalhousie requests that the exemption provision remains for all building heights within the INS and UC zones.</p>	n/a	Email

IND017	Jack Graham, Dalhousie University	<p>I am writing today to voice concerns about the 60% maximum lot coverage for university uses in Centre Plan Package B. Combined with the required setbacks and maximum height, there are too many restrictions to allow for the efficient use of land, which is of limited supply.</p> <p>While it may be necessary to limit how much land can be developed, forcing campuses to adhere to too many individual restrictions will only lead to inefficient campus design, which will in turn lead to increased demand for land. The U15 group of universities includes the top research universities in Canada. Other schools in the U15 group of universities do not have lot coverage maximums, unlike the proposed Centre Plan Package B changes. Building height restrictions, setbacks, and stepbacks are being used to effectively control campus developments at Western University, the University of Waterloo, and the University of Calgary, to name a few. The municipalities controlling these universities do not feel it is necessary to restrict development of campuses by Floor Area Ratio or Maximum Lot Coverage.</p> <p>Limiting UC zones to 60% lot coverage will not lead to sustainable development on Halifax's campuses.</p>	n/a	Email
IND018	David Garrett, DFG Architects	<p>First, my hat off to all of you who have been working diligently for a long time under what I imagine to be stressful circumstances on this important project. Where you are right now with the Centre Plan is good, problematic in certain areas sure, but overall very good. Congratulations!</p> <p>In my perspective as an architect, previous Urban Design Task Force member, steering member of Friends of the Halifax Common, and long-time resident of the Creighton Fields area, I feel that the most significant gap in Centre Plan Package B is its very notable lack of attention to the need for public, open, green space in the more heavily densified urban areas envisioned by the Centre Plan.</p> <p>The Draft Plan document talks (1.2.1 Strengths) about our access to parks and open spaces, but most of the spaces mentioned, along with beaches and green spaces near our urban centre are for most only accessible by car. They are not neighbourhood spaces, lovely but not accessible on a daily basis, which urban dwellers need, as has been pointed out by many, including the World Health Organization: Urban green spaces and health A review of evidence https://www.euro.who.int/__data/assets/pdf_file/0005/321971/Urban-green-spaces-and-health-review-evidence.pdf?ua=1</p> <p>The Draft Plan document goes on to talk (1.2.2 Challenges) about a need for “further investment and possible (my emphasis) expansion” in “green infrastructure...,” but virtually nothing is said with any bite, as in “shall,” about increasing green space as a requirement of the Plan and initiating policies that would lead to that. Are we going to tell the entire North End of Halifax to make their way to Fort Needham Park to experience significant green, open space? It is neither easily accessible nor accommodating. This course is not leading to a healthy urban environment given the increased densities proposed in Package B. It will lead to an increasingly harsh environment, even with the proposed project amenity requirements.</p> <p>Private “amenity space” in larger projects is necessary, but it is not a substitute for significant, public, open, green space. These spaces do not need to be large, as can be seen by the rich small spaces in the dense urban environment of Paris, but they need to be easily accessible. If they can be connected as Corridors, wonderful, but the essential requirement is that as density increases, green space needs to increase proportionately and that requires great attention. It will not happen easily.</p> <p>The draft document talks ((3.2 Park and...)) about how “...parks, open spaces, [etc]... will require further investment and possible (my emphasis) expansion. This is my concern! Repeatedly thru the document, similar references are made to green space requirements in language such as “may,” “possible,” “consider,” etc. This is not the language by which to bring about a wholistic and healthy urban environment.</p> <p>I agree that a significant increase in density along the lines proposed by the document is good and will be beneficial. I am only saying that the emphasis that is being given to increased density requires a proportionate increase in public, green, open space and that stronger language and policies need to be added to the document to support that; for example that current publicly-owned property must remain for public use, and perhaps that current publicly-accessible space facing conversion such as discontinued churches, need to be purchased by the public and remain in the public realm, perhaps as small parks.</p>	n/a	Email
IND019	n/a	Within 30% of no parking - can we permit accessible parking? (FBM). 136(2) - 6m above grade affects all properties - should this apply to buildings which are not having multiple towers @ 64m which are not taking advantage of size? Affordable housing in Cogswell needs to be part of sale conditions.	n/a	Stakeholder Meeting: Designers
IND020	n/a	Impact of gentle density in ER zones?	n/a	Stakeholder Meeting: Designers
IND021	n/a	Secondary suites – 5.5M height limit will mean all backyard suites will have flat rooves. Need it to be higher to get 2 full storeys.	n/a	Stakeholder Meeting: Designers
IND022	n/a	Lots in Hydrostone don't meet min frontage or size – what does that mean? Allowed to keep its existing use and develop as same use (eg, residential).	n/a	Stakeholder Meeting: Designers
IND023	n/a	Rationale for having to choose between secondary and backyard, if trying to increase gentle density? May want to do home office in backyard suite as well as rental unit.	n/a	Stakeholder Meeting: Designers
IND024	n/a	Like increasing density through backyard suites, but concerned about loss of trees as we depend on backyard trees to increase urban forest cover. Anything you can do to mitigate their loss? Still waiting on answer form Legal	n/a	Stakeholder Meeting: Designers
IND025	n/a	Considered doing backyard suite as percentage of lot coverage? Want to prevent tear downs...	n/a	Stakeholder Meeting: Designers
IND026	n/a	Backyard suite height too restrictive, everyone will do a flat box. Too low for pitched roof.	n/a	Stakeholder Meeting: Designers
IND027	n/a	Where do guidelines for roof gardens & roof amenity space fall within lot coverages?	n/a	Stakeholder Meeting: Designers
IND028	n/a	Are carriage houses eligible, where garage is ground floor and housing unit is above it? Falls under general secondary suite rules, can be any built form.	n/a	Stakeholder Meeting: Designers
IND029	n/a	Thoughts on built form regs?	n/a	Stakeholder Meeting: Designers

IND030	n/a	Suggest that every square foot you remove from ground floor to allow for widened sidewalks, you could put on top as extra height.	n/a	Stakeholder Meeting: Designers
IND031	n/a	Streetwall articulation of 8M has caused us difficulties, a lot of good buildings in town would not meet it. Can't do nice, simple modernist box, would need to add in flashing or put a hat on it.	n/a	Stakeholder Meeting: Designers
IND032	n/a	What is DRC process for reviewing applications and how often do they meet? Meet as required. Is there a timeline for them giving feedback to developers? Originally had 60 day requirement, not in place under Centre Plan. Is it presentation from client design team or staff recommendation?	n/a	Stakeholder Meeting: Designers
IND033	n/a	Policies in Package A that have been problematic?	n/a	Stakeholder Meeting: Designers
IND034	n/a	Getting rid of minimum parking reqs was great. Makes it small site developable that could otherwise be orphaned.	n/a	Stakeholder Meeting: Designers
IND035	n/a	Restriction on parking in front 33% of lot – for corner sites this means huge percentage can't have parking. Makes it difficult to provide accessible parking. Any provision for it in Package B?	n/a	Stakeholder Meeting: Designers
IND036	n/a	6M sideyard setback is new – penalize people for building shared parking structures?	n/a	Stakeholder Meeting: Designers
IND037	n/a	Does Package B revisit density, height limitations at Micmac Mall? 20M is holding place, as FGN could change and become a CEN.	n/a	Stakeholder Meeting: Designers
IND038	n/a	Any particular sites id'd or designated for affordable housing? All areas required to do density bonusing.	n/a	Stakeholder Meeting: Designers
IND039	n/a	Inclusionary zoning is the only way we will get affordable housing – Province said you can't do it? St Pat's sale included no statement on affordable housing, Willow Tree lost it. Is it part of Cogswell discussion?	n/a	Stakeholder Meeting: Designers
IND040	n/a	IS purpose of DB money to require affordable housing within developments, or free standing? Free standing is exclusionary, creates segregation. Need funds to go to developers to include it in plans.	n/a	Stakeholder Meeting: Designers
IND041	n/a	Could you do rooming house in ER2 or ER3? Yes, permitted as of right subject to bedroom limits.	n/a	Stakeholder Meeting: Designers
IND042	n/a	ER2 and ER3 zones are fairly small in number – overwhelming majority is ER1. Are there scenarios where we actually have less density in new rules than under old R-1, R-2 zones? Essentially downzoning in some areas.	n/a	Stakeholder Meeting: Designers
IND043	n/a	What is plan for cash in lieu for density bonusing – how is city going to use funds for affordable housing? Working on report to Council with proposal	n/a	Stakeholder Meeting: Downtown Halifax
IND044	n/a	What is definition of affordable housing? Not locking down into one definition – generally focused on moderate to low income, with housing 30% or less of income.	n/a	Stakeholder Meeting: Downtown Halifax
IND045	n/a	Percentage of Statscan median income? Yes, could be, or based on average rents. Looking at various ways as we figure out HRM's role in affordable housing.	n/a	Stakeholder Meeting: Downtown Halifax
IND046	n/a	Setbacks don't make land work for us, but not possible to change as part of Package A? Still taking comments on it, may be some tweaks to form so worth mentioning.	n/a	Stakeholder Meeting: Downtown Halifax
IND047	n/a	Looking for more openness to design. Keep with look you are trying to achieve, but not having to do so far back on upper floors as losing square footage.	n/a	Stakeholder Meeting: Downtown Halifax
IND048	n/a	IF a DA is due to expire in September but no development permit, can we get extension or is it a race for permit? Talk to Applications team to get sense of how fast extension could be processed.	n/a	Stakeholder Meeting: Downtown Halifax
IND049	n/a	How does this tie into community planning. Example, look at Gottingen corridor where schools are all closing, then ppl move in and everyone needs schools – how can we ensure schools, parks, etc? Never seen a master planning process with people in community, asking them what they want to make community more complete. HRM – that is idea with FGNS, but for existing communities it is case by case. Parks is doing larger scale assessment of parkland and access to it - % of residents within 500M of park & community facilities. Doing needs assessment.	n/a	Stakeholder Meeting: Downtown Halifax
IND050	n/a	City has sold 2 surplus schools and lost opportunity for park. Problem is parks assessment coming behind Centre Plan, cart before horse. Putting all height and density in areas, could have charged for development rights to fund parks.	n/a	Stakeholder Meeting: Downtown Halifax
IND051	n/a	Describe how you see ER1, 2 and 3 as different, what they are trying to promote? Silent density in secondary/backyard suites. Also small scale local commercial uses along corridors, creating more complete communities.	n/a	Stakeholder Meeting: Downtown Halifax
IND052	n/a	Any change on lot requirements – frontage, coverage, size? Frontage smaller, 10M, coverage increased to 40%. Some special areas where we recognize different built form (eg, front porches, smaller frontages).	n/a	Stakeholder Meeting: Downtown Halifax
IND053	n/a	What tis timeline going in for approvals? Took me 18 months for building permit, so if doing it now will probably expire. HRM – cases not necessarily being managed by a planner, between DO and DRC. Now if changing to DAC we may be looking at expediting that. Far fewer applications now that will go through DA so don't have to go back & forth, should speed up system. Just unsure if volume will increase significantly for site plan approval, could impact timelines.	n/a	Stakeholder Meeting: Downtown Halifax
IND054	n/a	Dwelling unit mix – household size decreasing, now down to 2.1 ppl per house and going lower. So in these zones where we have 3 BR but can't force them to rent it to family, will just get students. Need to look at what families want – parks, schools, good transit. Telling market to change unit mix that demand will change over time, telling ppl to do things they don't want to do, will drive up housing costs.	n/a	Stakeholder Meeting: Downtown Halifax
IND055	n/a	A walking neighbourhood has a focus, something to walk to. This is where community planning would help. Corridors help with this be introducing amenities. Needs schools downtown to attract families. HRM – we have kept current or former schools as INS to enable that future use, also landmark building policy. But it is forcing me to build 3 BR units when I don't want to, when families won't be moving in. I don't want to rent to students, market is calling for smaller units. Put infrastructure in place to bring in families, then developers will build 3BRs.	n/a	Stakeholder Meeting: Downtown Halifax
IND056	n/a	Need to talk with school board to find out their plans, things they need to establish smaller schools, try to influence them to come back to densifying areas.	n/a	Stakeholder Meeting: Downtown Halifax

IND057	n/a	If there is existing residential in an Industrial zone is it allowed to continue? Yes, as non-conforming use.	n/a	Stakeholder Meeting: Industry & Employment
IND058	n/a	Are there any policies around trucking, truck routes? No, that topic is being left to the transportation planners.	n/a	Stakeholder Meeting: Industry & Employment
IND059	n/a	Port has grain elevators – are you aware of the explosive potential? Restricting residential development is the usual practice. The ACE Towing yard is not yet developed, HRM should consider requiring that lot (and others nearby) to do a risk assessment. People think the grain elevators are not used but they are full, the only ones on the Eastern seaboard.	n/a	Stakeholder Meeting: Industry & Employment
IND060	n/a	Does HRM have any funding mechanisms for future growth nodes? No, they are privately owned so it falls under private development.	n/a	Stakeholder Meeting: Industry & Employment
IND061	n/a	Is the North End Port infilling to accommodate future growth? Yes in the long term, but in the short term it is functioning as a dump for the pyritic slate from downtown developments	n/a	Stakeholder Meeting: Industry & Employment
IND062	n/a	Could someone please define secondary suites/backyard suites?	n/a	Stakeholder Meeting: Designers
IND063	n/a	You're saying, with 5.5 metres that it has to be a flat roof? 60% of the houses in Halifax have pitched roofs, if you're trying to be sympathetic then you're comin at this at the wrong point of view. 5.5 metres to the eaves. It should be sympathetic to the house you're adding it to.	n/a	Stakeholder Meeting: Designers
IND064	n/a	Has there been any adjustments to the built form requirements from A to B? Luc: we can make a list and circle back to the group when Package B gets approved at the end of the year? Yes.	n/a	Stakeholder Meeting: Designers
IND065	n/a	ER-1 zone, 3 units within existing. It looks like we don't have enough options in the ER-1 neighbourhoods.	n/a	Stakeholder Meeting: Designers
IND066	n/a	Do the backyard suites have their own setbacks? Yes, it's tied to the accessory structure.	n/a	Stakeholder Meeting: Designers
IND067	n/a	If there's already an accessory structure on site, can those setbacks be grandfathered? If you are changing the use then it will need to meet the new setbacks.	n/a	Stakeholder Meeting: Designers
IND068	n/a	If someone has a development permit, they would have to get their constructions permit not.	n/a	Stakeholder Meeting: Designers
IND069	n/a	You'll still be accepting enabled applications until that notice. Yes.	n/a	Stakeholder Meeting: Designers
IND070	n/a	Will you eventually have the ability to overlay all of the maps? Yes, we do plan to release the open data.	n/a	Stakeholder Meeting: Designers
IND071	n/a	Organization of the document re. built form. I find it hard to parse now. It means you have to look up seven different things.	n/a	Stakeholder Meeting: Designers
IND072	n/a	I find the tables really helpful.	n/a	Stakeholder Meeting: Designers
IND073	n/a	I find the breakdown zone much easier. With this system you have to look through the entire bylaw for each individual property.	n/a	Stakeholder Meeting: Designers
IND074	n/a	If you truly want to be simplified you would be less prescriptive.	n/a	Stakeholder Meeting: Designers
IND075	n/a	It's difficult to comment on the specific built form regs without looking at specific sites.	n/a	Stakeholder Meeting: Designers
IND076	n/a	I'd say it's the variation clauses, the first list is very general but then it refers you to second section which is much more specific.	n/a	Stakeholder Meeting: Designers
IND077	n/a	The DH variation in design criteria worked really well.	n/a	Stakeholder Meeting: Designers
IND078	n/a	You can't do both the Development Officer system and have tighter built form requirements. You both took the power of discretion away and tightened up the requirements at the same time. You can't do both.	n/a	Stakeholder Meeting: Designers
IND079	n/a	Eugene: either you make it less prescriptive or you allow for more variation. You'll end up squashing a significant amount of development. You'll get things you don't want.	n/a	Stakeholder Meeting: Designers
IND080	n/a	I don't want you to undo all of the work you've done but if you introduce some variation then you'll allow some of that creativity you want.	n/a	Stakeholder Meeting: Designers
IND081	n/a	The 12.5 metre setback to all interior property lines. Totally understand the tower separation but if you're next to something that's never going to have something built on. If you're next to something that's never wide enough to get a tower on it then maybe that setback doesn't work.	n/a	Stakeholder Meeting: Designers
IND082	n/a	Some confusion between package A and B your rear lot stepback with tall midrise, with Package A you didn't have, in Package B you introduced the table with the rear stepback.	n/a	Stakeholder Meeting: Designers
IND083	n/a	Side yard setbacks, you could only do six together or 3 and 3, it doesn't meet the minimum requirements of the red book standard for a minimum width of the commercial driveway.	n/a	Stakeholder Meeting: Designers

IND084	n/a	The other thing with that driveway, we're gonna try and do a charter variance. There's a lot of reasons why you wouldn't put your driveway at the edge of the property.	n/a	Stakeholder Meeting: Designers
IND085	n/a	Does the bylaw talk about access, I know that some bylaw says you can't access a higher zone from a lower zone. I have another property that's ER3 to HR and it's the safer access but it wouldn't be allowed. Joseph Howe for example, accessing from the lower zone would be safer than from Joseph Howe. Could be another benefit for the IMP goals, not having access on the bigger routes.	n/a	Stakeholder Meeting: Designers
IND086	n/a	IF someone wants to apply, start a project, and they don't think they'll have enough time by roughly September 5th. If you're doing as of right that doesn't require SPA or DA then you have to. You need to have the construction permit in hand.	n/a	Stakeholder Meeting: Designers
IND087	n/a	What's the motive for ER-1 on Carlton when surrounded by CEN. It was a registered heritage streetscape.	n/a	Stakeholder Meeting: Designers
IND088	n/a	Cesar: what will happen to legally non conforming buildings and there's a clear clause in Package A for those, and if you apply the same clause for Package B buildings, for example a three story ER-1 in a two storey area, what benefit would there be.	n/a	Stakeholder Meeting: Designers
IND089	n/a	Density Bonusing – the same rules apply? As Package A? Yes. Doesn't apply to ER or INS.	n/a	Stakeholder Meeting: Designers
IND090	n/a	Switching from pre and post to the 2000 means you downzoned. Well it's only the top 20%. The biggest shift is the value.	n/a	Stakeholder Meeting: Designers
IND091	n/a	A bit more clarity on that, are you applying the same rules and regs of Centre Plan on Downtown? Yes, for bonusing but not for built form. That's a major transformation for downtown.	n/a	Stakeholder Meeting: Designers
IND092	n/a	I did a comparison on one project, it went from 200,000 in the pre and post to 850,000. We know we may have to tweak it. The concern has been raised.	n/a	Stakeholder Meeting: Designers
IND093	n/a	Construction downtown is more expensive as it is. By adding that additional cost it makes it more expensive.	n/a	Stakeholder Meeting: Designers
IND094	n/a	Another problem downtown, are you exploring higher heights?	n/a	Stakeholder Meeting: Designers
IND095	n/a	Do we know more about the affordable housing component in Package B than in Package A? Has there been discussions about adding any streams? The 60/40. Not undergrounding of wires? There will be a bigger strategy for that.	n/a	Stakeholder Meeting: Designers
IND096	n/a	For the backyard and secondary suites how will the servicing work. We asked Halifax Water and they said you could come through the main house. Halifax Water would review each one.	n/a	Stakeholder Meeting: Designers
IND097	n/a	Any provisions for undersized lots? Yes, we are going to bring that in. The undersized lot will be allowed to do what the zone allows. That will cut down on the minor variances, so that's positive. Cesar.	n/a	Stakeholder Meeting: Designers
IND098	n/a	Cesar: if we want to propose some additions or changes, then the process is to send correspondence. IF we propose something to you, if you think that it has merit, can you make it yourself, or do you have to get CDAC approval? No, we can make the change ourselves.	n/a	Stakeholder Meeting: Designers
IND099	n/a	Strong support for backyard suites. We're in the urban core and we need to promote the gentle density.	n/a	Stakeholder Meeting: Designers
IND100	n/a	What about when a house goes 0 to 0 it wouldn't be possible to allow a backyard suite.	n/a	Stakeholder Meeting: Designers
IND101	n/a	Flag lots in Dartmouth, there are a lot of them in Dartmouth. You wouldn't be allowed to create a new flag lot? Correct. Why don't we allow them? They provide interesting neighbourhoods.	n/a	Stakeholder Meeting: Designers
IND102	n/a	Are there rules about how far your backyard suite has to be from the main house.	n/a	Stakeholder Meeting: Designers
IND103	n/a	Any material on your website about how to apply the rampart heights? Other attendees, you have to hire a surveyor.	n/a	Stakeholder Meeting: Designers
IND104	n/a	Idea to develop/release a ramparts/viewplanes height map or model.	n/a	Stakeholder Meeting: Designers
IND105	n/a	Why are you allowed to do one secondary or backyard but not both? I was just thinking you could limit it by unit count. It could change, once you go to the actual property owners.	n/a	Stakeholder Meeting: Designers
IND106	n/a	Has there even been any thought to let the streetline and the grade calculations to give a little bit more. We're working on a site with 16 foot grade change. Streetline grade determines both your streetwall and your grade related vs the height which is average grade.	n/a	Stakeholder Meeting: Designers
IND107	n/a	The 2000 square metre number maybe should be higher.	n/a	Stakeholder Meeting: Downtown Halifax
IND108	n/a	What is the Municipality's definition of affordable housing?	n/a	Stakeholder Meeting: Downtown Halifax
IND109	n/a	Density bonusing in DT Halifax, curious about what led staff to the 2000 number in the first place? Original model was to exempt the smaller projects. The biggest hit will be the difference in rates but we've been advertising that it was going to raise.	n/a	Stakeholder Meeting: Downtown Halifax
IND110	n/a	Strong sense that in the DT, whether it's in your special areas, the 2000 may need to go up.	n/a	Stakeholder Meeting: Downtown Halifax
IND111	n/a	Hearing about timing of when the fees are due, related to when their financing comes through and they may be required. The only chance we have is to collect the fees at the time of the development permit.	n/a	Stakeholder Meeting: Downtown Halifax
IND112	n/a	Buildings in downtown are larger in general. It would be interesting to see if we modeled a comparison. Suggested we would look at calculating and letting group now that we could calculate some.	n/a	Stakeholder Meeting: Downtown Halifax

IND113	n/a	With the 2000 square metre you're going to face some issues in the mid-rise building.	n/a	Stakeholder Meeting: Downtown Halifax
IND114	n/a	High rise portion of a building setback 12 metres. 11.5 metres in the downtown. Might need to look at other variation conditions.	n/a	Stakeholder Meeting: Downtown Halifax
IND115	n/a	Current design manual is getting replaced by Centre Plan. Are there any variations in S1 that are being completely removed? Luc: a lot of them have to do with the waterfront and we've tightened those up. What about criteria? Are those changing. Yes, we are tighter in our requirements. We are going to look at some more flexibility.	n/a	Stakeholder Meeting: Downtown Halifax
IND116	n/a	Questions about variations in Halifax, so you have the list that applies to all of Centre Plan, DT Halifax gets some additional, correct? Yes.	n/a	Stakeholder Meeting: Downtown Halifax
IND117	n/a	The way DT plan has been set up, accommodation with DRC that variations have been based on past discretion of the committee. I'm curious to see, sounds like a lot of variation ability has been taken, curious to see what types of variances were being asked for in DT in the past and are those being removed? Are we creating regulations that are too rigid that won't account for specific sites and specific conditions. Luc: there are some that we won't like to encourage in the future.	n/a	Stakeholder Meeting: Downtown Halifax
IND118	n/a	I think flexibility is important, the DT has accomplished what you wanted, you've seen buildings that all had variances.	n/a	Stakeholder Meeting: Downtown Halifax
IND119	n/a	What do you see happening in terms of process timelines? Planners aren't writing a staff report. Luc: different site plan approval levels.	n/a	Stakeholder Meeting: Downtown Halifax
IND120	n/a	Process timelines: for the three levels of SPA, level three has public meetings. Say we put a website up and a property sign, is there a measure of time about how long those things have to be up? Missing the timeline, where we submit and meet with staff, we then launch with staff and put up a sign and website and then it has to be up for a day and then the next day we can go in for SPA.	n/a	Stakeholder Meeting: Downtown Halifax
IND121	n/a	Can I get justification on the rates for density bonusing. Kasia explains the studies.	n/a	Stakeholder Meeting: Downtown Halifax
IND122	n/a	Can you explain tower size and podiums and location of tower on a site. You use average grade.	n/a	Stakeholder Meeting: Downtown Halifax
IND123	n/a	Explain why there is a minimum unit size in landmark buildings. We are hearing from a couple clients that the minimum unit size requirement might not work.	n/a	Stakeholder Meeting: Downtown Halifax
IND124	n/a	When Cogswell and HCDs come in, are other things up for amendment? Yes. It's a new plan and we haven't been great at maintaining our plans, as we're moving forward our intention is to keep maintaining our plans and avoiding as many site-specific amendments as possible.	n/a	Stakeholder Meeting: Downtown Halifax
IND125	n/a	Are you coordinating with DevelopNS, I know that they have some grand plans for some of the streets down there.	n/a	Stakeholder Meeting: Downtown Halifax
IND126	n/a	Question on ER-1 zone. I've been hearing that typically that if they're able to have a separate connection. Allowing a second unit within these zonings, there are financial implications. With NS power because it's not defined as a dwelling they might have an issue running to it. CHECK WITH NS POWER	n/a	Stakeholder Meeting: Downtown Halifax
IND127	n/a	Have there been any questions about the impacts of affordability on new units that are being built. Will be important to monitor as this comes into force, the affordability.	n/a	Stakeholder Meeting: Downtown Halifax
IND128	n/a	Am I correct in assuming that special areas that will overlay.	n/a	Stakeholder Meeting: Downtown Halifax
IND129	n/a	May be worth, bayers rd, having a conversation to point out some of the changes that are made to what they're working with.	n/a	Stakeholder Meeting: Downtown Halifax
IND130	n/a	Make sure to work with Bayers Rd to ensure people aren't caught in the adoption process.	n/a	Stakeholder Meeting: Downtown Halifax
IND131	n/a	There are two categories that can be put to on site, with public art and heritage, when do they get worked in? You have to have your proposal in your SPA application. For public art you would do an agreement.	n/a	Stakeholder Meeting: Downtown Halifax
IND132	n/a	Peter: Q: what is HRM's definition of affordable housing?	n/a	Stakeholder Meeting: Developers
IND133	n/a	For those of us who are trying to qualify for CMHC programs or setting rents at an affordable rate, but having to pay the density bonusing tax raises our cost and makes qualifying for these programs more difficult. What about the concept of, if a builder is willing to build something that meets a definition of affordable housing why can't it be waived.	n/a	Stakeholder Meeting: Developers
IND134	n/a	If you're involved in a provincial/federal program, then they're monitoring it.	n/a	Stakeholder Meeting: Developers
IND135	n/a	Louie: Publicly, I want to say that the bonusing is a tax. He's the only guy in the room who is willing to work with any level of government. I strongly recommend calling it a tax publicly. Strongly recommend that this get public, it's a tax. If you want to take money and then redistribute it, it's a tax. If someone is actually trying to truly get this done, I strongly recommend you call it tax.	n/a	Stakeholder Meeting: Developers
IND136	n/a	Q: if you're downtown, to avoid the density bonus, you need to have your project in before the notice.	n/a	Stakeholder Meeting: Developers
IND137	n/a	I feel like you're not giving yourself enough credit in your ability to understand unique sites. I think as staff you need to understand that all sites are unique. There has to be some ability to vary the setbacks.	n/a	Stakeholder Meeting: Developers
IND138	n/a	Alex: I haven't seen a whole lot of changes to built form requirements to Package A. I thought that part of Package B was to address the built form challenges from Package A.	n/a	Stakeholder Meeting: Developers
IND139	n/a	Louie: can you not give yourself some opportunity, say twelve month period, to make adjustments. My advice, create a bit of flexibility.	n/a	Stakeholder Meeting: Developers
IND140	n/a	Alex: those four annual reviews for Downtown Halifax there were no bylaw changes.	n/a	Stakeholder Meeting: Developers
IND141	n/a	The built form, you're putting so many requirements, you're creating requirements that the buildings are so difficult to build or they're so expensive to build. It just makes it unaffordable. We need the ability to be creative. We know stepback is important so we need some flexibility to come back.	n/a	Stakeholder Meeting: Developers

IND142	n/a	To echo that, there is a lack of partnership, about the actual land use form, when you get down to trying to build.	n/a	Stakeholder Meeting: Developers
IND143	n/a	I agree, it seems you're thinking everyone has the same type of land.	n/a	Stakeholder Meeting: Developers
IND144	n/a	A 5% vary does not provide enough to preserve the buildings.	n/a	Stakeholder Meeting: Developers
IND145	n/a	Streetwalls, at grade, 24 metres isn't very much. There has to be some type of language.	n/a	Stakeholder Meeting: Developers
IND146	n/a	Length of streetwall at 64 metres, that's ridiculous.	n/a	Stakeholder Meeting: Developers
IND147	n/a	Number of doors as the divisor of the streetwall. I've looked at a lot of buildings, you'll see mass breaks that aren't doors, they've broken up the doors as retail frontage but they're not actually there. Let the DRC have a crack at looking at the product and ensure it meets the bylaw. We understand the principles. Put the language in but take the numbers out. Let the DRC.	n/a	Stakeholder Meeting: Developers
IND148	n/a	Louie: landmark buildings. We have heritage act that should do this.	n/a	Stakeholder Meeting: Developers
IND149	n/a	What is the rationale b/w the minimum square footage for the landmark buildings? I bought Normandy recently and we had the idea of micro suites and that doesn't really work. Why the 50 number? The unit size is a problem.	n/a	Stakeholder Meeting: Developers
IND150	n/a	Alex: id like to see a variation to acknowledge slope size. You can't get the 20 metre height limit if you take the measurement from average grade so there needs to be some flexibility	n/a	Stakeholder Meeting: Developers
IND151	n/a	Tower seperating and tower sideyards. A lot of municipality's allow you to calculate it based on overlook. When two towers are directly across then it makes sense but when you start considering overlook when they start to become offset. Let's say that the neighbouring property has a space that's not going to get built on then maybe if you have a unique situation there should be an opportunity to make your case.	n/a	Stakeholder Meeting: Developers
IND152	n/a	Louie: if it was my department, you need to figure out how to allow us to build, not to restrict us from building. Let's stop talking about affordable housing, we will go to the end of Enfield. I hate to be negative. If it's a slope size or angle control, I'm not sure what every one of these small rules is doing. If you had the mindset you might change the rules a bit.	n/a	Stakeholder Meeting: Developers
IND153	n/a	The more rules in the peninsula it's the more benefit to build in west Bedford. The more rules in the centre, the more we're gonna build outside.	n/a	Stakeholder Meeting: Developers
IND154	n/a	We're seeing it now, look at what'sgoing on in Enfield, thousands and thousand of units. It's going in the exact opposite direction.	n/a	Stakeholder Meeting: Developers
IND155	n/a	The density tax causes things to be less affordable.	n/a	Stakeholder Meeting: Developers
IND156	n/a	We were so excited to get to package A and now all of the requirements, the pro forma doesn't work.	n/a	Stakeholder Meeting: Developers
IND157	n/a	I don't know where the 20,000 square feet comes from (density), and I struggle with it downtown.	n/a	Stakeholder Meeting: Developers
IND158	n/a	MY understanding is, if you have any parking or mechanical more than 8 inches abouve finished grade are included in the density bonusing calculation. If you've got a parking garage that in one corner goes 9 inches above grade it would be part of calculation? No, that wouldn't be the ground floor.	n/a	Stakeholder Meeting: Developers
IND159	n/a	Need changes to the bylaw to reflect sloped sites, whether its to do with density bonusing or the height.	n/a	Stakeholder Meeting: Developers
IND160	n/a	Why would you include any of the parking or mechanical in the floor area calculation. The level of difficulty doesn't matter, I'm simply gonna pass it on to the public.	n/a	Stakeholder Meeting: Developers
IND161	n/a	Alex: parking at ground level, a maximum amount of parking to be 20 spaces. We have a development just of the peninsula, and a DA is saying that 300 spaces isn't enough. It's almost like you're two different types of planning department we're fighting. I come back to the idea that you have flexibility and leave it to DRC. Let the parking be hidden.	n/a	Stakeholder Meeting: Developers
IND162	n/a	Determination of amenity rooms, in terms of tax on affordability, there's a dissuasion in the LUB to provide amenities, because it's calculated in your density tax. We're talking about liveable communities and want to provide amenity space. You should leave the amenity space out of the FAR calculation because those amenities are providing liveable communities. It dissuades the person because it takes away from the liveable square footage.	n/a	Stakeholder Meeting: Developers
IND163	n/a	Why is DT Dartmouth so different than DT Halifax? The way I read it, it's harder to build in DT Dartmouth than even DH1 because it's so complicated. DD1,the build form requirements are so complex.	n/a	Stakeholder Meeting: Developers
IND164	n/a	Alex: I'd like to say that, as far as the LUB is concerned, think its important, the developers in this city truly care about their projects, the creativity that we're bringing to this city, the city is small, everyone is associated with their project, if you put up a building and it's not up to par. We care more than anybody else, all we're asking is a bit more flexibility.	n/a	Stakeholder Meeting: Developers
IND165	n/a	Louie: I saw a sheet about construction noise mitigation, is that your department. Do you know if anyone is addressing the concrete finishing issue. How do you finish the floor? We grind. Louie: we just finish the floor and take the fine as the big evil developer. As part of the old rules, you could just allow them to make reasonable noise.	n/a	Stakeholder Meeting: Developers
IND166	n/a	Louie: shadow impact assessments: who do you accept to submit that? All programs can do that?	n/a	Stakeholder Meeting: Developers
IND167	n/a	Louie: I suggest a meeting where we say this is where we were and this is where we are. It would provide a good feedback loop.	n/a	Stakeholder Meeting: Developers

IND168	David Paterson, Fowler Bauld & Mitchell Ltd.	<p>Please find attached commentary relating to the draft Centre Plan Package B Land Use Bylaw. These comments pertain to the following topics:</p> <ul style="list-style-type: none"> •Requirement for site signs; •Tower floor plate averaging; •Elevator penthouse height limits; •Minimum number of grade-oriented premises; •Barrier-free access; •Building top distinction; •Multi-building schemes; •Two-tower design on a single podium; •Bike and vehicle parking; •Cumulative shadow impact; and •Streetwall and tower design requirements for the UC zone. 	IND168	Letter
IND169	Jennifer Angel, Develop Nova Scotia	<p>Please accept Develop Nova Scotia's congratulations on the release of Centre Plan Package B, which includes long-awaited updates to the former Downtown Halifax planning documents. The plan and land use by-law represent an extraordinary effort to modernize HRM's approach to planning for decades to come and your efforts deserve recognition.</p> <p>Since Package B was released, Develop Nova Scotia's planning team has been reviewing the documents and have identified some areas of concern. These are:</p> <ul style="list-style-type: none"> • Centre for Ocean Ventures & Entrepreneurship (COVE) zoning • Dartmouth Cove Future Growth Node • Marine-related uses in downtown Halifax • Harbour edge setbacks • Accessory surface parking lot prohibition in downtown Halifax <p>The following document outlines our concerns in more detail, and, where appropriate, our recommended course of action. If you require clarification on any of these points, our team would be happy to provide it.</p>	IND169	Letter



Ben Sivak
Community Policy Program Manager
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: CentrePlan Draft Package B Feedback and Recommendations

As the CentrePlan Package B planning process is currently underway, Zzap Consulting Inc. (zzap) is pleased to provide the following feedback and recommendations on the Draft Package B documents.

We thank HRM staff, members of the public, councillors, and committee members for their continued effort on the CentrePlan process and commend all those involved in the progress and achievements to date, including Regional Council's approval of Package A in September 2019.

Over the past 18 months, zzap has been working with a number of clients who own properties located within both Package A areas and Package B areas of the Regional Centre. Through this work, we have applied the policies and regulations on several sites within the Regional Centre that have varying contexts (i.e. size, street frontages, sloping conditions, through lots, corner lots etc.). As a result of this work, we are happy to provide the following feedback and recommendations on the draft regulations supported by some evidence-based project examples. We have organized our feedback into the following themes:

1. Materials
2. Massing and Built Form
3. Site Design
4. Phased Construction
5. Wood Construction
6. Site Specific Design

Theme 1: Materials

- Corner condition for higher intensity zones (D, CEN, COR, HR). zzap example used: Willow & Robie Corner Lot SPA application #23046
 - **Section 190** Material change requirements at 8m segment. By-law regulations do not contemplate where materials intersect at corners. Regulations do not allow applicant to interpret how building hits the ground, other than indicating 1.5 m set back. This impacts the ground level façade at the corner of the site where streets intersect – especially when using glass wall systems that require mullions. The mullions become disproportionately close.
- **Section 131** By law notes applicants are required to have a certain number of grade-oriented premises. The requirement is linked to the width of the street line not the width of a building. This is challenging for corner sites and sites that have a transition line condition. Grade oriented premises should be linked to width of streetwall not width of streetline.
- Building Top Distinction
Section 201 Additional options should be available to designers beyond material change, colour change or recesses/projections. Building top detail should not be required on mid-rise and tall mid-rise buildings as it is unnecessary and disproportionate to the scale of the building.
- **Section 79** Cement block – suggestion to remove clause prohibiting cement block as it leaves the DO open to interpret what constitutes as cement block (vs. cinder block). Historical use in Halifax (with hydrostone) and other building materials also qualify as cement blocks (i.e. shouldice), under current clause – they could be interpreted as all being prohibited.
- **Section 45** Ground Floor commercial uses mandate is extensive on pedestrian oriented commercial streets - zzap requests to expand the list of permitted uses to include additional uses, such as offices. There are other options to activating streets beyond commercial/retail and the design requirements ensure variety and detail in ground level design to enhance pedestrian experience – which is applicable no matter the use within the ground floor.

Theme 2: Massing and Built Form

Street walls and building heights

- **Section 93** 3 story (11m) maximum height streetwalls. This dictates the streetwall height when there is not FAR to relocate the mass on the top of buildings. Although there is an option for an 8m streetwall – clients are not using this option in maximum height frameworks because it leaves square footage on the table.
 - Aesthetics and proportions of street wall to building ratio concerning. 6 storey buildings should have 4 storey street wall. 3:3 (currently noted) vs. 4:2 (proposed change) Best practice design principles (i.e. rule of thirds - <https://visarchitecture.wordpress.com/2015/06/06/rule-of-thirds-and-visualization/> , <https://architizer.com/blog/practice/tools/the-art-of-rendering-perspectives/> , <https://www.arkitecture.org/rule-of-thirds.html>) supports this requested change to allow for building design that builds on the history of architectural proportions. **Recommendation:** Max 4 storey street walls (14m) should be permitted.

- **Sections 85, 93, 248(29) & 248(224).** Strict building height and streetwall height restrictions combined with how heights are measured does not contemplate floor and roof assemblies (see Figure 1 below). For example, in the case of concrete buildings, we are required to fold the slab to accommodate for the structure which impacts the floor to ceiling height. There should be some flexibility to increase heights to accommodate for minor increases the floor to ceiling height..

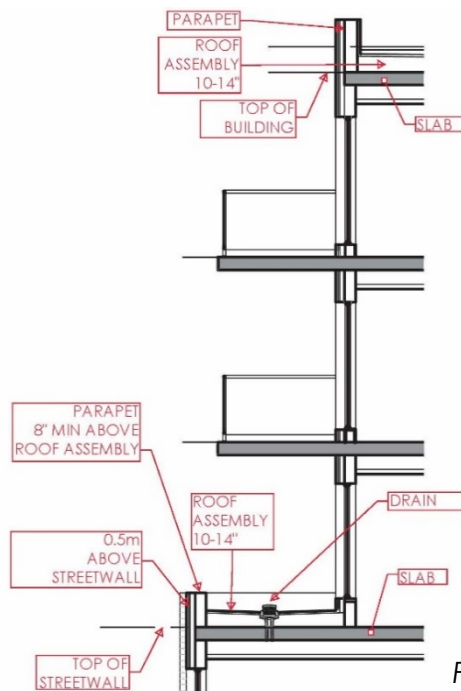


Figure 1

- **Parapets**

Streetwall parapets often exceed maximum streetwall heights, particularly on sloping sites. Parapets are allowed at the top of the building (in the height excepted section of the by law) however, Development Officers are interpreting the streetwall maximum height as the full wall, including parapets.

- **Non flat roofs above streetwall (non habitable design features)**

Example: Ogilvie terrace (south end Halifax) – see Figure 2 below. Prescriptive solutions of roofs do not allow for non- flat roofs, design features or gabled roofs.

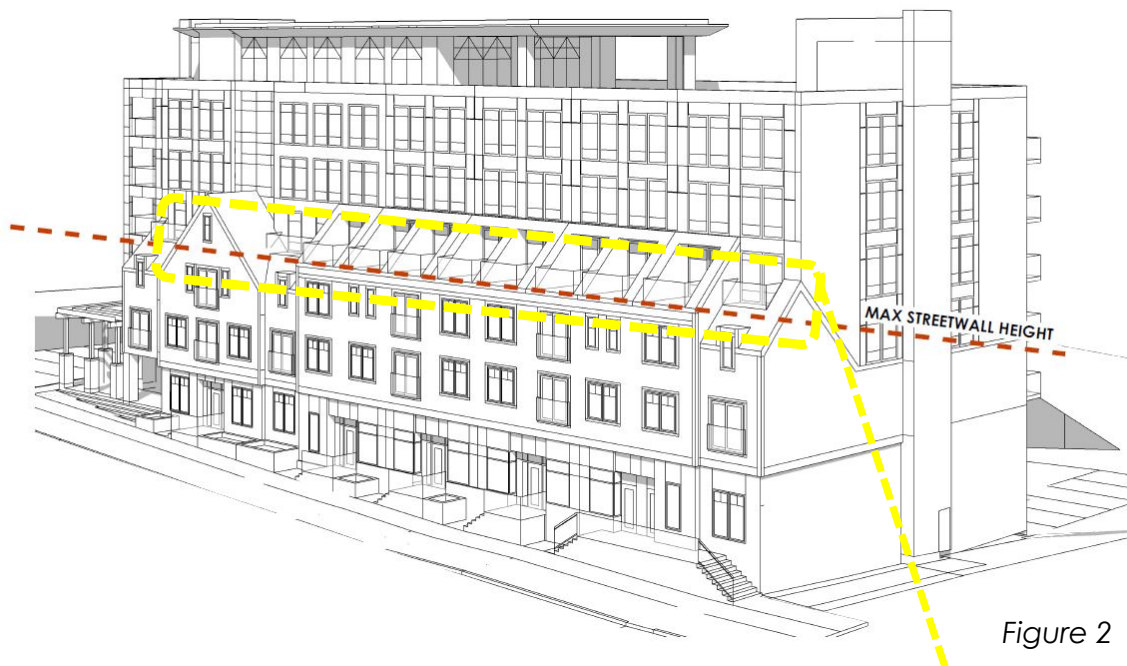


Figure 2

Parapet and non habitable architectural feature in keeping with local residential context that exceed the max streetwall height

█ **Ground Floor proximity to the street line (Section 129(2)).**

- Grade related units and ground floors currently must be within 0.6m of the streetline grade. This contradicts the building code, which allows for ground floors to be within 1.5m of grade.
- Historical precedence in Halifax establishes grade related entrances typically 3-10 steps above or below the streetline grade as an existing architectural rhythm. This reinforces the sympathetic integration of new development into established neighbourhoods. Building code should regulate proximity of ground floor entrances to grade.
- By allowing entrances and ground floors to be located 1.5m within streetline grade, additional density can be achieved on sites without increasing overall building height.

● **High-rise Buildings**

- Challenge: 750 sq. m floor plates and minimum tower separation distances.
- Thus far, design exercises completed result in very little allowances to achieve an allocated FAR on zones that enable high-rise forms. The combination of max floor plate, lot line setbacks, tower separation, setbacks from other built forms, results in very challenging floor plates. You need a deep and wide lot to create a high-rise building under these conditions, which is very rare. Majority of lots, particularly within CEN and D zones within the Regional Centre are not large or deep enough to accommodate high-rise forms. This results in our clients being forced to construct mid-rise or tall-mid rise buildings that cannot achieve the allocated FAR. Therefore, growth and density targets are missed.
- Client feedback: The ratio of leasable to non leasable space is not economically viable based on usable floor space. It works for high rise in other contexts (tall cities where building heights far exceed 30 storeys) however, with what constitutes as high rise in Halifax (max 30 stories), this maximum floor plate area is restrictive.
- Carlton Street Example - CEN zone 8 FAR – applied built form regulations and created a building width that's 8' wide – therefore is not feasible for construction. Result was a 6-storey form that achieved half of the permitted FAR (See Figure 3 below).
- Based on the regulations, we are receiving feedback from developers and builders that the high-rise form derived from restrictions is not structurally or economically feasible



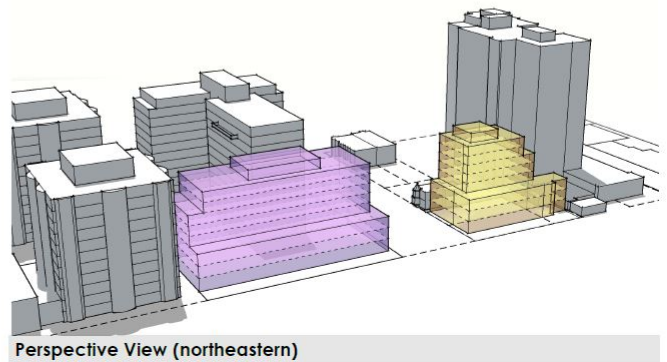
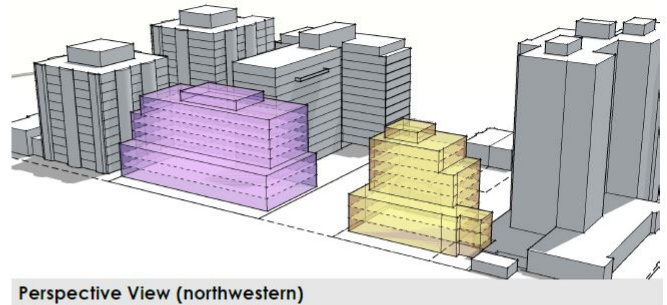
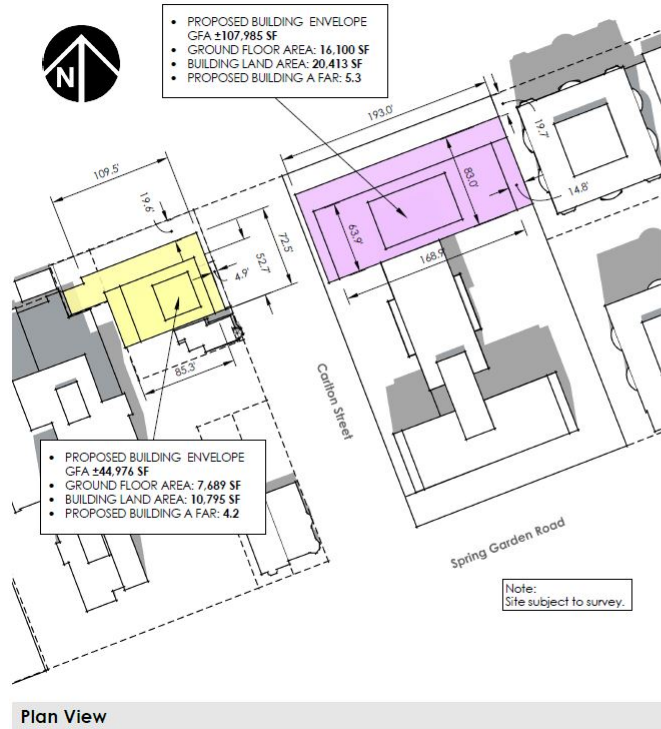


Figure 3

• **Sloping Sites**

- Meeting the maximum streetwall height on sloping sites is very challenging based on how streetwall heights are measured and the little flexibility that the variation option provides (max 5% under Package A and proposed 10% under Package B). This is particularly challenging on corner sites where one of the street frontages is relatively flat and the other street frontage has a significant slope. Additional flexibility should be provided through the variation option.

• **Recommendations for Theme 2**

- Allow minor variations to street wall heights and building heights to accommodate floor thicknesses and roof assemblies (max 0.5m per storey), provided that there is no increase in floor area as a result of the height variation
- Amend **Section 93** to exclude parapets and non-habitable architectural features or roof structures from the maximum street wall height. Or allow them to exceed the maximum streetwall height at a height equal to the streetwall setback. For example, this would allow for a 12:12 roof pitch for a gabled roof structure above the streetwall.

- Amend **Section 248(95)** to the following:
Ground Floor means, for each streetline, the first floor level that:
 - (a) abuts the streetline; and
 - (b) for at least 70% of each streetline:
 - (i) commences no lower than **1.5 metres** below the streetline grade, and
 - (ii) does not commence any higher than **1.5 metres** above the streetline grade
- Change max Tower floor plate from 750 sq.m to 930 sq.m (approx. 10,000 sq. ft.)
- Enable variations regarding internal lot line setbacks for high rise forms through alternative path that requires review and recommendation by the DAC in accordance with intent of design manual (see Theme 6).
- Amend **Section 229** of the draft LUB (Package B) to the following:
The maximum streetwall height may be varied by site plan approval to a maximum of 20%, where a variation is required for sloping conditions.

Theme 3: Site Design

- Landscape requirements conflict with ground floor requirements
 - Must fit in 40% hard landscaping area / 60% soft landscaping without exemptions. To meet the bike parking, provide residential entrances, patios, porches, parking entrances, lobby entrances with ramps for barrier free access – it can often conflict with the minimum soft landscaping requirements.
 - **Recommendation:** soft landscaping requirements should apply to the net area within yards, after excluding portions of yards used for entrances, patios and parking.

Theme 4: Phased Construction

- Example: Moffatts at Portland & Canal (see Figure 4). Site that has significant lot frontage with multiple buildings siting on a shared parking podium are creating a complex approval process, due to the required continued operation of the pharmacy (both in its current location and newly proposed location).
- zzap recommends that the SPA process considers a phased approval for larger development sites that may be completed in stages/phases through permitting.

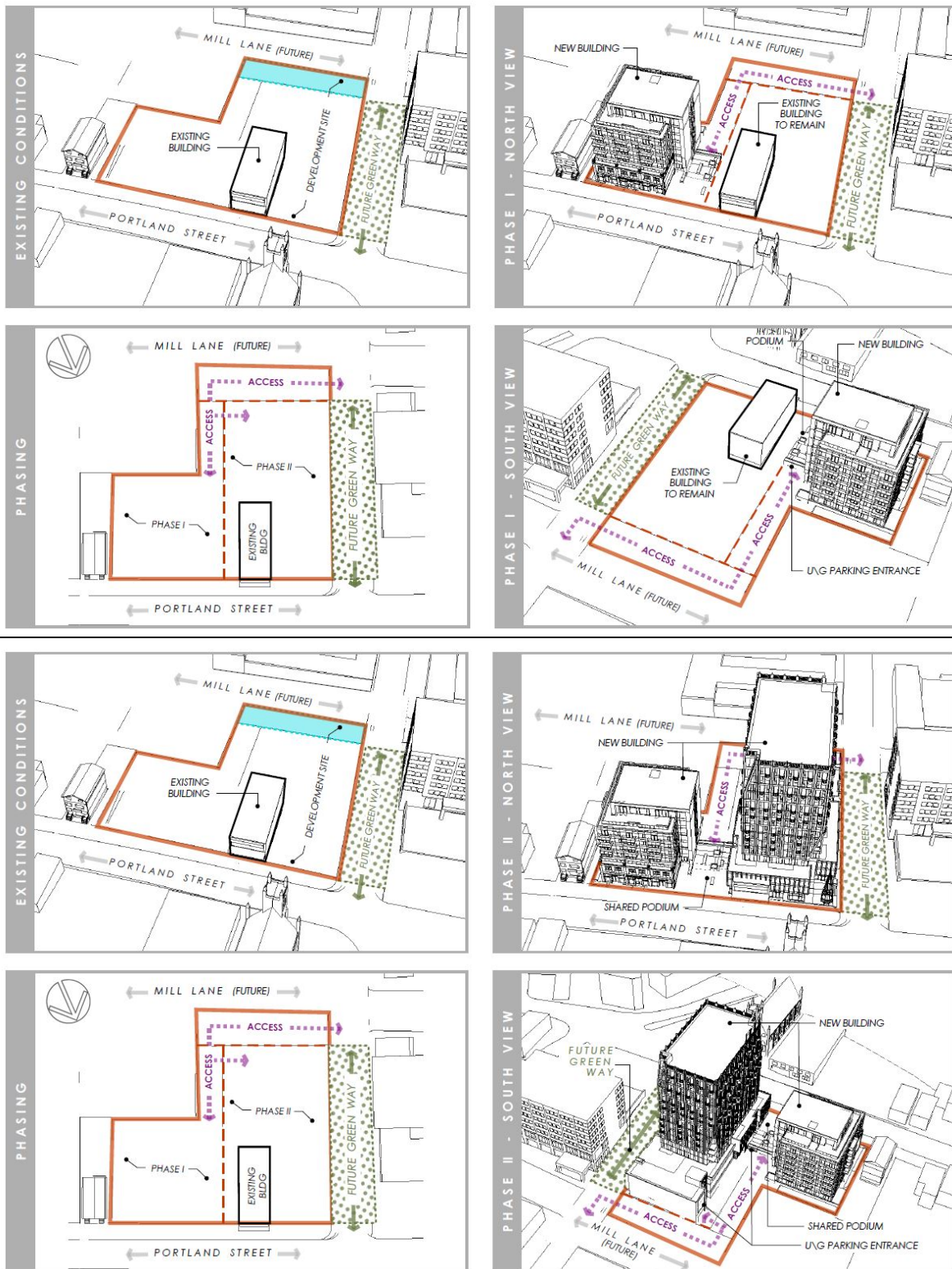


Figure 4

Theme 5: Wood Construction

- Projects with original intent to be designed in wood, are being converted to concrete and steel because of strict height requirements of Package A & B
- Current regulations disincentivize development of wood structures, which are more sustainable, lower carbon footprint construction method, due to:
 - Strict height caps
 - Setback and stepback requirements
 - Wood structures require proportionally thicker floor assemblies which require additional overall building height and streetwall height, without an increase in Gross Floor Area (See Figure 5)

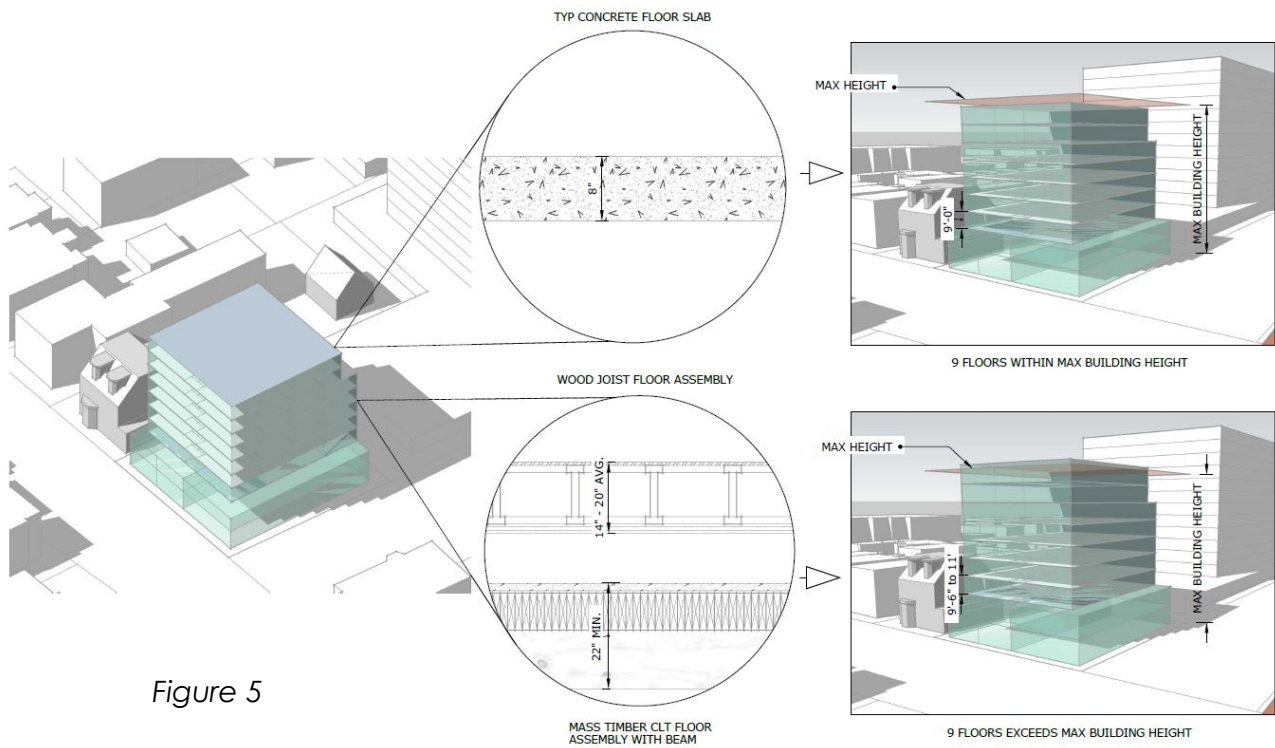


Figure 5

- Upcoming 2020 National Building Code will enable wood to go up 12 storeys.
- We recommend variation options to be available when applications are submitted with wood construction (relaxation on max height, street wall height, height exempted features – to allow for increased floor thickness, wood roof trusses).
- Project Example: 392 Portland Street Development SPA Case #23019
 - Client's intent was to develop 6 storey wood building COR zone with maximum height restriction of 20m
 - Due to building height restrictions and sloping condition (sloping down away from the streetline) our client was forced to construct a 6-storey

concrete structure because a 6 storey wood structure could not fit within the height framework due to thicker floor assemblies and the average finished grade being below the streetline grade.

- **Landscaping roofs on wood buildings**

Not recommended to provide with wood or mass timber structures. Very difficult to achieve structural load requirements for green roofs within maximum height framework. Building with combustible wood and/or mass timber is very difficult to insure with green roofs.

Environmental benefits of wood structure buildings far exceed environmental benefit of green roofs.

- **Wood roof structures**

Wood buildings need greater depth to span distances. Inside of the roof structure there are cold attic spaces that are not occupied. Where the by law does not allow for certain roof slopes, it favours other building materials. Table 8 – does not allow non-habitable rooftop features (i.e. sloping roofs for wood structures) to be exempt from maximum height limit. Sloping roofs also cannot have a minimum setback from the roof edge because the sloped roof begins at the roof edge.

- **Recommendations for Theme 5**

- **Building Height**

Include an additional variation option under Chapter 9 of the Draft LUB (Package B) that allows for developments to exceed the maximum building height by 0.5m per storey - when the building structure comprised of wood or mass timber. Provided that there is no increase in floor area as a result of the height variation

- **Internal Lot Line Stepbacks**

Amend the Draft LUB (Package B) by adding **Section 134 (3)** that states the following:

Notwithstanding Sections 134(1) and 134(2) buildings with a structure comprised of wood or Mass Timber do not require side or rear stepbacks.

Amend **Section 116** of the Draft LUB (Package B) to the following:

For a tall mid-rise building in the D zone within the Downtown Dartmouth (DD) Special Area, as shown on Schedule 4A, or within the CEN-2, CEN-1, COR, HR-2, and HR-1 zone, any portion of the building exceeding a height of 20.0 metres shall have a setback of at least 4.5 metres from a rear lot line, excluding buildings with a structure comprised of wood or mass timber.

- **Green Roofs**

Amend Section 257 of the draft LUB (Package B) to the following:

Subject to Subsection 257(2), any building with a flat roof or a flat-roofed addition that is not exempt from site plan approval in Section 16, and subject to Subsection 276(4) regarding rooftop parking, shall provide soft landscaping on at least 40% of the area of any flat roof, excluding buildings with a structure comprised of wood or mass timber. Soft landscaping on flat roofs shall be provided in areas of at least 10.0 contiguous square metres and have at least one linear dimension exceeding 2.0 metres.

- **Wood Roof Structures**

Include an additional exemption under Table 8:

- Feature: Pitched roofs for buildings with a structure comprised of wood or Mass Timber provided the pitched roof does not result in an increase of floor area
- Maximum Height Above Roof: Unlimited
- 30% coverage restriction: Does not Apply
- Minimum Setback from Roof Edge: Does Not Apply

Theme 6: Site Specific Design Process

- zzap is finding conflicts in regulations that vary depending on the site but are largely impacted by the prescriptive method of the LUB document. For some sites, certain regulations work, whereas other sites the same regulation presents challenges due to site specific conditions. We are advocating for flexibility in variation criteria (advisory committee to review and provide recommendation on variations) (design manual which can be used as a document of intent for variations).
- zzap is requesting an alternative path that provides an allowance of a specific review process for challenges presented in site specific conditions. Using the Design Manual and the Design Advisory Committee as tools and guides to provide recommendations and direct to the Development Officer.

Closing:

We would like to extend our gratitude to all those involved in the continued effort on the CentrePlan planning process and would be happy to meet and/or discuss any of the content of this letter in more detail. We look forward to receiving a response to this submission upon your review and consideration of the proposed recommendations.

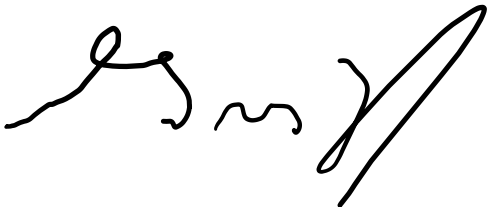
Sincerely,



Connor Wallace, MCIP, LPP
Principal
ZZap Consulting Inc.



Justine Bowles, NSAA, MRAIC
Principal
ZZap Consulting Inc.



Greg Zwicker, MCIP, LPP
Principal
ZZap Consulting Inc.



Joe Zareski, NSAA, NLAA, MRAIC
Principal
ZZap Consulting Inc.

65 King Street Request for Future Planning Consideration

Dear Kasia,

Issued

April, 01, 2020

Project Number

Thank you to your team (Luc, Sean, and Carl) for your recent feedback on the [REDACTED] property. While Package B has allowed a higher FAR for the property ([REDACTED]), we are unable to add additional square footage without becoming non-conforming to dwelling unit mix requirements described in section 69 of Package B.

This building was originally built as a hotel, and as such, the existing unit sizes are small (approximately 250-450sqft). Our client would like to expand the eighth level of the building to add an additional 4-8 units. This eighth level expansion may require some additional structure and square footage to be added to the floors below for support.

While the addition would make the existing building non-conforming, it is not clear how to amend this given the current wording in the bylaw. In the worst case interpretation, adding 4-8 units to the building would require the entire building (68 units) to be remodelled, reducing the overall unit count by half as bachelor units would be combined to make 2-bedroom units. This will be increasingly difficult as concrete shear walls separate units.

Policy 69(4) seems to be geared towards ensuring additions (to high density buildings) do not make the remainder of the building non-conforming; however, items (c) and (d) exempt this proposed addition due to the increase in building volume. I assume the purpose of section 69(4) was to ensure that the new unit mix requirements only applies to the new addition, but section (c) and (d) means the whole building would be non-conforming.

We respectfully request clarification on this section of the bylaw as part of the Package B amendments. We believe that the 2-bedroom requirements should apply only to the 'addition' and not to the existing unit mix or amenity space requirements.

We appreciate your future consideration of this matter.

Sincerely,



Rob LeBlanc, President
[REDACTED]
[REDACTED]

December 22, 2020

Re: Comments for the Centre Plan Package B Draft

To the Centre Plan Team:

Thank you for this opportunity to submit feedback on the Draft Centre Plan Package B.

FBM Architecture | Interior Design | Planning has had the opportunity to work with a number of project proponents in applying Package A regulations to new development proposals. In addition, we have completed feasibility studies on site-specific design potential permitted by draft Package B regulations. This work has involved the collaboration of planners, architects and client groups, and working with Development Officers to understand the implications of Centre Plan requirements in practice. As such, we have come to gain an appreciation for the regulations when considered against specific design considerations including accessibility, construction cost, envelope, and specialized building program needs. As well, since the adoption of Package A, we have in some cases seen specific design requirements contribute to applicants reconsidering developing within the Regional Centre, and choose instead to develop their project in areas where design requirements are more permissive. These projects represent a missed opportunity, whereby the Centre Plan details have worked against the Regional Centre’s Vision for establishing complete communities and supporting strategic growth.

Our experience has been that the Centre Plan (both Packages A and B) is generally pushing designers and developers to do better work. Nevertheless, we also believe there are specific opportunities to revise requirements so that they better address the considerations noted in the table below.

Consideration	Suggestion
<p>1. Providing a weather-proof <u>site sign for Level 1</u> development is not a significant burden on developers and should be required for uses more intense than low-density dwelling uses. Site signs are a minimal key ingredient in developers being responsible for maintenance of the site, and citizens feeling informed that new development is in keeping with the Centre Plan. Requiring “no public information” for Level 1 Site Plan Approval applications may perpetuate distrust and disengagement of communities with new development.</p> <p><i>Draft Package B LUB reference: Sections 18(1) and 21</i></p>	<p>Add a requirement for site signs for all Level 1 Site Plan Approval applications.</p>



2. To enable greater residential tower design variety, consider “floor plate averaging” (i.e. revising the floor plate size from an absolute maximum to an average maximum). As written, the size limit on floor plates does not incentivize reductions to the form of towers for the height of the building. The likely result is future development tending towards a uniformly 750 sq. m floor plate the entire height of the building. By allowing floor plate averaging, there is greater likelihood for a variety of designs, including those that shrink up the height of the building. This strategy reduces the apparent mass of towers, can be used to mitigate shadow impacts, and facilitates building top distinction.

*Draft Package B LUB reference: Section 96(2)(b)
The tower portion of a high-rise building shall not exceed: a floor area of 750 square metres per floor.*

Place a maximum *average* tower floor plate size of 750 sq. m, with an absolute maximum of 850 sq m.

3. Regulations unintentionally preclude elevator to provide barrier-free access to rooftop amenity spaces, as the elevator penthouse height limit does not allow sufficient elevator overrun.

Draft Package B LUB reference: Section 105 (Table 8): Max height above roof for elevator enclosures is 5.5 m.

Permit an elevator enclosure max height above the rooftop of 8.5 m (3.0 m for the elevator plus 5.5 m for the overrun), applicable if the elevator is providing service to rooftop amenity space.



<p>4. Requiring a <u>minimum number of grade-oriented premises</u> based on streetwall length becomes a burden for some desirable commercial uses to locate in the walkable and transit-oriented areas of the Regional Centre. This may include grocery stores, hotels, farmers markets, and micro-breweries. In practice, these larger-format applicants are forced to propose a design in which one large use is artificially broken up with multiple doors (“premises”), however once occupied the premises are operated as a single use. In some cases, these larger format uses may instead opt to locate outside the Regional Centre with consideration for generally more permissible planning rules.</p> <p><i>Draft Package B LUB reference: Section 131(1)</i></p>	<p>Maintain this requirement, but permit the Development Officer to assess through variance if the proposed uses meet the intent of this section, when considered in conjunction with achieving articulation requirements. Considerations for this variance can include the importance of the proposed use for the community, and whether the development is on a designated pedestrian-oriented commercial street.</p>
<p>5. “<u>Barrier-free access</u>” is not defined.</p> <p><i>Draft Package B LUB reference: See its use in Section 186(a)</i></p>	<p>Provide definition for this requirement to be effective.</p>
<p>6. While the design requirement for <u>building top distinction</u> seems well suited to reducing the apparent mass of high-rise buildings, the 0.5 m minimum requirement for mid-rise is too small to achieve the intended effect. This intent for building top distinction is already typically achieved through stepback requirements above the streetwall for buildings over 14 m in height. This requirement causes unintended challenges for building science. A change of material and projection of a building envelope on the top third of a mid-rise or tall mid-rise building creates an unnecessary risk for water ingress. Wording of this requirement remains challenging to understand (i.e. “a portion of the top third of the entire width of the building”), while the associated Diagram 11 presents a number of sometimes conflicting interpretations of this wording.</p> <p><i>Draft Package B LUB reference: Section 201(1)</i></p>	<p>Exclude mid-rise and tall mid-rise buildings from this requirement and delete Diagram 11.</p> <p><i>OR</i></p> <p>Delete the dimension requirement and pick-two-of-three methods for achieving this requirement, thereby allowing the applicant to propose a specific design strategy to achieve the intent of this design requirement.</p>



7. Some large sites lend themselves towards multi-building schemes connected by at-grade open space and connected underground parking. However, Section 90 does not permit more than one building on a lot for most zones. Is the intention that multi-building schemes require subdivision and parkland dedication under the subdivision bylaw?

Draft Package B LUB reference: Sections 90 (3) A maximum of one main building is permitted on a lot (in most zones)

140, 141, 142, 143: Maximum Building Dimensions for various zones

Allow a variance to permit more than one building on lot that exceeds a threshold minimum size.

Clarify the definition of “building” to indicate if multiple above-ground structures connected by underground parking constitutes a single building or multiple buildings. This distinction should be considered with regards to the maximum building dimensions stated in Sections 140-143.

8. For a two-tower design on a single podium, the 21.5 m dimension in 232(b) leads to awkward design consequences. When considered alongside the development pressure to maximize floor area with a 750 sq m floor plate, and the 35 m max dimension in the other direction, this requirement will only ever result in a design with two uniform

towers of 21.5 x 35 m, and no further opportunity for articulation and variation.

Draft Package B LUB references: Section 232(b), for 2-tower schemed on a single podium, “no tower dimension exceeds a width of 21.5 metres along the streetline.”

96(2) – tower dimensions maximum of 35 m in either direction and max total floor plate of 750 sq m.

Increase this figure from 21.5 to 25.0 m, thereby still achieving the small dimension of the tower being on the streetline, but allowing for a variety of design articulations.

<p>9. One <u>car sharing spaces</u> should be considered to replace more than one parking space, as the intent is to replace car ownership by multiple people, in locations where car shares are needed. The section does not serve the purpose of promoting car sharing as currently written.</p> <p><i>Draft Package B LUB reference: Section 275 Any required motor vehicle parking space may be used as a car sharing space.</i></p>	<p>Revise this to read that a car share space may replace 3 car parking spaces, where spaces are accessible to the public and upon provision of a letter of commitment from a car share company to the Development Officer indicating their willingness to supply car share vehicles on the site at building occupancy.</p>
<p>10. Clarify if the number of minimum <u>Class B Bike Parking spaces in mixed-use projects</u> is cumulative. For example, if a building combines multi-unit dwelling with retail, is it expected to provide cumulative Class B minimums (4 + 2 = 6) or only 4, the most stringent of the minimums?</p> <p><i>Draft Package B LUB reference: Table 18</i></p>	<p>Clarification required. Suggest the only the highest minimum is required.</p>
<p>11. <u>Class A Bike room suggestions</u></p> <p><i>Draft Package B LUB reference: Section 290</i></p>	<p>Require that no more than 30% of Class A spaces may be vertical.</p> <p>Require automatic door openers on bike rooms/cages.</p> <p>Require electrical outlets for e-bikes, at a ratio of 1 for every 4 bikes.</p>
<p>12. It is unclear if shadow studies must consider the <u>cumulative shadow impact</u> on areas in Schedule 37, in cases where existing, proposed or approved development already causes shadows at this location.</p> <p><i>Draft Package B LUB reference: Section Appendix 2: Section 4 "Between the hours of 8:00 am and 6:00 pm on September 21, any development required to submit a shadow study shall not cause fewer than 6 hours of sunlight, and no more than 4 continuous hours of shade, to fall on any portion of an area identified on Schedule 37 of the Regional Centre Land Use By-law."</i></p>	<p>Clarify that, if other mid-rise, tall mid-rise or high-rise development (built or approved) exists in the area and cast shadows on areas in Schedule 37, they shall be incorporated into the shadow model.</p> <p><i>OR</i></p> <p>Clarify that only the proposed development needs to be modelled, without consideration for cumulative shadow impact.</p>



13. Design requirements of university buildings in the UC zone tend to be highly efficient and specialized based on the program – more akin to hospitals than residential or mixed-use projects. The University and Colleges (UC) zoning should reflect buildings being master planned to meet institutional needs and the unique pedestrian character of university and college campuses. Currently, the regulations read as similar to those that apply along mixed ownership and mixed use neighbourhoods and corridors. We suggest the following considerations:

a. Application of streetwall max height of 14 m is out of keeping with the current scale of institutional uses on streets such as University, Morris, Coburg, Robie and Inglis. Buildings here tend to have significant front yard setbacks and/or streetwalls of approx. 3 to 4 institutional storeys (about 14 to 18 m high.)

Draft Package B LUB reference: Section 120(3) – Streetwall height max of 14 m for UC zones

b. The streetwall articulation requirements of 8 m (Section 190) is applied for all zones that are subject to site plan approval. While this requirement helps to maintain pedestrian-oriented development appropriate in urban areas, it may not be appropriate in UC lands. These buildings typically see a larger articulation increment. Designs that reflect the punched windows design of many of the historic buildings would not meet articulation requirements as currently written, whereby applicants must choose two out of three methods (i.e. colour change, material change, projection or recess of at least .15 m).

Draft Package B LUB reference: Section 190 Streetwall articulation every 8 m

Delete UC from Part V, Chapter 5, Streetwall requirements, as is the case for Hospital (H) zones.

In Section 190, refine the 8 m articulation requirement for UC zones, to allow max dimensions of 12 or 14 m. As well, consider a larger projection or recess (i.e. 0.9 m) to be permitted as a single means to achieve articulation. (It is recognized that Section 190's streetwall requirements are not applicable for buildings set back greater than 40.0 m from a streetline, however this exception is rarely applicable in practice).

c. Tower floor plate requirement in the UC zone, with a max size of 750 sq m, reduces the viability and efficiency for most university uses (such as labs, classrooms, social spaces, libraries) to locate in the tower portion of buildings.

*Draft Package B LUB reference: Section 143(2)
Tower floor plate requirements for a max floor plate of 750 sq m and max dimension 35 m.*

Where non-residential uses are proposed, the UC should be treated similarly to the H (Hospital zone) and be similarly exempted from tower floor plate requirements.

Thank you for your consideration of these comments. If you have any questions, please feel free to reach out to the undersigned.

Sincerely,



David Paterson
Planner and Urban Designer
902.429.4100 x141
paterson@fbm.ca



Date: August 13, 2020
From: Develop Nova Scotia
To: HRM Planning & Development
RE: **Centre Plan Package B — stakeholder feedback**

Dear HRM Planning & Development:

Please accept Develop Nova Scotia's congratulations on the release of Centre Plan Package B, which includes long-awaited updates to the former Downtown Halifax planning documents. The plan and land use by-law represent an extraordinary effort to modernize HRM's approach to planning for decades to come and your efforts deserve recognition.

Since Package B was released, Develop Nova Scotia's planning team has been reviewing the documents and have identified some areas of concern. These are:

- **Centre for Ocean Ventures & Entrepreneurship (COVE) zoning**
- **Dartmouth Cove Future Growth Node**
- **Marine-related uses in downtown Halifax**
- **Harbour edge setbacks**
- **Accessory surface parking lot prohibition in downtown Halifax**

The following document outlines our concerns in more detail, and, where appropriate, our recommended course of action. If you require clarification on any of these points, our team would be happy to provide it.

Sincerely,

Jennifer Angel
President & CEO
Develop Nova Scotia

Centre for Ocean Ventures & Entrepreneurship (COVE) zoning

Under Package B, COVE (PID # 00130492) is proposed to be zoned 'HRI'. While this zoning suits many of the businesses currently operating at COVE, and particularly their marine-dependent components, it does not fully capture the mix of marine industrial, research, and commercial office activities occurring on the site.

To avoid the creation of non-conformities as a result of this zoning, we respectfully request the establishment of a special policy area, similar to that applied to the Halifax Seaport, to permit other industrial and commercial uses as-of-right within portions of the HRI zone. Such a policy would acknowledge the unique industrial/commercial nature of many COVE tenants, and would support COVE's role within HRM's growing Innovation District.

Mirroring the Halifax Seaport Special Area, we request that HRM permit a wider range of commercial uses as-of-right (including office, workshop, accessory retail, cultural and public uses, etc.) at COVE. One approach could be to use the already established Dartmouth Waterfront Special Area, e.g.:

Within the Dartmouth Waterfront Special Area, on lands containing the Centre for Ocean Ventures & Entrepreneurship (COVE) i.e. PID # 00130492, 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.

Alternatively, COVE could be included in a renamed "Halifax Seaport Special Area" as the intent and substance of policies for COVE generally mirror those for the Seaport area.

Dartmouth Cove Future Growth Node

The Future Growth Node (FGN) policies for Dartmouth Cove offer a wide variety of potential future land uses on the lands owned by Develop Nova Scotia, using a Development Agreement process that establishes required infrastructure improvements and subsequently applies one or more of the Centre Plan's existing zones.

While Develop Nova Scotia's long-term plans for these lands remain under consideration, we are working towards a vision of affordable mixed-use development that includes residential, commercial, and suitable light industrial uses that would benefit from proximity to the Halifax Harbour, COVE, and other strategic assets in the area. In Package B, there are currently no zones that would permit the integration of residential uses with compatible industrial uses (e.g., light manufacturing and harbour-related uses). Even if these uses were developed on separate but adjacent parcels (e.g., a mixed-use building next to a light manufacturing use), proposed lot size and setback requirements would preclude the compact, mixed-use form of development we are envisioning for the area.

The Dartmouth Cove FGN would benefit from a more detailed Development Agreement policy that permits additional flexibility in uses and built form requirements as the site redevelops. Applying only to Dartmouth Cove FGN lands that fall within the Dartmouth Waterfront Special Area, such a policy would create the opportunity to experiment by Development Agreement with mixed-use light industrial (e.g. production and fabrication, with accessory retail) buildings and built forms, with discretionary oversight and approval from Council.

We request revisions to the policy set to permit otherwise prohibited land uses to be enabled by Development Agreement on the Dartmouth Cove FGN lands. The intent is to allow Council to consider uses from the 'LI' and 'HRI' zones be included in buildings that meet the built form requirements of the 'D' or 'CEN' zones. This would ensure a dense urban form as intended, while enabling a wider range of uses at Council's discretion and based on a set of criteria: hours of operation, waste separation, loading areas, noise, nuisance/obnoxious uses, etc. In this regard, we submit the following for consideration and request it be included in Package B:

In recognition of Dartmouth Cove's industrial heritage and its potential to support — as an extension of the neighbouring Centre for Ocean Ventures & Entrepreneurship (COVE) — HRM's "Innovation District", uses not otherwise permitted in a zone may be considered by Development Agreement within the Dartmouth Cove Future Growth Node. In evaluating any proposed Development Agreement, Council shall consider the following:

- (a) Buildings shall meet to the built form requirements of the 'D' or 'CEN' zones, with any allowances necessary for the integration of industrial uses;*
- (b) Proposed harbour-related or light manufacturing uses shall not conflict with any other residential and commercial uses contained in the building;*
- (c) Any specific ground-floor design features, necessary to support an industrial use, that differ from the requirements of the 'D' or 'CEN' zones shall activate the street in a manner that achieves the objectives of the plan and maintains pedestrian safety;*
- (d) [Hours of operation etc.]*
- (e) [Obnoxious uses prohibited etc.]*
- (f) [other conditions TBD]*

Please note that this request was also presented and discussed with HRM Staff during the Package "A" approval process. While HRM Staff agreed the request had merit, we were directed to resubmit during the Package "B" process, as it contained policies for industrial uses.

Marine-related uses in downtown Halifax

It is Develop Nova Scotia's intention to maintain and interpret the heritage of Halifax's working waterfront by continuing to accommodate compatible marine-dependent uses in new developments along this central portion of the Halifax Harbour; this is in fact one of our organization's strategic pillars. However, new marine-dependent uses are currently prohibited by the land use by-law, which only permits existing harbour-related uses to continue operating in the 'D' zone. In order to advance our goals and objectives for the waterfront, we request new harbour-related uses be permitted within the Halifax Waterfront Special Area (e.g., using a regulation similar to LUB §50).

Harbour edge setbacks

The requirement to locate buildings at least 3.0–8.0 metres from any harbour edge in Downtown Halifax poses problems for marine-dependent uses, which in some cases must be located directly at the water's edge. For example, an expansion of the Maritime Museum of the Atlantic's boatbuilding operations would benefit from direct adjacency to the harbour. This is preferable to moving vessels across the boardwalk, with the attendant hazards and inconveniences that would pose to pedestrians.

While the original intent of the harbour edge setback — maintaining a clear pedestrian boardwalk along the entire length of the Halifax waterfront — remains a goal to which we are fully committed, we see no drawback to including an exemption to the harbour edge setback requirement for harbour-related uses

Accessory surface parking lot prohibition in downtown Halifax

While in general the redevelopment of surface parking lots into higher and more productive land uses is a goal shared by Develop Nova Scotia and HRM, we are concerned that a prohibition on surface parking lots along the waterfront — traditionally one of Downtown Halifax's main parking providers — is premature without a more fulsome parking strategy in place. Such a strategy, on which we would be willing to collaborate with HRM, should include an analysis of current and future anticipated parking demand, transportation demand management measures to be implemented in future (e.g. rapid transit including fast ferries and BRT; park-and-ride), and the identification of entities that will be responsible for meeting Downtown Halifax's parking demand in the future. Until this analysis has been completed, our recommendation is that this requirement be removed.

Appendix D3: Site-Specific Requests & Late Correspondence (post Dec. 31, 2020)	
ParkingLot264	<p>We are writing to request that you consider an adjustment to Schedule 7 – Maximum Building Height Precinct within the Regional Centre LUB for 2810 and 2834 Windsor Street in Halifax as part of Package B process . Currently, the height limit is 14 meters and we ask that you consider an increase to 20 meters (refer to attached location map).</p> <p>The site is located at a prominent corner of Windsor and Almon Street. When redeveloped, the corner building on this site will have greater visual prominence and high visual exposure from the open space created by the street intersections. To enhance the civic distinction of this corner, the requested increase in height will promote increased massing at the corner in relation to the streetwall, and distinctive architectural treatments that accentuate the visual prominence as a greater (and higher) focal point in relation to surrounding and proposed buildings along Windsor Street.</p> <p>It is important to note that our client owns the other 2 properties on Windsor Street (civic 2840 and 2844) that complete the block, but we are only requesting the increase in height on the subject properties that do have sufficient building depth ranging from 100 feet to 128 feet.</p>
ParkingLot266	101 Research Drive - zoned INS, but should consider current research & development uses and adjacency to the Southdale FGN. Setback and buffering requirements should address compatibility with abutting ER zones. Also review PID: 41362161 and 40003600.
ParkingLot268	6070 Shirley request to be zoned HR-1. Customer says they want HR-1 so they can develop a multi-unit building, says they should be able to because there are multis across the street
ParkingLot269	Consider extension of the COR designation on the north side of Bayers for the large vacant property (Former Edgewood School site currently surplus)
ParkingLot270	Request to rezone 3620 Highland Drive to ER-2. Case 22485 rezoned this to townhouse zone under current Halifax Plan
ParkingLot271	3613 Rosemeade Ave in Halifax (PID 00028613). Some adjacent three and two unit properties. Request for ER-2 for a three unit.
ParkingLot277	Good afternoon. I am purchasing 10 Maynard Street in Dartmouth this month. I Already own 323-325 Portland, 327 Portland and 331 Portland. As the three on Portland are all proposed as ER-3 and 10 Maynard shares a border with each of them we think 10 Maynard should also be ER-3 - or the entire block of 321-331 Portland should be corridor like the next block east, including 10 Maynard. It is our hope to eventually redevelop these four properties at least as triplexes or townhouses, or could go higher density if the zoning allows. Thank you Jamie Reid, Parkcrest Properties Limited
ParkingLot280	I have been reading the many comments you have been getting on Package B. I would suggest asking the homeowners along Young Ave who are so concerned about streetscape and heritage to ask them to individually heritage register their homes. Shows great leadership to do so. I certainly do not agree with how development is happening on the Ave but it is a two way here for those along the street.
ParkingLot281	I am continuing my work with First Baptist Church, Dartmouth and wanted to discuss the draft proposal for their Lancaster property under Centre Plan- Package “B”. My understanding from reviewing the draft plan is that the portion of the First Baptist property which was not zoned HR-1 under Package “A”, is proposed to be designated Established Residential and zoned ER-1. In addition, while the ER-1 zone is proposed to allow schools, it does not allow religious institutions. I see from a review of the existing religious institutions in Dartmouth, that the majority of these institutions, in a wide variety of neighbourhood contexts, are proposed to be designated Institutional Employment and zoned institutional (INS). This zone is proposed to allow religious institutions by right. It has been the longstanding intention of First Baptist Church Dartmouth, which is well known in the community, to relocate their ministry to their Lancaster property. Planning for this relocation is well underway with the sale of the current sanctuary at 100 Ochterloney Street. The development of the new Church on Lancaster Drive will provide an important focus in the Lancaster community, and will support the local needs of the existing and new residential areas surrounding this site. Modern religious institutions perform a variety of important community roles and are integral to complete communities. I would request that this property be designated Institutional Employment and zoned Institutional under Centre Plan – Package “B” moving forward. This reflects the intention for the property and would allow this new religious institution to be treated in the same manner as religious institutions that exist in many other Dartmouth neighbourhoods. Could we discuss this matter on the phone or through a virtual meeting in the near future?
ParkingLot283	PID 00059022 needs front and flanking setbacks applied - they are missing in Package B engagement docs.
ParkingLot324	<p>Extend the ‘Downtown’ zone to include PID 00114348.</p> <p>Allow for the southern property line of PID 00114348 to be treated as a streetline instead an internal lot line – this is because this property abuts a future street within the Dartmouth Cove Future Growth Node. In addition to the requests above, our client requests that Section 140(2)(a) of the Package B LUB be removed or that the max building width/depth be a permitted variation through Site Plan approval. Having this flexibility on building dimension, while still maintaining the maximum floor area per floor (750 sq. m) would enable us to consider unique, site specific building tower designs that could include curves, recesses, projections and/or jogs that enhance views to the water and reduce the appeared mass of the building.</p>

ParkingLot325	<p>The general request is to consider the South side Isleville street for a COR zone and designation, between Kaye and Stanley, with 11m-14m heights.</p> <p>Notes: This is located near an historic neighbourhood, there is a proposed hcd is across the street from the area highlighted above in red but not within the area. Currently has a wide range of uses in the area highlighted above in red... mostly local commercial, restaurant uses, some multi's, and low density dwellings Currently this areas has a mix of centre plan zoning (hr-1, 1 cor lot), and h penn zoning (mostly r-2). The lots that are hr-1 now, use to be c-1 under h. Penn Mapping needs a review anyhow as we some er zoning has been applied on multi's, unless this was intended? Further the side transitional set-back makes the lot at 3180 isleville near impossible to build on since a transition would be applied on both sides and the rear of the site (the ER zoning surrounds her clients property at 3180 isleville).</p>
ParkingLot326	<p>I had a couple of questions about the properties identified below and whether they should be included as part of a more contiguous HR block, in particular 5 Newcastle and properties facing Albert Street. There are also only a couple of properties on Kent Street nestle d between a D and HR zones that we may want to look at. We may be getting a submission but I thought that those areas should be looked at as part of your larger analysis. (Newcastle St & Albert St Dartmouth, Kent St Halifax)</p>
ParkingLot327	<p>I had a question from our client at Compass Realty. They did a study on their building at 5121 Sackville St to explore options for additional building height within the Downtown LUB rules. They asked us to review the study with the new Centre Plan Package B rules. There is essentially no change in terms of height allowance on their site, so their original study still stands. We did notice that the interior lot line set back (11.5m) above the high-rise height (33.5m) means that the upper floors become so small they are unusable. This is because the site is fairly small. Is there any way that that set back could be reduced so we could get to the pre-bonus height allowed? The diagrams below make the issue clearer. I've also attached an image of the existing building.</p>
ParkingLot330	<p>Please see this exchange noting some challenges with the Package A 88m variation. We made some changes to this for package B but the issue which may remain is that in places with a maximum front yard setback it might be impossible to use this variation (it is now section 232 of the LUB, on page 137). If I want to use this variation and put an at-grade open space in front of my towers, I can't because I won't meet the maximum front yard setback. We may want to exclude this section from the maximum front yard setbacks. Also, note that Sean pointed out, without maximum front yards, the building could simply be set 8m back from the streetline to get the minimum at-grade open space. Perhaps we need a rethink on this one. I also note that Mark and Luc are doing their analysis and perhaps this has already been noted.</p>
ParkingLot332	<p>Request that a portion of site (13.5 acre site at Lancaster Drive/Woodland Ave. in Dartmouth) at the corner along Woodland ave designated as Higher Order Residential to enable context appropriate multiple unit housing. In addition, it requested that the ability to develop townhouses without the need for direct street frontage be enabled in the LUB.</p>
ParkingLot341	<p>The list of excluded items should also include "balconies that don't extend the full height of the streetwall."</p>
ParkingLot350	<p>I was reviewing all of the properties that are proposed to be institutional in Package B and I saw that this one is included. Although it is next to the Edgemere senior's residence I am quite certain that 75 Crichton is a regular condo building and not affiliated with Edgemere. It is called Sullivan house which does make it sound institutional</p>
ParkingLot352	<p>5875-79 Kane Street zoning request for Package B - either Established Residential with a conversion provision or High Order Residential.</p>
ParkingLot353	<p>Through a phone call, we have received a request to zone 6257 Yukon Street, Halifax, ER-2 to permit three units.</p>
ParkingLot354	<p>I am a homeowner in the Halifax North End. I have an R-2 zoned residential home at 3144 Isleville St, Halifax. I am looking at doing a complete renovation on this property. I would like to know if I can get the zoning reclassified to include a commercial property. As well a multi-residential unit. Under the proposed centre plan I suppose that would make it ER-3 ? My home is currently 1 residential house in between 2 commercial properties.</p>
ParlingLot355	<p>Inconsistent height limits in ER neighbourhoods: I can't ascertain the rationale for some ER neighbourhoods having their height limits reduced to 9.2 metres while others are being increased to 11.0 metres. Please consider applying a uniform 11-metre limit, which would seem appropriate given the plan's goals of achieving gentle densification in the ER areas.</p>

ParlingLot356	<p>Downzoning of the “Bloomfield neighbourhood” to ER-1/single-unit dwellings: Fifty of the 190 properties (26%) proposed to be zoned ER-1 in this area — roughly bounded by Agricola, Almon, Gottingen, and North Streets — have two or more units today; this is reflected in its designation under the current Halifax SMPS as “medium-density residential.” Making these properties non-conforming does not make sense, given the Centre Plan’s goals of achieving gentle densification, and over time this will result in a reduction in the neighbourhood’s density, which I strongly oppose. (This neighbourhood’s density is what makes it an interesting, cosmopolitan place to live. I want more people living in my neighbourhood, which uses existing services more efficiently and helps build a strong community. And this area is one of the only 10-minute neighbourhoods in all of HRM! We should be encouraging more people to live in these areas, not fewer.) A downzoning to ER-1 is entirely inappropriate; please zone this area ER-2 or even ER-3 instead. (There are several existing fourplexes in the area.)</p> <p>Moreover, elsewhere on zoning map there seems to be a step-down from ER-3 along major corridor streets, to ER-2, then ER-1 in the deep interior of some neighbourhoods. By this logic it doesn’t make sense that lots in the Bloomfield neighbourhood along North St. — a major transportation route — would be zoned ER-1. This same logic applies to its lots along Gottingen St., which will soon have bus rapid transit running outside their front doors. The Centre Plan’s nodes-and-links map acknowledge this, but for some reason the zoning does not. I also consider the omission of the Bloomfield neighbourhood from the “North End Halifax” precinct (in the SMPS) to be an error; it easily meets the description of the precinct provided on SMPS pages 84–85</p>
ParlingLot359	<p>Please reduce the front yard requirement in the Bloomfield neighbourhood (between Agricola, Almon, Gottingen, and North Streets) to 1.0 metres or less. The current requirement of 2.0 metres is the same as in many much less dense south-end neighbourhoods, and there are many properties in the Bloomfield neighbourhood that nearly touch their front property lines today, with no ill effects.</p>
ParlingLot364	<p>Please consider reducing the ER zone minimum lot area requirement to less than 325 sq. m; 300 sq. m would be better. In support of this request, I note that most lots along Duncan/Lawrence/Allan Streets are 300 sq. m or less and this is a highly liveable, desirable area that exemplifies walkability and rhythm and embodies good planning principles.</p> <p>On a related note, the existence of the “GS” Special Area seems to acknowledge that, at least for one particular neighbourhood, a blanket lot area requirement is inappropriate — but why has this fine-grained approach not been applied more broadly? It seems strange to create special rules for just 40 properties when dozens of other areas neighbourhoods the Regional Centre would also benefit from such a detailed approach. Of course, adding dozens of these exceptions would be unwieldy, so your entire approach to regulating lot area, including the way it varies across the Regional Centre today, may warrant some reconsideration.</p> <p>Also, the 1,000 sq. m minimum lot area requirement for the PCF zone precludes the creation of pocket parks, which are becoming increasingly popular elsewhere. Please reduce the PCF minimum lot area requirement to the equivalent of 1–2 residential properties (300–500 sq. m).</p>
ParlingLot372	<p>Consider reducing the height limit on the Northwood properties (at Gottingen & North Sts.) from 26 metres to 17 or 20 metres so that it matches all the surrounding HR areas. (I’m not sure there are any other areas zoned HR-1 with a 26-metre height limit.) Given the unfortunate effects of COVID-19 at long-term care homes such as Northwood, it seems increasingly likely that large, high-rise nursing homes may be a thing of the past. If this property redevelops or is sold, its direct adjacency to an ER area (and potential HCD) makes 17 or 20 metres a more appropriate height limit going forward.</p>
ParkingLot384a	<p>Look at Brenton and Maynard in Dartmouth as part of ER review. Has ER-3, 2 and 1 on these streets.</p>
ParkingLot386	<p>This area (2190 Barrington Street) should be designated as a shaded neighbourhood pocket park with benches as there are already mature trees. This neighbourhood is lacking a quiet shaded park (something that exists in most other neighbourhoods on the peninsula). Given that many in the neighbourhood do not have private yards or cars, they are lacking in cool green space. Although there are children in the neighbourhood, there are also large numbers of older adults who need shaded and quiet outdoor space that is not filled with playing fields, playgrounds, multiuse trails or greenhouses. This is even more necessary for social distancing and for addressing hot days in this dense, diverse neighbourhood.</p> <p>The proposed park around the sewage treatment plant as contemplated by the Cogswell Interchange Plans will disappear the space will be needed for expansion of the sewage treatment plant to address international clean water standards. The Commons at this end is not shaded and the other two neighbourhood parks are aimed at children and activities.</p>
ParkingLot387	<p>We respectfully ask the Community Design Planning Advisory Committee (CDAC) to consider revising the draft Center Plan B to identify North Park Street as a Corridor Designation in order recognize the key role this Street has traditionally played in the life of the City and further; to recommend revising the zoning to permit this midrise multifamily residential project to proceed.</p> <p>5691 Cogswell St., 2003, 2009, and 2013 North Park St. Complete site context and rationale in submission attached to email.</p>
ParkingLot388	<p>To follow up on our recent conversation about Halifax Center Plan A, we would like to appeal the zoning of our property as it is stated now HR-1 / R-2 to have all the land be zoned HR-1. Our two PID numbers are: 40415929 and 00049163. We look forward to the outcome on this decision.</p>

ParkingLot391	<p>We request that the Package B zoning along Windmill Road between Princess Margaret Blvd. and Farrell St. reflect the current variety land uses and building types/sizes through an as-of-right approach as opposed to a non-confirming approach.</p> <p>More specifically, on behalf of our client we request the following PIDs are assigned the COM 'Commercial' zoning: 1) 463 Windmill Road - 00063701, 2) 441 Windmill Road – 40380297, 3) 450 Windmill Road – 40060824, 4) 402 Windmill Road (current draft has already allocated COM zoning on this property) – 40292567, 5) 391 Windmill Road – 00063834</p> <p>In addition to assigning the COM zoning to these properties, we have the following requests relative to built form and landscaping:</p> <ol style="list-style-type: none"> 1. Remove dealership uses from Section 53 of the Land Use By-law 2. Assign a minimum front yard of 1.5m 3. Remove side and rear yard setbacks from the zone in this area and allow for the National Building Code to regulate the siting of buildings, unless the property directly abuts an Established Residential zoned property 4. Remove 2.5m required landscape strip along internal property lines. 5. Require a 1.5m landscape strip along front property lines 6. Exclude dealership uses (outdoor display of cars) from the raised landscaped areas requirement for parking areas (every 10 stalls max) <p>Lastly, as mentioned earlier – we recognize the Shannon Park development will impact the future growth of this area of this city. As such, we suggest that a Special Area be allocated to properties with frontage on Windmill Road between Princess Margaret Blvd. and Farrell St.. The Special Area can correspond with an SMPS policy that enables the council to consider rezoning applications for properties within the Special Area from their 'initial' Package B zone (reflective of the existing development/use pattern) to a Corridor Zone with a maximum height limit of 26m. This would enable this area of the city to transition over time as the Shannon Park Future Growth Node gets built out over the long term - while also allowing the variety of existing uses and building forms to operate in a 'conforming' status until a future rezoning applications are made in response to the transitioning area.</p>
ParkingLot392	<p>With the recent demolition of the "Nova Centre" building on Blowers Street, a "new" view of St. Mary's Basilica has opened up along Argyle Street. I put the word "new" in quotation marks because this terminal view is in fact quite old -- as seen in this 1841 painting by Alexander Cavalié Mercer.</p> <p>While I appreciate the challenges with adjusting Downtown Halifax height limits at this stage, this is a very special view that significantly enhances the elegant, high-quality public realm along Argyle Street (itself the result of significant investment by HRM). I urge staff to explore ways to preserve the view of the Basilica and its steeple from Argyle Street -- whether through a site-specific Development Agreement policy, a transfer of density to another site, or even a rezoning to PCF that ultimately commits HRM to buying the property for public use. (Given ongoing densification in downtown Halifax and other recent public investments nearby, this last option warrants serious consideration!)</p>
ParkingLot394	<p>Request to include in Package B with HR-1 zoning:</p> <ol style="list-style-type: none"> 1) 4, 6 & 8 Floral 2) 2- 10 Rosedale Dr
ParkingLot396	<p>Please be advised that Dalhousie University is currently considering acquisition a property adjacent to our Studley Campus. This property is immediately adjacent to our existing Institutional Use properties and presents an opportunity to consolidate existing assets and improve efficiency. Please consider providing flexibility at this point in the planning documents update to enable such a future use.</p>
ParkingLot397	<p>Re: 5648 & 5640 Stairs Street (possibly 5655 Livingstone Street) Dear Mr. Eric Lucic & Halifax Planning Department Staff, We are writing to you on behalf of Mr. Lee El-Rabahi, regarding two of his R-2 zoned properties adjacent to each other at the corner of Isleville Street and Stairs Street. We are the architectural design team reviewing development opportunities on these sites (outlined in red in Image 1), in addition to the three adjacent lots that Mr. El-Rabahi also owns (outlined in blue in Image 1). Although all five of these lots are grouped together along nearly the full block of Isleville between Livingstone and Stair Streets, the zoning varies between lots, creating minimal buildable area due to transitional zone setbacks. For this reason, we recommend re-zoning these properties be adjusted so that all lots are zoned HR-1, including Civic #5655 Livingstone Street. Although Mr. El-Rabahi does not currently own this lot, he is currently in negotiations with the property owner. We believe all these lots would provide improved development potential if they all were of the same zoning (HR-1). We also believe this would honour the intent and of the Municipal Planning Strategy.</p>

ParkingLot398	<p>Request by Joshua Szulewicz and Northpoint Properties regarding 1018 South Park Street (Christian Science Church). "...the proposed Centre Plan regulations do not provide enough flexibility to allow for development that is context sensitive to the existing heritage streetscape. As this site is unique in that it is a Higher-Order Residential site within a proposed Heritage Conservation District, we believe an alternate development path should be provided through a development agreement policy.</p> <p>We do not wish to wait until the Heritage Conservation District is established as the site is currently vacant and the demand for housing in the area is significant. Therefore, we are respectfully requesting that the Center Plan include policy allowing for higher order residential sites within proposed heritage conservation districts be allowed to go through a development agreement process to enable context sensitive development. I hope you agree with our rationale and provide policy in the Center Plan Municipal Planning Strategy that allows for this type of context sensitive development.</p>
ParkingLot399	<p>Centre for Ocean Ventures & Entrepreneurship (COVE) zoning</p> <p>Under Package B, COVE (PID # 00130492) is proposed to be zoned 'HRI'. While this zoning suits many of the businesses currently operating at COVE, and particularly their marine-dependent components, it does not fully capture the mix of marine industrial, research, and commercial office activities occurring on the site.</p> <p>To avoid the creation of non-conformities as a result of this zoning, we respectfully request the establishment of a special policy area, similar to that applied to the Halifax Seaport, to permit other industrial and commercial uses as-of-right within portions of the HRI zone. Such a policy would acknowledge the unique industrial/commercial nature of many COVE tenants, and would support COVE's role within HRM's growing Innovation District.</p> <p>Mirroring the Halifax Seaport Special Area, we request that HRM permit a wider range of commercial uses as-of-right (including office, workshop, accessory retail, cultural and public uses, etc.) at COVE. One approach could be to use the already established Dartmouth Waterfront Special Area, e.g.: Within the Dartmouth Waterfront Special Area, on lands containing the Centre for Ocean Ventures & Entrepreneurship (COVE) i.e. PID # 00130492, 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.</p> <p>Alternatively, COVE could be included in a renamed "Halifax Seaport Special Area" as the intent and substance of policies for COVE generally mirror those for the Seaport area.</p>
ParkingLot400	<p>Dartmouth Cove Future Growth Node</p> <p>The Future Growth Node (FGN) policies for Dartmouth Cove offer a wide variety of potential future land uses on the lands owned by Develop Nova Scotia, using a Development Agreement process that establishes required infrastructure improvements and subsequently applies one or more of the Centre Plan's existing zones.</p> <p>While Develop Nova Scotia's long-term plans for these lands remain under consideration, we are working towards a vision of affordable mixed-use development that includes residential, commercial, and suitable light industrial uses that would benefit from proximity to the Halifax Harbour, COVE, and other strategic assets in the area. In Package B, there are currently no zones that would permit the integration of residential uses with compatible industrial uses (e.g., light manufacturing and harbour-related uses). Even if these uses were developed on separate but adjacent parcels (e.g., a mixed-use building next to a light manufacturing use), proposed lot size and setback requirements would preclude the compact, mixed-use form of development we are envisioning for the area.</p> <p>The Dartmouth Cove FGN would benefit from a more detailed Development Agreement policy that permits additional flexibility in uses and built form requirements as the site redevelops. Applying only to Dartmouth Cove FGN lands that fall within the Dartmouth Waterfront Special Area, such a policy would create the opportunity to experiment by Development Agreement with mixed-use light industrial (e.g. production and fabrication, with accessory retail) buildings and built forms, with discretionary oversight and approval from Council.</p> <p>We request revisions to the policy set to permit otherwise prohibited land uses to be enabled by Development Agreement on the Dartmouth Cove FGN lands. The intent is to allow Council to consider uses from the 'LI' and 'HRI' zones be included in buildings that meet the built form requirements of the 'D' or 'CEN' zones. This would ensure a dense urban form as intended, while enabling a wider range of uses at Council's discretion and based on a set of criteria: hours of operation, waste separation, loading areas, noise, nuisance/obnoxious uses, etc. In this regard, we submit the following for consideration and request it be included in Package B:</p> <p>In recognition of Dartmouth Cove's industrial heritage and its potential to support — as an extension of the neighbouring Centre for Ocean Ventures & Entrepreneurship (COVE) — HRM's "Innovation District", uses not otherwise permitted in a zone may be considered by Development Agreement within the Dartmouth Cove Future Growth Node. In evaluating any proposed Development Agreement, Council shall consider the following:</p> <ul style="list-style-type: none"> (a) Buildings shall meet to the built form requirements of the 'D' or 'CEN' zones, with any allowances necessary for the integration of industrial uses; (b) Proposed harbour-related or light manufacturing uses shall not conflict with any other residential and commercial uses contained in the building; (c) Any specific ground-floor design features, necessary to support an industrial use, that differ from the requirements of the 'D' or 'CEN' zones shall activate the street in a manner that achieves the objectives of the plan and maintains pedestrian safety; (d) [Hours of operation etc.] (e) [Obnoxious uses prohibited etc.] (f) [other conditions TBD] <p>Please note that this request was also presented and discussed with HRM Staff during the Package "A" approval process. While HRM Staff agreed the request had merit, we were directed to resubmit during the Package "B" process, as it contained policies for industrial uses.</p>

ParkingLot401	<p>Marine-related uses in downtown Halifax</p> <p>It is Develop Nova Scotia's intention to maintain and interpret the heritage of Halifax's working waterfront by continuing to accommodate compatible marine-dependent uses in new developments along this central portion of the Halifax Harbour; this is in fact one of our organization's strategic pillars. However, new marine-dependent uses are currently prohibited by the land use by-law, which only permits existing harbour-related uses to continue operating in the 'D' zone. In order to advance our goals and objectives for the waterfront, we request new harbour related uses be permitted within the Halifax Waterfront Special Area (e.g., using a regulation similar to LUB §50).</p>
ParkingLot402	<p>Harbour edge setbacks</p> <p>The requirement to locate buildings at least 3.0–8.0 metres from any harbour edge in Downtown Halifax poses problems for marine-dependent uses, which in some cases must be located directly at the water's edge. For example, an expansion of the Maritime Museum of the Atlantic's boatbuilding operations would benefit from direct adjacency to the harbour. This is preferable to moving vessels across the boardwalk, with the attendant hazards and inconveniences that would pose to pedestrians. While the original intent of the harbour edge setback — maintaining a clear pedestrian boardwalk along the entire length of the Halifax waterfront — remains a goal to which we are fully committed, we see no drawback to including an exemption to the harbour edge setback requirement for harbour-related uses</p>
ParkingLot404	<p>I am writing you in regards to the proposed changes in zoning under Package B of the HRM Centre Plan. I own 4 Ashton Lane in Dartmouth (PID 209445) which is 30,090 SF and currently zoned R3. As you know R3 zoning presently includes R-1, R-2, R-2T and R-2AM; stacked-attached housing; apartment house of four storeys or less; day care facility; and uses accessory to any of the foregoing, and subject to the 35 foot height restriction surrounding Lake Banook.</p> <p>The Package B map indicates that my property will be rezoned ER-1 which only provides for a main dwelling and one secondary suite or a backyard suite. I am asking for my property to be designated ER-3, to retain consistency and compatibility along the full length of Prince Albert Road with the otherwise universal treatment of all other Package B properties and better compatibility with Package A properties along the full length of Prince Albert Road.</p> <p>The abutting property to me on Prince Albert Road is currently designated commercial under Package A and retains commercial designation. My property is part of a designated Minor Community Node at Grahams Corner along Prince Albert Road which road is designated a Major Urban Structure Link. A 16 storey hotel is being constructed directly across the street from my property, on a recently rezoned, consolidated parcel of land much smaller than my property. All lands abutting Package B Prince Albert Road have been upgraded from current R1 or R2 uses up to ER-3 Designation with the exception of my considerably larger ¾ acre lot, being the only Package B lot to form part of a Minor Community Node. For example, that section of package B lands along Prince Albert Road, north of Lawrence Street are not located along a Major Urban Structure and along Harris Road, ER-3 designated lands abut ER-1 designated lands.</p> <p>Since Centre Plan aims to encourage greater densities as of right in the Regional Centre, I find it questionable to eliminate my large parcel of land presently zoned R-3 from potentially fulfilling this goal. By downgrading my property's current allowable use to only a single family residential, it will considerably reduce the value of my property which I purchased a decade ago with the expectation it would maintain the higher use in future. My property has the area to provide appropriate space for the development of additional units in an area designed specifically to support greater density. The existing 35 foot height restriction along the Lake Banook vicinity will necessitate any additional units on my land will be in keeping with the existing neighbourhood context, providing reasonable protection for integration into the community.</p> <p>I am therefore requesting that the ER-Designation for 4 Ashton Lane be changed in Package B from ER-1 to ER-3, to reasonably match the current R3 zoning of my property. This will help ensure it can contribute positively to the community in the future by supporting the goals of Centre Plan along our urban corridor and not penalize my investment for future redevelopment opportunities.</p> <p>I would be happy to speak to you personally with regards to this matter. Thank you for your consideration.</p>

ParkingLot405	<p>I reviewed the SCH3 Zoning Boundaries Map provided with Package B and am concerned that my property has been identified to become ER-1 from R-2. I live at 7 Lakeview Point Road in Dartmouth and have 100 feet of road frontage and similar lot depth. The neighbouring property to my immediate northwest is a semi-detached home on a 50 foot wide lot. The three properties immediately to the southeast also are semi-detached buildings with varying road frontage, two at 50 feet wide and the other about 80 feet wide. R-2 zoning would have allowed me to construct a similar semi-detached or duplex dwelling that would fit the street context and if I subdivided would allow two such units. This would increase our density very near the Prince Albert Road Corridor and Grahams Grove node, which is a key component of the Centre Plan objectives.</p> <p>My property can clearly accommodate greater density than ER-1 will allow and within the existing neighbourhood context that ER Zoning is intended to reflect. Limiting this lot to a single family dwelling, removes the opportunity to provide greater community sensitive density, that conforms to the existing built form. Properties such as mine can produce more and better units with an ER-2 designation, than most of the secondary or backyard suites that council recently endorsed specifically to reduce housing shortages, by being purpose built to meet the needs of people with mobility issues.</p> <p>I note that Paddlers Cove is across the street from my property and those of 3 and 5 Lakeview Point Road. A transition exists between the CORR Designated properties along Prince Albert Road and the ER-1 designation along Hume Street and northwest end of Lakeview Point Road. I believe this supports an ER-2 Designation for each of 3, 5 and 7 Lakeview Point Road and reflects the current R-2 zoning.</p> <p>I ask that my property be designated ER-2 so that it has the potential to be developed the same as the neighbouring properties on either side of me and down the street as per the original R-2 zoning. I also seek to retain the value of my largest investment.</p>
ParkingLot406	<p>7 Lakepoint Dr., Dartmouth Proposed Zoned ER-1 Large lot at more than 11,000 sq. ft. Mr Clark</p> <ul style="list-style-type: none"> • Wants to develop four units over two separate lots and make semi-detached or over/under units • While he is aware of the secondary suite option he thinks that at 80 sq m. they're too small • Wants to be zoned ER-2 so he can make the units as large as possible. • Is concerned that his property value has been negatively affected by the ER-1 zoning • Says the COR property across the street would be better transitioned by ER-2 uses
ParkingLot407	<p>24 Brule St Dartmouth, set at height of 14 m zone to HR-1.</p> <p>We met with Tony Mancini and Carl Purvis yesterday in regards to our vision for these 2 lots 22 & 24 Brule Street. Can you provide us any update on our request that these 2 lots both having center plan B designation?</p>
ParkingLot408	<p>We represent the owners of 370 Windmill Road. The property is currently zoned COR (see attached maps). We are writing to request an adjustment to the adjacent property (PID 00063396) which encompasses Stone Avenue. The property is currently zoned C2 and proposed as ER2 under Centre Plan Package B. Applying the ER2 zone to PID 00063396 is not consistent with the current zone and uses on Windmill Road and adversely impacts both properties. We are asking the Centre Plan team to consider COR zone for PID 00063396.</p>
ParkingLot409	<p>We represent the owners that own the block of land on Windsor Street between Edinburgh and Almon.</p> <p>We are writing to request that you consider an adjustment to Schedule 7 – Maximum Building Height Precinct within the Regional Centre LUB for 2810 and 2834 Windsor Street as part of Package B process . Currently, the height limit is 14 meters and we ask that you consider an increase to 20 meters (refer to attached location map).</p> <p>The site is located at a prominent corner of Windsor and Almon Street. When redeveloped, the corner building on this site will have greater visual prominence and high visual exposure from the open space created by the street intersections. The requested increase in height will enhance the civic distinction of this corner. This can be achieved by promoting increased massing in relation to the streetwall and distinctive architectural treatments that accentuate the visual prominence as a greater (and higher) focal point in relation to surrounding and proposed buildings along Windsor Street.</p> <p>It is important to note that our client owns the other 2 properties on Windsor Street (civic 2840 and 2844) that complete the block, but we are only requesting the increase in height on the subject properties that do have sufficient building depth ranging from 100 feet to 128 feet.</p> <p>Thank you for your consideration and we welcome the opportunity to discuss the above with you.</p>

<p>ParkingLot410</p>	<p>We represent the owner of 3,5,7 Chadwick Street and 247 Pleasant Street.</p> <p>We are writing to request an adjustment to Schedule 7 – Maximum Building Height Precinct within the Regional Centre Land Use Bylaw for 5 and 7 Chadwick. Currently, the height limit at civic 7 is 20 meters and 11 meters at civic 5. We are requesting a height of 11 meters at civic 7 and 17 meters at civic 5.</p> <p>3, 4 and 7 Chadwick Street together with 247 Pleasant Street were subject to planning application case # 22140. The application was quite advanced with concept design, studies and PIM, but unfortunately was cancelled due to the rezoning component of the application being in conflict with the Centre Plan Package A approval process at the time.</p> <p>The requested change provides for good transition in form Chadwick to Pleasant, it is necessary for the intended redevelopment of this site and brings a fair conclusion for the owners who invested time and resources in the planning process at the time. I have copied Jennifer, Carl and Eric who were part of process at the time in hopes that they can add some continuity and context.</p> <p>Attached is a location map and a massing sketch illustrating the transition in height.</p> <p>I welcome the opportunity to discuss the attached with you.</p>
<p>ParkingLot411</p>	<p>I am the owner of 7117 Bayers Road. The property is proposed to have an ER3 zone under Centre Plan Package B. I also own the adjacent property 3411 Joseph Howe Drive, which is zoned HR1 and is currently under construction for a multiunit residential building.</p> <p>I am writing to request that the Centre Plan team consider the HR1 zone at 7117 Bayers Road. This is the only property left within the block between Joseph Howe Drive and Rowe Avenue. Applying the HR1 would be consistent in form and use to the adjacent context.</p>
<p>ParkingLot412</p>	<p>We represent the owner of the subject lands (958, 960, 964, and 968 South Bland Street). These properties are proposed to be ER1 under the Centre Plan Package B (see attached maps).</p> <p>We are writing to request that the Centre Plan team consider the HR1 zone with 20m height at these properties. The owner has the intention to redevelop the land as a single multiunit residential building. The proposed ER1 zone will render them legally non-conforming. Applying the HR1 zone would be consistent in form and use to the properties across the street. The properties are adjacent to the Halifax Curling Club and an existing rooming home.</p>
<p>ParkingLot413</p>	<p>We represent the owners of 6184 Jubilee Road in Halifax. This property is currently zoned R3 and includes a 3-storey multiunit residential building (see attached images). Under the Centre Plan Package B, the property is proposed to have an ER1 zone (see attached maps) which would render the structure as legally non-conforming limiting its redevelopment options.</p> <p>Considering the existing form and use, and considering the proximity to Lemarchant-St. Thomas School and Park, we are writing to request that the Centre Plan team consider the HR1 zone with 11m height for this property. This is a reasonable request as it protects the interest of the current property owner by providing a zone that best reflects the existing use and height, and also provides the opportunity for the owners to renovate/add/redevelop under the provisions of the new Land Use Bylaw, should they chose to do so. Providing the flexibility for this legally non-conforming structure to be modified or redeveloped for a building of a similar scale, while benefiting from the new form and design criteria provisions under the HR1 zone is a benefit to the immediate neighborhood and our city.</p>

ParkingLot414	<p>On behalf of my Client, owner of 2085 and 2111 Maitland Street, Halifax, we are respectfully requesting that as part of Package B, these properties be re-designated “Centre” and re-zoned CEN-2 to reflect their historical and current land uses as being commercial properties as well as the fact that they are under a Development Agreement (DA); rather than the current “ higher Order Residential” designation and HR-1 Zone.</p> <p>Planning rationale and support for this request is as follows:</p> <p>1. The properties were originally one property with one existing Heritage building when the 2001 DA was approved. (see attached DA). The DA enabled a subdivision of the property into two lots and the construction of a second building that had to be built according to the newly adopted BCDD policies. Both properties should be shown as Heritage on the HRM mapping and we have previously made this correction request because only one of the two had been identified as Heritage. (I have been told that this change has been made to the HRM internal mapping system - thank you). The DA allows residential uses and a range of commercial uses with no limitation on percentages of the mix. The buildings have always consisted of 100% industrial or commercial uses.</p>
ParkingLot415	<p>We represent the owner of 5220 + 5222 + 5226 + 5236 Kent Street in Halifax.</p> <p>Civic 5236 is currently zoned HR1 (17m height) and the remainder is zoned R3 (see attached location map). Under the Centre Plan Package B, civic 5220 – 5226 are proposed to have an ER2 zone which would limit the intended development of this site into a single multiunit residential building.</p> <p>I am writing to request that the Centre Plan team consider the HR1 zone with 17-meter height to 5220, 5222, and 5226 Kent Street. Applying the HR1 is consistent with the existing zone, consistent in form and use with adjacent properties and others within the same block bound by Queen, Green, Barrington and Kent Streets, and will produce a better building than what is currently permitted.</p> <p>We look forward to discussing the above request with you.</p>
ParkingLot416	<p>We represent the owners of the following properties:</p> <ul style="list-style-type: none"> • 6994-7004 Churchill Drive – existing 6 units • 7006-7012 Churchill Drive – existing 4 units • 7014-7018 Churchill Drive – existing 4 units <p>These properties are proposed to be ER1 under the Centre Plan Package B (see attached maps). The ER1 zone will keep these structure as legally non-conforming limiting their improvement and redevelopment options.</p> <p>Considering the existing form and use, we are writing to request that the Centre Plan team consider the ER3 zone for these property. This is a reasonable request as it protects the interest of the current property owner by providing a zone that best reflects the existing use and form, and also provides the opportunity for the owners to renovate/redevelop under the provisions of the new Land Use Bylaw, should they chose to do so. Providing the flexibility for this legally non-conforming structure to be redeveloped or modified for a building of a similar scale and use, while benefiting from the new form and design criteria provisions under the ER3 zone is a benefit to the immediate neighborhood and to our city.</p>
ParkingLot417	<p>We represent the owners of 7145 Quinpool Road in Halifax. The property is currently zoned HR1 and includes a 7-storey multi-unit residential building.</p> <p>We are writing to request that you consider an adjustment to Schedule 7 – Maximum Building Height Precinct within the Regional Centre LUB from 20M to 26M. The 26M height better reflects the existing form and allows a renovation of the 7th floor plus a penthouse addition which are currently being contemplated, or a redevelopment in the future.</p> <p>The site is 180 feet deep and 145 feet wide which can easily accommodate the Tall Midrise form we are requesting. It is backed by CN Rail Land and adjacent to other multiunit residential forms and uses.</p> <p>Thank you for your consideration; we welcome the opportunity to discuss the above with you.</p>

ParkingLot419	<p>We acquired 3836 Kencrest Avenue in the winter of 2019. It was a single dwelling property on a lot size of 6300 sq ft. Currently, the house was demolished and the lot is sitting vacant awaiting rezoning before any construction. We surveyed the lot in summer of 2020 and the survey found that the lot was in fact 8800 sq ft.</p> <p>We believe, given the lot's location, size, and Halifax's rapidly increasing population, that It would be an ideal spot for an HR-1 zoning with a maximum height of 11m, 11m would be the acceptable maximum to blend in the area.</p> <p>With the current difficulty in finding housing in the Halifax Peninsula, we believe that 3836 Kencrest is a great location for a 8 - 12 unit apartment building. Other equivalent size lots on Kencrest Avenue already have 6-8 unit apartment buildings, such as 3775, 3765, 3775, and 3741 Kencrest Avenue. In fact, most of those lots are approximately 7,000 sq ft where 3836 is almost 9,000 sq ft. The lot size is significantly larger than other apartment buildings found on the same street.</p> <p>3836 Kencrest is a corner lot which would have minimal disruption to the neighbors and look and feel of the street.</p> <p>Bus route #7 runs through Kencrest with bus stops right by 3836, thus we think that limited parking will be required. It would help to restrict an increase of automobiles in the area. This property would provide NSCC students and professionals who would like to bus downtown a great place to live in the north end. NSCC students could easily walk to school and other students could bus to the Universities.</p> <p>It's proximity to NSCC, the downtown core, and the bus system located right in front makes it a great fit for an increase in density. The new construction will help modernize the area and bring more interest to it. Please consider that 3836 Kencrest can be rezoned to HR-1 with an 11m maximum height to allow for a multi-unit dwelling construction.</p> <p>Below are the current multi unit dwellings on Kencrest Avenue that are already HR-1 zoned: 3775 Kencrest Avenue - 6 unit dwelling, 7000 sqft 3765 Kencrest Avenue - 6 unit dwelling, 7000 sqft 3755 Kencrest Avenue - 8 unit dwelling, 7000 sqft 3741 Kencrest Avenue - 6 unit dwelling, 7000 sqft</p> <p>Attached are pictures of the property in question and the above stated lots as well as a similar building, walking distance from 3836 Kencrest to NSCC, and the updated 2020 survey for 3836 Kencrest Ave.</p>
ParkingLot420	<p>I am writing on behalf of our client, Pinnacle Construction (Evergreen Plaza Inc.), to request a change to the zoning on 520 and 530 Portland Street (PIDs 41067661 and 41067679) from Higher Order Residential 1 to Corridor as part of the Centre Plan adoption process. I also suggest that it may make 'planning sense' to consider a similar change on 510 Portland Street, though our client has no remaining connection to these lands and is not in a position to formally request a change there.</p>
ParkingLot422	<p>We represent the owners of 1949 Oxford Street in Halifax. This property is proposed to be ER3 under the Centre Plan Package B (see attached map). Currently the site includes a 4-storey multiunit residential building encompassing 8 units. The ER3 zone will render this structure as legally non-conforming limiting its development potential.</p> <p>Considering the existing form and use, we are writing to request that the Centre Plan team consider the HR1 zone with 11M height for this property. This is a reasonable request as it protects the property rights by providing a zone that best reflects the existing use and height, and also provides the opportunity for the owners to renovate/add/redevelop under the provisions of the new Land Use Bylaw, should they chose to do so. Providing the flexibility for this legally non-conforming structure to be redeveloped for a building of a similar scale, while benefiting from the new form and design criteria provisions under the HR1 zone is a benefit to the immediate neighborhood and our city.</p>
ParkingLot423	<p>3317 Prescott St, Halifax Request to be zoned ER-2 to permit three units.</p>

ParkingLot424	<p>We represent the owners of 1 and 3 Mitchell Street in Dartmouth. These properties are currently zoned R3 and house 2 3-storey multiunit residential buildings (see attached map). Under the Centre Plan Package B, the properties are proposed to have an ER2 zone which would render the structures as legally non-conforming limiting their redevelopment options.</p> <p>Considering the existing form and use, we are writing to request that the Centre Plan team consider the HR1 zone with 11m height for the subject properties. This is a reasonable request as it protects the interest of the current property owner by providing a zone that best reflects the existing use and height, and also provides the opportunity for the owners to renovate/add/redevelop under the provisions of the new Land Use Bylaw, should they chose to do so. Providing the flexibility for these legally non-conforming structures to be modified or redeveloped for buildings of a similar scale, while benefiting from the new form and design criteria provisions under the HR1 zone is a benefit to the immediate neighborhood and our city.</p>
ParkingLot425	<p>Basim has asked me to drop you a line concerning his Wournell Drive property (PID 00063396) which is 1.82 acres in size. The property is challenged both by topography and by road access but the lot is quite large in a growing residential area within the Centre Plan boundaries. Building a standard HRM Redbook public road to allow typical subdivision would not be possible but the developer would like to extend the private road to provide access to a condo or rental cluster development (see attached). Under the proposed Schedule B changes, multiple buildings are not permitted on one lot (except backyard suites), and every building would have to have adequate road frontage to meet the zone requirements.</p> <p>We understand that HRM are considering additional changes to Schedule B of the Centre Plan which may consider clustered developments in the future (Item No. 11.1.17 . Homes for Heroes Foundation, Clustered Tiny Homes and Surplus Municipal Land for Affordable Housing). Like HRM, the developer understands the need for affordable housing options and believes this site could be ideal for a cluster style development including tiny homes, semis, and possibly some townhouse clusters. For challenging lands like this property, developers need some flexibility with how a development could be implemented feasibly. A traditional subdivision process would simply not work on this parcel. Should HRM consider implementing a new cluster style zone, we would respectfully request consideration of this parcel for any future Cluster-type zoning which may be added to the Centre Plan and land use bylaw. If you have any questions, please feel free to reach out to me at your convenience.</p>
ParkingLot426	<p>Owner of 3.5.and 7 Chadwick street.</p> <p>Package A has these lots as corridor but something happened and now showing that Lot 7 is proposed as residential.</p> <p>I am extremely upset and frustrated to see that proposal for many reasons: 1- the butting property (2Marvin) has 20 meters height 2-the only way to construct my buildings is to have a garage from Lot 7 Chadwick so if it is taken out, the whole project is dead. 3- council was asked before to remove it and they voted to keep it.</p>
ParkingLot429	<p>6018 Wells Street, currently zoned ER-1, wants ER-2 to do a semi-detached. Also suggests that Prescott St and Robie st in this area should be considered for ER-2 zoning.</p> <p>Also notes that we should look at permitting non-conforming residential uses to expand because right now ER-1 zone covers a lot of HCD areas and would prevent minor additions.</p>

ParkingLot431	<p>I am writing with respect to our most recent discussions regarding the development of my property at 1991B Prince Arthur Street, Halifax. As depicted on the attached drawing, my vision for the property is as follows:</p> <ul style="list-style-type: none"> - The property would be developed in a manner to facilitate 10 modest dwelling units (one of which my wife and I would enjoy as we'd like to be able to remain in place during our retirement years) - The way I would propose to achieve this would be to have 5 buildings each containing 2 over/under units (single level) facing Prince Arthur Street. The buildings would be located/situated entirely behind the rear building line of the adjacent building. They would also be smaller in stature - both in mass and in height - so as to not diminish the presentation of, nor impose on, the adjacent building(s). - Each building/unit would have a modest 1400 - 1500 sqft footprint resulting in under 27% lot coverage - Each unit would offer the ability to afford single level living - Each building would have a dedicated rear yard - Where possible, my vision would have an internal parking space for as many units as is physically viable. All of the other units would have 1 external, dedicated parking space as close as possible to its main entrance. Beyond that, each unit would have a secondary parking space in a small secondary parking area along the southern boundary of the lot. This area has the lowest portion/elevation on the lot. It abuts a tree line running parallel to the rail cut. The location and orientation would be such that vehicles parked there would be below the view plane - virtually out of sight - from the dwellings on my lot as well as the adjacent lot, thereby minimizing the aesthetic impact. - The building closest to Quinpool Road (Units A and B) would have access from Quinpool Road - The 4 remaining buildings (Units C through J) would have access from Prince Arthur Street via a shared driveway - Water and sanitary laterals are available in both/either Prince Arthur Street and Quinpool Road - The design/facade could incorporate features complimentary to the adjacent property. - Because my vision focuses on single level living, strong consideration would be given to incorporating private elevators to facilitate access to each of the upper level units. - This approach would also help address a shortage of housing inventory in this category - that being accessible, single level, size appropriate housing. This would allow a segment of the population to continue to live in the general environment in which they have resided for many years - remain in place, as it were. <p>While that is my vision, I understand there is an initiative within Centre Plan Package B to introduce a "Clustered Housing" concept as a development possibility. When considered in that context, I believe this property ticks all of the boxes. It epitomizes the objectives of this initiative and it would demonstrate and highlight the positives of the Clustered Housing concept. It would be an excellent example of how properties sharing these characteristics can be developed in a fashion that optimizes the use of the limited number of parcels available for development of this nature. In the realm of Clustered Housing, I see this is a relatively modest development plan, one which respects and defers to the design and massing characteristics of the existing neighbourhood, while best utilizing the over-size lot to make a modest contribution to the densification matter currently being addressed by the Centre Plan Package B. To that end, I request that this property be Pre Zoned to facilitate this type of development.</p> <p>I appreciate your time in this matter, I am open to suggestions and I welcome your thoughts. I'm available to discuss at your convenience at 902-830-3621.</p>
ParkingLot432	Dynamic Properties Company Limited: multiple properties north of Livingstone Street, Halifax. Requestion shift from LI zoning to COM for most properties. At 3773 and 3739 Windsor Street, request is to incorporate into CDD-2 zoning from HR.
ParkingLot433	Request for 5810-12 Charles Street, Halifax for exemption from R-2 (ER-1) and change to COR zoning.
ParkingLot434	<p>This correspondence is in regarding to Section 120 (3) (a) pertaining to maximum permitted streetwall heights for any INS or UC zone.</p> <p>Dalhousie's comment is specific to the existing property known as the Rosina site purchased directly from HRM located on Queen Street. Presently that site enables 18.5-metre streetwall heights whereas the proposed Centre Plan package B is reducing the streetwall height to a maximum of 14.0-metres. This change does not take into consideration the floor-to-floor heights of institutional or university buildings. Floor-to-floor heights are not typical ~3-m as in office or residential circumstance. Please consider revision to this portion. There has been insubstantial engagement on the details of this plan as it impacts Dalhousie University.</p>
ParkingLot436	My mother lives at 6944 Leppert st and her house has had 3 units for sometime now but is only zoned as a R2. We are looking to see if her zoning can be changed to allow the third unit as she's preparing to sell the property. Could someone contact me to discuss if this falls under the new Center plan for the city and what the process is.

ParkingLot437	<p>I am writing to you with two zoning requests respecting my properties at 2567 Creighton Street, Halifax (“Lot A”) and 2569 Creighton Street, Halifax (“Lot B”), as shown on Schedule “A” below. First, I ask that Lot A and Lot B (together, the “Site”) be zoned HR-1 as part of CentrePlan Package B. The Site abuts HR-1 properties to the South and to the East as shown on Schedule B. Given the Site’s location, the ability to develop the Site without displacing existing residents because the Site is currently vacant land, and the low vacancy rate in this area, an HR-1 zone is more suitable.</p> <p>Second, I ask that you change the Setback requirements for Established Residential Uses in a Higher-Order Residential zone. The neighbouring properties to the Northeast and East of the Site, at 2530 Gottingen Street and 2535 Creighton Street and shown on Schedule B, are multi-unit residential buildings zoned HR-1 as part of Package A with a height of 14 metres. I am requesting the same zoning and height limit to create a unified HR-1 block, a more natural planning design. Lastly, I own a third PID: 40413908, described as Lot C on Schedule A, which is zoned HR-1, and the proposed zoning change would harmonize zoning across my properties and allow for more efficient development.</p> <p>In reviewing the draft CentrePlan Package B, it appears that Established Residential Uses are required to have a 6- metre Setback if located in a Higher-Order Residential Zone. Please consider reducing the yard Setback requirements between ER and HR zones for ER uses constructed in an HR zone. Presently, if someone builds an ER use in an HR zone, a 6-meter Setback is required, whereas if they construct an ER use in an ER zone, this Setback is not required. It does not make sense to require a 6-meter Setback between two ER uses merely because of different zoning. Alternatively, if the purpose of the 6-meter Setback requirement is to separate smaller structures from larger structures, I propose that you implement a scaled approach to Setbacks incorporating a proportional ratio of maximum height to Setback. For example, a 14-meter building abutting an 11-meter building (permitted in an ER zone) should not have the same Setback requirements as a 26-meter building abutting an 11-meter building. The 14-meter building is fundamentally different than the 26-meter building and this should be reflected in the Setback requirements. I hope you agree with my rationale outlined above and the request to zone the Site HR-1 so that it is aligned with Lot C and the abutting properties to the Northeast and to the East of the Site. I look forward to your response.</p>
ParkingLot438	<p>I hope you are well. I spoke with Luc back in March about this property but I wanted to submit my concerns with the proposed designation and zoning of the Lake City Works properties in Dartmouth in the February draft of Centre Plan package “B”. In this February draft 386 Windmill Road (currently owned) is proposed to be zoned Light Industrial (LI), and 4 Fernhill Drive (ownership pending) is proposed to be zoned Established Residential 1 (ER-1).</p> <p>Lake City Works had understood, based on the action taken by Regional Council during the adoption of Package “A” to temporarily remove these two properties from the Windmill Corridor designation, that both properties would continue to be recommended for corridor zoning in the draft of Package “B”. It is our understanding that this temporary removal was undertaken by Regional Council to allow Lake City Works time to finalize the purchase of 4 Fernhill Drive from HRM, and to secure permits for a manufacturing expansion under the C-2 (General Business) zone that was secured through a rezoning process in September 2018.</p> <p>On April 14, 2020 Regional Council approved changes to the pending purchase and sale agreement for 4 Fernhill Drive from HRM to Lake City Works. This was done, in part, to allow a wider range of uses on this property in the future including the potential for medium intensity residential uses, and was based on the understanding that 4 Fernhill Drive and 386 Windmill Road would continue to be recommended as Corridor under Centre Plan to allow the consideration of these residential uses.</p> <p>Based on this, Lake City Works is requesting that the recommended designation and zoning for 386 Windmill Road and 4 Fernhill Drive in Dartmouth be Corridor moving forward under Package “B”.</p>
ParkingLot439	<p>I really think Russell Street in the North End should be considered to be changed to R-2. There are already C-2 areas with commercial properties and many non conforming duplexes in the area. My address is 5262 Russell St, Halifax, NS B3K 1W6. I have noticed lots of development in the area lately and I would really like to be able to construct more affordable housing on my property. However it is currently zoned as R-1, therefore I cannot. Are there any steps I can take to support changing the zoning? Please advise.</p>
ParkingLot440	<p>Please note that the property at 1253 Edward Street (PD 00055640) is Dalhousie University property. It’s the site of our Glengarry Apartment. Please change the zone to UC instead of the currently shown ER-2</p>
ParkingLot441	<p>I am writing to you to request that our properties at the intersection of Pine Street and Myrtle Street (PIDs: 00121871, 41463712, 41463720), be re-designated from Established Residential to Higher Order Residential (HR-1) with an 11m height limit. We believe, given the context around the surrounding properties, the site is a viable candidate for Higher Order Residential zoning.</p>
ParkingLot442	<p>I write with regard to the properties located at 2 and 4 Symonds Street, which are adjacent to 230 Wyse Road. At present, this property has a height limit of 20 meters, while most, if not all the remaining properties in this block have at least a limit of 26 meters. I would ask that the process to have this property be considered for a height of 26 meters be initiated.</p> <p>Could you please forward this to the Community Design Advisory Committee for their consideration</p>
ParkingLot443	<p>I am writing you to request that our properties at 5786 Kaye Street (PID: 00152603) and 5527-5543 Duffus Street (PIDs: 00086850, 00086868, 00086876, 00086884, 00086892) be re-designated from Established Residential to Higher Order Residential. We believe, given the context around the surrounding properties, both these sites are viable candidates for Higher Order Residential zoning.</p>

ParkingLot444	<p>Take back from our meeting this morning with the King's representative (Ian Wagschal) and Councillor Mason:</p> <ul style="list-style-type: none"> • For King's and Dal Studley Campuses, consider removing the requirement to have an entrance within the streetwall; and • Consider removing the parking requirement altogether.
ParkingLot445	<p>We have a building permit for a 3-storey building at Isleville & Bilby. It contains a vet clinic on the ground floor and 12 commercial units on the upper floors. 3 parking spaces are included within the property. The building is as-of-right as per the current LUB. After an occupancy permit is issued, the owners will want to apply for an internal conversion for the 12 commercial units to be used as residential units, which will become a permitted use as per Package B of the Centre Plan.</p> <p>With regards to applying for an internal conversion from commercial to residential use, please consider the following questions for which we would appreciate clarification:</p> <p>Q1: To what extent will the building form be evaluated against Package B requirements (ie, setbacks, streetwalls, setbacks, etc.)? Or will it be grandfathered?</p> <p>Q2: To what extent will parking be evaluated against Package B requirements (ie, residential and commercial uses)? Or will it be grandfathered?</p> <p>Regarding the vet clinic, we would request that this become an allowable use within Package B subject to being on a corner lot.</p> <p>The preferred use as residential units is consistent with the intentions and strategic goals of the Centre Plans to increase residential density on the peninsula while fostering creative and appropriate infill development. We believe this project exemplifies those goals.</p>
ParkingLot446	Request for zoning change from ER-1 to ER-3 for a property in Hazelhurst neighbourhood. 34 Hazelhurst Street, Dartmouth
ParkingLot447	I was enquiring about the ability to rezone 25 Sinclair St in order to subdivide and build another 2 to 3 units of affordable downtown housing units. The current home was built in 1959 and has three units grand fathered on an R2 lot. The current lot size is 9100 sq ft and 76 ft Road front on Sinclair.
ParkingLot448	I am writint to you to request that my property at 5698 Normandy Drive (PID: 00028654), be zoned Established Residential - 2 instead of Established Residential - 1. I believe, given the context around the surrounding properties, the site is a viable candidate for ER-2 zoning.
ParkingLot449	5755 Young Street Request is to change zoning through Package B from HR-1 to either COR or CEN to permit a three storey office building. Existing building is a commercial use, but cannot be repurposed or expanded under Centre Plan.
ParkingLot450	5810-12 Charles Street Owner wants to build 12 unit/4 storey multi-unit building with micro units and "single floor" flats. Also open to 3 storey building of similar size. Is willing to make the design fit the scale of surrounding context. Wants a follow up call when tracking meeting is done.
ParkingLot451	Attached please find a letter from the Young Avenue District Heritage Conservation Society expressing our deepest thanks for participating in our "Walk and Roll" guided tour down Young Avenue. It was very much appreciated that you all took time from your weekend to learn about many of the wonderful features that make Young Avenue such a special place, worthy of protection. Your commitment to "doing the right thing" for Young Avenue was obvious, and for that we are truly grateful. We trust and hope you will take into consideration the many observations that arose from the tour in re-considering and removing the 2 proposed development agreement policies 10.35 and 10.36.
ParkingLot452	We want to voice concern regarding the proposed rezoning recommendations included with the HRM Centre Plan. I am particularly concerned with the recommendation for Newton Avenue and the section of Connaught Avenue, on which Newton backs. At present, Newton Avenue is zoned as R1 and, it appears, would fully comply with the proposed ER1 zone. Unfortunately, it is being recommended by Planning to be rezoned to ER2, apparently to act as a transition zone from Connaught Avenue, which is being recommended to be rezoned from R1 to ER3. It is our belief that neither street should be changed as recommended by HRM.

ParkingLot453	<p>Further to a recent conversation with Councillor Wayne Mason, Ben Sivak, Luc Ouellet, and Ian Wagschal about the University of King’s College, please consider the following three suggested changes regarding the Centerplan “B” proposal.</p> <p>Lot Coverage Requirements - Section 126 – Table 11: Maintaining appropriate lot coverage with green exterior space is already in the self-interest of all HRM Universities. HRM Universities have demonstrated leadership in providing beautiful and accessible green space within the urban environment. Universities cover large areas of land with multiple PIDs - coverage on an individual PID could vary outside the proposed 60% limit but the University as a whole still remains within the intent of this requirement.</p> <p>1. Suggest removing the lot coverage limitation for the UC zone.</p> <p>Streetwall Pedestrian Entrances – Section 197: The master design of some Universities is based around a quadrangle (Quad), with all building entrances facing inward to each other. The masterplan of the University of King’s College was designed by Andrew Cobb to celebrate the Quad principle, as it is associated historically with Oxford and Cambridge. This creates a sense of community and safety within the University. This physical sense of community is consciously built into the College’s academic program, most conspicuously, into the first-year Foundation Year Program for which King’s is known. The Quad also buffers the surrounding residential community from student events and campus activity. The requirement for a streetwall entrance at all UC zones will reverse this design principle and undo our master plan. This has serious implications for the aesthetics and the whole identity of King’s as a college on the Oxbridge model, as well as substantial cost implications.</p> <p>2. Suggest removal of the Streetwall Pedestrian Entrance requirement for renovations and additions to existing buildings in a UC zone.</p> <p>Parking – Section 272 – Table 17: The term “classroom” does not appear to be defined. This will make the calculation of (3) parking spots for every classroom difficult and unsubstantiated. In a University setting, rooms used for teaching can be as small as five people, and a single room can have multiple functions. Research labs can be used to teach students. Offices may be used to teach small graduate classes of four or five students. Etc.</p> <p>3. Suggest removing any requirement that links classrooms to parking in a UC Zone. Perhaps University land use should instead be linked to provisions for sustainable transit systems such as buses and bicycles?</p>
ParkingLot454	<p>We spoke on the phone not too long ago regarding our project located at 5644 Macara Street. We would like to request a zone change under the proposed Centre Plan Package B from E2 to E3. As discussed on the phone this would allow us to internally convert up to 4 commercial units to residential, allowing more mixed use, which is consistent with the neighborhood.</p> <p>Our project will be a three story commercial development located on the corner of Isleville Street and Macara. Note: our site has 100 ft of frontage on Isleville Street and is directly adjacent to a new 12 unit project currently under construction on the corner of Isleville and Bilby. It is also directly across the street from an existing commercial building and a new 8 story development on Isleville Street. There are several other mid-rise projects currently under construction on Isleville Street as well. We feel that the scale of our project will provide a good transition between the residential zone on Macara and the larger scale commercial projects on Isleville. Allowing more commercial units to later be converted to residential units will increase density in what is a very urban environment and will no doubt improve the fabric of the neighborhood</p>
ParkingLot455	<p>Please proceed with our request to have 24 Brule rezoned to HR-1(to match the zoning on 22 Brule) as part of Centerplan B.</p> <p>Our rationale for this is when we purchased both properties they had similar multi unit buildings on them and would have had the same zoning at that time. We intend to provide affordable housing units on these properties and in order for that to be feasible the zoning would have to revert back to multi unit and we ask that HRM Planning proceed on that basis.</p> <p>Please confirm you have received this request and will add this to the CenterPlan B package.</p>
ParkingLot456	<p>In summary, I'd like an exemption from the R-2/ER-1 zoning in order to develop this unsightly parking lot into a tasteful 3 storey building with 10-12 units. The drawing shows 4 storeys but I have changed the request to 3 storeys. Please let me know if there are any questions you have. I am flexible in this development provided it remains economically viable. Thank you for your time. (5812 Charles Street)</p>
ParkingLot457	<p>You and I have emailed perhaps just 2-3 weeks back. I’m the owner of the houses on 5545-5527 Duffus street. I had sent in a simple submission from an architect friend and let you know I’d engaged an additional person to help me make a more well rounded detailed submission. Please see attached my request for review and my height and zoning suggestion for this property.</p> <p>I’ve lived in this neighbourhood (I lived directly across the street from these properties when they came up for sale 3 years ago) and had always told my wife that if they were ever up for sale, we had to buy them and fix them up. (See the “old” street views on Google Street View to see how far we’ve come). We’re so blessed to be able to have invested in our neighbourhood and now, with this submission, I think we can do even more to create a scaled property with great transition to the adjacent site and put more people in this highly walkable area of town on a transit oriented street. I’m excited to learn from you here and take any feedback you could have.</p> <p>I’m pleased with this report and am hopeful that this will lead to the city and your team agreeing that this is the appropriate plan for this collection of properties.</p>

ParkingLot458	<p>I am following on up our telephone discussion regarding the transition line placement as per Schedule 26 - Regional Centre Plan Land Use By-Law Transition Lines, in Package A of the Centre Plan. Attached are two PDF's highlighting the anomaly created with the inclusion of the private lane between 2813/15 and 2821 Agricola Street. This lane is approximately 5.25 meters wide. This dimension, when combined with the 6 meter required setback at this transition line on both sides of the lane would result in a gap of the Agricola streetwall of over 17 meters. To put this dimension in context the adjacent Almon Street has a street width of 50 feet or a little over 15 meters. Besides the streetwall gap another result of this transition line would be a potential building on the corner of Agricola and Almon Streets which under the existing LUB would have a 15 meter wide street on one side and a 17 meter gap on the other side, virtually creating an isolated island building. In addition this transition line setback and stepback requirement reduces the viability of creating a structure in this Corridor zone as it greatly reduces the potential built area.</p> <p>I would request on behalf of our client, the owner of the building at 2813 Agricola Street, that the transition line that exists behind 5687 Almon Street and the transition line that exists behind 2821 Agricola Street be connected directly, eliminating the 'neck' portion of the private lane extending out to Agricola Street. An alternative would be to add a clause to the LUB exempting private lanes from the Transition Line requirements. Thank you for your attention to this matter and we hope that a successful solution can be formulated. If you require additional information please do not hesitate to contact me.</p>
ParkingLot459	<p>5755 Young Street - I am submitting this rezoning request on behalf of the owner of the property (see attached letter) and a potential future buyer who would like to develop the site as an office development. MDW Law, a 25 person (11 lawyers, 14 staff) law firm practicing family law and personal injury law has proceeded with a letter of Agreement of Purchase and Sale, conditional on their ability to undertake a renovation of the existing building for the purpose of redeveloping the site for a 5,000-6,000 sq.ft. law office.</p>
ParkingLot460	<p>The parcels at 6025 and 6031 Compton Avenue are not part of the Robie/Cunard Corridor properties given that they sit vacant following recent demolitions. While they are subject to an approved application through pre Centre Plan work, should development not proceed, perhaps we should revise the parcels through Package B.</p>
ParkingLot462	<p>We were talking about the streetwall height of the Maynard building and they said it was 3 stories and i said I felt that was a little high for a small residential-feeling street like Maynard with a 1-storey school across the way...and I was shocked when they told me that actually they were interested in a shorter streetwall but actually the centre plan REQUIRES the streetwall to be at least 8 metres high which they say is 3 storeys!</p>
ParkingLot464	<p>I represent Matt Wawrzyszyn, the land owner of the property located at 2468 Creighton Street.</p> <p>Matt invested in this property with the intent of removing the existing dilapidated single unit dwelling and constructing a four unit dwelling on the property. He has had discussions with HRM staff regarding the redevelopment of this property. It is currently zoned R-2 in the Halifax Peninsula LUB.</p> <p>It became apparent that the development rights of the property are somewhat confusing in that it is zoned R-2 which implies it could contain more than one unit. It is also a non-conforming building containing a conforming single unit residential use. He investigated the option for variances in the hopes that it would enable a redevelopment into a four unit dwelling. However, it is not financially viable to redevelop with the Gross Floor Area (GFA) requirement and the cap that does not allow an increase in height and volume that applies to the Peninsula North area.</p> <p>We have learned that the proposed zoning for the property in the Centre Plan Package B, is ER-1. Although Package B eliminates the GFA, this zone would not allow him to redevelop the existing building into a four unit building. We are hereby requesting that the proposed Package B zoning for this property be changed to ER-3.</p>
ParkingLot465	<p>WSP Canada Inc. (WSP) is pleased to submit this letter on behalf of Killam Apartment REIT (Killam) as a formal response to the Draft Centre Plan Package B documents. While the requests in this letter specifically relates to Killam's property located at 5880 Spring Garden Road (PID: 00125492) we believe this will also further improve on the challenges related to tower setbacks and overall feasibility of high-rise buildings that could be built on unique sites in the Regional Centre.</p>

ParkingLot466	<p>2085 and 2111 Maitland Street: Heritage Designation: The properties were originally designated “Heritage” both for the original building and the entire land parcel (2085 - 2089 Maitland). The land parcel has an historic street “Faulkland Street”, referred to as “ Brunswick Lane” on the Hopkins Atlas of 1878, that was identified as Heritage and it was to be protected through the creation of a second building rather than adding on to the existing heritage structure. BCDD Zone at 70 EB(2)E(ii) allowed that “ ..private lanes be permitted within this district as long as these generally conform to historic development pattern as represented in the Hopkins Atlas of 1878...”. The DA allows for the original land parcel to be subdivided into two parcels and a new building to be built on the newly created parcel (2111 Maitland). The new building had to be built in accordance with the Heritage Property Act, the heritage Architectural Design requirements of the BCDD Zone (70EB(2)F) , and other heritage guidelines and had to be architecturally similar to the existing heritage building. It also had to respect the historical nature of the closed street. The subdivision was permitted and the heritage street falls on both properties, but primarily on the newly created parcel. Therefore, both properties and the building at 2085 should be designated as Heritage on the HRM mapping. In the absence of a heritage designation on the 2111 property, the ability to modify the existing DA that allowed for the buildings’ construction is at risk. We believe that there may be other properties with heritage Das in a similar circumstance. Because the BCDD policies encouraged historic replication and thus small footprints, additions and modifications to the heritage property were made by adding additional structures on the property rather than adding on to the existing building. Another example might be the new buildings built at the corner of Cornwallis and Brunswick Street that replicate the heritage cottage at 2159 Brunswick.</p> <p>1. Please confirm if you will be designating both properties as Heritage. 2. It has come to our attention that the draft Policy 5.6 on page 153 of the Package B MPS, is worded to allow Das and DA amendments to “heritage buildings”. We are asking that this be re-worded to reference Heritage “properties” rather than Heritage “buildings”. We are asking for this because both properties and both buildings need to be protected under this policy that allows amendments to the original DA. Until the second property is designated as Heritage, this policy would not allow the second building to be amended under its DA. The way it is worded now, the policy would allow the DA to be amended as it applies to the original building but not the new building. Alternatively, perhaps the policy should reference both heritage “buildings” and “properties”.</p> <p>Commercial Designation: One clarification that came up during our video conference with Luc and Kasia on this matter, is that we are not seeking to have additional commercial uses for these properties. Our primary objective is to protect the existing commercial rights that are enabled under the DA. The DA allows a range of commercial uses and allows residential uses. There is no constraint on the percentages of either. With respect to their commercial nature, these Maitland Properties have always been 100% commercial or industrial since at least 1980. Prior to 2000 the properties were zoned and designated C2. The BCDD policies, while generally encouraging infilling of residential on what was, at the time, a largely vacant block embedded with several key heritage resources, nevertheless provided for commercial uses. Specifically, with respect to 2085 Maitland Street, the zone allowed for office uses. In considering the range of uses included in the DA for both 2111 Maitland (the new building) and 2085 Maitland Street, staff and Council relied upon Section XI of the Peninsula North Secondary Planning Strategy, which called for selected commercial uses within the new district. Staff interpreted this to mean new commercial uses should compliment the residential uses, and the DA accordingly provided for the current commercial uses in the buildings (see attached page from the staff report) also quoted below: “9.7 The area designated as the Brunswick Comprehensive Development District on the Generalized Use Future Land Use Map, which is the district bounded by Brunswick Street, Cornwallis Street, Maitland Street and Portland Place shall be a residential area planned and developed as a whole or in phases based on detailed site development criteria and providing a mixture of forms and designs of residential uses with limited community open space and selected commercial uses.” From an urban planning perspective, both properties are well positioned for commercial uses, because of their direct connection to Gottigen Street. The bend in the street on Portland Place, sets 2085 Maitland Street up as the terminus of an axis of a key view corridor from Gottigen Street. This bend essentially creates a pedestrian square bounded by the Marquee Seahours, Edna’s, 2085 Maitland, and the new building under construction on Gottigen Street. Similarly, 2111 Maitland Street is visually connected and connected via pedestrian connection, to Gottingen through the Falkland Street/Brunswick Lane corridor. Both Portland Place and the pedestrian corridor in the former Faulkland Street alignment are very important pedestrian connections to downtown from the residential neighbourhoods to the north and west.</p>
ParkingLot467	Please consider rezoning both single family dwellings at 3297 Massachusetts Avenue and 6031 Stanley Street from R2 to HR1 to follow the rezoning of the apartment building that falls in between them.
ParkingLot468	Please consider rezoning these properties at 3455, 3447, 3445 Windsor Street from R3 to the COR zoning to be in line with the current zoning set with the rest of Windsor Street further south.
ParkingLot470	<p>5486 Spring Garden Road</p> <p>1 - This letter is in support of the draft Package B Centre Plan LUB regulations producing the podium and single stepback form, rather than the multiple stepback ‘wedding cake’ form.</p> <p>2 - Deeming this location a View Terminus site would allow for a more visually interesting building design feature to be built on this prominent corner, and we are requesting this be included in the revised Package B documents.</p>
ParkingLot471	<p>5621 Rainnie</p> <p>1 - We request that Schedule 12 be updated to have 21 metre streetwall height along Cogswell Street.</p>
ParkingLot472	<p>1 - We ask that you confirm if Policy 10.17 could enable DA amendments to include the podium townhouses along Clifton Street. If this Policy would not enable this, we ask that amendments be made to the Transition Policies to enable this modification to the existing Gladstone DA to support incorporating townhouses along Clifton Street. We further ask that the policy be amended to allow for conversion of underutilized space, such as parking garages, into commercial use, through DA.</p> <p>2 - We request that an amendment be made to Policy 10.29 to allow for a 10-year completion date for Richmond Yards (PID 00005116).</p>
ParkingLot473	<p>Development Potential – Prince Albert and Lawrence Street – Havill Developments (PIDs 00243436, 00136259, 00136242, 00243493, 00136234) and HAZ Holding’s Sites (PIDs 00136200, 00136192, 00136184)</p> <p>We hereby request that the max height limits for these highlighted properties be reconsidered as part of the Centreplan team’s re-evaluation of Package A/B prior to the release of the final draft in 2021.</p>

ParkingLot475	Please find attached a letter of rationale and 2 maps supporting our request to increase the height of 2 and 4 Symonds Street from 20 meters to 26 meters.
ParkingLot477	<p>Through conversations with HRM staff, Mr. Arab understands that HRM planners may consider relaxing the side and rear yard setback requirements presented in the Draft Package B. The current draft requirements in Table 9, require a minimum 6m setback when higher order uses (like Mr. Arab's HR-1 zone) abut the ER-1, ER-2 or ER-3 zones. This new policy replaces the existing Transition Line requirement in Package A which provide site specific setback requirements.</p> <p>Mr. Arab would support removing the abutting requirement (Table 9, sub-regulation #3) for higher order and lower order zones, which would reduce the setbacks to 2.5m (min.) side yards and 3m (min.) rear yards between Package A zones (HR-1, HR-2, COR, CEN-1, and CEN-2) and proposed Established Residential (ER-1, ER-2, ER-3) zones.</p>
ParkingLot478	I am submitting this rezoning request on behalf of Joe Arab who owns 5 NEWCASTLE ST and would like to request a change in zoning from ER-1 to HR-1 (26m). The surrounding properties to the north and east are all HR-1 zones around this site and range in height from 26m to 17m. Across the street in Dartmouth Cove the height has been set at 20m and
ParkingLot479	I am submitting this rezoning request on behalf of Joe Arab who owns 69 Jackson Rd. (proposed to be zoned as ER-1 under the Draft Package B LUB). Mr. Arab would like to redevelop the property as an HR-1 (14m) development. Consequently, he would like the zoning changed from ER-1 to HR-1 like the surrounding properties. The abutting lots are all zoned as HR-1 (14m) and the proposed Package B zoning would create a small ER-1 'island' surrounded on all sides by HR-1 developments. The 67m lot depth present an interesting development site in a neighbourhood that needs some quality new developments. As well, the ER-1 zone would create a 6m rear and side yard setback on the surrounding HR-1 properties which would restrict their redevelopment potential as well.
ParkingLot480	I am submitting this rezoning request on behalf of Joe Arab who owns 87 ROSE Street in Dartmouth (PID 00074674). Mr. Arab has been considering redeveloping this lot for some time and would like consideration for rezoning the property from ER-1 to ER-3 to make the redevelopment feasible. The property has 24m of road frontage and 880 sq.m. of area, permitting 2 buildings to be built (meeting the lot frontage min requirements of 9.2 m. and 325 sq.m. min lot sizes, and 50% lot coverage). The developer would like to subdivide to build two four unit buildings.
ParkingLot481	<p>I am submitting this rezoning request on behalf of Joe Arab who owns 53 LAHEY Rd. (currently zoned as COR). Mr. Arab is trying to assemble lots 47 and 49 Lahey Rd to do a larger development with his lot at 53 Lahey Rd. Consequently, he would like lots 47 and 49 Lahey Rd rezoned to COR from it's proposed zoning as ER-1.</p> <p>The two lots proposed as ER-1 are abutting a COR zone on their rear yards and on the north side yard. On the southern side yard, the lots abut a 6-unit townhome cluster development which has a 7m sideyard setback. The sites' prominent location on Victoria Road would allow a high quality development in a neighbourhood that could benefit from development. The existing lot at 53 Lahey Drive is only 18.5m wide and with the 6m sideyard setback required in the new draft zoning, the development capacity of the existing lot is severely restricted due to front and sideyard setback limitations. Adding these lots to the COR zone would allow the 3 lots to be consolidated and a quality multi-unit or mixed use development to be built.</p>
ParkingLot482	<p>I am submitting this rezoning request on behalf of Joe Arab who owns 1584 ROBIE ST (three PIDs: 00136786/00641035/00641043) and would like to request a height change from 11m to 14m.</p> <p>The properties a few blocks north from this site are zoned similar as COR with a height of 20m. These 3 pids have additional lot depth (9m deeper) that pther lots along Robie Street do not have providing an additional depth buffer from the neighbouring homes on Edward Street to the east. Across the street, the Camp Hill cemetery is zoned as parkland but it is not considered for the shadow assessment protocols of schedule 37 so there will be no shadow impacts taken into consideration.</p>
ParkingLot483	<p>I am submitting this rezoning request on behalf of Joe Arab who owns 1153 Wellington Street (PID 00054882) and is trying to assemble the neighbouring two properties to the north (00054874/00054866) to do a larger development. Consequently, he would appreciate consideration of increasing the height from 17m to 20m like the surrounding properties to the north. There would be no rezoning request just a height change.</p> <p>Banc properties has been approved for a 8-storey (plus a penthouse) right across the street and though the corners of Wellington/South St and Tower/South St are zoned as 20m of height, the existing buildings on these corners are 9-storeys and 13-storeys making them nonconforming uses. The 26m zoned property is currently only 4-storeys in height but we assume it has been given a height of 26m so it can be redeveloped in the near future. There are an additional 2 buildings on Wellington Street with 12-storeys and 15-storeys just a block to the south.</p> <p>The proximity to the hospital, the universities, Spring Garden Road and downtown Halifax make this an ideal location for some density, however, the economics of tearing down 3 existing 2-storey homes have to work before the density opportunities can be realized.</p>

ParkingLot484	<p>I am submitting this rezoning request on behalf of Joe Arab who owns 5213, 5215, and 5225 GREEN ST and has been working for the past few years to do a development on these 3 properties. Mr. Arab prepared a schematic design for a 6-storey development on these properties in 2015 and had requested a minor variance for relaxation of the R3 angle controls which was not successful. During the draft of Package B, Mr. Arab had requested a 20m height zone so he could move forward with his 6-storey development but the zoning was set at 17m. The sloping conditions on the site would make it very challenging to do a 5-storey development on these properties and so Mr. Arab would like to again request a height increase from 17m to 20m to match the zoning right across the street from him.</p> <p>There is 15' of grade change across the frontage of Green Street on these 3 properties making a development with a 17m height restriction very difficult (see below from the 2015 planning submission).</p> <p>We understand from the neighbours in the rear of this property on Kent Street, that they will be requesting a zoning change from ER-1 to HR-1, which will help to remove the 6m rear yard setback which is currently challenging these 3 sites redevelopment. Mr. Arab would support any requests to change the zoning from ER-1 to HR-1 behind these properties.</p> <p>The corner of viewplane 8 cuts through the 3 properties and according to the developer's past calculations during schematic design, a 20m structure falls below viewplane 8. The developer has been actively working for 5 years trying to develop a 6-storey development on this very challenging property and would respectfully request consideration of changing the height restrictions on these 3 properties from 17m to 20m in height with no additional zoning changes.</p>
ParkingLot485	<p>I am submitting this rezoning request on behalf of Joe Arab who owns 5380 INGLIS ST and would like to request a change in height from 11m to 20m similar to other COR zoned lots to the east and north west of his property. The surrounding zones around this site range in height from 26m to 20m with 14m right across the street. To the south and directly abutting his property, the property is zoned HR-1 with a height of 26m. To his west at the rear of the property, the land is also zoned as HR-1 with a height of 26m for the properties on Waverley Terrace. Viewplane 9 is above the site but we assume the 26m height precinct surrounding the property has already verified that viewplane 9 will not restrict the property if it were to be assigned a 20m height. The owner respectfully requests consideration of changing the height restrictions on this property from 11m to 20m in height with no additional zoning changes.</p>
ParkingLot486	<p>I am submitting this rezoning request on behalf of Joe Arab who has assembled and is currently undertaking a DA for a comprehensive development on Rosedale Drive (Case 21584) as shown in the dashed black line in the map below. Mr. Arab is assembling other properties along Rosedale Drive (4,6,8,10 Rosedale or PIDS 00066894, 00066902, 00066910, 00066928) for future developments and would appreciate consideration for rezoning these properties from ER-2 to HR-1 (20m) similar to the neighbouring properties to the immediate east and west.</p> <p>Planning Rationale: The Rosedale location is strategically located within 1 block of the Sobeys and 3 blocks from the Dartmouth Shopping Centre, within walking distance of the Dartmouth Transit terminal (1km) and Ferry terminal (1.5km), within walking distance of downtown Dartmouth (1.5km), within 1km of 4 schools (Harbourview elementary, John Martin Junior High, Dartmouth High and Bicentennial School), 1km from the Dartmouth Sportsplex, close to several sports fields and churches, and 1 block away from the Wyse Road corridor. These adjacencies demonstrate the walkable nature of the neighbourhood and supports future residents that do not need a car for everyday services or access to employment. The properties are surrounded on all 4 sides with apartments and the Wyse Road COR zoning so they do not abut any existing R-1 units. The abutting lots on Wyse Road are 'through' lots onto Rosedale Drive so they are not double loaded making them even that much closer to Wyse. The existing apartment buildings are 3-storey walk-ups with no elevators so the units are not accessible. All parking is surface parking and the building conditions are generally poor and energy inefficient. With the high quality development being proposed next door 150 units including some affordable units), these older units have the potential for a new life if they can be redeveloped. All 5 of these lots are 80m in length of frontage along Rosedale so they could be developed as either one 64m building or as two 35m long buildings. The 30m lot depth is ideal for underground parking, for street related ground floor units, and for at least 6-10m setback from the rear lot line.</p>
ParkingLot487	<p>Please see the attached comment letter requesting the inclusion of heritage DA process for the Downtown Zone. We also have a supporting presentation illustrating what the result of a heritage DA process may be for 5566 Sackville street (designed by Andrew Cobb c.1916). This property is owned by Southwest Properties and they commissioned Fathom Studio to review what the as of right potential of the site versus what would be the likely outcome of a heritage DA process. Both Southwest and Fathom are passionate about bringing life back to such an important building and we feel that a Heritage DA process would introduce a negotiated process resulting in the best outcome for the site. I would be happy to present the document to the team so please let me know if you have time to review this together. Please confirm receipt of this email as it is a large file.</p>
ParkingLot488	<p>We are requesting a meeting with the Centre Plan team at the earliest possible opportunity to discuss the following properties, and ensure that the proposed zoning accommodates the mission and the vision of the property owner while still aligning with the Regional Centre Secondary Municipal Planning Strategy. (22 Archdiocese of Halifax-Yarmouth properties listed in document).</p>
ParkingLot489	<p>WM Fares Architects has been retained by the St. Vincent de Paul Society to assess the impact of the Centre Plan on their property located at 2445 Brunswick Street in Halifax. After review, we are of the opinion that this property would be adversely impacted with the suggested zoning.</p> <p>We are requesting a meeting with the Centre Plan team at the earliest possible opportunity to discuss the subject property and ensure that the proposed zoning accommodates the mission and the vision of the property owner while still aligning with the Regional Centre Secondary Municipal Planning Strategy.</p>

ParkingLot490	<p>We represent the owners of 5269 and 5275 South Street in Halifax. This property is proposed to be ER3 under the Centre Plan Package B. Currently the site includes a 4-storey multiunit residential building encompassing 24 units. The ER3 zone will render this structure as legally non-conforming limiting its redevelopment potential.</p> <p>Considering the existing form and use, we are writing to request that the Centre Plan team consider the HR1 zone with 14m height for this property. This is a reasonable request as it protects the interest of the current property owner by providing a zone that reflects the existing use and height. It also provides the opportunity for the owners to renovate, expand, or redevelop under the provisions of the new Land Use Bylaw should they chose to do so. Providing the flexibility for this legally non-conforming structure to be redeveloped for a building of a similar scale, while benefiting from the new form and design criteria provisions under the HR1 zone is a benefit to the immediate neighborhood and our city.</p>
ParkingLot491	<p>We represent the owners of 5576 North street and 2585 Maynard Street in Halifax. Currently the site is zoned R2 and governed by a development agreement. It houses a 3-storey building including a laundromat and restaurant at grade with residential above. This property is proposed to be ER1 under the Centre Plan Package B which would render the structure as legally non-conforming limiting its redevelopment potential.</p> <p>Considering the existing form and use, we are writing to request that the Centre Plan team consider the COR zone with 11m height. This is a reasonable request as it protects the interest of the property owners by providing a zone that best reflects the existing use and height, and also provides the opportunity to renovate/add/redevelop under the provisions of the new Land Use Bylaw, should they chose to do so. Providing the flexibility for this structure to be redeveloped for a building of a similar scale and use, while benefiting from the new form and design criteria provisions under the COR zone is a benefit to the immediate neighborhood and our city.</p>
ParkingLot492	<p>We represent the owners of 7 and 11 Mount Hope Avenue in Dartmouth. The property is approximately 8.7 acres and currently zoned industrial and used for surface parking and commercial uses. The site is walking distance from the NSCC Campus, Woodside Ferry Terminal, major bus routes, Victoria General Hospital, and commercial and recreational amenities including Woodside Regional Park and Trans Canada Trail. It is across the street from a ball field and a long term care facility.</p> <p>This property is proposed to be zoned as COM and LI under the Centre Plan Package B which does not align with the owners' vision for the property, and would significantly limit its redevelopment options. Considering the site context, size and location, we are writing to request that the Centre Plan team consider applying the COR zone with 26M height. This is a reasonable request as it provides the flexibility to redevelop this site to its fullest potential taking advantage of existing infrastructure and amenities while providing building forms and uses that would enhance and benefit the nearby community.</p>
ParkingLot493	<p>We represent the owners of 534 Tower Road in Halifax, an oversized lot within an established residential neighborhood (see attached). This site is proposed to be zoned as ER1 under the Centre Plan Package B. The property owner wishes to subdivide the lot into 2 single family dwelling lots, which would be in keeping with other adjacent property sizes and uses along Tower Road.</p> <p>It is unclear to us at this point whether the proposed LUB would allow this suitable form of redevelopment as the property deed is showing a frontage of 67 feet. We would like the opportunity to discuss this site with you.</p>
ParkingLot508	<p>Re- Centre Plan Submission- removing 6024 Charles Street from Corridor designation</p> <p>A foundational concept advanced through the draft Centre Plan is that of 'corridors'. These are routes selected as appropriate for intense development, and located along transportation routes. Many of the corridors are located immediately adjacent to traditional R-2 residential neighbourhoods. This raises issues of the interaction of the proposed new developments with the preexisting land uses. One of the other foundational concepts of the draft Centre Plan is respect for neighbourhoods. The instance of the Robie St corridor and its interaction with Charles St is an example of problematic planning. Corridors were presented to the public as limited to the property lots on the corridors. However, in some instances the Plan evolved to allow for the intense developments to expand further into the adjacent neighbourhoods. This occurred after the public consultations, happened without the public being informed and was not in response to any public demand. This occurred at the southwest corner of Robie and Charles. When the particular example of Charles St was drawn to the attention of homeowners in the neighbourhood, many wrote individual letters and some 96 signed a petition to have the draft Plan revert to its original limiting of the corridor intense use to just the lots facing Robie St. Council did not act on this. Subsequently a presentation was made to the Community Council seeking the planning rationale for the intrusion. The absence of a planning rationale appeared from a comparison with the northwest corner of Robie and Charles for which there is no intrusion allowed. This was also the case for the southeast corner of Charles and Windsor where two properties previously added in after the public consultation were removed after objection by the neighbourhood. The community council adopted a motion seeking a staff report on the point. This occurred Wednesday November 13, 2019 but no report has come from the Planning and Development Department and a follow up request letter of April 2020 has not been responded to. Below is a letter from Howard Epstein (November 25, 2019) asking that 6024 Charles Street removed from Corridor designation. It was written on behalf of the Charles/Clifton Street neighbourhood. It summarizes the rational and efforts by the community as presented by the undersigned at community council. There are 7 attachments for illustration. We write again on behalf of our neighbourhood to ask that you make your best effort and fix this problem.</p>
ParkingLot511	Request to increase height from 6005 Coburg Road to 1596 Robie Street from 11 metres to 14 metres and to rezone 6023 Bliss Street (PID 00136861) from R-2 to COR.
ParkingLot512	Please find attached a letter and maps outlining our request to change the height of 7193 Quinpool Road from 14 meters to 20 meters.

ParkingLot513	<p>As a follow-up to our conversations regarding 1119 Queen Street and 6130 Chebucto Road (Needs Store lots at the corner of Chebucto and Windsor), owned by Sobeys Land Holdings Limited and with permission from Brian Hughes - Director Real Estate Sobeys Atlantic cc'd here - I submit the following request for consideration to increase the height of both sites through the Centre Plan B process. To be precise we are asking that the 1119 Queen Street height allocation be increased from 17 meters to 20 meters and that the Chebucto Street height allocation be increased from 14 meters to 20 meters as per the diagrams attached.</p> <p>In addition to making these sites potentially economically feasible given their many inherent challenges that I am happy to elaborate on, I note that these properties are “surrounded” by lots with the same 20 meter height allocations that we are requesting, some of which were obtained in the Centre Plan A process. I also note that December 31st is the deadline for requesting density or height increases that might have been overlooked in the Centre Plan A process. Please let me know prior to December 30th if there is anything else that you need from us to make our request meet such deadline.</p>
ParkingLot514	<p>I just checked Centre Plan Map 6 to confirm that the height limit at Windsor and Duncan St was reduced from 20 to 14 metres, to align with the rest of Windsor Street from Quinpool to Chebucto. I believe this change was recommended by HRM staff in an amendment and supported by Councillor Lindell Smith. I was surprised to find that it hasn't been changed on the map (excerpt attached). Could you please look into this?</p>
ParkingLot515	<p>looking to develop two units in an existing garage on a lot with an existing main building with a single residential unit and a commercial space. 6041 Charles St, Halifax. PID 00147355</p>
ParkingLot516	<p>Dalhousie University requests that the Goldberg Computer Science Building (6050 University Avenue/ PID 40808958) maintain its current maximum permitted height of 21-metres (70ft) according to ZM-17. The proposed Centre Plan Package B Map 6 reduces the maximum permitted height for the Goldberg Computer Science Building to 14-metres (48ft). The Goldberg Computer Science Building was constructed with sufficient structural capacity to support two additional floors. This option is currently under consideration by Dalhousie for teaching and learning needs and supports Dalhousie's master plan principle of building from within. We note as well that the Right-of-way for University Avenue is approximately 44-metres in width. At a maximum height of 21-metres, the Computer Science Building would still be substantially less than a 1:1 street-width to building height ratio. Still within human scale. Please include this request in your update.</p>
ParkingLot517	<p>Requested Changes to Proposed CentrePlan Package B Regulations for 1813 Armview Terrace, Halifax (PID: 00078949)</p> <p>As the CentrePlan Package B planning process is currently underway, ZZap Consulting Inc. on behalf of our client and landowner , are requesting the following changes to the draft Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package B):</p> <ol style="list-style-type: none"> The following amendments to Table 10 within Section 114 of the Land Use Bylaw (Side Setback Requirements for Specific Established Residential Areas): <ul style="list-style-type: none"> Change the minimum side setback for Armview (AV) from 4.5m to 2m <p>The subject site is approx. 9,750 sq. ft. in size (See Figure 1) and currently contains a single unit residential building and accessory building. In the future, our clients intent is to expand the existing single unit dwelling through a rear addition. The current side yard setback from the property is approximately 7 ft. (2.13m) – see Figure 1.</p>
ParkingLot518	<p>Requested Changes to Proposed CentrePlan Package B Policy and Regulations for 335-353 Portland Street (PIDs: 00220848, 00220830, 00220863, 40878340, 00220871, 00220889, 00220897, 00220905)</p> <p>As the CentrePlan Package B planning process is currently underway, ZZap Consulting Inc. on behalf of our client, Sunset Towers Apartments Limited, are requesting the following changes to the draft Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package B):</p> <ol style="list-style-type: none"> The following amendments to Map 6 of the Secondary Municipal Planning Strategy (Maximum Building Height Precincts): <ul style="list-style-type: none"> Change the maximum permitted height on PIDs 00220848 & 00220830 (335-337 Portland Street) from 14m to 11m. Change the maximum permitted height on PIDs 40878340, 00220871, 00220889, 00220897, 00220905 & 00220863 (341-353 Portland Street) from 14m to 20m. The following amendments to Schedule 7 of the Land Use Bylaw (Maximum Building Height Precincts): <ul style="list-style-type: none"> Change the maximum permitted height on PIDs 00220848 & 00220830 (335-337 Portland Street) from 14m to 11m. Change the maximum permitted height on PIDs 40878340, 00220871, 00220889, 00220897, 00220905 & 00220863 (341-353 Portland Street) from 14m to 20m.
ParkingLot519	<p>Requested Changes to Proposed CentrePlan Package B Policies and Regulations for 2029 North Park Street (PIDs: 00164053, 40265563 & 00159947)</p> <ol style="list-style-type: none"> Amend Schedule 3 to change the zone of the subject properties from Established Residential 1 to Established Residential 3

ParkingLot520	<p>Re: Requested Changes to Proposed CentrePlan Package B Regulations for 7165 Quinpool Road, Halifax (PIDs: 00174425, 41206889 & 00174417)</p> <p>As the CentrePlan Package B planning process is currently underway, ZZap Consulting Inc. on behalf of our client, 3088962 Nova Scotia Ltd., are requesting the following changes to the draft Regional Centre Secondary Municipal Planning Strategy and Land Use By-law (Package B):</p> <ol style="list-style-type: none"> The following amendments to Map 6 of the Secondary Municipal Planning Strategy (Maximum Building Height Precincts): <ul style="list-style-type: none"> Change the maximum permitted height at 7165 Quinpool Road on PIDs 00174425, 41206889 & 00174417 from 20m to 70m. The following amendments to Schedule 7 of the Land Use Bylaw (Maximum Building Height Precincts): <ul style="list-style-type: none"> Change the maximum permitted height at 7165 Quinpool on PIDs 00174425, 41206889 & 00174417 from 20m to 70m.
ParkingLot521	<p>The east side of LeMarchant Street between Coburg and University is currently designated in Package B as “Established Residential 2”. As the owners of 1413/15 & 1421, we are requesting a change to enable densification for the nine properties 1379 to 1451 LeMarchant to HR-1 to allow for a more reasonable lot coverage and density as per all neighbouring properties.</p>
ParkingLot525	<p>I am writing to ask that you reconsider the cut off between ER-1, ER-2 and ER-3 designations pertaining to the northern end of Preston street. Specifically 1946/48 Preston street. We feel this should be at least an ER-2. ... We believe that on the North end of Preston Street, specifically 1946/48 the transition could be smoother. There is such a jarring stop in density presently. The other side of the street until Shirley Street, is ER-2 and is slated to have low-rise condos put in.</p> <p>In this instance one side of the street has a higher density designation than the other. Which the ER-2 designation is supposed to combat. Overtime, with development, the disparity in zoning density will make this part of the street and our property 1948/46 in particular, seem out of place, disjointed and a bit jarring. We would like the zoning at 1948/46 to match its neighbor to the North and directly opposite, across the street in terms of zoning.</p>
ParkingLot526	<p>In reviewing the Centre Plan package B documents, I note that Schedule 7 on Maximum Building Heights limits our Carleton medical campus to a maximum permitted height of 38-metres. I had noted the proposed high-rise buildings to accommodate future medical research and teaching in my last correspondence. I’ve re-attached the concept image again here. The intention of this project links with the existing Tupper Centennial Building (1967). The existing Tupper building is approximately 68-metres in height. Why is the plan limiting height on this campus to 38-metres? Our 2010 Campus Master Plan illustrated an 18-storey tower similar to the existing Tupper building. Please consider revision of this Schedule as per our plans.</p>
ParkingLot527	<p>On behalf of the Credit Union, thank you for rezoning some of their lands as D in Package B. I went to the pop-up at the Needham Centre on Wednesday March 4th and spoke to a Planner there. We appreciate your recognition of the Credit Union situation. I noticed the rear residential property and road reserve are still zoned HR-1 in Package B. There still remains the two questions regarding this: 1. Can the Credit Union D zoned properties use their HR-1 properties for access? 2. Can the Credit Union D zoned properties use their HR-1 properties for parking? When we looked at the documents, it appeared that the answers to these two questions was “no”. This is why we requested that these two parcels be re-zoned to D or HR-2. Alternatively, perhaps a special note could be added to Table 1 or another part of the document that would allow, “... access through and parking on an HR-1 zoned property that is adjacent D zoned property is permitted where said access and parking are intended to serve the D zoned property.”</p>
ParkingLot528	<p>I own a property at 1584 Larch street (currently a triplex with civics 1584/86/88 with R2 zoning, and 8 bedrooms, in compliance with current zoning). In the draft package B, it is proposed to be zoned ER-2, which limits the building to 3 units and 9 bedrooms. I believe this to be unfair, and should be a ER-3 zone, or allow an exception for a larger bedroom count...</p>
ParkingLot529	<p>Harbourview: 1. Max height increasing to 11 meters in our community, where other communities are 9.2 meters. Despite my attempts to lock down an answer, we had three different responses during the meeting as to why this is happening. Our desire is to see the max height remain at 9.2m.</p>
ParkingLot530	<p>Harbourview: 2. Max height of HRI buildings. It is currently proposed at 30m on the waterfront, which would be very detrimental to the community. It would add a lot of industry and traffic, which will impact Shore Road as the identified active transportation corridor in our community.</p>
ParkingLot531	<p>Harbourview: 3. Reference lines for measuring the grade in our community. We are concerned about infill and how it could be used to raise the reference line for measuring max height. We would like a solution that uses reference points between Fairbanks and Shore to determine the grade.</p>
ParkingLot532	<p>As I mentioned yesterday about my properties high restriction it was not included in the Centre Plan package B in the HR zone for 14m height (2383 and 2377 Maynard St, 5570 Buddy Daye St, 2382 and 2372 Creighton St). As I mentioned 5677 Harris St (Harris East) and 2393 Maynard St which are across the street from these properties that I noted above have a 14m height restriction.</p>
ParkingLot533	<p>I have reviewed the draft plan and support increasing the density of residences in the city. I have a property on Shirley Street across from high density apartment buildings proposed for HR-1. The proposed zoning for my property is ER-1. It does not make sense to have 2 different zones for properties right across the street from each other. Accordingly, I would like to see my property changed to HR-1, the same as across the street. This would allow for the development of a multi unit residence, which would allow more people to find homes, while still maintaining the character of the street. I would appreciate your consideration to reflect this situation so those of us across from apartment buildings have the same development opportunities.</p>
ParkingLot534	<p>Harbourview Heights are an issue, how they are measured, at street vs average grade causes new heights that were never intended in this community.</p>
ParkingLot535	<p>Albro Lake access point missing off A.L. Rd? opposite cul de sac.</p>

ParkingLot536	Concerned about a rezoning request for PID 00221952 from R-2 to R-3. This is Case 21880 (358 to 364 Portland St). This PID backs onto Portland St properties zoned COR, but it itself is part of Package B, and we have proposed ER-1 for the site. However staff are supporting the rezoning request. Resident understood that no new rezoning requests were going to be considered until Package B was adopted.
ParkingLot537	He is interested in buying a waterfront property on Lakeview Point Rd on Lake Banook (PID 40471468), but it is an undersized lot, only 2500 sq ft. Could he construct a house that fits within new ER built form regulations? If the lot is too small to meet those regulations, would it be considered legal non-conforming and what are his building rights in that case?
ParkingLot538	Harbourview special area, issue is height regulation in terms of views to Harbour. This should be an item for consideration if an HCD goes forward. Issue is where do you measure height from, if lots are on a hill?
ParkingLot539	The HRI zone off Windmill Road in Dartmouth has a proposed building height of 30M. This is much too tall for a residential area. 30M was the default HRI zone because of cranes used by the Port, but is not appropriate or applicable in Harbourview.
ParkingLot540	The Strawberry Hill (Kempt Road area) FGN has COM on one side of the road (PID 00018259) but LI on the other – why is there not a COM buffer zone on both sides? The hill itself was considered to achieve the buffer objective. Should consider adding a buffer on FGN lands as they abut backyards of residential on Windsor St.
ParkingLot541	Max. Heights in proposed Harbourview – why 11 metres if 30 feet (9.2M) was the limit under the Downtown Dartmouth Plan? Max. heights should be lowered to previous max. heights. Proposed HCD. The increased height of 11 metres may act as an incentive to buy property and redevelop it
ParkingLot543	Questioned the COR zoning on Grahams Grove area near the 111 highway/Main Street. Thinks that it doesn't fit with the neighbourhood.
ParkingLot544	29. 31. 33. 35. 37. 39 Prince Albert Rd. I own a property at 37 Prince Albert, a client of mine has one at 31 PA and working on acquiring more. Hoping you can consider these properties 29, 31, 33, 35, 37, 39 Prince Albert Rd. in Centerplan for zone D, FAR 4.0, 90 M. Like you did for civic 15, 17. These cluster of homes would be better future consolidated into a development, would they not? Maybe you plan to include them in package B?
ParkingLot547	Two comments for Package B housekeeping We are trying to push VELO3 (5527 Cunard) through using the current LUB from Package A. Two key issues are penetrations within the setback and the limited height allowed on what was a back parcel. you will remember that the former church property had two lots, and 14M was applied to the front, while 11M was applied to the back (I have attached the letter to you May 2019). Those lots have now disappeared as both were consolidated into the VELO development lands. We are still looking to have that height restriction changed so that the whole portion of the property allows 14M. Also, within the 6M setback (which seems a bit excessive) there is a limitation on balcony penetrates. why? this should be fixed.
ParkingLot548	Why is the Dartmouth Waterfront at Alderney Landing showing a max height of 40m ? I don't recall any members of the public asking for or supporting such buildings. People don't want a waterfront which is like the present mess in Halifax.

Centre Plan – Package B – Late Feedback (post Dec. 31, 2020)

LATE001	<p>We appreciated the opportunity to discuss our feedback on Centre Plan Package B with your staff in late November. From that meeting, we understand that HRM planning staff have reviewed our requests and recommendations (see Develop Nova Scotia letter dated August 13, 2020), agree with the changes we proposed, and intend to implement all of them.</p> <p>This letter serves to follow up on a separate set of comments originally submitted to Luc Ouellet on December 14, 2015, regarding proposed amendments (at the time) to the Downtown Halifax Land Use By-Law. Now that policies and regulations for Downtown Halifax have been integrated into the Centre Plan, we want to re-emphasize one of our 2015 recommendations, which would provide additional flexibility about which features may be located within waterfront view corridors.</p> <p>The Centre Plan Package B draft (February 28, 2020 version, posted on CentrePlan.ca) permits certain features to be located within waterfront view corridors — see LUB §239(2) — but continues to exclude more substantial structures frequently found on the waterfront such as kiosks, farm market stands, event booths and tents, marine-related accessory structures, and shipping containers. In 2021, it remains the view of Develop Nova Scotia that these small and/or temporary structures should be permitted within waterfront view corridors, given their potential to strengthen the visual connection between city and waterfront and support small and local business uses while maintaining the view corridors’ overall intent and implementation. Given that nearly all Halifax waterfront view corridors are publicly owned and managed, we see this change as having low risk.</p> <p>As a resolution, we propose two additional exemptions be added to the list of features permitted to be located within waterfront view corridors in LUB §239(2):</p> <ol style="list-style-type: none"> 1. Any feature exempt from requiring a development permit in LUB §8(2). We understand that this change would permit accessory structures (kiosks, market stalls and stands, tents, booths, and marine-related accessory buildings) up to 20 sq. m to be located within waterfront view corridors. 2. Shipping containers, subject to the requirements of LUB §163. <p>For absolute clarity, we also suggest adding a new entry to the list in LUB §8(2) that explicitly exempts kiosks, stands, booths, tents, and shipping containers from requiring a development permit if located within the Halifax Waterfront (HW) Special Area.</p> <p>To fully implement this request, an update to Policy 4.4 in the Centre Plan draft SMPS (March 2, 2020 version, posted on Centre Plan.ca) would also likely be required.</p> <p>We appreciate your consideration of this request. If you require clarification on any of these points, the Develop Nova Scotia planning team would be happy to provide it.</p>
LATE002	<p>Thank you for the presentation and discussion offered yesterday. It was helpful.</p> <p>I have two requests:</p> <ol style="list-style-type: none"> 1. I thought I heard you or Ross say that the presentation panels would be made available to us. If so, I would very much appreciate receiving a link to the panels similar to the link to a set of panels you sent to me last week. 2. I did not have access to the chat box and had to leave the meeting at 5:30, so I was not able to make a general request I had hoped to make re the Parks and Communities section of Package B, which is that I believe that a significant increase in specific goals, measures, timetables, and policy requirements is needed to be added to the otherwise good policies being proposed in this section. Without this, and given the “soft” nature of this area of need, I am afraid that progress in increasing public (not private) open space in our community will not be sufficiently achieved. <p>I will likely have additional comments after reviewing the presentation materials more closely.</p>

LATE003	<p>Is the proposed appeal procedure of section 31(1) of the Regional Centre Package 'B' draft Land Use Bylaw consistent with HRM's principles of equity and inclusion?</p> <p>31 (1) Subject to Subsection 31(2), a decision by the Development Officer to approve, approve with conditions, or refuse a Level I, Level II, or Level III site plan approval application may be appealed to Council in accordance with the Charter [I assume subsections 247(2) & 251?], as amended from time to time.</p> <p>As I understand it, property owners may appeal the approval of a site plan application. This appears to exclude residents who are not property owners. Is this intentional for the proposed Package 'B' or is it simply consistency with the current Charter wording?</p> <p>Are there administrative processes in place, like those used for Charter Variance approval appeals, to give every resident the opportunity to appeal or to speak to an appeal if they are determined to be 'interested persons'? In such processes, how is notification done?</p> <p>Finally, are there any current actions to make the appeal provisions of the Charter equitable?</p> <p>Thanks for the clarification,</p>
LATE004	<p>My simple response to participating in the online session with OurHRM Alliance suggest that it's all about how private land is developed and does not include an inventory of Public spaces. I may have misunderstood. Integration of the two is important. (We have seen this gap in Mainland North).</p> <p>But suggestions for tree canopy, community amenities such as a bench or garden were dismissed as a different issue.</p> <p>The HRM Strategic Plan before Council yesterday suggests a Holistic approach to Planning including social, etc needs of the community.</p> <p>Please make sure that this is the approach you are following.</p> <p>And please share with me the guidelines for Age Friendly communities that you and others are following in HRM.</p>
LATE005	<p>I very much agree with the spirit and content of Katherine Kitching's letter regarding the need for accessible community spaces, below.</p>
LATE006	<p>Over the past couple weeks, we have been approached by the owner of 3275 Union Street, Halifax (PID: 00105171). The property is currently zoned R-1, however it contains 3 dwellings units and it a legal non-confirming use.</p> <p>Our client is seeking to renovate/expand the structure, while maintaining it as a 3-unit dwelling.</p> <p>I have had some discussions with Carl and Maggie over the past couple weeks, and it was determined that there is no current as-of-right option in place - and a DA would be required for this in accordance with Policy 3.14 if the Halifax MPS. Prior to pursuing a DA, I thought it may be more appropriate to speak to you and your team first about the potential of applying the ER-2 zone to this property though CentrePlan Package B – which allows for 3 units dwellings as of right. Based on our review of the latest draft of the Package B LUB, the property would meet the minimum lot size and minimum frontage requirements of the ER-2 zone.</p> <p>Please note this as a formal request to apply to ER-2 zone to 3275 Union Street, Halifax (PID: 00105171).</p> <p>I'd appreciate if you could confirm receipt of this request. I am happy to discuss this in more detail with you should that be desired.</p>
LATE007	<p>Hi there,</p> <p>Pl review the ER1 Zoning proposal assigned to my property 6700 Bayers Road. I would like HRM to categories this specific property under ER3 Zoning.</p> <p>Reasons:</p> <ul style="list-style-type: none"> • The lot itself is big enough (8800 SF) to cover 4 units. • The lot is a corner lot right on the Bayers Road and comes under main transportation and connecting nodes (as outlined under draft for ER3 Zoning). • Very useful for commuters to use Bus Lane/ Stop right in front of the property.

LATE008	<p>Personal motivation notwithstanding, our focus was on using secondary and backyard suites bylaw changes to increase affordable housing within the HRM. Halifax is eclipsed in a wonderful position to proactively empower individual property owners to contribute to the creation of affordable housing. We hope that the city can set up a system that can help to realize this through targeted incentives in return for the guarantee of affordable housing rental for a given term.</p> <p>Land owners wanting and willing to do their part in creating affordable housing (while better securing their own) hold the greatest potential. Ordinary home owners take relatively high personal risk when designing, building and renting units on their property and therefore require education, assistance and incentive. Incentives could include protections against increased property tax (or better yet tax reduction), subsidized building costs in the form of free permits and/or wholesale pricing for costly construction such as excavation. The federally funded and provincially administered Rental Residential Rehabilitation Assistance Program is a single example that could be improved. Money from developments that choose to pay out rather than provide required affordable housing could be used to subsidize these costs.</p> <p>We recommended striking a fixed term ad hoc committee with representatives from each relevant department to run a pilot program designed to provide outreach, education and assistance to potential property owners, while also providing leadership to their respective departments.</p> <p>Partnerships with non-profits dedicated to the issue of affordable housing, especially those working with low income seniors, single mothers and people with disabilities should be invited to analyze and make decisions on the program. Partnerships with local colleges and universities are also a natural and promising fit.</p> <p>A small manageable amount of homes could be used to work out to what degree and effect the city could subsidize and incentivize the building/renovation processes. A pro-active approach is the only one that can produce the type of rental relief needed in Halifax, and it will certainly draw positive national and international attention.</p> <p>Sincerely, Tamar Eylon and Brent Schmidt</p> <p>Please also re-considerer height restriction in the city core which make it difficult to make two story units.</p>
LATE09	<p>I really think Russell Street in the North End should have a reduced street frontage requirement to 6 meters instead of 10.7 as included in the John Street area. (North End 2) There are many properties under the 10.7 meter requirement and for subdivision new homes should not be held to a higher standard than related There are already C-2 areas with commercial properties and many non conforming duplexes in the area.</p> <p>My address is 5260 Russell St, Halifax, NS B3K 1W6.</p> <p>I would also really like to know if the changes would allow me to build a flag lot in my backyard?</p>

LATE010	<p>I am writing to you concerning two sites within the Draft Regional Centre SMPS and LUB: Site 1: 50 Rodney Road (site encapsulates four PIDs, including 00221598, 40434896, 00222000, and 41430869) Site 2: 336 Portland Street (site encapsulates two PIDs, including 00220822 and 00220814 - Both these sites are located in the Southdale neighbourhood of Dartmouth, along the Portland Street Corridor Designation. This intersection is quickly becoming the major hub for the nearby residential neighbourhood and has been designated for growth through the existing Regional Centre SMPS Policies from Package A. Furthermore, growth at this intersection has been incentivized by initiatives such as the planned Transit Priority Corridor between the Portland Hills Terminal and the Alderney Ferry Terminal and the new Dartmouth South Academy school in the neighbourhood. I feel that, based on the anticipated growth of this neighbourhood and this intersection's increasing importance as a mixed-use hub for nearby and future residents, these sites present an excellent opportunity for increased density in keeping with the character of the existing corridor and transitioning seamlessly to the residential uses.</p> <p>Site 1: I have two requests for this site, including: - Designate PIDs 00222000 and 41430869 to "Corridor" (COR) Zone. - Increase the height limit on PIDs 00221598 and 40434896 to 26 metres; and, Concerning the first request, there are existing easements on both of the Rodney Road PIDs (00222000 & 41430869), preventing any structures from being built on these PIDs. Therefore, these PIDs will primarily be used for setback and transition purposes. However, for ease of access to possible commercial properties on Portland Street, as these lots will be consolidated into one site, it is reasonable to designate these properties as Corridor. Specifically, the uses being considered on the Portland Street portion of the property cannot be accessed through a Higher-Order Residential Zone, as that Zone does not permit commercial uses, therefore, commercial back-of-house access would be required to be located on Portland Street, which is less convenient for commercial operators and conflicts with the urban design goals of the Draft Regional Centre Municipal Planning Strategy. There is an intention to develop these four properties as one mixed-use multi-residential site, and therefore it makes sense to unify the designations and zoning. Concerning the second request, Section 4.7.1 of the Draft Regional Centre Municipal Planning Strategy outlines that a 26 metre height limit can be considered for areas designated as Corridor that are in self contained blocks. The service easement on PIDs 00222000 & 41430869 eliminates any development opportunity behind the primary Portland-fronting properties on this site and acts as a severance between this development site and the Established Residential properties on Rodney Road. With only Corridor uses adjacent to the site from all other directions, this site can effectively be considered a self contained block. Therefore it is reasonable to permit a maximum height of 26 metres on PIDs 00221598 and 40434896 per the guidance of Section 4.7.1 of the Municipal Planning Strategy.</p> <p>Site 2: I have two requests for this site, including: - Increase the height limit on PID 00220822 to 20 metres; and, - Designate PID 00220814 to Corridor (COR) and set the height limit to 14 m. Concerning the Corridor Designation, my future intention for this property (which I currently own) will be to consolidate this lot with the Corridor-Designated property next door (PID 00220822). The primary function of this lot, following consolidation, will be as a transition area between the adjacent residential properties and a future multi-unit property. Considered as one site, it makes sense to designate this property as a Corridor and establish a height limit of 14 metres to provide for appropriate transition while meeting necessary densities. Concerning the height, similarly to the abutting corner property referred to in Site 1, this corner will be an important site for the future Southdale hub area for existing and future residents and is located on a future Transit Priority Corridor. The adjacent property, if designated Corridor, will provide ample transition between the subject property and the adjacent Established Residential designation, while helping to better serve these existing residential uses with commercial services in their neighbourhood. Therefore, it is reasonable that this site be permitted 20 m of height, in keeping with the abutting Corridor Designation heights along Portland Street.</p> <p>I am optimistic that this area will continue to grow and provide an excellent neighbourhood for young professionals, families, and seniors alike. I am keen to participate in the growth of a mixed-use neighbourhood in Southdale and feel that based on existing services (the new school) and planned services (the Transit Priority Corridor), the opportunity for a slight increase in density in this area in keeping with the existing neighbourhood should not be missed.</p>
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LATE011	<p>I am hoping that you and the Community Design Advisory Committee can take a look at my property, 3155 Joseph Howe Drive, and the rest of the block from highway 102 to Mumford Rd, when making decisions regarding zoning and the Centre Plan. I would like to request that you consider allowing higher density than the current proposed ER-1. For my property in particular, which is currently a duplex with an illegal basement unit and a vacant carriage house, I can easily accommodate five affordable units with no exterior changes and minimal interior work. Below are some of the topics we discussed in today's meeting. I have also attached an additional document with some pictures of this block. Please let me know if I can provide any more information, or if there are other steps in this process that I could be working on.</p> <p>I believe this area was formally R-2 but was reduced in the past when the needs / goals for affordable housing were different. (I have a Zoning confirmation letter from 2009 showing R2.)</p> <p>Neighbors:</p> <ul style="list-style-type: none"> o Approximately 10-11 of the 17 properties on Joe Howe from Mumford Rd to highway 102 are already multi-unit or commercial. o Across the street is a 16 unit apartment building, a large office building and the golf course. o Back neighbors (Stanford St.) are almost entirely 2-6 unit buildings. o Many of my Joe Howe neighbors, especially to the South, are multi-unit apartment buildings already. To the North are several duplexes. o This appears to be a block of non-conforming properties which will continue to be non-conforming based on the current Package B map. o On the North side of highway 102 it looks like the intended zoning will be "HR-1." This is about 8 properties away from mine. o Some of my neighbors on Stanford St. are identified as "ER-2" already. <p>This section of Joe Howe is a busy corridor between:</p> <ul style="list-style-type: none"> o Armdale Rotary o Mumford Rd / Halifax Shopping Centre and the bus terminal o Highway 102 o Windsor St exchange <p>This stretch of Joe Howe is 4 lanes of traffic often backed up from highway 102 or Mumford rd to in front of the property. (I mention this as I don't feel that the character of a single family home neighborhood needs to be protected in this particular case.)</p> <p>I feel that this area is ideal for higher-density affordable housing due to the accessibility of services and transportation.</p> <p>Based on the layout of my current property and existing structures, I have the ability to provide five affordable units without any exterior changes, and minimal interior work.</p> <p>My carriage house was once a rental unit and already has all the plumbing, heating, and layout required. I would only need new floors, finishing work and appliances to make this a great home.</p> <p>The basement is currently a third illegal unit. There is a man with mental heal issues who has been living there for 6-8 years. As requested by an HRM compliance officer, I have submitted an occupancy permit. If this is declined he will likely be going to the Salvation Army where his brother typically stays. I feel that the housing I would like to provide is a much better alternative.</p>
LATE_012	Letter from Friends of the Common. Attached to the Community Correspondence Folder.