

**ATTACHMENT E:**  
**PROPOSED AMENDMENTS TO THE SECONDARY MUNICIPAL PLANNING STRATEGY  
FOR DOWNTOWN HALIFAX**

**BE IT ENACTED** by the Council of the Halifax Regional Municipality that the *Downtown Halifax Secondary Municipal Planning Strategy* is hereby amended as follows:

1. Amend all maps and schedules of the *Downtown Halifax Secondary Municipal Planning Strategy* to remove those areas located within the Regional Centre Plan Area as shown on Map 1: Urban Structure Designations, under the Secondary Municipal Planning Strategy for the Regional Centre, except for those areas within the boundaries of the Old South Suburb Heritage Conservation District and Barrington Street Heritage Conservation District which shall remain within this *Secondary Municipal Planning Strategy*.
  
2. Amend the "TABLE OF CONTENTS", by:
  - (a) deleting the words, dots and numbers under Chapter 2: Downtown Halifax Urban Design Vision and Principles, Section 2.3 Downtown Precinct Visions, the following:
    - (i) "2.3.1 Vision for Precinct 1: Southern Waterfront .....8",
    - (ii) "2.3.3 Vision for Precinct 3: Spring Garden Road Area ..... 9",
    - (iii) "2.3.4 Vision for Precinct 4: Lower Central Downtown .....10",
    - (iv) "2.3.6 Vision for Precinct 6: Upper Central Downtown ..... 11",
    - (v) "2.3.7 Vision for Precinct 7: Historic Properties ..... 12",
    - (vi) "2.3.8 Vision for Precinct 8: Cogswell Area ..... 13",
    - (vii) "2.3.9 Vision for Precinct 9: North End Gateway ..... 14";
  
  - (b) deleting the words, dots and numbers under Chapter 3: Built Form and Precinct Framework, Section 3.4 Development and Design Review Process, the following:
    - (i) "3.4.9 Waterfront Development ..... 27",
    - (ii) "3.4.10 Spring Garden Road Precinct ..... 28";
  
  - (c) deleting the words, dots and numbers "5.3 Cogswell Interchange Lands.....40" under Chapter 5: Economic Development; and
  
  - (d) deleting the words, dots and numbers "7.2.1 Waterfront Trail ..... 49" under Chapter 7: Transportation, Section 7.2 Active Transportation.
  
3. Amend key strategy "(4) Integrate the Cogswell and Cornwallis Park Gateway", under Section 2.2 The Ten Big Movies, under Chapter 2: Downtown Halifax Urban Design Vision and Principles, as shown below in **bold** and ~~strikeout~~, by:
  - (a) deleting the words "the Cogswell and Cornwallis", after the word "Integrate", and before the words "Park Gateway", and replacing them with the words "Peace and Friendship";
  - (b) deleting the words "the Cogswell Interchange and Cornwallis", after the words "The transformation of", and before the words "Park gateways", and replacing them with the words "Peace and Friendship";
  - (c) deleting the words "gateways", after the word "Park" and before the words "will serve", and replace it with the word "gateway";
  - (d) deleting the words "catalysts", after the word "will serve as" and before the words "for revitalization", and replace it with the word "catalyst";
  - (e) deleting the words "the redevelopment of the Cogswell Interchange and", after the words "Public support for", and before the words "rejuvenation of";

- (f) deleting the words “Cornwallis”, after the words “rejuvenation of”, and before the words “Park is tremendous”, and replacing them with the words “Peace and Friendship”; and
- (g) deleting the words and comma “, particularly in the Cogswell area”, after the words “Park is tremendous”, and before the words “due to opportunities”.

#### 4. Integrate the ~~Cogswell and Cornwallis~~ **Peace and Friendship** Park Gateways

The transformation of the ~~Cogswell Interchange and Cornwallis~~ **Peace and Friendship** Park gateways will serve as catalysts for revitalization and the attraction of new residents and businesses to downtown. Public support for the ~~redevelopment of the Cogswell Interchange and rejuvenation of Cornwallis~~ **Peace and Friendship** Park is tremendous, particularly in the ~~Cogswell area~~ due to opportunities to provide more public open space and amenities, and new residential and commercial development.

#### 4. Amend Section 2.3 Downtown Precinct Visions, under Chapter 2: Downtown Halifax Urban Design Vision and Principles, as shown below in **bold** and ~~strikeout~~, by:

- (a) deleting the word “nine”, before the words “distinct precincts”, and after the words “Downtown Halifax features”, and replacing it with the word “two”;
- (b) deleting Subsection 2.3.1 Vision for Precinct 1: Southern Waterfront in its entirety;
- (c) deleting Subsection 2.3.3 Vision for Precinct 3: Spring Garden Road Area in its entirety;
- (d) deleting Subsection 2.3.4 Vision for Precinct 4: Lower Central Downtown in its entirety;
- (e) deleting Subsection 2.3.6 Vision for Precinct 6: Upper Central Downtown in its entirety;
- (f) deleting Subsection 2.3.7 Vision for Precinct 7: Historic Properties in its entirety;
- (g) deleting Subsection 2.3.8 Vision for Precinct 8: Cogswell Area in its entirety; and
- (h) deleting Subsection 2.3.9 Vision for Precinct 9: North End Gateway before Policy 1.

### 2.3 DOWNTOWN PRECINCT VISIONS

Downtown Halifax features ~~nine~~ **two** distinct precincts as shown on Map 2, each with varying characters, functional identities and building forms. The objective of defining these precincts is to help focus and direct land uses, define appropriate character for development, protect heritage, and direct public investment. The following precinct-specific vision statements articulate long-term goals for these areas that support guidelines for development and public spaces established in the Design Manual and through future functional plans outlined in this Plan.

#### ~~2.3.1 Vision for Precinct 1: Southern Waterfront~~

~~Centred on the southern end of Lower Water Street and anchored by the Halifax Harbourwalk, Cornwallis Park, and the seawall, the southern downtown waterfront is poised to become one of the downtown's most desirable neighbourhoods. Building on the existing residential area, significant residential intensification alongside a mix of other compatible civic and commercial uses can serve to create both a great new destination and a splendid place to live overlooking the Harbour and within enviable proximity to all the amenities that downtown living has to offer.~~

~~New mixed-use, mid-rise buildings and strategically placed signature point towers will be the emphasis of the new infill, which will serve to introduce a significant critical mass of people while closing the gaps in the southern waterfront streetscape. These developments will solidify the link between the central downtown and its southern extent anchored by the train station. Building on the existing residential character and heritage resources, new developments will create an integrated and harmonious high density neighbourhood with an exceptional street-level vibrancy including convenience retail outlets, sidewalk cafes, specialty shops, end-of-street plazas and grade-access residential units.~~

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

### 2.3.2 Vision for Precinct 2: Old South Suburb Heritage Conservation District (RC-Jan 14/20; E Aug 15/20)

The heritage value of the Old South Suburb Heritage Conservation District lies in its associations with the early settlement of Nova Scotia as one of the first contiguous suburbs of the once fortified town of Halifax. The district is valued as an area of traditional architecture, especially from the Georgian and Mid-Victorian periods. It is also valued for its associations with the early social and economic life of the waterfront city, including its vibrant railway industry of the 1920s and 30s with Cornwallis Park, the CN Railway Station, and Hotel.

Improvements to Cornwallis Park and its framing streetscapes will enhance the image and prestige of the park and serve as a catalyst for revitalizing the area. This will occur through the creation of a traditional urban square framed by continuous at-grade commercial uses, cafes, hotels and key civic destinations, including the train station. Speciality shops, restaurants and services will be drawn to the distinct architectural character of south Barrington and Hollis Streets, providing the local and surrounding residential population with convenience and complementary amenities. Infilling of vacant lots combined with streetscape improvements will greatly strengthen the precinct's role as a link between the south end, the Spring Garden Road area, the waterfront and the central downtown.

Defining landmark developments and improvements will include the enhancement of Cornwallis Park to establish and formalize its civic function as the third anchor point in the triangle of downtown public squares, which includes the Grand Parade and Public Gardens. The framing of Cornwallis Park will be completed with a signature development at its south face, which can integrate the existing grocery store function while providing a compelling architectural landmark and public art installations to terminate the Barrington and Hollis view corridors. (RC-Jan 14/20; E Aug 15/20)

### 2.3.3 Vision for Precinct 3: Spring Garden Road Area

~~This precinct is one of downtown's most appealing and vibrant mixed-use areas centred on the lively Spring Garden Road commercial corridor. With proximity to major health and academic institutional complexes, and surrounded by tremendous green amenity, the Spring Garden Road precinct will play a leading role in defining the image of downtown as a livable, enriching and sustainable place to live, work and play. Intensified small-scale commercial uses and enhancements to the streetscapes will further strengthen the precinct's critical pedestrian function as a link between the downtown and the institutions and neighbourhoods to the west and east.~~

~~Residential, office and mixed uses in mid to high-rise buildings will continue to ensure the critical density of people and activity that lend to the precinct's vitality while providing for greater utility and physical enclosure to the surrounding open spaces. New, large scaled developments will be carefully designed to ensure that pedestrians on Spring Garden Road continue to enjoy sunlight~~

for significant periods throughout the day. Infill opportunities along Clyde Street, adjacent to the historic Schmidville neighbourhood, will reinforce its residential character while providing for buildings along Clyde Street that transition in height from the mid-rise buildings permitted along Spring Garden Road, to the existing low-rise buildings of Schmidville to the south. The mixed-use nature of the new buildings along Clyde Street will also provide a transition in intensity of use from the active retail required along Spring Garden Road to the primarily residential uses in Schmidville. Infill developments along Spring Garden Road to the east of Queen Street will reinforce the area's distinct qualities characterized by historic civic monuments with generous landscaped setbacks.

Defining landmark developments and improvements will include the enhancement of Spring Garden Road as the key east-west downtown pedestrian connection that links the Public Gardens to the Barrington Street Heritage Conservation District. The former Halifax Infirmary property and sites on the north side of Clyde Street will be infilled with a mix of uses that will serve to fill the major 'gaps' in the precinct while complementing the adjacent established and historically significant neighbourhoods.

#### 2.3.4 Vision for Precinct 4: Lower Central Downtown

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

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

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

#### 2.3.5 Vision for Precinct 5: Barrington Street Heritage Conservation District (RC-Jan 14/20; E Aug 15/20)

The Barrington Street Heritage Conservation serves as the central retail spine that connects to all but one of the downtown's precincts. Building on its exceptional assets, which include great accessibility, traditional 'main street' charm, and an extraordinary assembly of historic resources, this precinct will transform into one of the downtown's key destinations for shopping, dining, galleries, entertainment and cultural attractions. Sensitive adaptive re-use, additions and infill will help to revitalize the corridor while reinforcing its historic character. A residential population and small-scale businesses in the creative sector will be drawn to the loft spaces and prestigious character associated with the grandeur of the historic buildings.

The heritage value of the Barrington Street Heritage Conservation District lies in the historic and architectural significance of its buildings and civic open spaces, and its evolution as Halifax's principal downtown commercial street for the past 260 years. The open spaces, churches, and

historic government buildings at the northern and southern ends of the precinct provide tangible reminders of the downtown's social, civic, and religious development in the late 18th and early 19th centuries, and the continuation of these functions in the present day.

The northern and southern ends of the precinct are characterized by historic government buildings and churches with a high order of architectural design set in landscaped open spaces, and defined by formalized paths, perimeter walls, and public monuments. The old commercial part of the precinct between these historic open spaces has a dense urban form based on the original block pattern of sixteen, 12.2m x 18.3m lots per block. Some buildings occupy single lots; others occupy double lots or larger lot consolidations. Buildings vary in width and height, from two to six storeys, with most in the three or four storey range, giving the streetscape a varied skyline and block profile. Some buildings are low and narrow, others higher and wider, in many cases with a projecting cornice or parapet at the roof-line. This varied profile is an important character-defining element of Barrington Street and contributes both to the architectural variety and human scale of the street and the varied sunlight and shadow conditions.

### 2.3.6 — Vision for Precinct 6: Upper Central Downtown

~~Fronting on the Citadel, anchored to the north and south by major civic destinations, and in close proximity to Barrington Street, this precinct has enhanced appeal as a location for the hospitality and entertainment industry. The fine-grained historic block and street pattern lends well to the concentration of pedestrian-oriented alternative shops, restaurants, bars, night clubs, sidewalk cafes and cultural venues such as performing arts theatres. Infill and redevelopments will continue to intensify this area's distinct function as the downtown's arts and entertainment district by accommodating complementary uses such as hotels, small-scale offices for creative related ventures, galleries and artist studios.~~

~~With the exception of the publically-sponsored convention centre together with retail, hotel, residential or office, and underground parking space, (RC-Apr 29/14; E-May 10/14) new low to mid-rise buildings will be designed to ensure proportional relationships to the shallow depths of the blocks and narrow widths of the streets. Streetscape improvements will accommodate the area's high pedestrian volumes and support spill out activities, including a grand esplanade along the base of the historic Citadel. The Metro Centre's facade on the Grand Promenade will be readapted to provide a positive frontage. To provide a new civic focus to the precinct, the Sackville Promenade is a potential catalyst for revitalizing the area and serve as a new community gathering space framed by cafes and restaurants. Designed into the steep grade, the Sackville Promenade may be designed as a series of steps, which will lend well to the staging of outdoor events and festivals.~~

~~A central feature to the Upper Central Downtown Precinct and an exception to its low to mid-rise buildings shall be the development of the publically-sponsored convention centre together with retail, hotel, residential or office, and underground parking space, pursuant to Policy 90E. (RC-Apr 29/14; E-May 10/14)~~

### 2.3.7 — Vision for Precinct 7: Historic Properties

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

~~Sensitive adaptive re-use, additions and infill will help to revitalize the precinct while reinforcing~~

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

#### 2.3.8 Vision for Precinct 8: Cogswell Area

Over the mid to long term of the 25-year life of this Plan, the dismantling of the Cogswell Interchange will enable the transformation of this area into a coherent and appealing mixed-use precinct that will serve to reconnect the downtown with the north end, provide a compelling northern gateway, and accommodate a significant density of office, commercial and residential uses. The development of contemporary landmark towers of signature architectural quality will enhance and update the downtown skyline and potentially redefine its image. These high densities will be supported by a network of pedestrian-scaled blocks framed by high-quality streetscapes and public spaces. Existing buildings and structures that were once inward-looking will be readapted to provide positive street frontages with retail use at grade.

New streets and improved alignments will enhance pedestrian connections to the waterfront and to the north end neighbourhoods. Towers will sit on low-rise podiums that reinforce human-scaled streetscapes while accommodating rooftop gardens and amenity spaces for their inhabitants. Building heights will step down toward the neighbourhoods to the north and the Harbour while further enhancing the shape of the skyline. The approach and entry into the downtown from Barrington and Cogswell Streets will be greatly enhanced through ceremonial quality streetscaping and clearly defined gateways with landmark public art installations.

Before the redevelopment potential of the Cogswell Interchange area is realized, the vacant and under-utilized sites in the other downtown precincts should commence. Additionally, a detailed Cogswell Interchange Area Masterplan should be undertaken. These two important steps will ensure that the livability of the central downtown will improve in the short term, and that when redevelopment of the Cogswell area does begin in the mid to long term, it will follow a rational plan that yields optimal functionality and vibrancy.

#### 2.3.9 Vision for Precinct 9: North End Gateway

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

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

Policy 1 HRM shall, through the applicable provisions contained in the Land Use By-law and Functional Plans, implement the vision for downtown Halifax as outlined in this chapter

to guide future development and investment in public space in downtown Halifax. This vision consists of the following components:

- (a) Downtown Halifax Vision Statement;
- (b) Guiding Principles;
- (c) The Ten Big Moves; and
- (d) Downtown Precinct Visions.

5. Amend Section 3.3 Building Height and Massing, under Chapter 3: Built Form and Precinct Framework, as shown below in ~~strikeout~~, by:

- (a) deleting the preamble relating to the YMCA recreation facility starting after Policy 9 with the words and numbers “In 2011, a new YMC recreation facility”, and ending with the words “and at the intersection three streets”; and
- (b) repealing Policies 9A and 9B.

~~In 2011, a new YMCA recreation facility was proposed as part of a mixed-use development, extending from the south-east corner of Sackville and South Park Streets, on lands known as the CBC Radio and YMCA properties. Part of the proposal included a residential tower, to a maximum height of 49 metres, on lands where the maximum permitted height is 23 metres. The change in the height requirement to accommodate the proposal was viewed favourably given the public benefit of the establishment of a recreation facility. In addition, allowing greater height on this site has limited impact upon Citadel Hill and provides an important corner building at the edge of the Spring Garden Road Precinct and at the intersection of three streets.~~

~~Policy 9A — Notwithstanding the maximum building heights shown on Maps 4 and 5, but subject to the Rampart requirements of the Land Use By-law, HRM shall establish provisions in the Land Use By-law to permit an increase in the maximum building height on lands at the south-east corner of Sackville Street and South Park Street from 23 metres to 49 metres, where a new multi-district recreation facility is developed in whole or as part of a mixed-use development on the lands known as CBC Radio and YMCA properties. With the additional height, there shall be provisions for the upper storeys of a building on these lands to be stepped back from Sackville Street and South Park Street.~~

~~Policy 9B — Pursuant to Policy 9A, a multi-district recreation facility means a building or part of a building that is a minimum of 6500 square metres of gross floor area, which is used for community recreation activities, for which a membership or instruction fee may be charged, and that includes a gymnasium, an exercise room, a swimming pool, meeting rooms, and community gathering areas.~~

6. Amend Section 3.4 Development and Design Review Process, under Chapter 3: Built Form and Precinct Framework, as shown below in ~~strikeout~~, by repealing Subsections 3.4.9 and 3.4.10 after Policy 28 and before Chapter 4.

#### ~~3.4.9 — Waterfront Development~~

~~The Halifax waterfront includes lands extending from the east of Lower and Upper Water Streets to the water’s edge. These lands are a significant public resource and define the image and identity of downtown Halifax. The majority of undeveloped lands within this area are owned by the Waterfront Development Corporation Limited (WDCL), the provincial crown corporation responsible for purchasing, consolidating, redeveloping, and revitalizing lands around Halifax Harbour. WDCL works with private sector developers to facilitate investment in public~~

~~infrastructure and amenities to further reinforce the waterfront as a vibrant place to live, do business, invest and visit.~~

~~The waterfront is uniquely characterized by an organic and diverse built form with many opportunities for intensification and redevelopment. A higher degree of design discretion is required to respond to this unique development pattern and ensure future waterfront development responds to public interests and objectives in relation to the water's edge. The water's edge and the terminus of the east-west Harbour streets are fundamental components of the open space network for downtown, as are the goals of public and visual access to the water. The east-west orientation of buildings as typified by Historic Properties is an established character to be reinforced through the design review process anticipated by this Plan. HRM is undertaking a mapping study through the development of the Halifax Harbour Functional Plan, which is a directive of the Regional Municipal Planning Strategy, to examine the effects of anticipated sea level rise and storm surge as a result of climate change. It is critical for public safety reasons that new development along the Halifax waterfront include design measures to mitigate the impacts of climate change in accordance with these findings. These considerations will be addressed as part of the design review program anticipated by this Plan.~~

~~In recognition of the shared mandate for planning the public use of these lands, HRM shall seek to negotiate an agreement with WDCL, with appropriate capital and operating cost sharing strategies, that will guide the following design objectives for the waterfront:~~

- ~~(a) Encourage low, medium, and high rise development at appropriate locations and massing that will enhance the waterfront experience through well-designed architecture and public spaces.~~
- ~~(b) Ensure visual and public access to the water's edge and views of the Harbour through the extensions of east-west streets as public open space, and a continuous public boardwalk along the water's edge.~~
- ~~(c) Establish appropriate funding arrangements for capital public realm improvements.~~
- ~~(d) Ensure a continuous, pedestrian scale streetwall along the east side of Lower Water Street.~~
- ~~(e) Encourage linear building forms perpendicular to Lower Water Street that step down in height as they approach the water's edge.~~
- ~~(f) Encourage the redevelopment of surface parking lots and restrict future surface parking.~~
- ~~(g) Ensure development mitigates the impacts of climate change and where possible, incorporates sustainable design principles.~~

~~Policy 29 HRM shall establish provisions in the Land Use By-law to apply to lands along the Halifax waterfront east of Lower Water Street. The Land Use By-law shall include special provisions for site plan approval within this area to address the following matters:~~

- ~~(a) provide a higher degree of discretion over the design and form of development;~~
- ~~(b) ensure appropriate transitions in heights stepping down to the water's edge;~~
- ~~(c) maximize skyviews, sun penetration to public spaces and streets, and visual and public access to the water;~~
- ~~(d) allow for flexibility in building forms that reinforce the east-west orientation of development;~~
- ~~(e) when water lots are to be infilled, the development shall ensure public use and access to the water's edge; and~~
- ~~(f) incorporate provisions to ensure development considers measures to mitigate the effects of sea level rise and storm surge events.~~

~~Policy 30 In accordance with Policies 49 & 58 of this Plan, HRM may seek to negotiate an agreement with Waterfront Development Corporation Limited to further implement the development and public realm objectives for the Halifax Waterfront.~~



### 3.4.10 Spring Garden Road Precinct

~~Spring Garden Road is an important pedestrian and retail corridor connecting major employment, open spaces and cultural destinations. In recognition of this function, special built form provisions will be established to ensure development is further stepped back on the south side of Spring Garden Road between Queen Street and South Park Street to provide adequate sunlight penetration to the street. Increased setbacks will also be required on the east side of South Park Street between Spring Garden Road and Sackville Streets adjoining the Public Gardens.~~

~~In 2007, Council adopted the findings of the Spring Garden Road/Queen Street Area Joint Public Lands Plan which was completed with the Province of Nova Scotia to provide recommendations regarding the redevelopment of municipally and provincially owned lands in the Spring Garden Road area. The recommended design principles from the study are carried through in the Design Manual section of the Land Use By law and will form an important part of the design review program and the redevelopment of these lands.~~

~~Policy 31 HRM shall through the Land Use By law establish special built form requirements for development on the south side of Spring Garden Road between Queen Street and South Park Street, and along the east side of South Park Street between Sackville Street and Spring Garden Road, to ensure adequate sunlight penetration to the street and the adjoining Public Gardens.~~

~~Policy 32 It shall be the intention of HRM to ensure through its control of the disposition of the Clyde Street parking lots, that their development is beneficial to the commercial well-being of the Spring Garden Road area and the design complements adjacent neighbourhoods. HRM shall initiate a call for proposals for the redevelopment of these lands consistent with the intent of this Plan and the Spring Garden Road/Queen Street Area Joint Public Lands Plan<sup>6</sup>. The following criteria shall be considered in the design review of development for these sites:~~

- ~~(a) the provision for mixed commercial and residential uses with active ground floor uses;~~
- ~~(b) the redevelopment shall positively contribute to the streetscape in accordance with the provisions of the Design Manual section of the Land Use By law; and~~
- ~~(c) public parking in support of Spring Garden Road shall be incorporated within the redevelopment, which at minimum replaces the public parking spaces currently provided on these sites.~~

7. Amend Chapter 5: Economic Development, as shown below in ~~strikeout~~, by repealing Section 5.3 Cogswell Interchange Lands after Policy 49 and before Chapter 6.

### ~~5.3 COGSWELL INTERCHANGE LANDS~~

~~The Cogswell Interchange lands present a significant opportunity for transforming the downtown at its northern gateway. Repeatedly, throughout project consultations, the community has been nearly unanimous in requesting that the Cogswell Interchange be removed and a grid of city blocks and new development parcels be restored; an approach that is consistent with the Ten Big Moves. However, this redevelopment requires careful planning to ensure the timing and land use mix optimizes and supports the strategies laid out in this Plan related to filling in of vacant or underutilized lands in the traditional CBD (precincts 4, 5, 6, and 7). A master plan is needed to give consideration to:~~

- ~~(a) Land use and long term economic functions for downtown Halifax.~~
-

- ~~(b) Appropriate transition in form and land use to nearby neighbourhoods.~~
- ~~(c) Special attention to the design of the street network to ensure it meets the urban design objectives of the plan related to extension of the street grid pattern.~~
- ~~(d) The timing of bringing Cogswell Interchange lands into the development market once vacant and underutilized lands in the traditional CBD are developed.~~

~~This Plan reflects HRM's commitment to move forward with the planning and design work related to the redevelopment of the Cogswell Interchange lands. This approach will capitalize on the momentum of the this Plan, and will enable sound decision making on the future use of these lands.~~

~~Policy 50 — HRM shall consider undertaking a Cogswell Interchange Functional Plan as a priority to ensure the future use and urban design of these lands.~~

- 8. Amend Section 7.3 Public Transit, under Chapter 7: Transportation, as shown below in ~~strikeout~~, by repealing Subsection 7.2.1: Waterfront Trail after Policy 72 and Before subsection 7.3.

7.2.1 — Waterfront Trail

~~The Harbourwalk waterfront trail is a significant component in the development of a network of active transportation infrastructure in downtown Halifax. This trail not only connects communities to one another, but also enables connections to be made to other parks, open spaces and natural areas. However, with restrictions to access in some areas along the Harbour, it is important to note that the trail may veer away from the water at specific locations, such as through the HMC Deckyard.~~

~~Policy 73 — HRM shall consider opportunities to extend and improve the continuous Harbourwalk waterfront trail through the DHSMPS plan area, acknowledging that at certain points, it will be necessary for the trail to diverge from the waterfront.~~

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the \_\_\_\_ day of \_\_\_\_\_, A.D., 20\_\_\_\_.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this \_\_\_\_ day of \_\_\_\_\_, A.D., 20\_\_\_\_.

\_\_\_\_\_  
Municipal Clerk