

APPENDIX F

MOU Provincial and Municipal Land Transactions

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

AMONG

HALIFAX REGIONAL MUNICIPALITY ("HRM")

APPROVED
AS TO FORM
[REDACTED]
Municipal Solicitor

AND

CAPITAL DISTRICT HEALTH AUTHORITY ("CDHA")

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

1.0 General Principles

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

1.1 Mutual Planning

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

1.2 Provision of Health Promotion and Care for Benefit of HRM

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

1.3 Good Urban Planning / Urbanity

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

1.4 Green Corridor

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

1.5 Pedestrian Realm

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

1.6 Porosity

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

1.8 Site Use

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

1.9 Respect for Halifax Common Plan

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

2.0 Victoria General Site

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

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

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

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

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

3.0 Halifax Infirmary / QEHS Site

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

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

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

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

SIGNED in the presence of:

[Redacted Signature]

Witness

[Redacted Signature]

Witness

[Redacted Signature]

Witness

Capital District Health Authority

[Redacted Signature]

Chris Power, President and CEO of Capital District Health Authority

HALIFAX REGIONAL MUNICIPALITY

[Redacted Signature]

Peter Kelly, Mayor

[Redacted Signature]

Julia Horncastle, Acting Municipal Clerk

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

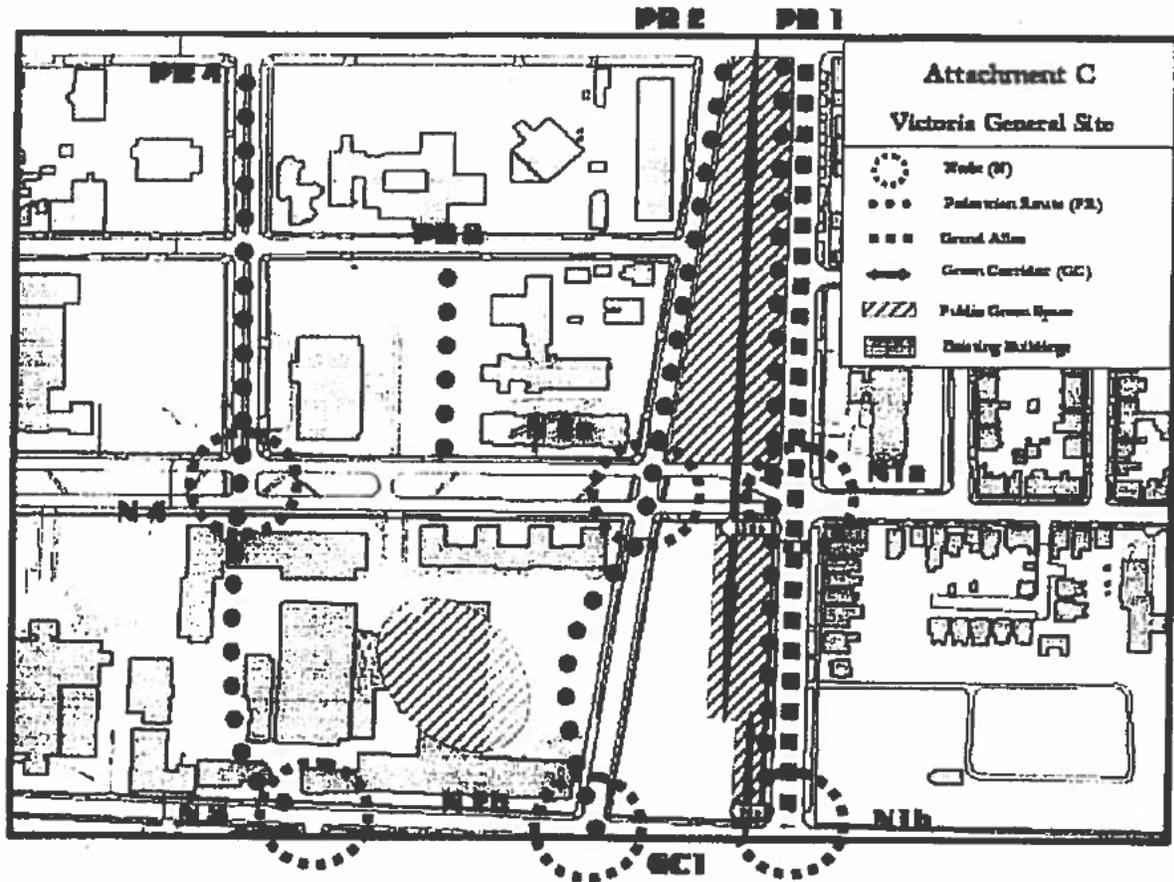
HER MAJESTY THE QUEEN in Right of the Province of Nova Scotia

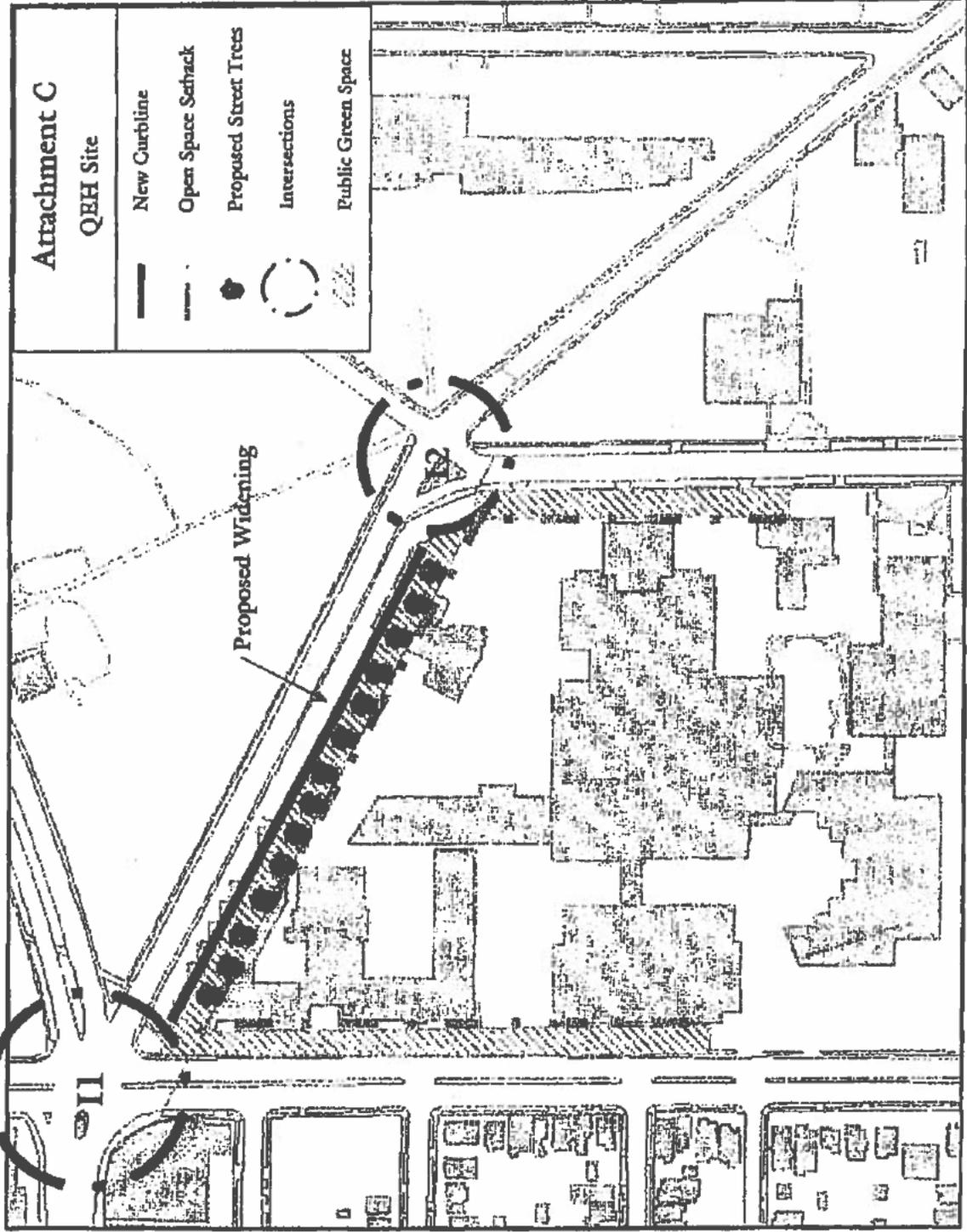
[Redacted Signature]

David Darrow, Deputy Minister of Transportation and Infrastructure Renewal

ATTACHMENT A AND B- INTENTIONALLY LEFT BLANK

ATTACHMENT C - QEH AND VICTORIA GENERAL SITES





Attachment C

QEH Site

New Curbline

Open Space Setback

Proposed Street Trees

Intersections

Public Green Space

Proposed Widening