

HALIFAX

P.O. Box 1749
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Item No. 15.1.6
Halifax Regional Council
December 14, 2021

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY:

Original Signed by 

Jacques Dubé, Chief Administrative Officer

DATE: October 15, 2021

SUBJECT: **Case 23472: Master Planning Process for the West End Mall Future Growth Node, Halifax**

ORIGIN

Application by Cushman Wakefield to redevelop part of the Halifax Shopping Centre properties, referred to as the Halifax Shopping Centre Annex.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development

RECOMMENDATION

It is recommended that Regional Council direct the Chief Administrative Officer to:

1. Initiate a master planning process to consider amendments to the Regional Centre Secondary Municipal Planning Strategy and other applicable planning documents for the West End Mall Future Growth Node, subject to a master plan and policy that:
 - provides an appropriate location for a new Mumford Transit Terminal;
 - permits an appropriate mix of building types including mid-rise and high-rise buildings;
 - provides land for new, well-designed park spaces in sizes that reflect the densities being requested;
 - implements a public street and active transportation network which maximizes connectivity to and through the property while prioritizing pedestrians; and
 - considers and recommends new public infrastructure needed to support redevelopment and considers a program to collect some or all capital costs of new or expanded infrastructure.

2. Follow the public participation program outlined in Attachment B of this report.

BACKGROUND

Cushman Wakefield (the applicant) is applying to undertake master planning for the Future Growth Node at the West End Mall, which requires amendments to the Regional Centre Secondary Municipal Planning Strategy (the Centre Plan). The applicant is proposing high-density redevelopment, with a mix of commercial and residential uses. Existing Centre Plan policy directs that the master planning for this Growth Node requires a Secondary Municipal Planning Strategy (SMPS) amendment. The applicant is thus seeking SMPS amendments to the Centre Plan to enable redevelopment.

Subject Area	West End Mall and some nearby properties
Location	Mumford Road, Chebucto Road, Joseph Howe Drive
Regional Plan Designation	Urban Settlement; Regional District Growth Centre
Community Plan Designation (Map 1)	Future Growth Node
Zoning (Map 2)	CDD (Comprehensive Development District)
Size of Site (Map 3)	West End Mall: 14.4 hectares (35.6 acres) Joseph Howe Drive: 3.8 hectares (9.4 acres)
Street Frontage	Approximately 400 metres on Mumford Road Approximately 210 metres on Chebucto Road Approximately 160 metres on Joseph Howe Drive
Current Land Use(s)	Shopping Centre (on both sides of Mumford Road) Office and Institutional (next to Joseph Howe Drive and the Mumford Transit Terminal)
Surrounding Use(s)	North: Single-unit and two-unit houses (near Bayers Road and in Westmount) West: Single-unit houses (in Westmount and near Chebucto Road) South: Single-unit houses, a church, townhouses and a high-rise apartment building (on Joseph Howe Drive) East: Single-unit houses (off Lexington Avenue and Romans Avenue); Apartment buildings (on Olivet Street); CN Rail tracks and rail cut

Proposal Details

The applicant is proposing a major redevelopment of the Halifax Shopping Centre Annex, which is the shopping mall property bounded by the CN Rail cut, Mumford Road and Leppert Street (Map 1 and 2). Given the size of the site, and the number of buildings that could be built, redevelopment is expected to take many years.

There are 10 property owners within the West End Mall Growth Node. This process was initiated by Cushman Wakefield, who own most of the growth node. The applicant's preliminary plan is to remove some of the existing buildings in phases, creating space for new streets and buildings. The applicant is proposing high density, high-rise housing on much of the site, with a mix of commercial and residential land uses.

The main aspects of the proposal include:

- Removing some mall buildings;
- Creating new public streets and new development blocks;
- A new municipal transit (bus) terminal, presently proposed by the applicant to be underground;
- 15 residential towers, up to 90 metres in height, on mid-rise podiums;
- A mix of residential and commercial uses; and
- About 5,560 new residential units.

The other landowners in this growth node were contacted in advance of this report, but no detailed plans exist at this time beyond what is provided in Attachment A. After contacting other landowners, only a single

response has been received at the time of report writing. The owners of 7020 Mumford Road indicated they wish to build high-density residential on their property and look forward to taking part in this planning process. Should Council initiate this SMPS amendment process, further efforts will be made to seek feedback from the remaining landowners.

The application to redevelop the West End Mall Growth Node will directly impact this property at 7020 Mumford Road and other properties within the Growth Node. The master plan will ensure these adjoining properties are considered comprehensively.

Mumford Terminal Replacement Study

Halifax Transit's existing Mumford Terminal is located within the Growth Node, on the south side of Mumford Road. Prior to COVID-19 restrictions, an average of 5,000 passengers used the terminal every weekday making it the third busiest transit terminal in the municipality. In January of 2019, Halifax Transit presented the Mumford Terminal Replacement Study¹ to Regional Council. This study identified the Terminal as operating over-capacity and a replacement being required before additional service can be introduced beyond the Moving Forward Together Plan.² The preferred location for a replacement terminal is at or next to the current location. At time of report writing, Halifax Transit is in discussion with the landowners of the Halifax Shopping Centre on the terms of a right-sized terminal replacement for the existing Mumford facility.

Regional Plan and Integrated Mobility Plan Context

The Regional Plan places the area in the West End Mall Regional District Growth Centre. This growth centre has regional importance. It is large, has significant redevelopment opportunities and is located near major transit hubs and Highway 102. The Regional Plan proposes that core properties in the Growth Centre should redevelop at a high density with a broad mix of uses. The goal is to create an attractive, walkable urban environment where residents are likely to choose active transportation or transit.

The Integrated Mobility Plan identifies the site as a future Transit Oriented Community, where high density, mixed use redevelopment should be considered. Dense development supports high-quality transit and is itself supported by high-quality transit. As noted above, the site presently hosts the Mumford Terminal, which is served by many high-quality, frequent transit routes, providing service to Downtown Halifax, Spring Garden Road and locations across Mainland North and Mainland South. Transit service will further improve under the Moving Forward Together Plan, the Mumford Terminal Replacement, and the Rapid Transit Strategy. The Rapid Transit Strategy proposes a Bus Rapid Transit (BRT) line servicing the Mumford Terminal.

Centre Plan Context

The Centre Plan identifies the Halifax Peninsula and Dartmouth within the Circumferential Highway as the Regional Centre. It is the symbolic, historic, and functional heart of the Municipality. On September 18, 2019, Regional Council approved Package A of the Centre Plan, which contained the Secondary Municipal Planning Strategy and the Land Use By-law (LUB) for the Regional Centre. These came into effect in November 2019. Since then, Package B was approved and came into effect on November 27, 2021.

The Centre Plan designates the subject area as a Future Growth Node (FGN), as shown on Map 1. The subject area is zoned Comprehensive Development District (CDD) LUB, as shown on Map 2.

Future Growth Node Designation

The Centre Plan's FGN designation applies to ten large sites that offer opportunities for mixed-use redevelopment in the coming years. These ten FGNs are described in Section 3.6 of the Centre Plan as areas that: *"have the potential to accommodate significant growth due to their size, location and proximity*

¹ [Mumford Terminal Replacement Study](#). December 12, 2018.

² [Moving Forward Together Plan](#). 2016.

to services. Future Growth Nodes are capable of transformative change as they have the land base to support population growth and new construction.”

The Centre Plan provides the vision for FGNs and directs these areas to be developed comprehensively as mixed use neighbourhoods that are pedestrian friendly and transit oriented. Building types should include a mix of high-rise, mid-rise and low-rise buildings. To accomplish comprehensive planning, the sites are zoned Comprehensive Development District (CDD). This zone permits up to 1,000 square metres of commercial uses, in buildings up to 20 metres high, without a development agreement. These commercial uses must be located on a lot in existence when Centre Plan was adopted. Amendments to the LUB may also be considered for expansions or internal conversions of existing permitted uses, provided they would not preclude the future comprehensive development of the site.

To ensure that development beyond this scope is comprehensively planned, the Centre Plan requires the Municipality to undertake master planning for each FGN. Through this process, Regional Council will approve plans for each FGN, which become design criteria for the CDD. After design criteria are adopted, property owners in the FGN may apply for development agreements. No major changes to this approach resulted from Centre Plan Package B.

The Centre Plan was adopted with master planning already completed for some of the Future Growth Nodes. The Shannon Park, Penhorn Mall, Young Street, and Dartmouth Cove FGNs presently have policies within the Municipal Planning Strategy which would allow them to apply for a development agreement to lay out the specific location of public streets, parks, and lots, while also affording development rights to these lots.

The process outlined within this report will create similar policies for the West End Mall Growth Node and allow access to the development agreement process. It is possible that the policy and development agreement might be finished in one process. This would depend on how fast the application is processed, the public engagement feedback, and the participation of the various landowners. The decision to finalize the development agreement alongside the policy can be made later. Regardless, Regional Council has the authority to make changes to the Centre Plan; Community Council has the authority to authorize development agreements.

Integrated Mobility Plan

Regional Council adopted the Integrated Mobility Plan (IMP) in December 2017. Figure 10 of the IMP identifies the subject FGN as a Potential Transit Oriented Community. The IMP provides actions and principles to develop these areas as walkable, mixed use communities. Design criteria for this FGN will need to be consistent with the direction of the IMP.

DISCUSSION

The Centre Plan is a strategic policy document that sets out the goals and objectives for long term growth and development in the Regional Centre. It specifically requires master planning and an SMPS amendment to permit redevelopment in this FGN. Therefore, an SMPS amendment to allow comprehensive redevelopment at the West End Mall Growth Node is consistent with Centre Plan policies.

Applicant Rationale

The applicant has provided these reasons to support the master planning process:

- The Regional Plan designates the property as part of the West End Mall Regional District Growth Centre;
- Proposed development aligns with the provisions of the Regional Centre Land Use By-law;
- The subject property is a “Future Growth Node” under the Regional Centre Secondary Municipal Planning Strategy; and
- The proposed development aims to create a high-density development that is pedestrian and transit oriented.

Attachment A contains the application letter and a conceptual plan.

Review

Staff have reviewed the applicant's rationale and advise there is merit to the request as Section 3.6 of the Centre Plan directs the Municipality to undertake master neighbourhood planning for FGNs. Additionally, the applicant has asked to begin master planning for this growth node. Staff have highlighted the following topics for more discussion:

Project Density

The applicant is proposing over 5,500 units. This would translate to a population of 12,500 people at full build out, and a density of 867 people per hectare (86,700 people per square kilometre). This is much higher than other large-scale developments underway or proposed. By comparison, the proposal for Shannon Park is for a density of 20,000 people per square kilometre and the highest densities currently existing in the South End of Halifax are about 15,000 people per square kilometre.

A major goal of Centre Plan is to accommodate increased growth within the Regional Centre and higher densities in strategic locations. Increased density in strategic locations has several benefits including support for investments in transit use and active transportation. Higher densities can also make efficient use of existing infrastructure and help to lower the demand for greenfield development. However, increased density can also place high demands on services, such as sewer systems, roads, transit, and parks.

Halifax Water has not expressed any immediate concerns with the proposed density, as the site is close to large, regional wastewater lines. From a transportation perspective, the proposal is near a major transit terminal, several frequent bus routes, and a proposed Bus Rapid Transit (BRT) station. It is also close to Highway 102, Bayers Road, the Armdale Rotary and Connaught Avenue, providing easy access to both Halifax Peninsula and Halifax Mainland. The site is central and well served by transit and the regional road network.

Staff suggest from a transportation and servicing point-of-view, that this site is one of the best places in HRM to consider very high densities. With this said, these significant densities would only be appropriate where a new and expanded transit terminal is integrated into the proposal, ensuring that land use and mobility are directly linked. Under the recommended motion, staff will consider high densities as proposed by the applicant subject to identifying a new location and design for the Mumford Terminal.

Incentive or Bonus Zoning

Bonus zoning is a tool that allows HRM to collect public benefits from developers in exchange for increased development rights. Developers may provide cash-in-lieu of a public benefit. The public benefits can be provided as:

- affordable housing;
- conservation of a registered heritage property;
- improvements to municipal parks;
- affordable community or cultural indoor space; or
- public art.

Bonus zoning requirements for FGNs are set under Centre Plan. The required public benefit value is calculated based on the appraised value of the land after Council adopts a development agreement.

Public Street Network and Pedestrian Connections

A site this large requires new public streets to provide access to new development. To support the goals of both the Integrated Mobility Plan and the Centre Plan, streets and paths must be designed to support walking. This means providing pedestrian oriented design and many connections within the site, including north-south routes.

The applicant's proposal does not show a route connecting across the rail cut. A pedestrian bridge would connect residents on Olivet Street directly to the Mumford Terminal and Halifax Shopping Centre. The master planning process will work towards a pedestrian or possibly a street connection across the rail cut.

Park Space

The proposal **does not** provide enough park space for the proposed density. As such, the recommended motion requires that the master plan provide well-designed park space, proportionate to the proposed density. The master plan will explore programs to collect capital costs to construct high-quality park spaces, and these capital contributions may be based on the number of units approved.

Building Types, Height, Mix

The applicant is proposing to repeat one building type as the dominant form on the site: high-rise towers on a mid-rise podium (the tower-podium). The proposed towers would be 90 metres tall, the maximum height allowed by the Regional Centre LUB. Tower-podium buildings are part of an urban design approach adopted by the Centre Plan. The towers allow high densities, while the low-rise podium provides a human-scale at street level and allows sunlight to reach the street.

Centre Plan policy for the FGNs requires they provide a range of housing types, suggesting a broader range of buildings is needed. As such, the recommended motion states the master plan must mix different building types. High urban densities can be achieved using building forms other than the tower-podium. On a large site, a mix of building types is also more visually interesting and could result in more sunlight reaching streets and parks.

Should Council provide direction, the master planning process can consider building heights greater than 90 metres, the maximum height allowed under the Centre Plan. Greater height could be exchanged for potential public benefits.

Mumford Terminal

This is the preferred location for a new Mumford Terminal, which is needed to accommodate more transit service and increase rider's comfort and convenience. More transit service is critical to supporting high density development. As such, the recommended motion directs that the master planning process find an appropriate location for a new Mumford Terminal. While the applicant is proposing an underground transit terminal, that option has not yet been reviewed or supported by the Municipality. All options will be explored through this master planning process with a goal of creating a terminal which reflects the unique urban setting of this property. Staff will work with the applicant to find a terminal location that:

- Meets the operational needs of Halifax Transit;
- Is comfortable, safe, and convenient for transit riders; and
- Can easily integrate into the new development.

Infrastructure Planning and Infrastructure Charges

The master planning process will review the on-site and off-site infrastructure needed to redevelop the FGN. To help fund any upgrades staff will also explore infrastructure charges, such as Local Improvement Charges. Such charges could be levied to recoup infrastructure costs (on-site and off-site) that result directly from the redevelopment.

Parking

The master plan will consider parking ratios, including maximum parking ratios. Maximum parking ratios would support housing affordability and limit the traffic generated by redevelopment.

Railway Proximity

This site is adjacent to a working freight rail line: Policy 3.30 m states that FGN master planning must provide appropriate separation distances from railways to minimize risks and conflicts.

Master Planning Process

If Council decides to initiate a master planning process, staff will work with the applicant and other landowners to develop design criteria and a master plan for the FGN. This project would be guided by Centre Plan policy on Future Growth Nodes (Attachment C). The process would include:

- Analyzing the infrastructure capacity, current population, transit service, road capacity, active transportation routes, environmental functions, and potential cultural or heritage value of the FGN and surrounding area;
- Undertaking community engagement as described in the Community Engagement Section and in Attachment B;
- Reviewing relevant plans and policies, such as the Regional Plan, the Centre Plan and the Integrated Mobility Plan;
- Creating site development options and refining them into a final, high-level concept to include in the Centre Plan;
- Developing policies and design criteria, guided by Policy 3.30 of the Centre Plan; and
- Completing any additional studies identified through the master planning process.

When this process is complete, staff will present the concept plan and design criteria for Regional Council to consider. If Council approves design criteria, property owners in the FGN would be eligible to apply for development agreements.

Conclusion

Staff have reviewed the proposed SMPS amendment and advise that there is merit to the request. Centre Plan policy directs Regional Council to undertake a master planning process for this Future Growth Node. The property owner is asking Council to initiate a master planning process and an SMPS amendment; therefore, staff recommend that Regional Council initiate the SMPS amendment process.

COMMUNITY ENGAGEMENT

Should Regional Council choose to initiate the SMPS amendment process, the HRM Charter requires that Regional Council approve a public participation program. In February of 1997, Regional Council approved a public participation resolution which outlines the process for local SMPS amendments. The resolution requires holding a public meeting, at a minimum, plus any other measures needed to obtain public opinion.

On September 1, 2020, Regional Council amended the Administrative Order Number 2020-009-ADM, the COVID-19 Administrative Order (AO). It requires HRM adjust engagement practices to respect health and safety requirements for public gatherings. The amending AO provides the ability to adjust public engagement to include:

- virtual meetings;
- online portals;
- social media; and
- mail and telephone formats.

Whether meetings are held online or in person is determined in response to specific engagement needs along with current public health protocols and Provincial directives.

Regional Council must hold a public hearing before approving any amendments. Staff recommend that this approach meets the requirements of the *HRM Charter* and the COVID-19 AO for public participation.

Amendments to the Centre Plan may impact the following stakeholders: residents, landowners, and businesses.

If Council initiates the SMPS amendment process, the proposed level of community engagement is consultation, achieved by following the Public Participation Program included as Attachment B.

FINANCIAL IMPLICATIONS

The HRM costs associated with undertaking this master planning process can be accommodated within the approved 2021-2022 operating budget for C320 Regional Policy Program. This planning process will consider programs to collect some or all capital costs of new or expanded infrastructure. Any infrastructure or facility upgrades, such as a new transit terminal, in conjunction with the potential redevelopment will be subject to approval by Regional Council during future budget cycles.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This process involves proposed SMPS amendments to create design criteria for the West End Mall FGN. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board. Information about risks and other implications of adopting the proposed amendments may be found within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified.

ALTERNATIVES

1. Regional Council may choose to initiate the consideration of potential policy that would differ from those outlined in this report. This may require a supplementary report from staff.
2. Regional Council may choose to initiate a process like that outlined in this report, for only a portion of the subject site. A potential motion is provided below:

Initiate a process to consider SMPS amendments to the Regional Centre Municipal Planning Strategy for only the **[replace with a description of the specific location]** portion of the Future Growth Node at the West End Mall, subject to the development meeting the goals of the Regional Plan, the Integrated Mobility Plan and the Regional Centre Plan. with emphasis on creating a master plan and policy that:

- selects an appropriate location and design for a new Mumford Terminal;
- permits an appropriate mix of building types;
- provides land for well-designed new park spaces in sizes that reflect the densities being requested; and
- considers and recommends new public infrastructure needed to support redevelopment and considers a program to collect some or all capital costs of new or expanded infrastructures.

3. Regional Council may choose to initiate a process like that outlined in this report, while providing more or different direction on specific aspects of the proposed redevelopment. The motion below is provided as a template for such direction, along with potential topics:

Initiate a process to consider SMPS amendments to the Regional Centre Municipal Planning Strategy for the Future Growth Node at the West End Mall, subject to the following conditions:

- Redevelopment is composed mostly of **[replace with specific example, such as mid-rise]** building types;
- Redevelopment is limited to a **[specific density limit or unit limit]**;

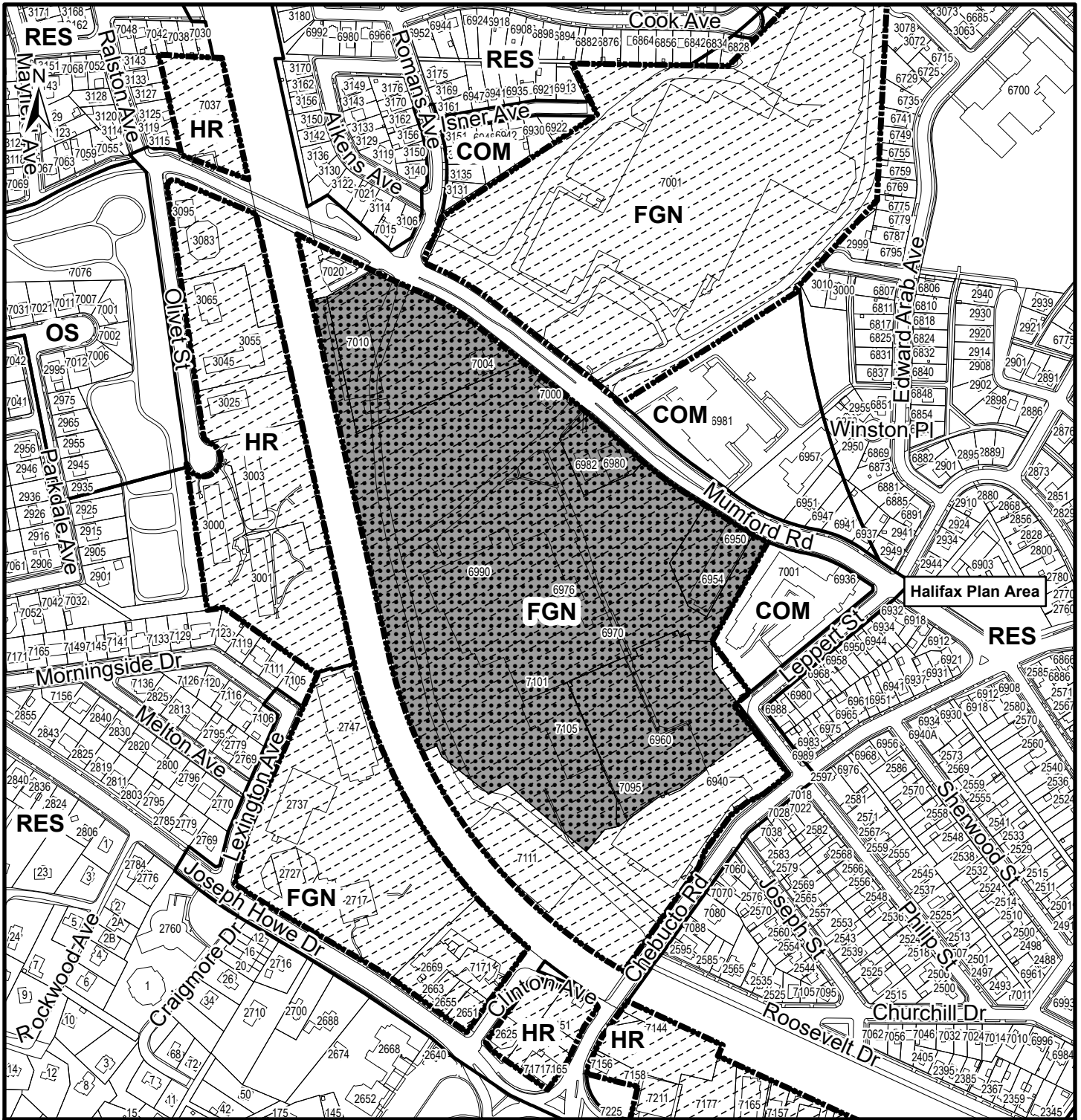
- Redevelopment must meet performance criteria, such as: minimum or maximum block sizes and minimum connectivity measures; minimum park space per unit or per resident; minimum standards for landscaping or site permeability;
 - Redevelopment provides **[specific criteria for the Mumford Terminal replacement]**;
4. Regional Council may choose not to initiate the MPS amendment process. A decision of Council not to initiate a process to consider amending the Regional Centre Municipal Planning Strategy is not appealable to the NS Utility and Review Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

Map 1:	Generalized Future Land Use
Map 2:	Zoning and Notification Area
Map 3:	West End Mall Future Growth Node
Attachment A:	Application Letter and Concept Plan
Attachment B:	Public Participation Program
Attachment C:	Centre Plan Policy

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.


Report Prepared by: Sean Gillis, Planner II, 902.237.3424



Map 1 - Generalized Future Land Use

PIDs 41030636, 00017665,
41030644, 41030651 and 000176577
Halifax

 Subject Properties

 Regional Centre Package A

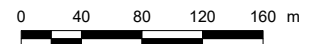
Regional Centre Package A
Plan Area

Designation - Regional Centre

FGN Future Growth Node
HR High-Order Residential

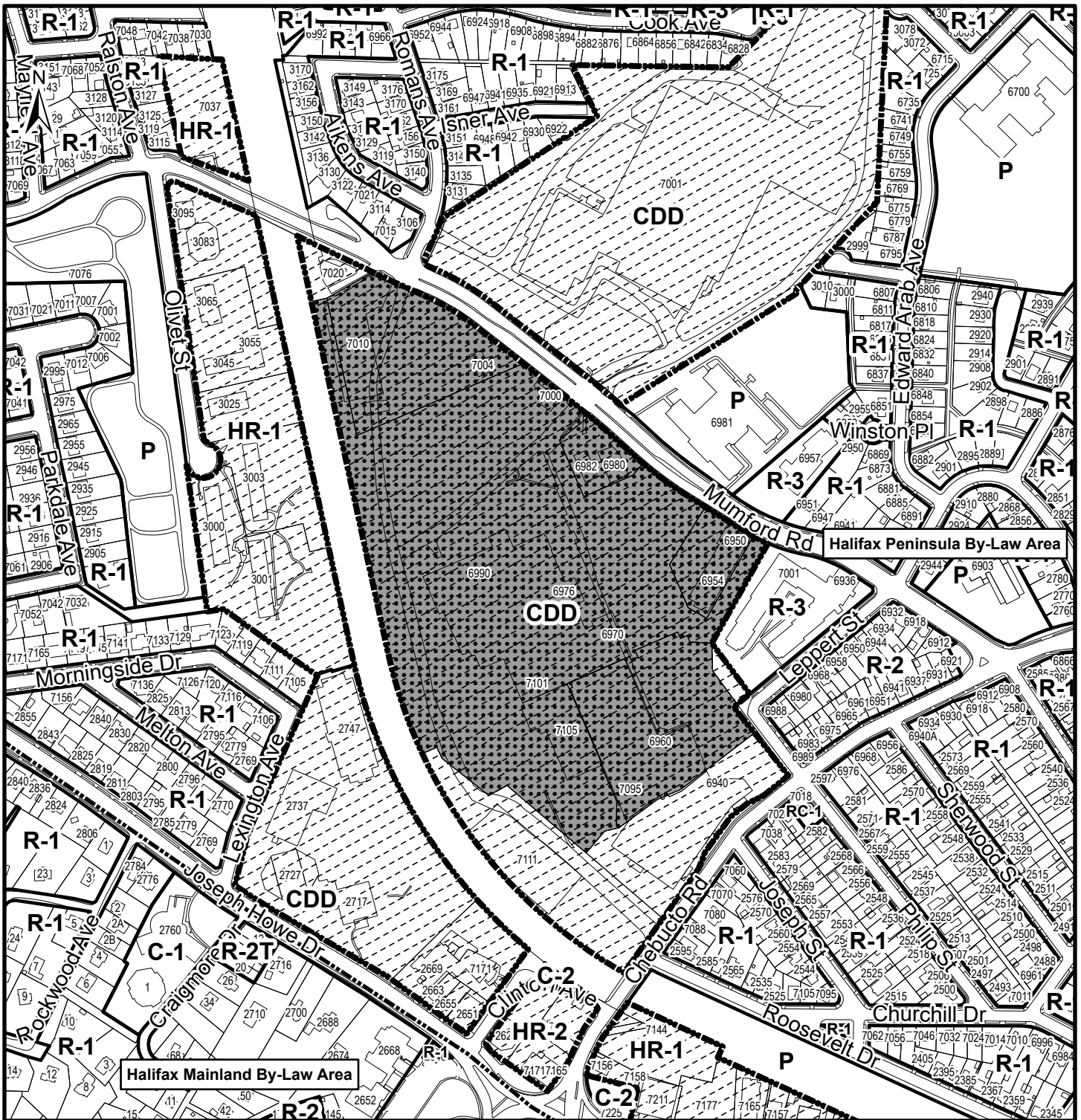
Designation - Halifax

COM Commercial
OS Major Community Open Spaces
RES Residential Environments



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.


The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

PIDs 41030636, 00017665,
41030644, 41030651 and 000176577
Halifax

 Subject Properties

 Regional Centre Package A

Regional Centre Package A
Land Use By-Law Area

Zone - Reginal Centre

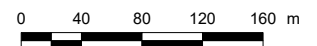
CDD Comprehensive Development District
HR-1 Higher-Order Residential 1
HR-2 Higher-Order Residential 2

Zone - Halifax Peninsula

C-2 General Business
P Park and Institutional
R-1 Single Family Dwelling
R-2 General Residential
R-3 Multiple Dwelling

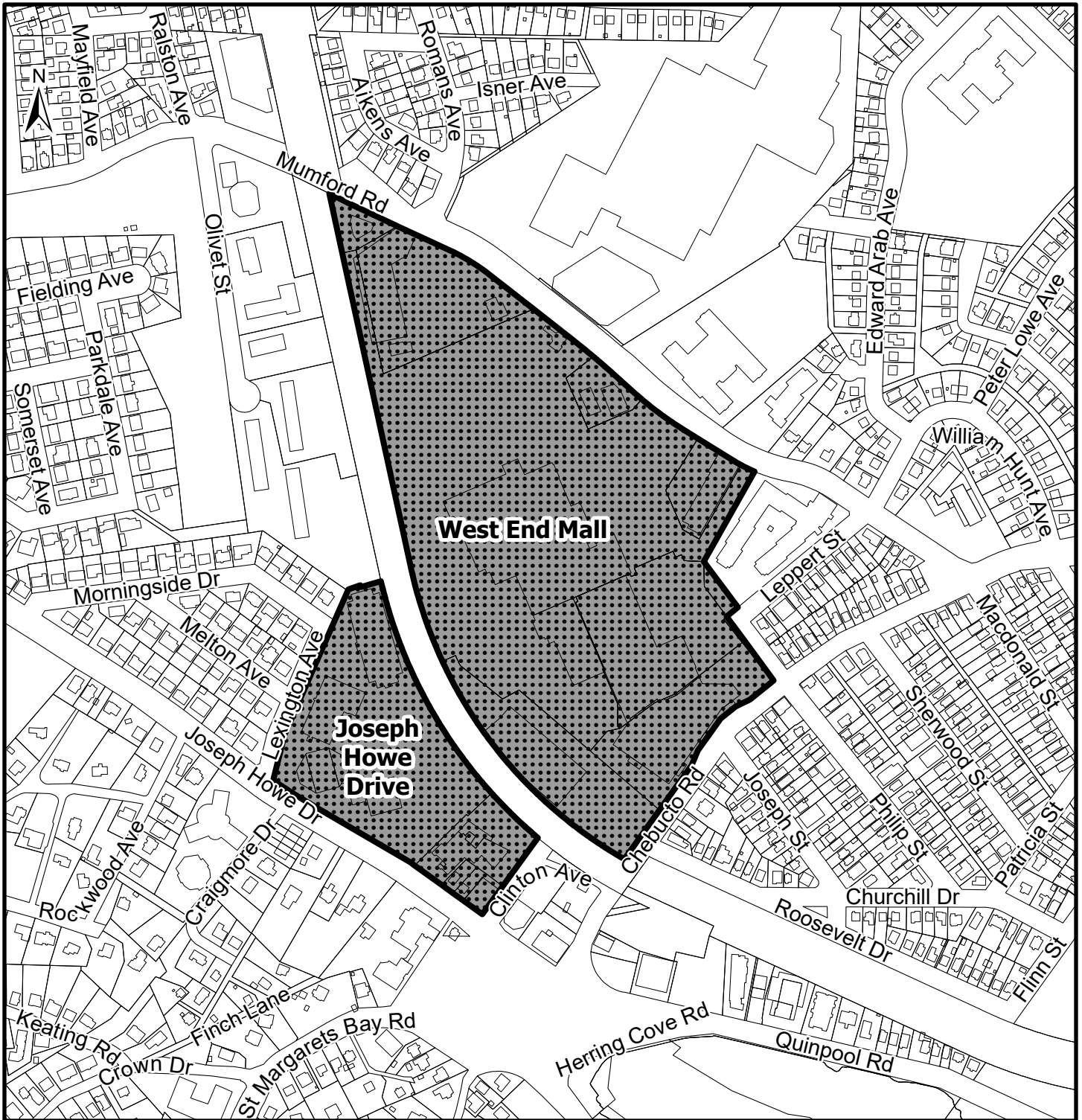
Zone - Halifax Mainland

C-1 Local Business
R-1 Single Family Dwelling
R-2T Townhouse



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

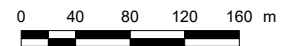
The accuracy of any representation on this plan is not guaranteed.



Map 3 – West End Mall Future Growth Node

Halifax

 FGN Properties



The accuracy of any representation on this plan is not guaranteed.

PLANNING RATIONALE

Halifax Shopping Centre Annex, Halifax, Nova Scotia



May
2021

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Figure 2 – Regional Plan Settlement and Transportation Map

Figure 3 – Regional Centre Secondary Municipal Planning Strategy Urban Structure Map

Figure 4 – Integrated Mobility Plan Potential Transit Oriented Communities Map

Figure 5 – Regional Centre Land Use By-law Zoning Map

Figure 6 – Site Plan Phase 1

Figure 7 – Site Plan Phase 2



27 Fieldflower Crescent, Richmond Hill, ON, L4E 5E9 (416) 435-5876

May 24th, 2021

Sean Gillis
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

**Re: Application for Development Agreement and Municipal Planning Strategy
Amendment, Halifax Shopping Centre**

Dear Mr. Gillis,

On behalf of our client, OPB Realty Inc. are pleased to submit Development Agreement (DA) and Municipal Planning Strategy (MPS) amendment application for a mixed-use development located off Mumford Road in Halifax (PIDs: 41030636, 00017665, 41030644, 41030651 and 00017657).

To assist with this submission, the following supporting materials are enclosed:

- Completed Planning Application Form;
- Planning Rationale; and,
- Appendix A: Development Statistics and Architectural Plans

1.0 Site Description and Location

The subject site is located within the Regional Centre Secondary Municipal Planning Strategy Area and has direct frontage on Mumford Road. The subject property consists of five (5) properties (PIDs: 41030636, 00017665, 41030644, 41030651 and 00017657) and has a total lot area of approximately 116,648m² (11.66ha. / 28.82ac.). The site is currently occupied by the Halifax Shopping Centre Annex which includes several commercial uses such as Walmart, an NSLC, Sobeys and a variety of small-scale commercial uses located on PIDs 00017665 and 00017657, while several small-scale commercial uses are located on PIDs 41030644 and 41030651.



Figure 1 - Redevelopment Area

2.0 Summary of Development Proposal

Please refer to Appendix A for a detailed breakdown of the proposed development. The proposed high density mixed-use development consists of 15 towers with several connecting podium structures, townhouse dwellings and commercial/retail space in 7 development blocks accessed by a combination of newly proposed municipal ROW's and internal laneways. Additional accesses are provided via a newly proposed underground Bus Terminal that will connect the subject property with the existing Halifax Shopping Centre to the north-east. At this time, this proposed transit station is still at the discussion stages between the owners and applicable City staff. This proposal is intended to be completed within two development phases, consisting of Phase 1 comprising Blocks A and B while Phase 2 will create the internal road network in conjunction with development Blocks D, E, F, G and H.

A summary of each development component is as follows:

1. Block A, located on the northern portion of the subject property has an area of 15,637m² (168,315.27ft²). This area proposes 4 towers, each totaling 25-storeys in height. Building A1 and A2 will be connected via a 6-storey podium while building A3 and A4 will also have 6-storey podiums but will be separated via laneways. The total GFA of Block A is 85,320m² (918,376.84ft²) which will generate a total of 1,064 units, primarily residential with retail and commercial uses in the podium structures. Block A will also contain an underground bus terminal that will be run under Mumford Road and connect Block A to the existing Halifax Shopping Centre Development to the North-East of the subject property. This block will also contain 1,011 parking stalls.
2. Block B, located on the south-western portion of the subject property has an area of 15,629m² (168,229.16ft²). Block B is separated into Building B1 and Building B2, individual 25-storey towers with their own 8-storey podiums separated via proposed internal roadways/laneways. Additionally, each building on the ground level will provide 12 townhouse units. In total, this block provides for a total GFA of 55,630m² (598,796.34ft²) generating a total of 774 units including residential apartments, townhouse dwellings and commercial/retail space. This block will also contain 735 parking stalls.
3. Block D, located in the north-central area of the subject property has an area of 16,154m² (173,880.21ft²) and will contain a 23-storey tower on top of an 8-storey podium. A total GFA of 32,898m² (354,111ft²) will provide for 440 units including residential apartments, 8 townhouse dwellings and commercial/retail space. This block will also contain 418 parking stalls.
4. Block E, located in the centre of the property has a total area of 16,384m² (176,355.91ft²). A 23-storey tower and a 24-storey tower are proposed on their own blocks, each atop an 8-storey podium. The total 57,397m² (617,816.17ft²) GFA will generate 799 units including residential apartment units, 11 townhouse dwellings and retail/commercial space. This block will also contain 759 parking stalls.
5. Block F is in the centre of the subject property and consists of two blocks with a total area of 19,220m² (206,882.36ft²). One block contains a 25-storey tower on top of an 8-storey podium

and 10 townhouse dwellings while the other block proposes a 22-storey tower on top of an 8-storey podium and 28 townhouse dwellings. Each block contains space for commercial/retail uses in the podiums. In total, Block F has a GFA of 64,411m² (693,314.23ft²) which will create 906 total units. This block will also contain 861 parking stalls.

6. Block G is situated in the south-central area of the subject property and has a total area of 17,853m² (192,168.09ft²). This block is separated into two development areas, of which one proposes a 24-storey tower on top of an 8-storey podium and 11 townhouse dwellings while the other area proposes a 22-storey tower on top of an 8-storey podium and 9 townhouse dwellings. Each of these areas will contain dedicated space for commercial/retail uses. Block G provides a total GFA of 57,879m² (623,001.37ft²) which will generate a total of 804 units. This block will also contain 764 parking stalls.
7. Block H is located on the west side of the subject property and has a total area of 15,771m² (169,757.63ft²). This block is separated into two development areas, each proposing a 21-storey tower on top of an 8-storey podium with 20 and 14 townhouse dwellings, respectively. Each of these areas will contain dedicated space for commercial/retail uses. Block H provides a total GFA of 56,506m² (608,225.52ft²) which will create 777 units. This block will also contain 738 parking stalls.

As indicated above and further detailed in Appendix A, the proposed development application will create a total of 5,564 residential units with a total Gross Floor Area of 410,041m² (4,413,644.59ft²) and an overall 3.52 FSI. 5,286 parking stalls will be created via two levels of underground parking under each development block alongside considerable ground level parking areas. The proposed development will be accessed via several newly created internal roadways and an underground bus terminal connecting the proposed Block A with the existing Halifax Shopping Centre to the North-East of the subject property.

The proposed combination of the high-rise towers, medium density residential, retail and commercial uses within the boundaries of the overall Master Plan Area will be complementary and compatible with each other given that they will be designed, planned and developed in a comprehensive manner resulting in a complete, urban, compact and uniformed community.

This scenario will ensure that the typical land use compatibility issues such as, building massing, scale, view loss, shadowing and traffic impacts will be appropriately limited in their potential impacts.

3.0 Existing Planning Designation and Zoning

The Regional Plan dedicates the subject property as part of the West End Mall Regional District Growth Centre as per Map 1 – Settlement and Transportation. Much of this property is currently designated Future Growth Node within the Regional Centre Secondary Municipal Planning Strategy Area. The site is zoned Comprehensive Development District (CDD) under the Regional Centre Plan Area Land Use By-law.

**Figure 2 – Regional Plan – Settlement and Transportation
Map
Halifax Shopping Centre Annex, Halifax, Nova Scotia**

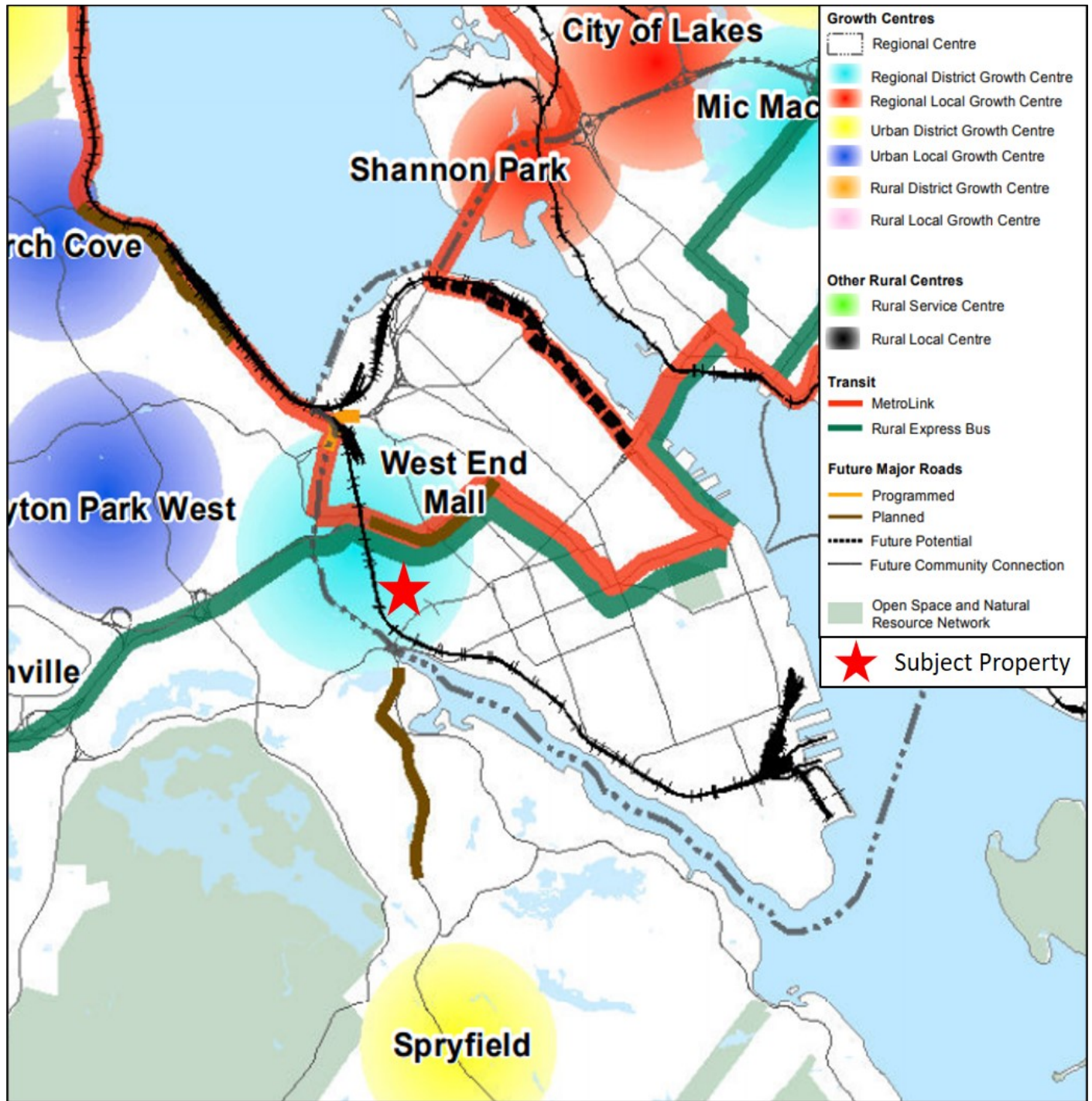
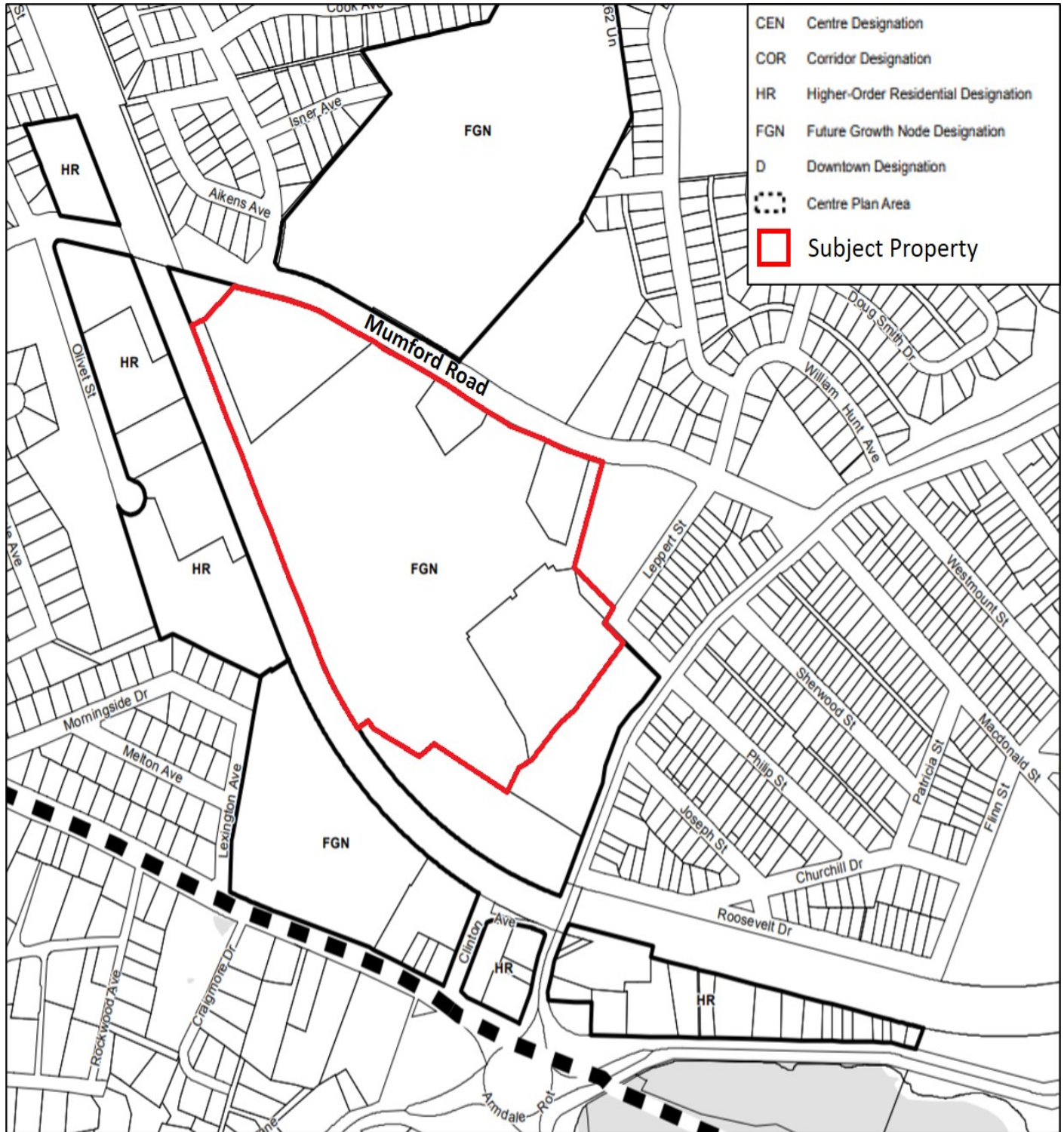


Figure 3 – Regional Centre Secondary Municipal Planning Strategy - Urban Structure Map
Halifax Shopping Centre Annex, Halifax, Nova Scotia



4.0 Addressing Policy

The proposed site-specific MPS amendment would enable a development scenario on the subject property that is more consistent with HRM's development intent contained via a recent planning framework created for urban growth areas and centres within the Region (i.e., the Regional Plan, the Regional Centre Secondary Municipal Planning Strategy, Integrated Mobility Plan). This proposed amendment is in keeping with the policy goals of the Regional Municipal Planning Strategy while proposing development controls that are aligned with the provisions of the Regional Centre Land Use Bylaw, and its overall height, density, transit, and land use goals and objectives.

4.1 Regional Municipal Planning Strategy

The Regional Municipal Planning Strategy (RMPS) designates the area where the subject properties are located as part of the West End Mall Regional District Growth Centre. This designation calls for a *“mix of high-density residential, commercial, institutional and recreation uses, adjacent to established residential neighbourhoods”*. The RMPS also indicates a need for Regional District Growth Centres to be *“Connecting points for transit routes to other centres”*. The RMPS discusses the importance of focusing new growth in centres where supporting services and infrastructure are already available. Currently several municipal services and transit are already available on the subject property and transit will be bolstered by the creation of an underground transit terminal that will run under Mumford Road and connect the proposed development with the existing Halifax Shopping Centre. The proposed development offers a high-density, mixed-use, transit-oriented land use scenario that appropriately integrates into the surrounding land use context. A variety of residential dwelling types are being proposed alongside a variety of commercial and retail spaces and landscaped walkable areas. This proposed development aims to create a livable community in a currently underutilized section of the Regional Centre. As such, it is our opinion that the proposed amendments and development plan are appropriately aligned and consistent with current planning policies set out in the RMPS.

4.2 Regional Centre Secondary Municipal Planning Strategy

The subject property is designated as *“Future Growth Node”* under the Regional Centre Secondary Municipal Planning Strategy (RCSMPS). These areas tend to be large sites that are *“largely vacant or contain predominantly single-use development such as shopping centres. These areas have the potential to accommodate significant growth due to their size, location and proximity to services”*. The Future Growth Node designation is envisioned as *“developing comprehensively as complete communities with supportive transit services, pedestrian-oriented streets, a mix of uses, services, and a blend of high-rise buildings, tall mid-rise buildings, mid-rise buildings and low-rise buildings”*.

The RCSMPS indicates that the objectives of the Future Growth Node Designation are:

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

- A comprehensive public engagement process will be undertaken during the planning process. Please see Section 5 of this report for an overview of the proposed public engagement process.

F2. Preserve and recognize significant environmental and cultural aspects and provide for a variety of open space uses;

- The proposed development does not produce any significant negative environmental or cultural issues and provides several open landscaped areas to create a sense of place for residents and visitors alike.

F3. Comprehensively plan and develop each Future Growth Node for a mixed-use neighbourhood with a range of housing opportunities, including low density infill, places of employment and services where daily needs of residents can be met;

- The proposal creates a high-density, mixed-use development that provides for a range of residential dwelling options, commercial and retail uses and access to transit and municipal services.

F4. Design a transportation network that includes transit services and facilities, prioritizes pedestrians, cyclists, and public transit over auto-oriented uses, and is connected to other communities;

- The proposed development blocks contain several landscaped open areas and walkable spaces which creates a pedestrian oriented ground level. The development additionally proposes an underground bus terminal that runs underneath Mumford Road and connects the proposed development to the Halifax Shopping Centre and creates additional access to public transit lines.

F5. Effectively integrate new developments with surrounding neighbourhoods;

- The proposed internal road network creates a natural transition from developments to the south by connecting to Philip Street, to the east by connecting to East Perimeter Road and to the north by connecting to Romans Avenue and running through the proposed development. The proposed heights and overall density of the development is appropriate for the location as it will respect and enhance the existing Halifax Shopping Centre and surrounding commercial and residential uses.

F6. Design and build attractive, pedestrian-oriented healthy places, which consider human scale design, food security, urban agriculture, and the use and conservation of energy;

- The proposed development will be created using high quality, environmentally considerate building materials which will aid in energy conservation and the landscaped open spaces will provide for aesthetically pleasing, pedestrian-oriented spaces.

F7. Design to mitigate flooding, including coastal flooding, and to manage stormwater on-site;

- Appropriate environmental and civil engineering reports will be completed to ensure appropriate grading, erosion and sediment control measures and quality stormwater management and flood mitigation techniques.

F8. Create a safe, attractive, and accessible public realm for people of all ages and abilities; and,

- The ground level of the proposed development consists of several landscaped areas and walkways targeted at creating a pedestrian-oriented space. High quality building materials will also ensure an aesthetically pleasing façade from all angles creating an appealing development from an up close and afar perspectives.

F9. Consider risks, impacts and opportunities associated with nearby railways, freeways and high-traffic arterial roadways.”

- The proposed development abuts a rail line on the west side of the property. Appropriate buffering and noise mitigation measures will be implemented/incorporated to ensure an appropriate setback between the development and the rail line. Additionally, the subject property is in close proximity to Highways 102 and 111 providing excellent access inland or towards the City of Dartmouth.

In addition to the Future Growth Node designation in the RCSMPS, the subject property is further established as a Comprehensive Development District (CDD). These are lands where *“there is potential to accommodate significant growth due to the site’s size, location and proximity to services”*. *These lands are intended to be developed comprehensively into compact mixed-use communities where transit and a human-scaled, pedestrian-oriented environment is prioritized and supported”*.

In regards to the CDD policies of the RCSMPS, they are as follows:

Section 3.6.1 indicates that *“Master neighbourhood planning will be required for each Future Growth Node Comprehensive Development District before a development agreement will be considered to allow the comprehensive development of the site”*. Furthermore, Policy 3.30 states that *“New or revised CSS Design Guidelines for a Future Growth Node shall consider and be reasonably consistent with the Regional Centre Urban Design Manual (Urban Design Manual) contained in Appendix 2, and the following matters:*

- a) the objectives of Section 3.8 of this Plan;*
- b) the overall densities and classes of uses permitted;*
- c) the type, location, and phasing of development;*
- d) the use and conservation of energy, including sustainable design;*
- e) opportunities to identify, preserve, rehabilitate, and celebrate significant environmental features or cultural assets as identified through a culture and heritage assessment;*

- f) *on-site stormwater management including green stormwater infrastructure to reduce the stormwater flowing into the public stormwater system, and improve the quality of runoff through filtration;*
- g) *the provision of parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Green Network Plan;*
- h) *the transportation network and the need for on-site transit facilities;*
- i) *the layout of streets, buildings, and open spaces to respond to weather patterns, mitigate potential for flooding and accommodate seasonal conditions;*
- j) *the layout of public streets with a block pattern that supports transit and connects to the surrounding community, Centres, the Downtown, and other key destination areas;*
- k) *the provision of a mix of uses;*
- l) *encouraging the use of buffers, building design, and landscape design to mitigate negative air quality impacts to building users and residents, particularly in areas near highways, regional truck routes, high traffic streets and other sources of air pollution;*
- m) *setbacks and other measures to minimize safety risks and conflicts associated with railway operations;*
- n) *setting density and building massing for the entire or a portion of the site;*
- o) *the location and built form regulations under the Land Use By-law particularly with respect to streetwalls and maximum building dimensions;*
- p) *incentive or bonus zoning;*
- q) *urban design that supports pedestrian environments;*
- r) *respect the Regional Centre View Corridors as shown on Map 17 of this Plan, and as more specifically defined in the Land Use By-law;*
- s) *policy 8.5 of this Plan;*
- t) *community food security and urban agriculture; and*
- u) *applicable direction contained in the Regional Plan and in any approved Priority Plans”.*

Policy 3.63 states that “*Council may only consider development agreement applications for the development of Future Growth Nodes when Site Specific CDD Development Agreement Requirements are adopted in this Plan*”. Due to the complexity of this application and the proposed MPS amendment, several Site Specific CDD Development Agreement Requirements are likely to be discussed with the City and adopted into the RCSMPS.

Policy 3.64 indicates that “*the Maximum Building Height Precincts illustrated on Map 6 shall not apply to a development agreement within a CDD Zone. In considering development agreement for any lands zoned CDD, Council shall consider the following:*

- a) *the Urban Design Manual criteria contained in Appendix 2 of this Plan;*
- b) *the applicable site specific CDD requirements set out in Section 3.8.3 of this Plan;*
- c) *all applicable policies of the Regional Plan and of this Plan;*

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

By combining high density and medium density residential and commercial/retail mix of uses in a highly serviced area, the proposed overall Master Planned development is complying with and reinforcing the intent of the applicable policy regime intended to create developments in a compact and orderly form.

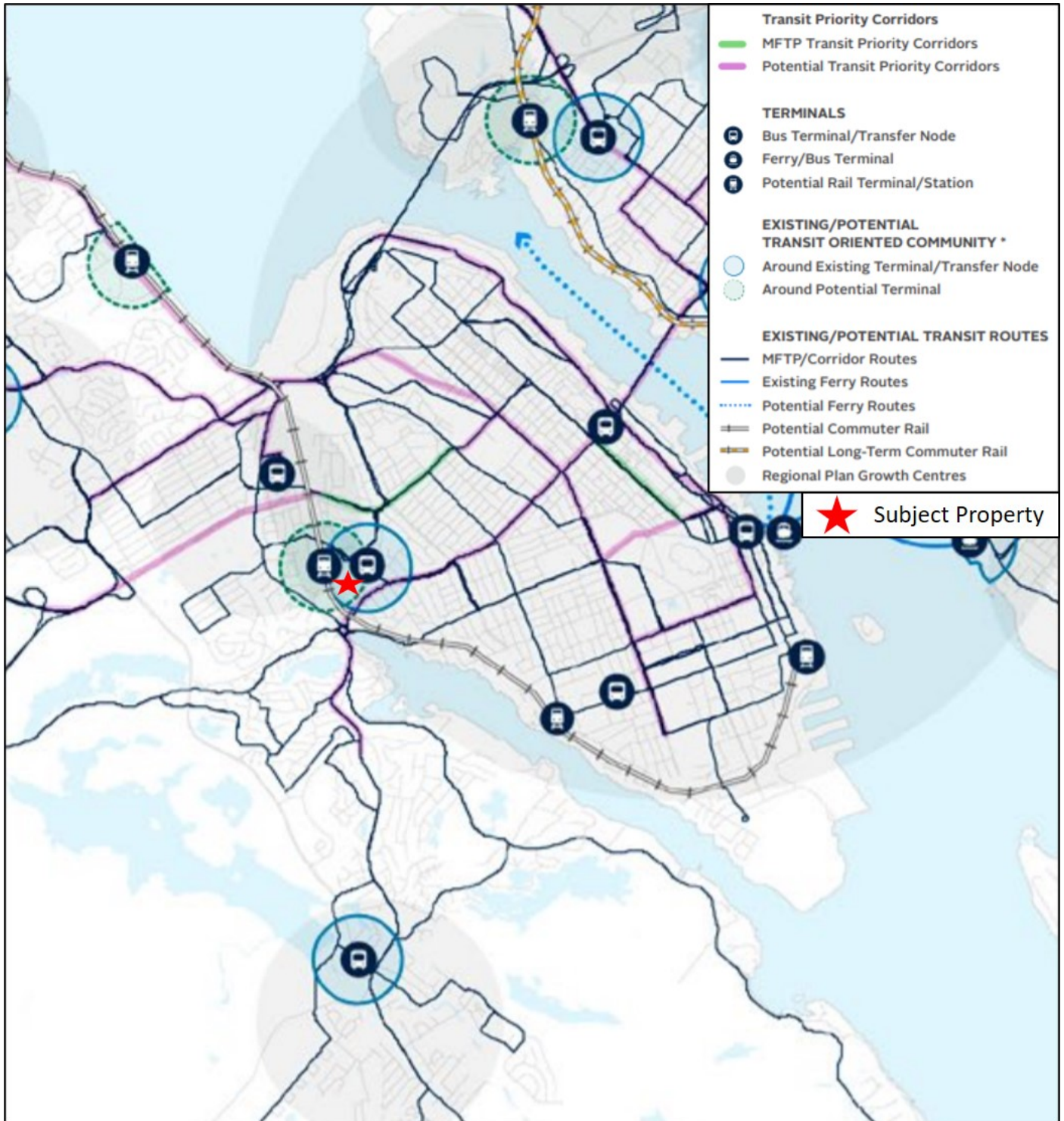
The proposed development is at transit supportive densities to reflect the excellent level of public transit which the site enjoys by its prominent proximity to a variety of existing and proposed public transit facilities.

There are no unacceptable adverse impacts, particularly from a traffic and land use compatibility impact perspectives to the surrounding land uses.

The proposal represents good urban design as the design techniques used will reduce the visual perception of the residential structures and create a strong relationship, amongst the various uses, with street frontage.

Overall, the proposed development aims to create a high-density, pedestrian/transit-oriented development that promotes a variety of dwelling types and various commercial/retail and landscaped open space uses. The proposed MPS Amendments request changes to planning policy to provide adequate flexibility to accommodate larger scale, comprehensive new development in a currently underutilized area of the Regional Centre. It is our opinion that the proposed amendments and the proposed development are in line with recent applicable planning policies including the RCSMPS.

Figure 4 – Integrated Mobility Plan – Potential Transit Oriented Communities
Halifax Shopping Centre Annex, Halifax, Nova Scotia



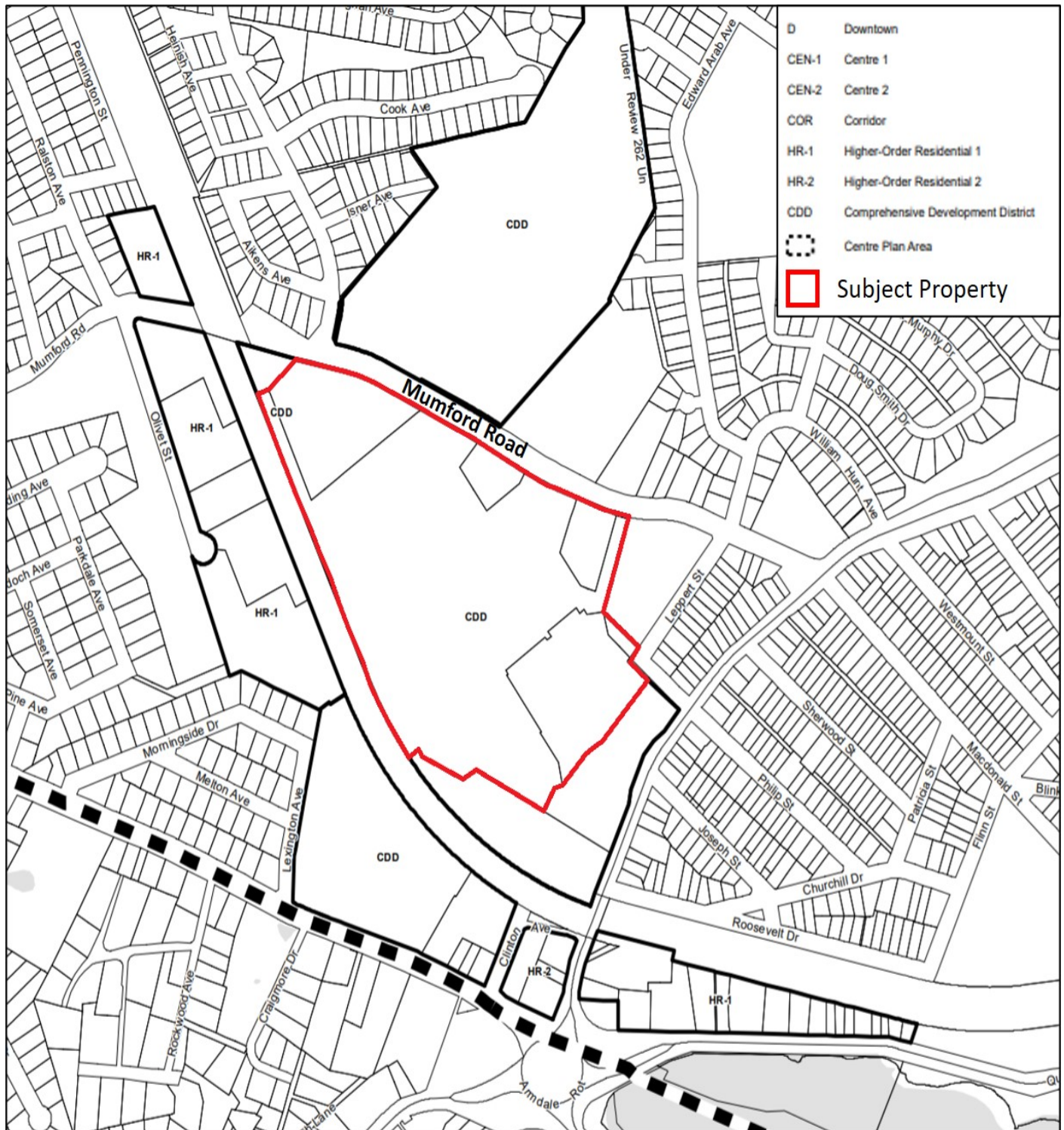
4.3 Integrated Mobility Plan

The Integrated Mobility Plan (IMP) was approved by Regional Council in December 2017. The purpose of this Plan is to provide a clear and strong framework for changes to the regional transportation system and to provide for new opportunities with a strong emphasis on complete communities, moving people, managing congestion and integrated solutions in regards to transit, cycling and walking. Figure 10 – Potential Transit Oriented Communities of the IMP indicates that the subject property is in the vicinity of both an existing bus terminal/transfer node and a potential rail terminal. These areas show locations where “*there are opportunities for compact, mixed-use, complete communities within a ten-minute walking distance of proposed or existing transit terminals*”. This figure also indicates that the subject property is abutting both a Potential Commuter Rail on the west side of the property and a Potential Transit Priority Corridor on the south side of the property. In terms of the policies of the Integrated Mobility Plan and their application to the proposed development, a policy analysis can be found below:

Policy #	Policy	Response
2.2.5 a)	Continue to aim to achieve the growth targets outlined in the Centre Plan, recognizing their influence on the Municipality’s ability to meet the objectives of the IMP.	The proposed development creates a high-density land use scenario that will assist the City in achieving their growth targets while meeting the objectives of the IMP.
2.2.5 b)	Designate areas for high residential and employment density only where there is an existing or proposed high level of transit service to support the development of walkable, affordable transit-oriented communities.	A total of 5,564 units and commercial/retail space will be adequately serviced by municipal bus lines and the proposed underground bus terminal which connects the subject property with the Halifax Shopping Centre. Landscaped Areas and corridors will also create a walkable, aesthetically pleasing ground level.
2.2.5 c)	Encourage all future development to take the form of Complete Communities with opportunities to work, study, shop, play and obtain personal services within an attractive walking distance of where people live.	Alongside the plethora of residential units, tens of thousands of square metres have been dedicated to commercial/retail space, creating a sense of place for people to work, study, shop, play and live within the comprehensively planned community.
2.2.5 e)	Require pedestrian-oriented site design and human-scaled massing at street level for all new multi-unit housing, commercial and office buildings.	Appropriate building design utilizing high-quality, modern architectural materials alongside landscaped areas will create a walkable street level. With Townhouses and commercial/retail spaces at ground level, the proposed development will create a compact,

		urban, complete community characterized by compatible land uses.
2.4.5 a)	Promote and explain alternatives to single-occupancy vehicle trips, including active transportation, transit, and ridesharing.	The proposed underground bus terminal and walkability to potential future transit and bus terminals makes this area ideal for a high-density, mixed use development.
3.2.5 a)	Plan new and existing Transit Priority Corridors and terminals as focal points for higher density, compact development with a mix of residential, commercial and employment uses within walking distance of transit service.	The subject property is within existing and potential rail and bus terminals. A high-density live/work area just across from the Halifax Shopping Centre will utilize the existing and potential modes of transit in the area.

**Figure 5 – Regional Centre - Land Use By-law Zoning Map
Halifax Shopping Centre Annex, Halifax, Nova Scotia**



4.4 Regional Centre Land Use By-law

The subject property is zoned “Comprehensive Development District (CDD)” as per the Regional Centre Land Use By-law. The permitted uses are as follows:

- *Broadcast Use;*
- *Cannabis Lounge Use;*
- *Cannabis Retail Sales Use;*
- *Daycare Use;*
- *Drinking Establishment Use;*
- *Local Drinking Establishment Use;*
- *Financial Institution Use;*
- *Fitness Centre use;*
- *Garden Centre Use;*
- *Grocery Store Use;*
- *Hotel Use;*
- *Local Commercial Use;*
- *Micro-brewery Use or Micro-Distillery Use;*
- *Office Use;*
- *Pawn Shop Use;*
- *Personal Service Use;*
- *Pet Daycare Use;*
- *Quick Charging Station Use;*
- *Restaurant Use;*
- *Retail Use;*
- *Self-Storage Facility Use;*
- *Service Station Use;*
- *Veterinary Facility Use;*
- *Workshop Use;*
- *Any Other Commercial Use (if not prohibited above)*
- *One new building of up to 1,000m² in floor area, a maximum height of 20m on a lot that is vacant on the coming into force date of this By-law, or*
- *One addition to a building that is existing on the coming into force date of this By-law of up to 1,000m² in floor area and a maximum height of 20m.*

In addition to the permitted uses, Policy 99 indicates that the maximum lot coverage in the CDD zone is 50%. The By-law goes on to state in policy 245 (1) that “*Development not otherwise permitted in this By-law may be permitted in any CDD zone by Development Agreement, in accordance with Policies 3.28, 3.30, 3.31 and 3.32 of the Regional Centre Secondary Municipal Planning Strategy*” and (2) that “*Where development is permitted by a development agreement in any CDD zone, incentive or bonus zoning shall be provided*”.

It is our opinion that the proposed development respects the general policies of the CDD Zone but require a LUB Amendment to bring the development into full compliance with the Land Use By-law. The proposed changes to the zone would allow for a high-quality, high-density, mixed-use development that provides a variety of residential dwelling types, commercial/retail and landscape open space uses and a transit hub that will connect the subject property to the neighbouring Halifax Shopping Centre and other municipalities.

5.0 Community Engagement Strategy

To appropriately develop the subject property, it is vital to collaborate with interested parties and the surrounding community to share information and create an open dialogue for suggestions and criticisms. As the planning process for this development moves forward, we will ensure that the HRM Community Engagement Strategy is adequately referenced and implemented to share information, consult with the community and to foster active participation.

6.0 Conclusion

This application proposes a high-quality, mixed-use development that would include a total of 5,564 dwelling units consisting of apartment and townhouse dwellings, commercial/retail space and appropriate landscaped open space for walkability, along with a new underground bus terminal to enhance non-auto centric transportation options. For this redevelopment to succeed as a transit-oriented development, reasonable height and density limits must be in place. The requested amendments are enabled by existing SMPS and Regional Centre Land Use By-law policies and would create a meaningful revitalization of a currently underutilized portion of the Regional Centre. This development will create a sense of place for residents and visitors alike and will contribute to higher order transit, environmental sustainability, and economic growth for the City of Halifax. It is our opinion that this proposal represents good planning and as such, should be processed through the appropriate planning channels.

JKO Planning Services Inc.

Original Signed

Jim Kotsopoulos, MCIP, RPP
Principal

Figure 6 – Site Plan: Phase 1
Halifax Shopping Centre Annex, Halifax, Nova Scotia

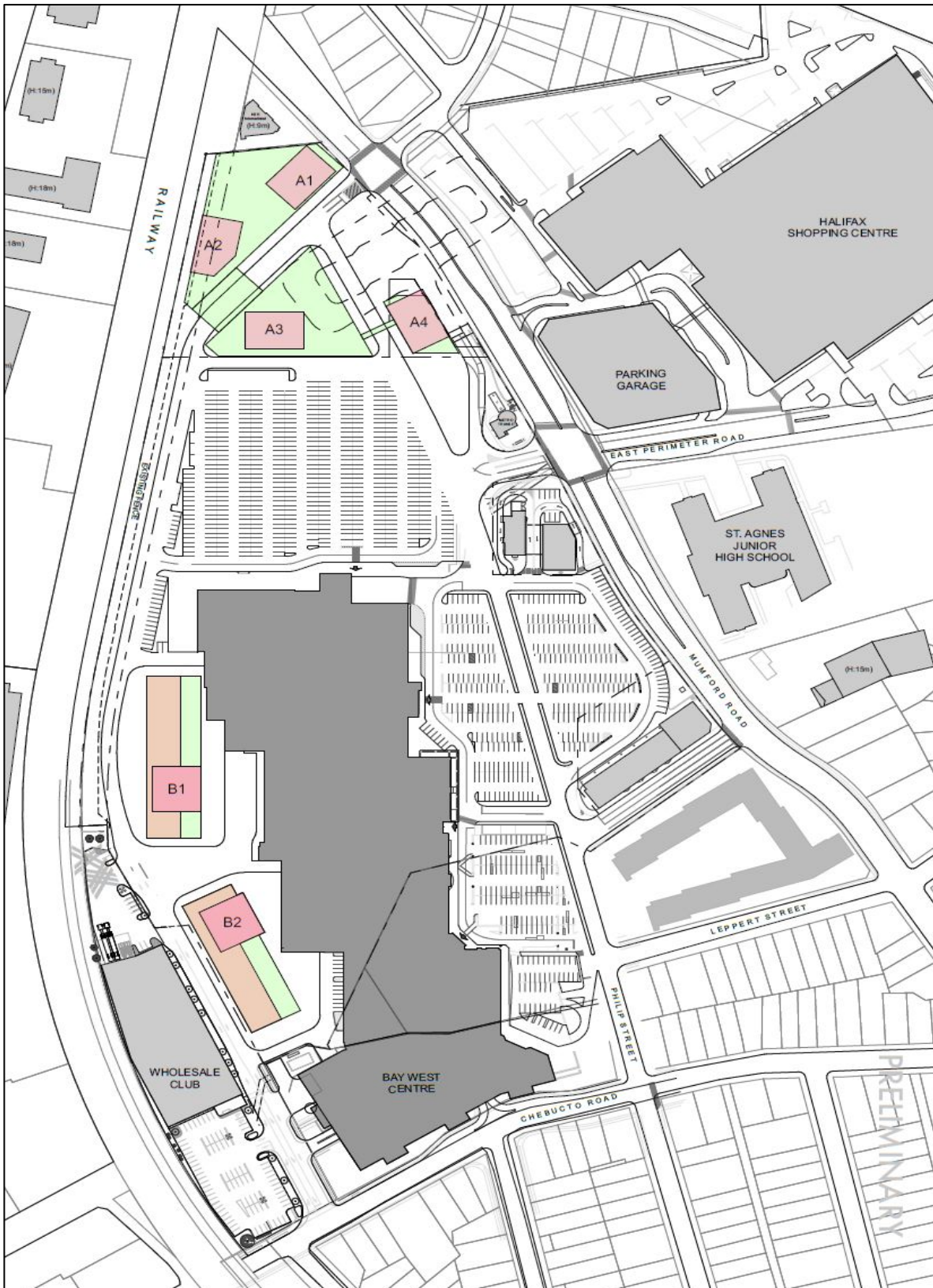


Figure 7 – Site Plan: Phase 2
Halifax Shopping Centre Annex, Halifax, Nova Scotia



Attachment B

Case 23472 – Halifax Shopping Centre Future Growth Node Public Participation Program

Public Engagement Goals:

- Create awareness of the master neighbourhood planning process for the Halifax Shopping Centre Future Growth Node, the vision and objectives for the site and the results of initial findings.
- Provide opportunities for public input to help identify values, goals and issues to consider in the development of the plan for the site.
- Solicit feedback at key stages of the master neighbourhood planning process.

Public Engagement Activities:

- Create and maintain a project website on shapeyourcityhalifax.ca.
- Host a public meeting regarding the goals and vision for the master plan for the Future Growth Node.
- Present the project to Halifax Peninsula Planning Advisory Committee for early comments and after a draft master plan is prepared.
- Meet with property owners, residents, and stakeholders as needed.
- Host a series of public open houses or pop-up sessions to present the draft master plan.
- Host a public meeting to present and review the draft master plan for the Future Growth Node.

As a result of COVID-19, staff anticipate that limitations on public gatherings may impact HRM's ability to hold in-person public meetings. Staff will review public gathering regulations at each phase of the project (Goals & Visioning Phase and Draft Plan Review Phase). If in-person public meetings are not permitted or are inappropriate, the process below will be followed:

Online Engagement Activities:

- Online surveys posted on the shapeyourcityhalifax.ca website.
- Project website updated to include surveys, where residents can comment on and respond to questions posted by HRM, and Q&As, where residents can submit questions for staff.
- Mailouts sent to stakeholders, residents, and nearby property owners providing information on the project, directions for completing the online surveys, hardcopies of the surveys that may be submitted by mail and contact information for submitting comments by phone, email and mail.
- Meet with property owners, residents, and stakeholders via conference call or video chat, as needed

2.9 FUTURE GROWTH NODE DESIGNATION

The Future Growth Node (Node) Designation, shown on Map 1, is intended to identify large sites that can accommodate significant growth and that require the development of master neighbourhood plans to determine their future land use and densities. The Designation is applied to largely vacant and underutilized lands, including existing and former shopping centers. The Future Growth Node Designation is applied to the following eleven sites:

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

Future Growth Nodes are capable of transformative change as they have the land base to support significant population growth, employment opportunities, and the development of new mobility links and public parks. Most Future Growth Nodes are located close to transit priority corridors and terminals identified in the Integrated Mobility Plan.

Objectives:

1. Provide for diverse and inclusive opportunities for public engagement during the master neighbourhood planning process;
2. Identify and preserve significant environmental and cultural features;
3. Support the development of mixed-use neighbourhoods with a range of housing opportunities, places of employment, and services where daily needs of residents can be met;
4. Support a transportation network that prioritizes transit, pedestrians and cyclists, and is connected to surrounding communities;
5. Provide public parks, open spaces, and community facilities that meet the recreational needs of residents;
6. Integrate new developments with surrounding uses and neighbourhoods;
7. Support the creation of healthy and pedestrian-oriented places that consider human-scale design, food security, urban agriculture, and the conservation of energy;
8. Mitigate overland and coastal flooding, and manage stormwater on-site; and
9. Consider risks, impacts and opportunities associated with nearby railways, highways, and hightraffic arterial roadways.

Policy F-3

The Municipality may establish a master neighbourhood planning program to prepare Site-Specific CDD Development Agreement Requirements for each Future Growth Node, that have not already been completed and are part of this Plan. When considering initiating these master neighbourhood planning exercises, Council may consider the following;

- a) opportunities to coordinate master neighbourhood planning with transportation network investments;

Attachment C: Centre Plan Policy

- b) the need to enable additional development opportunities in the local area containing the specific Future Growth Node, and in the Regional Centre generally; and
- c) the readiness of private land owners to proceed with development.

Policy F-4

Council shall consider the following matters when adopting or amending Site-Specific CDD Development Agreement Requirements for each Future Growth Node through master neighbourhood planning exercises:

- a) the Future Growth Node objectives, as identified in Section 2.9 of this Plan;
- b) the Site Context, and Site Planning and Design sections of the Regional Centre Urban Design Manual, contained in Appendix 2 of this Plan;
- c) a land suitability assessment that identifies vulnerable landforms, sensitive ecological features and climate hazards, including but not limited to, any wetlands, watercourses, flood prone areas, steep slopes, forest cover, contaminated sites, and wildlife habitats and corridors;
- d) a culture and heritage assessment that identifies and evaluates culture and heritage resources located on or adjacent to the Node;
- e) a baseline infrastructure study that assesses existing transportation infrastructure assets and constraints (using a multi-modal level of service analysis) and existing waste water and water services infrastructure capacity and constraints;
- f) the overall development densities and building massing;
- g) the classes of land uses permitted;
- h) phasing of development;
- i) the use and conservation of energy;
- j) the adequacy of public parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Halifax Green Network Plan;
- k) the proposed transportation network and the need for any on-site transit facilities; and
- l) applicable direction contained in the Regional Plan and Council approved Priority Plans.

Policy F-5

Council may only consider development agreement applications for the development of a Future Growth Node when Site-Specific CDD policies have been adopted in this Plan.