



REVISED
Jan 12/23
New Attachment A Only

P.O. Box 1749
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Item No. 13.1.1
Harbour East Marine Drive Community Council
January 12, 2023

TO: Chair and Members of Harbour East-Marine Drive Community Council

SUBMITTED BY: - Original Signed -
Kelly Denty, Executive Director of Planning and Development

DATE: January 6, 2023

SUBJECT: **Case 22734: Development Agreement for the Former Shannon Park Lands, Dartmouth**

ORIGIN

Application by WSP Global Inc. on behalf of the property owner, Canada Lands Company CLC Ltd.

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that Harbour East-Marine Drive Community Council:

1. Give notice of motion to consider the proposed development agreement, as set out in Attachment A, to allow for the redevelopment of a new residential community on the former Shannon Park lands, Dartmouth and schedule a public hearing;
2. Approve the proposed development agreement, which shall be substantially of the same form as set out in Attachment A; and
3. Require the agreement be signed by the property owner within 120 days, or any extension thereof granted by Council on request of the property owner, from the date of final approval by Council and any other bodies as necessary, including applicable appeal periods, whichever is later; otherwise this approval will be void and obligations arising hereunder shall be at an end.

BACKGROUND

WSP Global Inc., on behalf of the property owner Canada Lands Company CLC Ltd. (CLC), is applying to develop a mixed-use community in Dartmouth on the former Shannon Park military community lands.

Subject Site	Former Shannon Park Lands
Location	Dartmouth
Regional Plan Designation	Harbour (HARB)
Community Plan Designation (Map 1)	Future Growth Node (FGN) under the Regional Center Secondary Municipal Planning Strategy (SMPS)
Zoning (Map 2)	Comprehensive Development District 2 (CDD-2) under the Regional Center Land Use By-law (LUB)
Size of Site	~ 34 hectares (~85 acres)
Street Frontage	~800 metres
Current Land Use(s)	Vacant & Institutional Use
Surrounding Use(s)	Industrial, Commercial, and Institutional uses.

Proposal Details

The applicant proposes to develop the 85-acre former military community lands known as Shannon Park into a mixed-use urban community. The major aspects of the proposal are as follows:

- 23 new city blocks;
- 3,000 dwelling units within a range of building forms;
- ~145,000 square feet of commercial space;
- ~7.5 acres of public parkland, including a waterfront park;
- Both on and off-street active transportation trails and pathways;
- Proposed to be constructed over 4 phases;
- Includes new public streets, municipal services such as water and sewer, and a transit hub.

Enabling Policy and LUB Context

The subject property is designated Future Growth Node (FGN) and zoned Comprehensive Development District 2 (CDD-2) under the Regional Centre Secondary Municipal Planning Strategy (SMPS) and Regional Center Land Use By-law (LUB). Future Growth Nodes are lands which are identified as having potential to accommodate significant growth due to the site size, location, and proximity to municipal services. These parcels of land are intended to be comprehensively planned to ensure they meet the objectives of the Regional Centre SMPS. Policies F-1, F-3, F-5, F-6, F-7, F-8 and IM-7 of the Regional Centre SMPS and section 490 of the Regional Centre LUB enable the comprehensive development of Shannon Park lands and allow Council to consider permitting the development of the lands through the development agreement process.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was consultation, achieved through providing information and seeking comments through the HRM website (4,778 unique webpage views), signage posted on the subject site, letters mailed to property owners and residents within the notification area (~1,200 letters) and an online survey. Attachment C contains a summary report of the online survey. Public comments received generally include the following topics:

- The paramount need for affordable housing and seniors housing;
- Type of park space desired and importance of having public access to the harbour;
- Desire to see commemoration of the history of the site (First Nation and Military); and

- Importance of active transportation and transit infrastructure. A desire to see a development less dependent on cars.

A public hearing must be held by Harbour East-Marine Drive Community Council before they can consider approval of the proposed development agreement. Should Community Council decide to proceed with a public hearing on this application, in addition to the advertisement on the Halifax webpage, property owners within the notification area shown on Map 2 will be notified of the hearing by regular mail.

DISCUSSION

Staff has reviewed the proposal relative to all relevant policies and advise that it is reasonably consistent with the intent of the Regional Centre SMPS. Attachment B provides an evaluation of the proposed development agreement in relation to the relevant SMPS policies.

Proposed Development Agreement

Attachment A contains the proposed development agreement for the subject site and the conditions under which the development may occur. The proposed development agreement addresses the following matters:

- Requiring a collector road between Windmill Road and Princess Margaret Boulevard designed to accommodate transit service and AAA bike lanes;
- Pedestrian walkways and trails throughout the site that connect to surrounding neighbourhoods;
- The identification of two strategically located areas for future public parks;
- Enabling a pedestrian-oriented street with enhanced streetscape design requirements to provide a pedestrian connection from the waterfront park to the central park;
- A street network designed to a storm surge/sea level rise elevation established in the Regional Centre Land Use By law;
- Density bonusing contribution requirements as per the policies of the Regional Centre SMPS and the requirements of the Land Use By-law requiring the majority of contributions to be allocated to money-in-lieu for affordable housing;
- Enabling the development of mixed-use mid-rise to high-rise development, which are required to meet the regulations of the Regional Centre LUB; and
- Non-substantive amendments permitted to the development agreement including:
 - Re-zoning of Shannon Park School site to an Established Residential Designation should this be warranted at a future date;
 - Changes to the agreement required to accommodate active transportation and transit routes to an off-site transit hub;
 - Changes to accommodate potential future Halifax Harbour Bridge and Nova Scotia Power infrastructure relocations;
 - Changes to the proposed phasing plan; and
 - Extension to the dates of commencement and completion of development.

The attached development agreement will permit a mixed-use community containing 3,000 residential units subject to the controls identified above. Of the matters addressed by the proposed development agreement to satisfy the SMPS criteria as shown in Attachment B, the following have been identified for detailed discussion.

Built Form and Land Use

The enabling Future Growth Node (FGN) policies of the Regional Centre SMPS direct that the uses and building form applied to FGN sites be regulated by pre-existing zones in the LUB. With guidance from the Regional Plan and Regional Centre SMPS, which identify the site as a major growth centre, staff have determined that the most appropriate zone for the site is the Centre 2 (CEN-2) zone, with High Order Residential 2 (HR-2) Zone applied adjacent to the existing school and Institutional (INS) Zone on the school

site. As such, no specific building designs are included within this agreement. Buildings will be designed on a site-by-site basis, with the existing LUB regulations guiding the form.

Additionally, the enabling policies of the SMPS require a mix of mid-rise, tall mid-rise, and high-rise buildings throughout the development. The SMPS and LUB define these building typologies through maximum heights. To ensure the required building mix is provided, the agreement establishes height precincts instead of the typical floor area ratio (FAR) precincts that accompany the Centre-designated lands elsewhere within the Plan area. The lot-by-lot development of the Shannon Park FGN will be regulated and controlled by the requirements of the Regional Centre LUB, which will be confirmed at the permitting stage of the project.

Climate Change and Storm Surge Risk

The agreement requires all roads within the development to be built at the storm surge/sea level rise elevation established in the Regional Centre LUB. As the street line establishes the ground level of a building and the elevation at which parkland is accessed, this requirement will make new buildings, parks, and other public infrastructure more flood-resistant and will minimize the risk of damage caused by future sea level rise and storm surge events. In addition, the agreement requires that prior to undertaking the work to construct the public streets, confirmation from a professional engineer with an Infrastructure Resilience Professional designation is to be submitted, certifying the mitigation measures taken to reduce risk of flood damage and ensure public safety on the development site are appropriate and effective.

Parkland Dedication

The proposed development agreement identifies two future public park locations that are intended to meet the outdoor recreation needs of the development as well act as a destination for the surrounding community. These parks have been central to the Shannon Park redevelopment plans since the project's inception and have been well supported through community consultation. The Central Park, located next to the Shannon Park school site, is proposed to be a multi-use park, strategically located to allow outdoor recreation facilities and passive open spaces. The Waterfront Park, located along the entire shorefront of the site, is intended to provide natural green spaces, and create an area for social gathering and passive recreation while providing unique views of Halifax Harbour. This park will also include a multi-use trail which connects the waterfront area to the rest of the development and surrounding community. The Waterfront Park will act as a destination for people to gather, interact, and enjoy the harbour views.

Transportation and Trail Network

The proposed transportation network prioritizes walking, cycling, and transit services. The agreement requires a collector road, inclusive of transit service and AAA bike lanes, connecting Windmill Road and Princess Margaret Boulevard. The agreement requires active transportation connections and a walkable street and sidewalk grid to enable people to easily walk and cycle to and within the site. A pedestrian-oriented commercial street is proposed through the centre of the development that requires pedestrian-oriented building facades in addition to enhanced front yard landscaping requirements and an off-street multi-use pathway. These features will contribute to an esthetically pleasing pedestrian experience and provide a connecting pathway between the two prominent park spaces.

Transit Service

In 2020, Regional Council approved the Rapid Transit Strategy which includes a proposed ferry route and terminal to the Shannon Park area. Halifax Transit has advised that the location of the ferry terminal has yet to be determined. In the absence of definitive ferry terminal plans, a transit hub will be required along the main collector road. The agreement requires this hub to be a sheltered stop with bus bays where transfers could be facilitated. Additionally, the agreement requires road reserves that are wide enough to accommodate active transportation and transit services should the potential ferry terminal location be identified on abutting lands.

Incentive or Bonus Zoning

The Regional Centre SMPS requires that any development agreement for a Future Growth Node include provisions for incentive or bonus zoning. According to the Regional Centre LUB, the public benefit value for each FGN that is covered by a CDD-2 or CDD-1 Zone shall be determined based on the appraised market value of the site and then multiplied by a coefficient of 0.12. Flexibility is provided to the developer on when the required public benefit value is to be paid, either through a one-time payment at the beginning of each subdivision phase, or in advance of individual building permit issuance.

As per the requirements of the LUB, at least 60% of the public benefit contribution must be dedicated to affordable housing. The LUB requires the municipality to use the money dedicated for affordable housing towards the rehabilitation of existing affordable units, acquisition of new buildings, units or properties for affordable housing, the creation of new units by a not-for-profit organization or registered charitable organization, or in accordance with a housing agreement as set out in the *HRM Charter*. The remaining 40% of the public benefit can be provided as additional dedication to affordable housing, or as money-in-lieu for affordable community or cultural indoor space, conservation of a registered heritage building, public art, or municipal park improvements, or public art on the site.

Priorities Plans

In accordance with Policy G-14A of the Halifax Regional Plan, this planning application was assessed against the objectives, policies and actions of the priorities plans, inclusive of the Integrated Mobility Plan, the Halifax Green Network Plan, HalifACT, and Halifax's Inclusive Economic Strategy 2022-2027. While these priority plans often contain policies which were originally intended to apply at a regional level and inform the development of Municipal Planning Strategy policies, there are still components of each plan which can and should be considered on a site-by-site basis. Where conflict between SMPS policy and priority plan policy exists, staff must weigh the specificity, age, and intent of each policy, and consider how they would be applied to a specific geographic context. In this case, no conflict was found between the Regional and local SMPS policies and the priority plans. The Regional Centre SMPS was written and adopted after many of these priority plans were approved. As such, the objectives and policies of the SMPS align with the objectives, policies, and actions of the various priority plans, such as the promotion of transit and active transportation (IMP), mitigating storm surge and sea level rise (HalifACT), and establishing a network of multi-use trails and green spaces (Halifax Green Network Plan).

Conclusion

Staff have reviewed the proposal in terms of all relevant policy criteria and advise that the proposal is reasonably consistent with the intent of the SMPS. The proposal meets the intent and objectives of the Shannon Park Future Growth Node policies and will result in a compact, mixed-use community with local and regional amenities for new and existing residents. Therefore, staff recommend that the Harbour East-Marine Drive Community Council approve the proposed development agreement as outlined in Attachment A of this report.

FINANCIAL IMPLICATIONS

There are no budget implications. The applicant will be responsible for all costs, expenses, liabilities and obligations imposed under or incurred in order to satisfy the terms of this proposed development agreement. The administration of the proposed development agreement can be carried out within the approved 2022-2023 operating budget for Planning and Development.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application may be considered under existing MPS policies. Community Council has the discretion to make decisions that are consistent with the MPS, and such decisions may be appealed to the N.S. Utility and

Review Board. Information concerning risks and other implications of adopting the proposed development agreement are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

No additional concerns were identified beyond those raised in this report.

ALTERNATIVES

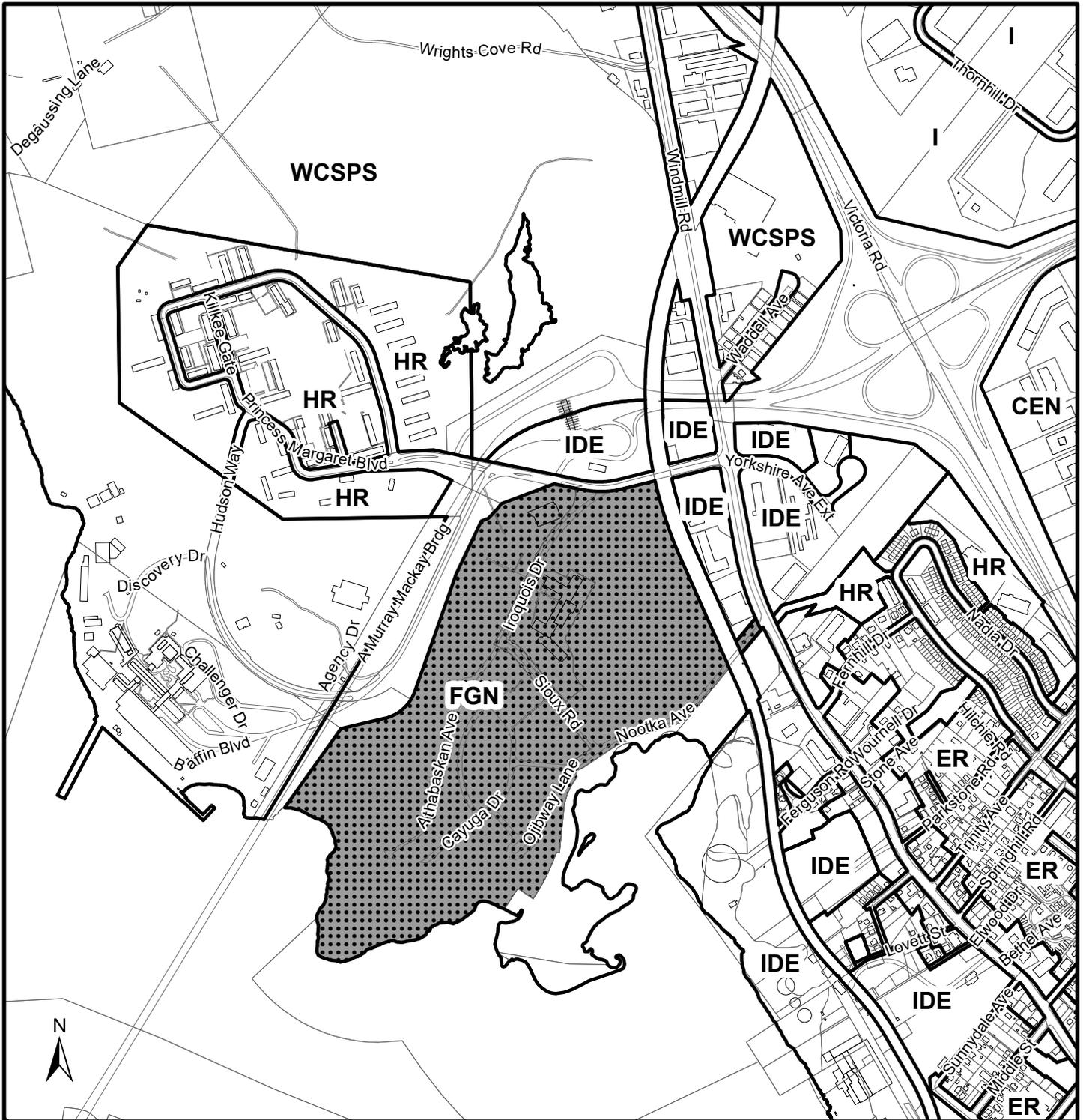
1. Harbour East-Marine Drive Community Council may choose to approve the proposed development agreement subject to modifications. Such modifications may require further negotiation with the applicant and may require a supplementary report or another public hearing. A decision of Council to approve this development agreement is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.
2. Harbour East-Marine Drive Community Council may choose to refuse the proposed development agreement, and in doing so, must provide reasons why the proposed agreement does not reasonably carry out the intent of the MPS. A decision of Council to refuse the proposed development agreement is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

Map 1:	Generalized Future Land Use
Map 2:	Zoning and Notification Area
Attachment A:	Proposed Development Agreement
Attachment B:	Review of Relevant MPS Policies
Attachment C:	Survey Response Report

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: Dean MacDougall, Planner III, 902.240.7085



Map 1 - Generalized Future Land Use

Shannon Park Lands,
Dartmouth

 Subject Properties

Designation

DART	I	Industrial
WCSPS		Wrights Cove Secondary Planning Strategy
RC	CEN	Centre
	ER	Established Residential
	FGN	Future Growth Node
	HR	Higher-Order Residential
	IDE	Industrial Employment

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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.

Dartmouth By-Law Area,
Regional Centre By-Law Area



Map 2 - Zoning and Notification Area

Shannon Park Lands,
Dartmouth

 Subject Property

 Area of Notification

Dartmouth By-Law Area,
Regional Centre By-Law Area

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.

Zones		DART	
RC		BGI	Burnside General Industrial
CDD-2	Comprehensive Development District 2	C	Conservation
CEN-2	Centre 2	I-2	Light Industrial
CH-1	Cluster Housing 1	I-3	General Industrial
CH-2	Cluster Housing 2	R-1	Single Family Residential
CLI	Commercial Light Industrial		
COR	Corridor		
ER-2	Established Residential 2		
ER-3	Established Residential 3		
H	Hospital		
HR-1	Higher-Order Residential 1		
HR-2	Higher-Order Residential 2		
HRI	Harbour-Related Industrial		
INS	Institutional		
LI	Light Industrial		
PCF	Parks and Community Facilities		



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Attachment A – Proposed Development Agreement

THIS AGREEMENT made this day of **[Insert Month]**, 20__ ,

BETWEEN:

CANADA LANDS COMPANY CLC LIMITED
a body corporate, in the Province of Nova Scotia
(hereinafter called the "Developer")

OF THE FIRST PART

- and -

HALIFAX REGIONAL MUNICIPALITY
a municipal body corporate, in the Province of Nova Scotia
(hereinafter called the "Municipality")

OF THE SECOND PART

WHEREAS the Developer is the registered owner of certain lands located at Shannon Park and which said lands are more particularly described in Schedule A attached hereto (hereinafter called the "Lands");

AND WHEREAS the Developer has requested that the Municipality enter into a Development Agreement to allow for subdivision and development of the Lands pursuant to the provisions of the *Halifax Regional Municipality Charter* and pursuant to Policies F-1, F-3, F-5, F-6, F-7, F-8 and IM-7 of the Regional Centre Secondary Municipal Planning Strategy and Section 490 of the Regional Centre Land Use By-law;

AND WHEREAS the Harbour East – Marine Drive Community Council for the Municipality approved this request at a meeting held on **[Insert - Date]**, referenced as Municipal Case Number 22734;

THEREFORE, in consideration of the benefits accrued to each party from the covenants herein contained, the parties agree as follows:

PART 1: GENERAL REQUIREMENTS AND ADMINISTRATION

1.1 Applicability of Agreement

- 1.1.1 The Developer agrees that the Lands shall be developed and used only in accordance with and subject to the terms and conditions of this Agreement.

1.2 Applicability of Land Use By-law and Subdivision By-law

- 1.2.1 Except as otherwise provided for herein, the development, use and subdivision of the Lands shall comply with the requirements of the Regional Centre Land Use By-law and the Regional Subdivision By-law, as may be amended from time to time.
- 1.2.2 Variances applications enabled under Section 250 of the *Halifax Regional Municipality Charter* shall be permitted.
- 1.2.3 Variations as per Section 15 of the Regional Centre Land Use By-Law shall be permitted other than those requirements already varied by this Agreement.

1.3 Applicability of Other By-laws, Statutes and Regulations

- 1.3.1 Further to Section 1.2, nothing in this Agreement shall exempt or be taken to exempt the Developer, Lot Owner or any other person from complying with the requirements of any by-law of the Municipality applicable to the Lands (other than the Regional Centre Land Use By-law and Regional Subdivision By-law to the extent varied by this Agreement), or any statute or regulation of the Provincial and Federal Government and the Developer or Lot Owner agree(s) to observe and comply with all such laws, by-laws and regulations, as may be amended from time to time, in connection with the development and use of the Lands.
- 1.3.2 The Developer shall be responsible for securing all applicable approvals associated with the on-site and off-site servicing systems required to accommodate the development, including but not limited to the sanitary sewer system, water supply system, stormwater sewer and drainage system, and utilities. Such approvals shall be obtained in accordance with all applicable by-laws, standards, policies, and regulations of the Municipality and other approval agencies. All costs associated with the supply and installation of all servicing systems and utilities shall be the responsibility of the Developer. All design drawings and information shall be certified by a Professional Engineer or appropriate professional as required by this Agreement or other approval agencies.

1.4 Conflict

- 1.4.1 Where the provisions of this Agreement conflict with those of any by-law of the Municipality applicable to the Lands, other than the Regional Centre Land Use By-law or Regional Subdivision By-law to the extent varied by this Agreement, or any provincial or federal statute or regulation, the higher or more stringent requirements shall prevail.
- 1.4.2 Where the written text of this Agreement conflicts with information provided in the Schedules attached to this Agreement, the written text of this Agreement shall prevail.

1.5 Costs, Expenses, Liabilities and Obligations

- 1.5.1 The Developer shall be responsible for all costs, expenses, liabilities and obligations imposed under or incurred in order to satisfy the terms of this Agreement and all Federal, Provincial and Municipal laws, by-laws, regulations and codes applicable to the Lands.

1.6 Provisions Severable

1.6.1 The provisions of this Agreement are severable from one another and the invalidity or unenforceability of one provision shall not affect the validity or enforceability of any other provision.

1.7 Lands

1.7.1 The Developer hereby represents and warrants to the Municipality that the Developer is the owner of the Lands and that all owners of the Lands have entered into this Agreement.

PART 2: DEFINITIONS

2.1 Words Not Defined under this Agreement

2.1.1 All words unless otherwise specifically defined herein shall be as defined in the *Halifax Regional Municipality Charter*, the applicable Land Use By-law, and Regional Subdivision By-law, and if not defined in these documents their customary meaning shall apply.

2.2 Definitions Specific to this Agreement

2.2.1 The following words used in this Agreement shall be defined as follows:

Street means a public street, highway, road, lane, sidewalk, thoroughfare, and square, and the curbs, gutters, culverts, and retaining walls in connection therewith. For greater clarity, Hudson Way shall not be considered a street and instead acts as a rear lot line for Blocks 1, 4, 8, and 13.

Off-Street Multi Use Pathway means a space that is shared by bicyclists, pedestrians, and other active modes. It must be separated from traffic, typically by a boulevard or curb, and have a recommended total travel width of 4.0 m, with minimum of 3.0 m.

PART 3: USE OF LANDS, SUBDIVISION AND DEVELOPMENT PROVISIONS

3.1 Schedules

3.1.1 The Developer shall develop the Lands in a manner, which, in the opinion of the Development Officer, conforms with the following Schedules attached to this Agreement and filed in the Halifax Regional Municipality as Case Number 22734:

Schedule A	Legal Description of the Lands
Schedule B	Site Plan
Schedule C	Park and Trails Plan
Schedule D	Zone Boundaries
Schedule E	Pedestrian-Oriented Commercial Streets
Schedule F	Maximum Building Height Precincts
Schedule G	Minimum Front and Flanking Yards
Schedule H	Maximum Front and Flanking Yards
Schedule I	Shadow Impact Assessment Protocol
Schedule J	Phasing Plan

All the Schedules form part of this Agreement.

3.2 Requirements Prior to Approval

3.2.1 Prior to the issuance of a Development Permit, the Developer shall provide the following to the Development Officer, unless otherwise permitted by the Development Officer:

- (a) The Developer's Dwelling Unit Tracking Chart indicating the number of dwelling units being requested in accordance with Section 3.3.2 of this Agreement;
- (b) Payment for any outstanding appraisal costs accrued by the Municipality in accordance with Section 3.10 of this Agreement and Section 476 of the Regional Centre Land Use By-law;
- (c) Incentive or Bonus Zoning payment in accordance with Section 3.10 of this Agreement; and
- (d) Written confirmation from a qualified Professional Engineer that all landscape areas designed to be installed upon any portion on any rooftop level of the building is able to support any required drainage or additional weight caused by the landscaped area.

3.3 General Description of Land Use and Building Form

3.3.1 The development and the use of the Lands, including building form and design, permitted by this Agreement shall conform to the applicable requirements of the Regional Centre Land Use By-law except as varied by this Agreement and the Schedules of this Agreement.

3.3.2 The use(s) of the Lands permitted by this Agreement are the following:

- (a) A maximum of 3,000 Dwelling units;
- (b) All land uses shall be permitted as per the applicable zones of the Regional Centre Land Use By-law as designated on Schedule D; and
- (c) For lands identified on Schedule C as Park, uses shall be permitted as per the Park and Community Facilities (PCF) zone of the Regional Centre Land Use By-law.

3.3.3 Notwithstanding Schedules 2, 7, 15, 18, 19, and 51 of the Regional Centre Land Use By-law, where the Regional Centre Land Use By-law references Schedules 2, 7, 15, 18, 19, and 51 the following schedules of this Agreement shall apply:

<u>Regional Centre Land Use By-law Schedule</u>	<u>Replacement Schedule</u>
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Zoning Boundaries (Schedule 2)	Schedule D
Pedestrian-Oriented Commercial Streets (Schedule 7)	Schedule E
Maximum Building Height Precincts (Schedule 15)	Schedule F
Minimum Front and Flanking Yards (Schedule 18)	Schedule G
Maximum Front and Flanking Yards Schedule 19)	Schedule H
Shadow Impact Assessment Protocol (Schedule 51)	Schedule I

3.4 Subdivision

3.4.1 Subdivision applications shall be submitted to the Development Officer in accordance with Schedules B and J and the Development Officer shall grant subdivision approvals subject to and in accordance with the Regional Centre Land Use By-law, the Regional Subdivision By-law, as modified by the following terms and conditions:

- (a) The Developer shall follow the full subdivision application process set out in the Regional Subdivision By-law, beginning with a complete concept subdivision application.
- (b) The Lands shall be permitted to be subdivided with alternative configurations and creating additional lots beyond the blocks shown on Schedule B, as per the requirements of the Regional Centre Land Use By-law and the Regional Subdivision By-law, as may be amended from time to time.
- (c) Collector roads designed and constructed to accommodate transit services, shall include AAA bike lanes, Off-Street Multi-Use Pathways, and a transit hub and shall be constructed in the general location shown on Schedule B. The transit hub, to be constructed by the Developer, shall consist of a bus bay on either side of the street and a shelter pad behind the sidewalk on either side with a power connection, but for certainty does not include the bus shelter.
- (d) Potential Road Reserves connecting to abutting lands as shown on Schedule B may be required to be wide enough to accommodate active transportation and transit service.
- (e) One connecting street selected by the Developer, in consultation with the Development Engineer, from the Potential Road Reserves shown on Schedule B and designed to provide vehicle and pedestrian access to adjacent lands owned by Millbrook First Nation, shall be constructed in Phase 1 as shown on Schedule J.

3.5 Landscaping

3.5.1 Landscaping shall be provided in accordance with the Regional Centre Land Use By-law, in addition to the following:

- (a) For greater clarity, a development permit application shall include a landscape plan stamped and signed by a Landscape Architect, certifying that the plan meets the minimum requirements of the Regional Centre Land Use By-law.
- (b) In addition to the requirements of Part XII of the Regional Centre Land Use By-Law, a letter prepared by a Landscape Architect shall be required certifying that within the required front yard, along the Pedestrian Oriented Commercial Street shown on Schedule E, landscaping has been provided which:
 - meets the guidelines of Section 2.3 of the Regional Centre Urban Design Manual;
 - provides an Off Street Multi-Use Pathway connection between the two parks as shown on Schedule C, and;
 - in the opinion of the Landscape Architect contributes to a cohesive streetscape design that enhances the public realm and provides a sense of permanence

through finishes like raised planters, plantings flush with paving, seating walls, benches, or other form of public seating.

- 3.5.2 Prior to issuance of the first Occupancy Permit the Developer shall submit to the Development Officer a letter prepared by a Landscape Architect certifying that all landscaping for the applicable parcel or block of land has been completed according to the terms of this Agreement.
- 3.5.3 Notwithstanding the requirements of this Section, where outstanding landscape works have not been completed prior to the issuance of the Occupancy Permit, the Developer may supply a security deposit in the amount of 110 percent of the estimated cost to complete the landscaping. The cost estimate is to be prepared by a Landscape Architect. The security shall be in favour of the Municipality and shall be in the form of a certified cheque or automatically renewing, irrevocable letter of credit issued by a chartered bank. The security shall be returned to the Developer only upon completion of the work as described herein and illustrated on the Schedules, and as approved by the Development Officer. Should the Developer not complete the landscaping within twelve months of issuance of the Occupancy Permit, the Municipality may use the deposit to complete the landscaping as set out in this Section of the Agreement. The Developer shall be responsible for all costs in this regard exceeding the deposit. The security deposit or unused portion of the security deposit shall be returned to the Developer upon completion of the work and its certification.

3.6 Parkland and Trails

- 3.6.1 Parkland contribution via land dedication shall substantially conform with the locations, and areas, illustrated on Schedule C with the final adjustments to configuration and grades to be agreed upon by Development Officer and the Developer prior to subdivision approval being granted. The Development Officer may permit variations to lot configuration provided appropriate access and road frontage is maintained, the total area of useable land is not reduced, and the proposed parkland meets the requirements of the Regional Subdivision By-law. All site preparation, including a retaining wall along the shared property boundary of Block 5 and the proposed Park Area shown on Schedule C, if needed, and development shall meet the requirements of the Municipality.
- 3.6.2 Both the area identified as Parkland Dedication and the area identified as Natural Shoreline Grade outside Dedication as shown on Schedule C shall be conveyed to the Municipality by the Developer in conjunction with final subdivision approval and shall be accepted as a primary service except as varied by this Agreement. The Developer's obligation to contribute parkland by dedication shall be limited to 10% of the Lands, excluding the area identified as Natural Shoreline Grade outside Dedication on Schedule C. All parkland, except the area shown as Natural Shoreline Grade outside Dedication on Schedule C must meet the "usable land" definition and HRM Parkland Quality of Land Criteria as found in the HRM Regional Subdivision By-law. The area identified as Natural Shoreline Grade outside Dedication on Schedule C shall not be considered as part of any required parkland dedication.
- 3.6.3 Any outstanding parkland dedication may be in the form of additional land, parkland improvements, cash-in-lieu or a combination thereof as permitted under the Regional Subdivision By-Law.
- 3.6.4 Prior to the acceptance of the proposed southernmost Park lands as shown on Schedule "C", as-built drawings of the Canada 150 viewing platform constructed on the proposed parkland certified by a qualified person must be submitted to the Municipality for review and approval.
- 3.6.5 Lands shown as Active Transportation Connections on Schedule C shall be deeded to the Municipality at final subdivision approval and are primarily intended to serve as part of the site's active transportation network as multi-use paths and shall not be considered as part of any required parkland dedication.

3.7 Maintenance

3.7.1 The Developer shall maintain and keep in good repair all portions of the development on the Lands, including but not limited to, the exterior of the building, fencing, walkways, recreational amenities, parking areas and driveways, and the maintenance of all landscaping including the replacement of damaged or dead plant stock, trimming and litter control, garbage removal and snow and ice control, salting of walkways and driveways. For greater clarity, this does not include portions of the Lands after they have been acquired by the Municipality as contemplated under this Agreement.

3.8 Temporary Construction Building

3.8.1 Temporary construction use shall be permitted on the Lands in accordance with the provisions of the Regional Centre Land Use By-law.

3.9 Reinstatement

3.9.1 All disturbed areas shall be reinstated to original condition or better.

3.10 Incentive or Bonus Zoning

3.10.1 The public benefit value shall be calculated as per the requirements of Section 476, Incentive or Bonus Zoning for Future Growth Nodes, of the Regional Centre Land Use By-law.

3.10.2 An appraisal shall be undertaken for the Lands in accordance with the Regional Centre Land Use By-law.

3.10.3 The appraisal shall be updated in accordance with the following:

- (a) The appraisal shall be updated every three (3) years from the date the appraisal is completed in accordance with the Regional Land Use By-law;
- (b) Subject to 3.10.3(c), in the event that the appraisal has not been updated for three (3) years, no further development permits shall be issued until an updated appraisal is completed;
- (c) Notwithstanding the foregoing, the Developer shall have ninety (90) days after each appraisal is three years old to complete each new appraisal required under this section during which time development permits may continue to be issued.
- (d) As per Section 476(7)(b) of the Regional Land Use By-law, where there is more than one appraisal, the appraised value for the purposes of the public benefit value is the average monetary values of the lands.

3.10.4 The public benefit value shall be adjusted:

- (a) Annually on April 1st of every year in accordance with changes to the Halifax All-Items Consumer Price Index released by Statistics Canada and the formula in Appendix 3 of the Regional Centre Land Use By-law; and
- (b) Whenever an appraisal is completed as required by 3.10.3.

3.10.5 The Developer may pay the public benefit value:

- (a) For the Lands in a single payment prior to the issuance of the first development permit in the development; or
- (b) On a per phase basis prior to the issuance of any given building permit within a phase; or
- (c) On a per dwelling unit basis for each lot in the development.

3.10.6 Where the public benefit value is paid on a per phase basis:

- (a) Notwithstanding Section 3.10.2, the appraisal shall be undertaken for each phase of the development in accordance with Section 476 of the Regional Centre Land Use By-law.
- (b) The Developer shall pay the required public benefit value for the lands within a phase prior to the issuance of the first building permit for lands within a phase. No building permit may

be issued within any phase of the development without payment of the public benefit value for the lands within the phase to which the building permit relates.

- 3.10.7 When the public benefit value is paid on a per dwelling unit basis:
- (a) The amount to be paid per each dwelling unit shall be equal to the required public benefit value divided by 3,000; and
 - (b) No development permit shall be issued prior to the payment of public benefits for all dwelling units on a lot.
 - (c) Where the public benefit payment option described in Section 3.10.7 is chosen by the Developer, the public benefit value assessment will, at such time as the assessment is made, be calculated on that portion of the Lands on which dwelling units remain to be constructed where the public benefit value has not yet been assessed and paid. Further, the public benefit value amount to be paid per dwelling unit shall be equal to the assessed public benefit value (as determined above) divided by the number of remaining dwelling units to be constructed on that portion of the Lands where the public benefit value has not yet been assessed and paid. For example where the public benefit value on that portion of the Lands on which dwelling units remain to be constructed where the public benefit value has not yet been assessed and paid is determined to be \$2,500,000.00 and where there are 2,000 remaining dwelling units to be constructed, then the public benefit value shall be \$1,250.00 per dwelling unit.
- 3.10.8 Incentive or Bonus Zoning allocations shall be subject to Sections 479-484 of the Regional Centre Land Use By-law.
- 3.10.9 Notwithstanding Section 472(5) of the Regional Centre Land Use By-law, a Bonus Zoning Agreement shall not be required when the public benefit is provided in the form of money in lieu.

PART 4: STREETS AND MUNICIPAL SERVICES

4.1 General Provisions

- 4.1.1 All design and construction of primary and secondary service systems shall satisfy the most current edition of the Municipal Design Guidelines and Halifax Water Design and Construction Specifications at the time of the relevant final subdivision approval unless otherwise provided for in this Agreement and shall receive written approval from the Development Engineer prior to undertaking the work.
- 4.1.2 The Development Officer may permit changes to any of the Schedules to implement any changes to the transportation network provided the modifications meet the requirements of the Regional Subdivision By-law.

4.2 Off Site Disturbance

- 4.2.1 Any disturbance to existing off site infrastructure resulting from the development, including but not limited to, streets, sidewalks, curbs and gutters, street trees, landscaped areas and utilities, shall be the responsibility of the Developer, and shall be reinstated, removed, replaced or relocated by the Developer as directed by the Development Officer, in consultation with the Development Engineer.

4.3 Undergrounding Services

- 4.3.1 All secondary or primary (as applicable) electrical, telecommunications service to all buildings shall be underground installation. For greater clarity, primary does not include the Regional NSPI Transmission Line.

4.4 Site Preparation in a Subdivision

- 4.4.1 The Developer shall not commence clearing, excavation or blasting activities required for the installation of primary or secondary services in association with a subdivision prior to receiving final approval of the subdivision design unless otherwise permitted by the Development Officer, in consultation with the Development Engineer. Where oversized infrastructure to serve the development is to be installed by or on behalf of Halifax Water or Nova Scotia Power Incorporated, the Development Officer may permit commencement of clearing, excavation or blasting activities required for the installation prior to the developer receiving final approval of the subdivision design.
- 4.4.2 Nothing in this Agreement shall preclude the Developer from storing or removing rocks, soils or grubbing materials from other phases established, provided that permission has been granted by the Municipal Engineer and all required municipal and provincial approvals have been obtained.

4.5 Streets

- 4.5.1 The street network shall be developed as generally shown on Schedule B. All street construction shall satisfy Municipal Design Guidelines unless otherwise provided for in this Agreement and shall receive written approval from the Development Engineer prior to undertaking the work. The Development Officer, in consultation with the Development Engineer, upon application of the Developer may approve minor changes to the street network, including local roads not shown on the schedule, provided the modifications meet the requirements of the Regional Subdivision By-law.
- 4.5.2 The street network shall be designed to a storm surge/sea level rise elevation established in the Regional Centre Land Use By law. Prior to undertaking the work, confirmation from a professional engineer with an Infrastructure Resilience Professional designation shall be submitted certifying

the mitigation measures taken to reduce risk of flood damage and public safety on the development site.

- 4.5.3 Street trees shall be planted on every proposed street and shall satisfy Municipal Design Guidelines.

PART 5: ENVIRONMENTAL PROTECTION MEASURES

5.1 Stormwater Management Plans and Erosion and Sedimentation Control Plan

- 5.1.1 Prior to the commencement of any site work on the Lands, including earth movement or tree removal other than that required for preliminary survey purposes, or associated off-site works, the Developer shall:
- (a) Have been issued a Grade Alteration Permit in accordance with By-law G-200 Respecting Grade Alteration and Stormwater Management Associated with Land Development, as amended from time to time.

5.2 Archaeological Monitoring and Protection

- 5.2.1 The Lands are near the High Potential Zone for Archaeological Sites identified by the Province of Nova Scotia. The Developer shall contact the Coordinator of Special Places of the Nova Scotia Department of Communities, Culture and Heritage should artefacts be found on the Lands and the Developer shall comply with the requirements set forth by the Province of Nova Scotia in this regard.

5.3 Sulphide Bearing Materials

- 5.3.1 The Developer agrees to comply with the legislation and regulations of the Province of Nova Scotia with regards to the handling, removal, and disposal of sulphide bearing materials, which may be found on the Lands.

PART 6: AMENDMENTS

6.1 Non-Substantive Amendments

- 6.1.1 The following items are considered by both parties to be not substantive and may be amended as per Section 245 of the Halifax Regional Municipality Charter.
- (a) Changes to this Agreement, including Schedules, to permit the re-zoning of the Shannon Park School site to any zone within the High Order Residential Designation or Established Residential Designation as defined in the Regional Centre Secondary Municipal Planning Strategy;
 - (b) Changes to this Agreement, including Schedules, to reflect detailed design utility requirements, including easements, and the need to locate high-tension large-scale power transmission lines;
 - (c) Changes to the boundaries and areas for Development Blocks 17 and 22 as well as the alignment and placement of Collector A (as shown in Schedules), to accommodate adjacent land requirements, easements, and access for Halifax Harbour Bridges necessitated as a result of future changes to infrastructure of Halifax Harbour Bridges to the extent such changes are not eligible under Section 4.5.1;
 - (d) Changes to the proposed phasing as shown on Schedule J - Phasing Plan;
 - (e) The granting of an extension to the date of commencement of construction as identified in Section 7.3 of this Agreement; and
 - (f) The length of time for the completion of the development as identified in Section 7.4 of this Agreement.

6.2 Substantive Amendments

- 6.2.2 Amendments to any matters not identified under Section 6.1 shall be deemed substantive and may only be amended in accordance with the approval requirements of the *Halifax Regional Municipality Charter*.

PART 7: REGISTRATION, EFFECT OF CONVEYANCES AND DISCHARGE

7.1 Registration

A copy of this Agreement and every amendment or discharge of this Agreement shall be recorded at the Registry of Deeds or Land Registry Office at Halifax, Nova Scotia and the Developer shall incur all costs in recording such documents.

7.2 Subsequent Owners

7.2.1 This Agreement shall be binding upon the parties hereto, their heirs, successors, assigns, mortgagees, lessees and all subsequent owners, and shall run with the Lands which are the subject of this Agreement until this Agreement is discharged by Council.

7.2.2 Upon the transfer of title to any lot(s), the subsequent owner(s) thereof shall observe and perform the terms and conditions of this Agreement to the extent applicable to the lot(s).

7.3 Commencement of Development

7.3.1 In the event that development on the Lands has not commenced within five (5) years from the date of registration of this Agreement at the Registry of Deeds or Land Registry Office, as indicated herein, the Agreement shall have no further force or effect and henceforth the development of the Lands shall conform with the provisions of the Regional Centre Land Use By-law.

7.3.2 For the purpose of this Section, commencement of development shall mean the acceptance by the Municipality of the Phase 1 Final Plan of Subdivision.

7.3.3 For the purpose of this Section, Council may consider granting an extension of the commencement of development time period through a resolution under Section 6.1.1.

7.4 Completion of Development

7.4.1 For the purpose of this Section 7.4, "completion of development" shall mean the construction of all Dwelling units on all lots proposed for a phase (or the whole of the development, if applicable) and the issuance of occupancy permits for all Dwelling units on all approved subdivided lots comprising a phase (or the whole of the development, if applicable).

7.4.2 Upon the completion of development for the whole development or in respect of any phases of the development, or at such time that policies applicable to the lands have been amended, then, in respect of those portions of the Lands for which there is completion of development, the Municipality may review this Agreement, in whole or in part, and may:

- (a) retain the Agreement in its present form;
- (b) negotiate a new agreement;
- (c) discharge this Agreement; or
- (d) for those portions of the development which have been completed, discharge this Agreement and apply appropriate zoning and land use designation, pursuant to the Regional Centre Municipal Planning Strategy and Regional Centre Land Use By-law, as may be amended from time to time.

7.4.3 In the event that development on the Lands has not been completed within fifteen (15) years from the date of signing of this Agreement, any portion of the Lands that are undeveloped shall conform with the provisions of the Regional Centre Land Use By-law.

7.5 Discharge of Agreement

7.5.1 If the Developer fails to complete the development after fifteen (15) years from the date of registration of this Agreement at the Registry of Deeds or Land Registration Office the Municipality may review this Agreement, in whole or in part, and may:

- (a) retain the Agreement in its present form;
- (b) negotiate a new agreement; or
- (c) discharge this Agreement.

PART 8: ENFORCEMENT AND RIGHTS AND REMEDIES ON DEFAULT

8.1 Enforcement

The Developer agrees that any officer appointed by the Municipality to enforce this Agreement shall be granted access onto the Lands during all reasonable hours without obtaining consent of the Developer. The Developer further agrees that, upon receiving written notification from an officer of the Municipality to inspect the interior of any building located on the Lands, the Developer agrees to allow for such an inspection during any reasonable hour within twenty-four hours of receiving such a request.

8.2 Failure to Comply

If the Developer fails to observe or perform any condition of this Agreement after the Municipality has given the Developer 14 days written notice of the failure or default, then in each such case:

- (a) The Municipality shall be entitled to apply to any court of competent jurisdiction for injunctive relief including an order prohibiting the Developer from continuing such default and the Developer hereby submits to the jurisdiction of such Court and waives any defence based upon the allegation that damages would be an adequate remedy;
- (b) The Municipality may enter onto the Lands and perform any of the covenants contained in this Agreement or take such remedial action as is considered necessary to correct a breach of the Agreement, whereupon all reasonable expenses whether arising out of the entry onto the Lands or from the performance of the covenants or remedial action, shall be a first lien on the Lands and be shown on any tax certificate issued under the *Assessment Act*;
- (c) The Municipality may by resolution discharge this Agreement whereupon this Agreement shall have no further force or effect and henceforth the development of the Lands shall conform with the provisions of the Regional Centre Land Use By-law; or
- (d) In addition to the above remedies, the Municipality reserves the right to pursue any other remedy under the *Halifax Regional Municipality Charter* or common law in order to ensure compliance with this Agreement.

PART 9: GENERAL

9.1 Jurisdiction

The laws of the Province of Nova Scotia and the laws of Canada applicable therein shall govern the interpretation of this Agreement and the parties hereby attorn solely to the jurisdiction of the courts in the Province of Nova Scotia.

9.2 Entire Agreement

This Agreement shall, when duly executed, supersede and replace all other existing agreements between the parties with respect to the subject matter. There are no representations, warranties or agreements, either written or oral, which are binding on the parties relating to the subject matter and which are not contained, or referred to, in this Agreement.

9.3 Clause Headings

All clause headings are for ease of reference only and shall not affect the construction or interpretation of this Agreement.

IN WITNESS WHEREAS the said parties to these presents have hereunto set their hands and affixed their seals the day and year first above written.

SIGNED AND DELIVERED in the presence of:

Witness

CANADA LANDS COMPANY CLC LIMITED

Per: _____

Print name: _____

Position/Title: _____

Date Signed: _____

SIGNED AND DELIVERED in the presence of:

Witness

CANADA LANDS COMPANY CLC LIMITED

Per: _____

Print name: _____

Position/Title: _____

Date Signed: _____

=====
SIGNED, DELIVERED AND ATTESTED to by the proper signing officers of Halifax Regional Municipality, duly authorized in that behalf, in the presence of:

Witness

=====
HALIFAX REGIONAL MUNICIPALITY

Per: _____
MAYOR

Date signed: _____

Witness

Per: _____
MUNICIPAL CLERK

Date signed: _____

PROVINCE OF NOVA SCOTIA
COUNTY OF HALIFAX

On this _____ day of _____, A.D. 20____, before me, the subscriber personally came and appeared _____ a subscribing witness to the foregoing indenture who having been by me duly sworn, made oath and said that Canada Lands Company CLC Limited one of the parties thereto, signed and delivered the same in his/her presence.

A Notary Public in and for the Province
of Ontario

PROVINCE OF NOVA SCOTIA
COUNTY OF HALIFAX

On this _____ day of _____, A.D. 20____, before me, the subscriber personally came and appeared _____ the subscribing witness to the foregoing indenture who being by me sworn, made oath, and said that Mike Savage, Mayor and Kevin Arjoon, Clerk of the Halifax Regional Municipality, signed the same and affixed the seal of the said Municipality thereto in his/her presence.

A Commissioner of the Supreme Court
of Nova Scotia



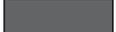
Canadian Food Inspection Agency

Tufts Cove Power Generation

Tufts Cove

Turtle Head

LEGEND

-  Subject Site Boundaries
-  Adjacent Property Boundaries
-  Collector Roads that will accommodate Transit Service & Bike Lanes
-  Off Street Multi-Use Pathway Route
-  Park Space
-  Active Transportation Connections
-  Potential Road Reserves
-  Block Number
-  Potential Option for Future Transit Hub

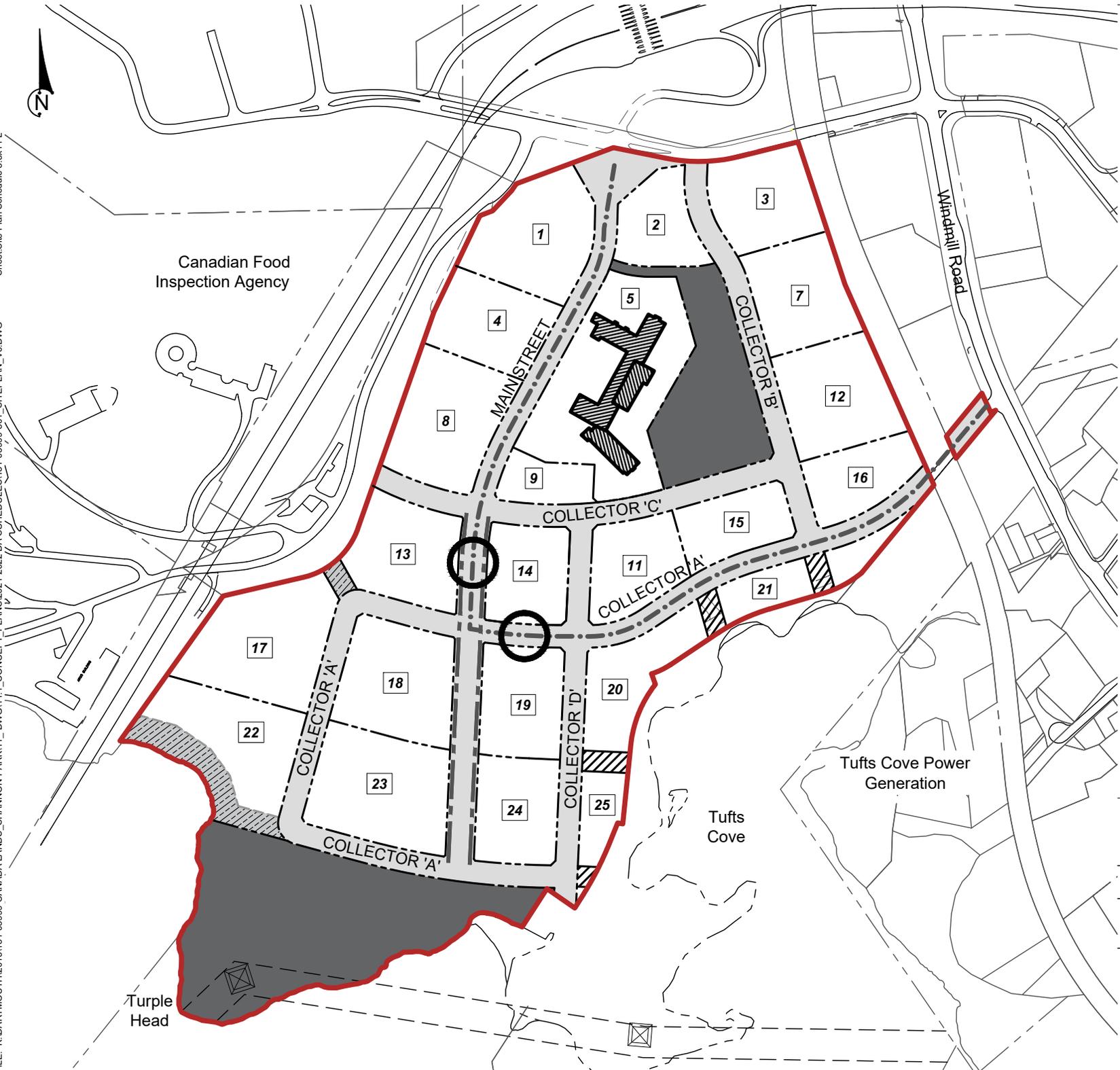
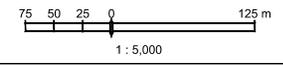
Note: Street names are for illustrative purposes only and final street names will be determined at the Concept Subdivision Stage.

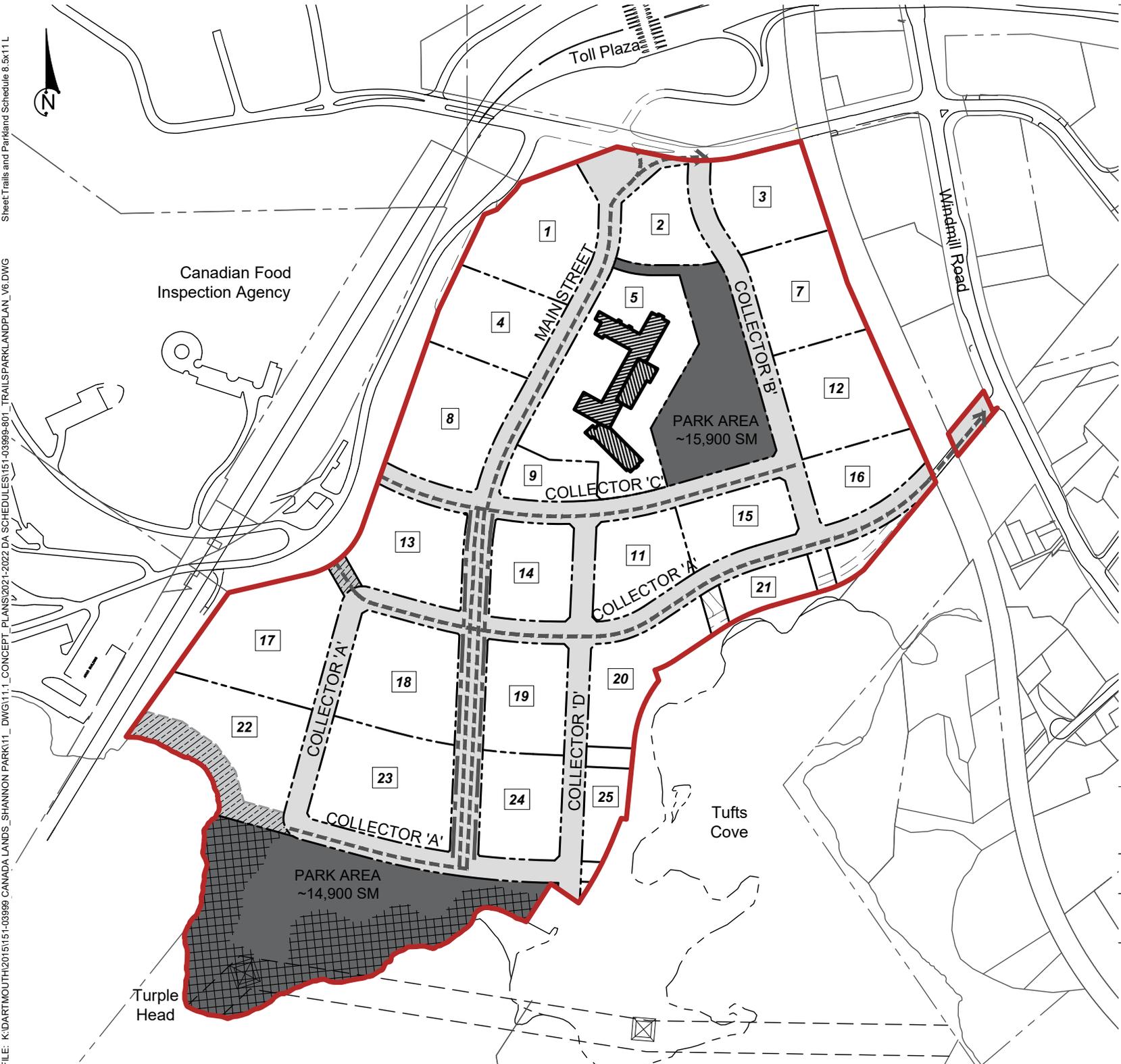
Version 6 02-December-2022

Shannon Park

Dartmouth, Nova Scotia

Schedule B: Site Plan





- LEGEND**
-  Subject Site Boundaries
 -  Adjacent Property Boundaries
 -  Parkland Dedication (30,800 SM - 10.9%)
 -  Natural Shoreline Grade outside Dedication
 -  Active Transportation Connections
 -  On Street AT Route
 -  Off Street Multi-Use Pathway Route
 -  Block Number

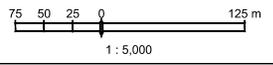
Note: Street names are for illustrative purposes only and final street names will be determined at the Concept Subdivision Stage.

Version 6 02-December-2022

Shannon Park

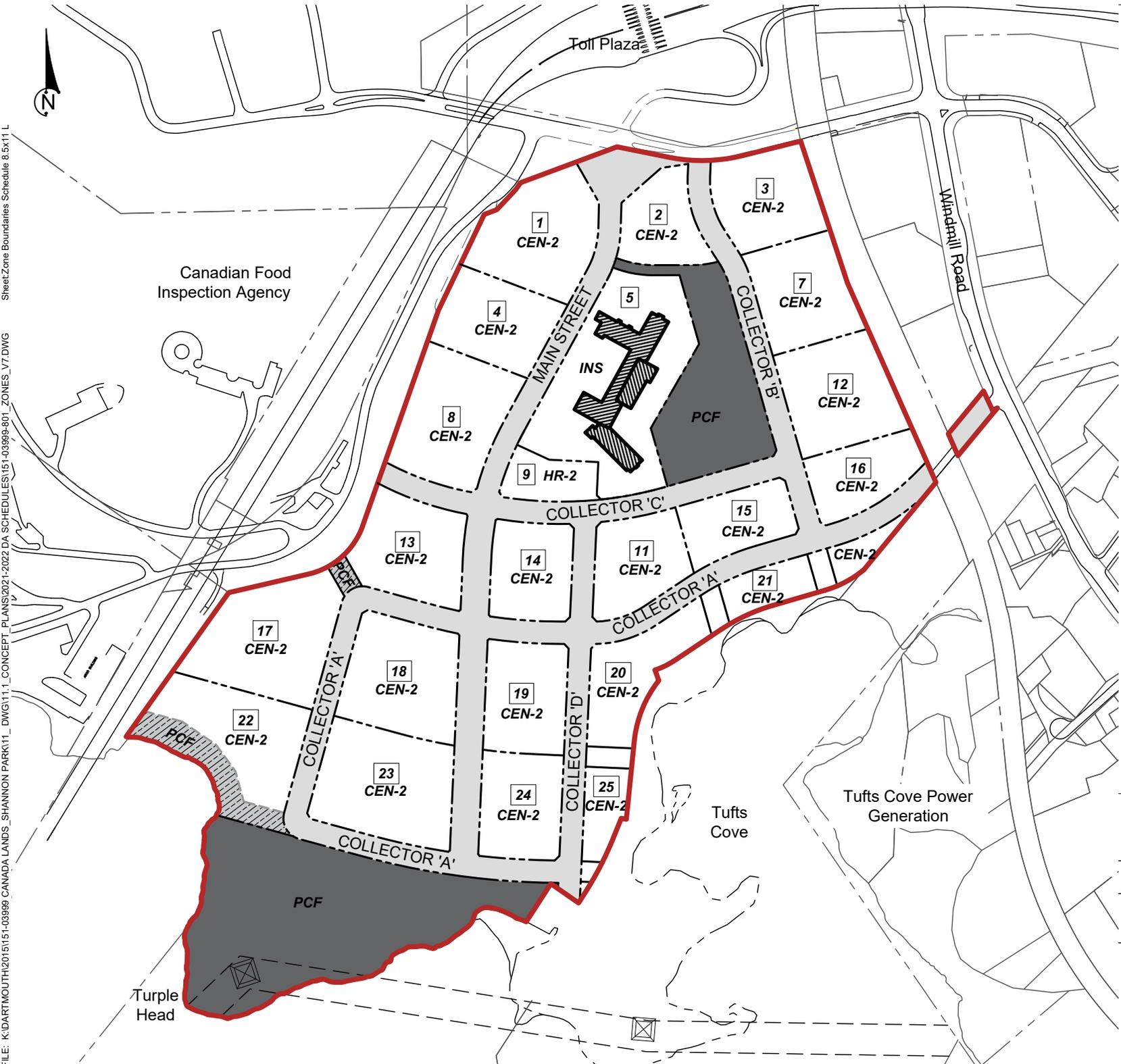
Dartmouth, Nova Scotia

Schedule C: Trails & Parkland Plan



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Sheet: Zone Boundaries Schedule 8.5x11 L



- LEGEND**
-  Subject Site Boundaries
 -  Adjacent Property Boundaries
 -  Park Space
 -  Active Transportation Connections
 -  Block Number
 -  Centre 2 Zone
 -  Higher-Order Residential 2 Zone
 -  Institutional Zone
 -  Parks & Community Facilities Zone

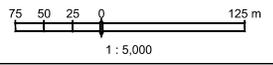
Note: Street names are for illustrative purposes only and final street names will be determined at the Concept Subdivision Stage.

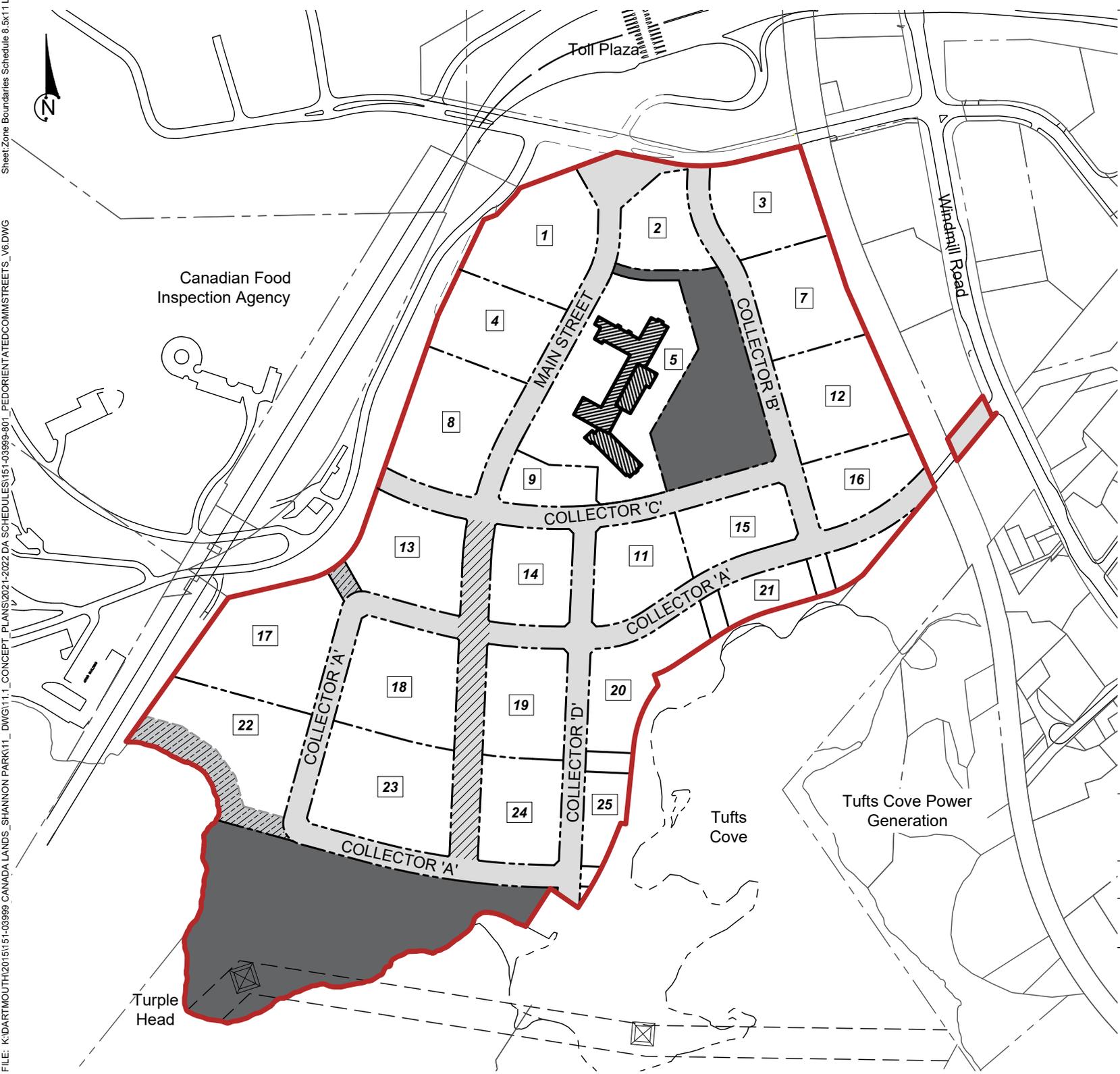
Version 7 02-December-2022

Shannon Park

Dartmouth, Nova Scotia

Schedule D: Zone Boundaries

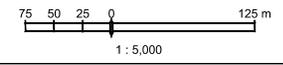


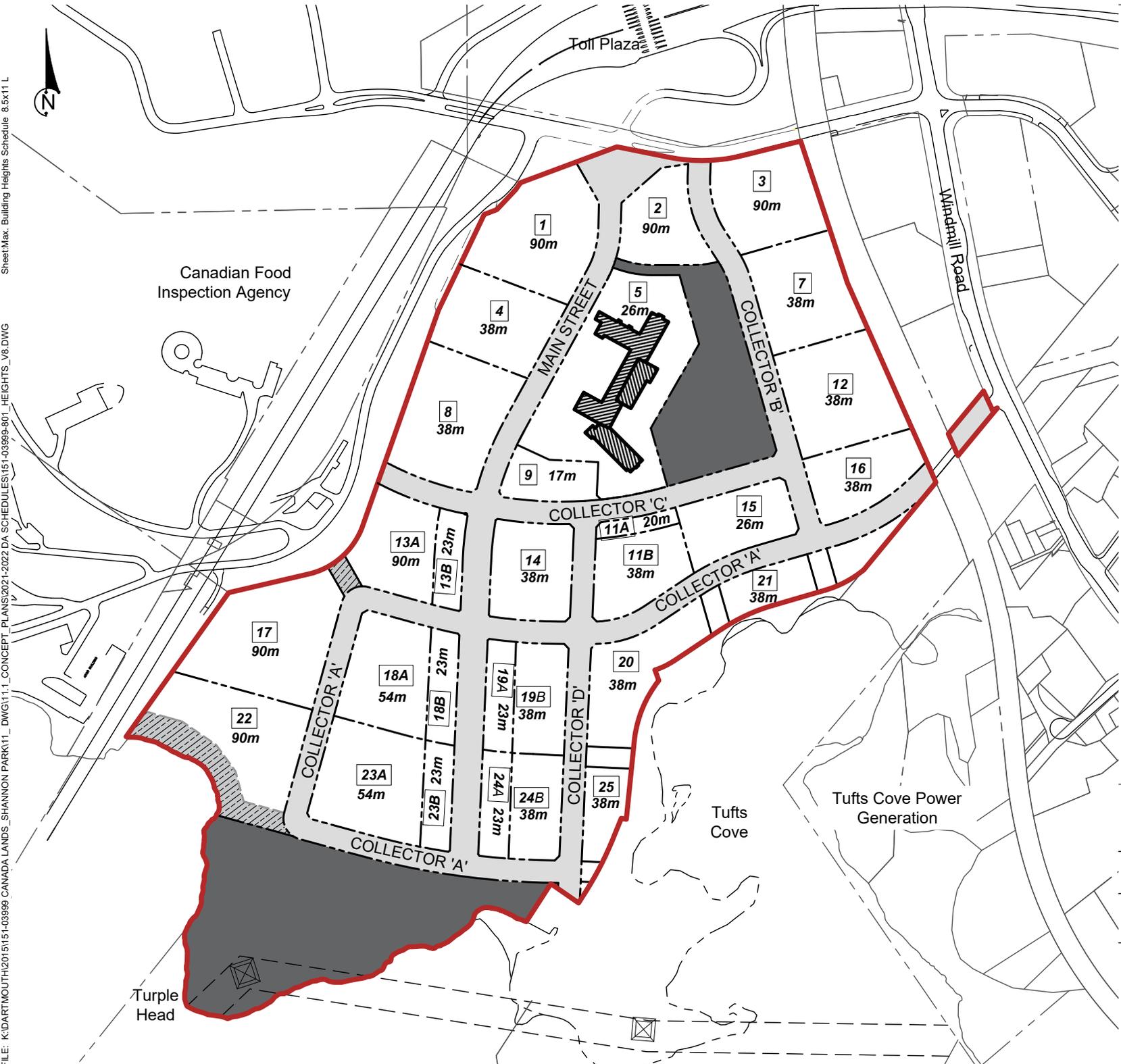


- LEGEND**
- Subject Site Boundaries
 - Adjacent Property Boundaries
 - Park Space
 - Pedestrian-Oriented Commercial Street
 - Active Transportation Connections
 - 16 Block Number

Note: Street names are for illustrative purposes only and final street names will be determined at the Concept Subdivision Stage.

Version 6 01-December-2022
Shannon Park
 Dartmouth, Nova Scotia
Schedule E: Pedestrian-Oriented Commercial Street





- LEGEND**
- Subject Site Boundaries
 - Adjacent Property Boundaries
 - Park Space
 - Active Transportation Connections
 - 26m Max. Height
 - 16 Block Number

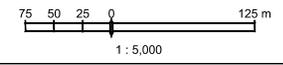
Note: Street names are for illustrative purposes only and final street names will be determined at the Concept Subdivision Stage.

Version 8 01-December-2022

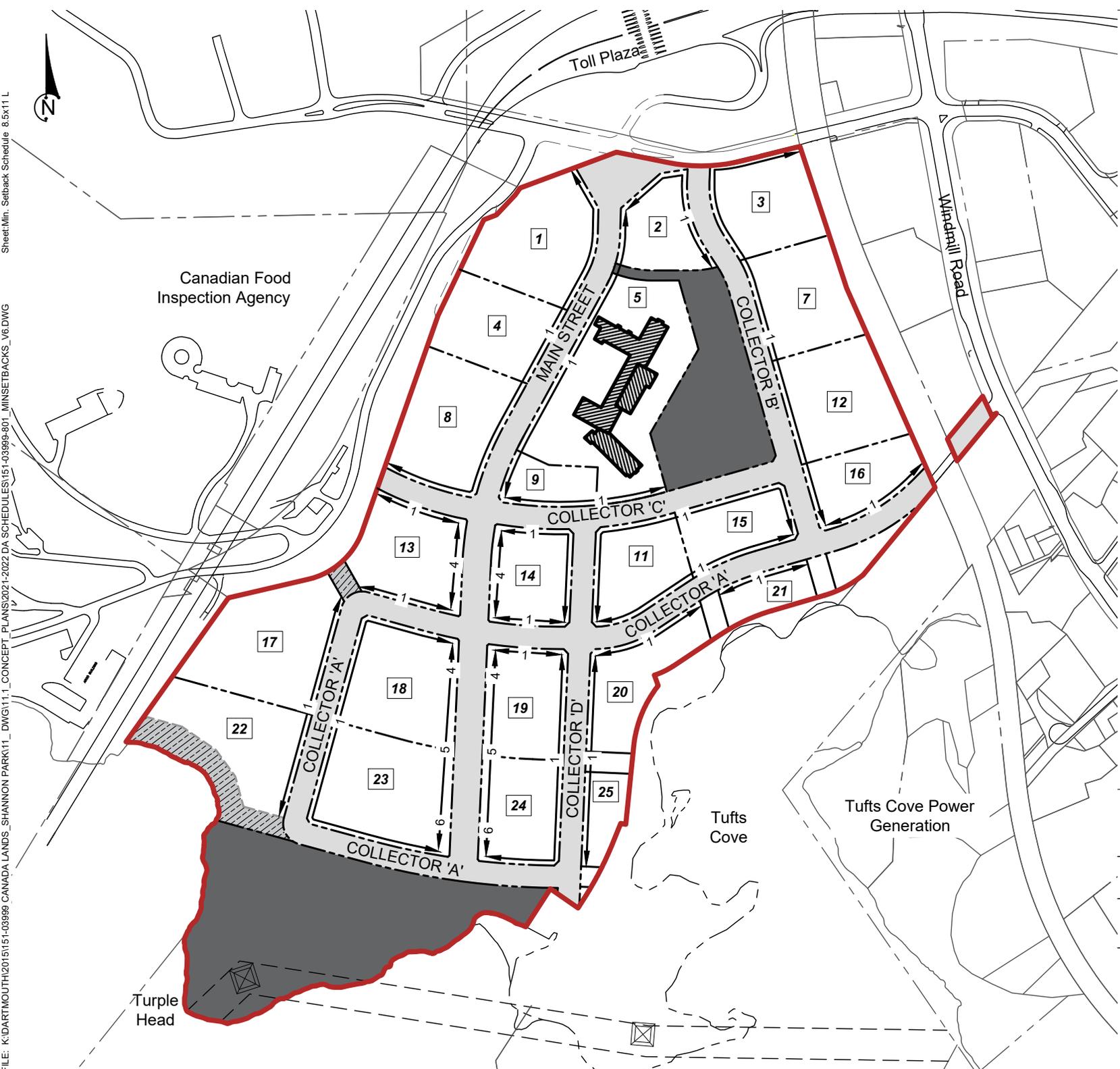
Shannon Park

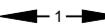
Dartmouth, Nova Scotia

Schedule F: Maximum Building Height Precincts



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- LEGEND**
-  Subject Site Boundaries
 -  Adjacent Property Boundaries
 -  Park Space
 -  Active Transportation Connections
 -  Block Number
 -  Minimum Setback (m)

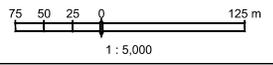
Note: Street names are for illustrative purposes only and final street names will be determined at the Concept Subdivision Stage.

Version 6 01-December-2022

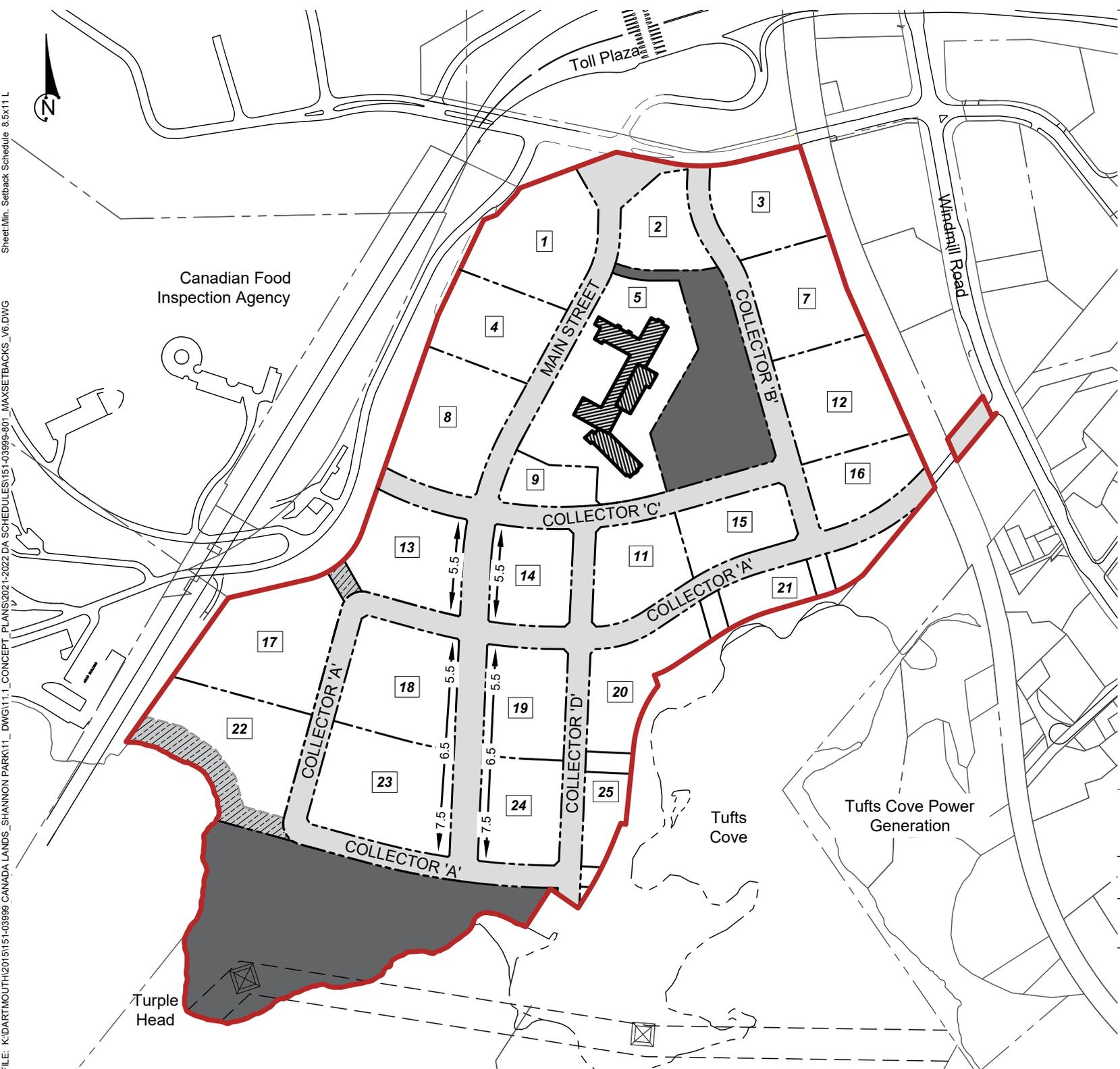
Shannon Park

Dartmouth, Nova Scotia

Schedule G: Minimum Front and Flanking Yards



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- LEGEND**
- Subject Site Boundaries
 - Adjacent Property Boundaries
 - Park Space
 - Active Transportation Connections
 - 16 Block Number
 - 4 Maximum Setback (m)

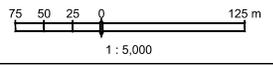
Note: Street names are for illustration purposes only and final street names will be determined at the Concept Subdivision Stage.

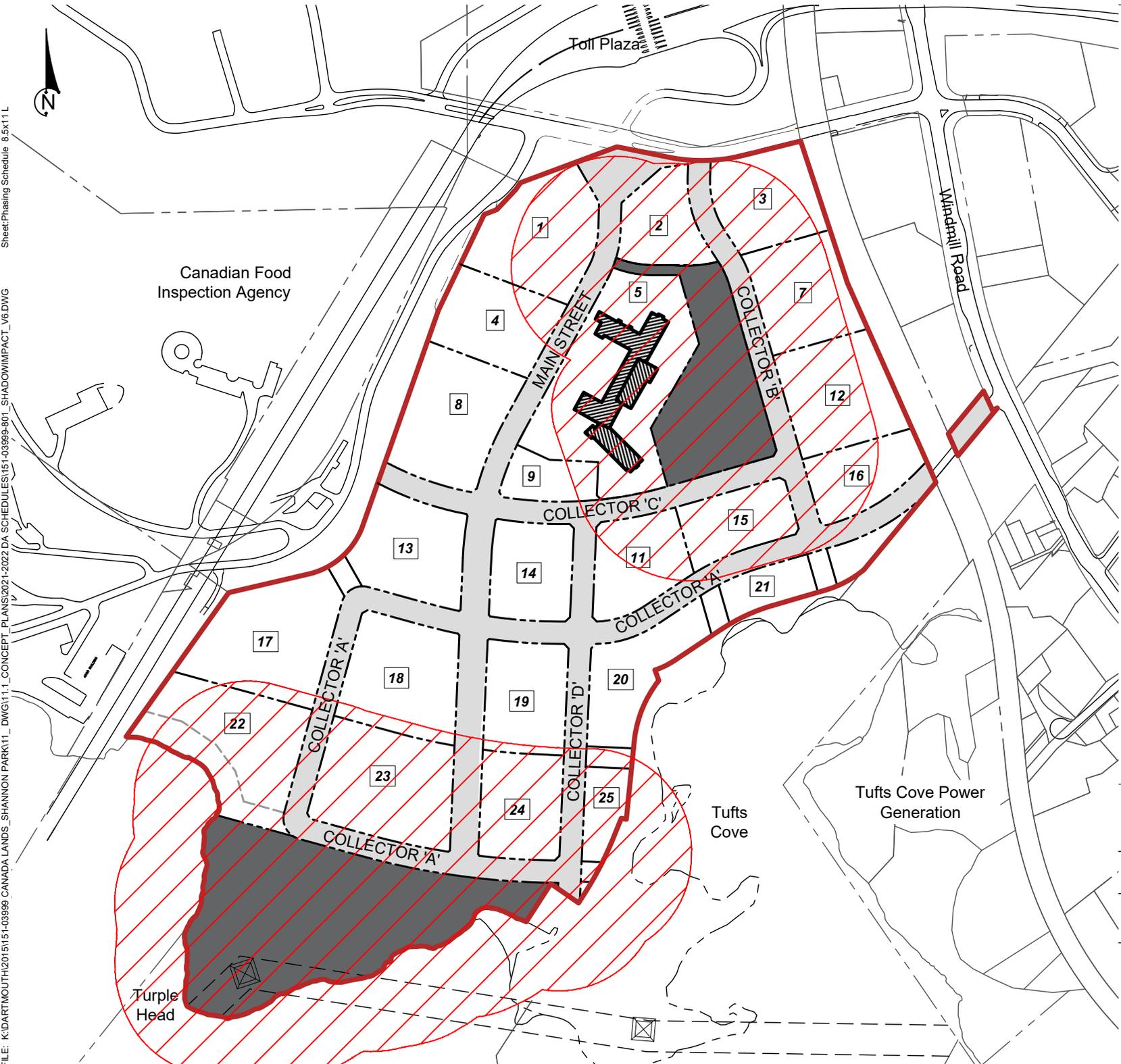
Version 6 01-December-2022

Shannon Park

Dartmouth, Nova Scotia

Schedule H: Maximum Front and Flanking Yards





- LEGEND**
-  Subject Site Boundaries
 -  Adjacent Property Boundaries
 -  Identified Area
 -  100m Buffer Area
 -  Block Number

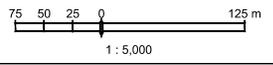
Note: Street names are for illustrative purposes only and final street names will be determined at the Concept Subdivision Stage.

Version 6 01-December-2022

Shannon Park

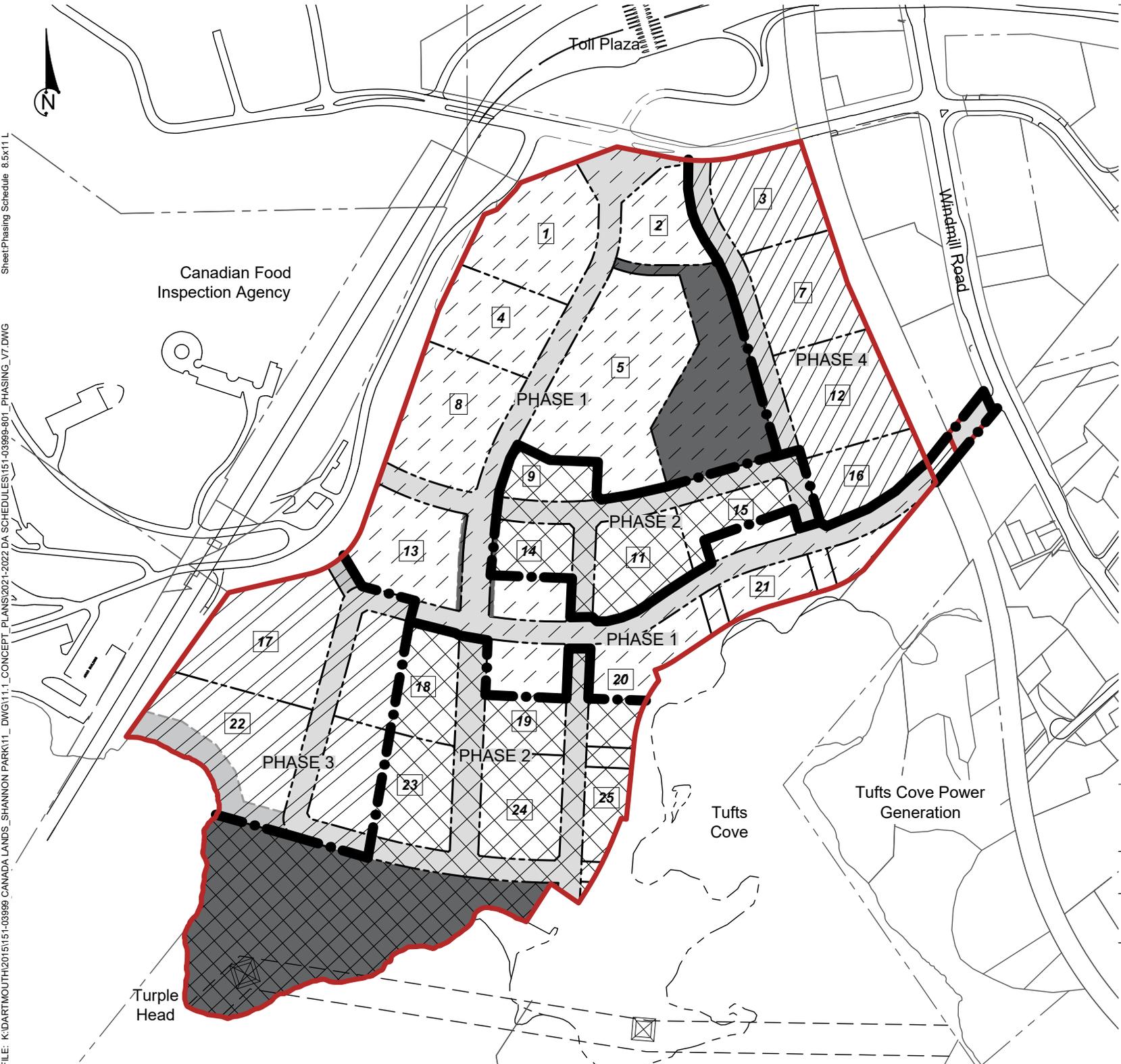
Dartmouth, Nova Scotia

Schedule I: Shadow Impact Assessment Protocol



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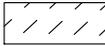
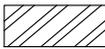
Sheet Phasing Schedule 8.5x11 L



LEGEND

-  Subject Site Boundaries
-  Adjacent Property Boundaries
-  Park Space
-  Active Transportation Connections
-  Block Number

Note: Street names are for illustrative purposes only and final street names will be determined at the Concept Subdivision Stage.

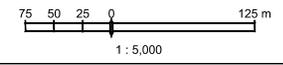
-  Phase 1
-  Phase 2
-  Phase 3
-  Phase 4

Version 7 01-December-2022

Shannon Park

Dartmouth, Nova Scotia

Schedule J: Phasing Plan



Attachment B: Review of Relevant Regional MPS & Regional Center SMPS Policies

REGIONAL MPS POLICIES	
Policy G-14A	Staff Comment
<p>In considering development agreements or amendments to development agreements, or any proposed amendments to the Regional Plan, secondary planning strategies, or land use by-laws, in addition to the policies of this Plan, HRM shall consider the objectives, policies and actions of the priorities plans approved by Regional Council since 2014, including: The Integrated Mobility Plan (IMP); Halifax Green Network Plan; HalifACT; Halifax’s Inclusive Economic Strategy 2022-2027; and any other priority plan approved by Regional Council while this policy is in effect.</p>	<p>The Regional Centre SMPS was written and adopted after many of these priority plans were approved. As such, the objectives and policies of the SMPS align with the objectives, policies, and actions of the various priority plans. Such as, the promotion of transit and active transportation (IMP), storm surge and sea level rise (HalifACT), and multi-use trails and green spaces (Halifax Green Network Plan). Staff see no conflict between the objectives of the priority plans and this proposed development.</p>
Policy G-15	Staff Comment
<p>In considering development agreement applications pursuant to the provisions of this Plan, in addition to all other criteria as set out in various policies of this Plan, HRM shall consider the following:</p> <p>(d) if applicable, the requirements of policies E-10, T-3, T-9, EC-14, CH-14 and CH-16.</p>	<p>Polices EC-14, CH-14 and CH-16 are not relevant to this site. Policies E-10, T-3, and T-9 are evaluated below.</p>
Policy E-10	Staff Comment
<p>The recommendations of the Urban Forest Master Plan, adopted in principle by HRM in September 2012, shall be considered in planning, programming and regulatory activities related to managing and enhancing the urban forest cover in HRM.</p>	<p>The proposal commits to maintaining existing trees on any land dedicated to the Municipality. It is unlikely existing trees within development blocks will be preserved as significant fill will be brought in to raise existing elevations. However, the agreement requires new street trees on all streets as well as yard landscaping as per the requirements of the LUB.</p>

Policy T-3	Staff Comment
<p>When preparing secondary planning strategies or negotiating development agreements, HRM shall consider:</p> <p>(a) protecting greenways from development that would disrupt the continuity of planned greenways;</p> <p>(b) requiring planned greenways to be built by developers to HRM standards when the land abutting them is developed; and</p> <p>(c) requiring new development be connected to, and provide access to, existing and planned greenways.</p>	<p>The proposed development will bring new active transportation greenways to the area and will link with surrounding existing and planned greenways.</p> <p>RMPS Map 3 – Windmill Road is identified as a Canadian Bike Route. The AT network will link to Windmill Road.</p> <p>RMPS Map 4 – no parks or natural corridors on or abutting subject site. However new parkland is being dedicated.</p>

Policy T-9	Staff Comment
<p>HRM shall require mixed use residential and commercial areas designed to maximize access to public transit (Transit Oriented Development) within the Urban Transit Service Boundary through secondary planning strategies and shall strive to achieve the intent of this policy through land use by-law amendments, development agreements and capital investments.</p>	<p>The subject site is within the Urban Transit Service Boundary (RMPS Map 7). The proposed development is mixed-use and will accommodate transit service. In addition, it will bring density to an area proposed to house a future ferry terminal.</p>

REGIONAL CENTRE SMPS POLICIES

PART 2.9 – FUTURE GROWTH NODE DESIGNATION

Policy F-1	Staff Comment
<p>The Land Use By-law shall establish two zones that permit new large-scale developments only by development agreement, in accordance Policy F-6. The zones shall permit limited land uses and development opportunities without a development agreement and through the as-of-right process, as follows:</p> <p>a) The Comprehensive Development District</p>	<p>The subject site is designated as Future Growth Node and zoned CDD-2. A development agreement application is the subject of this review.</p>

<p>2 (CDD-2) Zone shall be applied to sites that are intended to be developed into large-scale mixed-use communities. In this zone, the only developments permitted without a development agreement shall be limited to commercial uses permitted in the CEN-2 Zone, and any new building or an addition to an existing building shall be:</p> <ul style="list-style-type: none"> i) limited to a maximum floor area of 1,000 square metres and a maximum building height, as shown on Map 4, and ii) located on a lot in existence at the time of the adoption of this Plan; and <p>b) The Comprehensive Development District 1 (CDD-1) Zone shall be applied to sites intended to accommodate limited amount of residential development. In this zone, the only developments permitted without the requirement of a development agreement shall be limited to existing uses and land uses permitted in the ER-1 Zone, and any new building or an addition to an existing building shall be: i) limited to a maximum floor area of 1,000 square metres and a building height, as shown on Map 4, and ii) located on a lot in existence at the time of the adoption of this Plan.</p>	
<p>Policy F-3</p>	<p>Staff Comment</p>
<p>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:</p> <ul style="list-style-type: none"> a) opportunities to coordinate master neighbourhood planning with 	<p>Site specific CDD Development Agreement requirements have been completed for the Shannon Park FGN as a part of this Plan.</p>

<p>transportation network investments;</p> <p>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</p> <p>c) the readiness of private land owners to proceed with development.</p>	
Policy F-5	Staff Comment
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.	Site specific CDD Design Requirements have been adopted as Policy F-8 of the Regional Centre SMPS.
Policy F-6	Staff Comment
Subject to Policy F-5, in considering a development agreement for any lands zoned CDD-2 and CDD-1, Council shall consider the following:	
a) the applicable Site-Specific CDD Requirements set out in Section 2.9.1 of this Plan;	See site specific review under Policy F-8.
b) all applicable policies of the Regional Plan and of this Plan;	The proposal adheres the intent of the Regional Plan and Regional Center SMPS.
c) the subdivision of land;	The schedules of the development agreement show the proposed subdivision of the land into 23 blocks. The development agreement also permits the further subdivision of lands as per the regulations of the Reginal Centre LUB.
d) the phasing of development;	A phasing plan has been inserted as part of the development agreement. The development agreement regulates the phasing of infrastructure through the subdivision process.
e) the proposed development's road and walkway network, and the location of transit facilities;	The development agreement outlines the proposed road and walkway network. A transit hub has been planned; however, its specific location is dependent on a potential future ferry terminal on adjacent lands. The proposed road and walkway network meets the intent behind The Land Use Concept as illustrated on Map 10.

<p>f) the adequacy of public parks, open spaces and community facilities that meet the objectives of this Plan and the requirements of the Regional Subdivision By-law;</p>	<p>The proposed parkland dedication satisfies the minimum 10% requirement of the RSBL and meets the objectives of the plan as they will meet the outdoor recreation needs of the development as well act as a destination for the surrounding communities.</p>
<p>g) the built form and land use requirements applied to the site through references to appropriate zones and sections of the Land Use By-law, including site plan approval provisions, with limited site specific adjustments to meet the applicable Site-Specific CDD Requirements set out in Section 2.9.1 of this Plan;</p>	<p>The intent is to reference existing zones and regulations found within the LUB. Based on guidance from the Regional Plan, which identifies the area as a major growth centre, this Plan (specifically Map 10 and the site specific policies of F-8), staff accept the Centre-2 as the predominate zone with High Order Residential adjacent to the existing school and proposed parkland and Institutional on the school site. In addition, to the above plans, guidance for the regulations found in the schedules of the agreement was also found through Appendix 2 - Regional Centre Urban Design Manual.</p>
<p>h) the identification of any Pedestrian-Oriented Commercial Street, Waterfront View Corridor, and View Terminus Site;</p>	<p>The development agreement requires a pedestrian oriented commercial street at the centre of the development that will act as a connection between the two park spaces. Suitable locations for waterfront view corridors or view terminus sites are found within proposed municipal park land or road reserves.</p>
<p>i) 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;</p>	<p>The development agreement requires the development of the lands to comply with these protocol and performance standards, as per the regulations of the LUB. They will be required to be satisfied at the permitting stage through the site plan approval process.</p>
<p>j) provisions for incentive or bonus zoning, consistent with Part 9 of this Plan and the method for calculating bonus zoning values set out in the Land Use By-law;</p>	<p>The development agreement requires a public benefit contribution as per the requirements of the Regional Centre SMPS and LUB. According to the Regional Centre LUB, the public benefit value for each Future Growth Node that is covered by a CDD-2 or CDD-1 zone shall be determined, based on the appraised market value of the site, and then multiplied by a coefficient of 0.12. Flexibility is provided to the developer on when the required public benefit value is to be paid; either through a one-time payment, at the</p>

	<p>beginning of each subdivision phases, or at individual building permits.</p> <p>At least 60% of the contribution must be dedicated to affordable housing. The Land Use By-law requires the municipality to use money dedicated for affordable housing towards the rehabilitation of existing affordable units, acquisition of new buildings, units or properties for affordable housing, the creation of new units by a not-for-profit organization or registered charitable organization, or in accordance with a housing agreement as set out in the HRM Charter. The remaining 40% of the public benefit may be dedicated to affordable housing, or as money-in-lieu for affordable community or cultural indoor space, conservation of a registered heritage building, public art, or municipal park improvements, or public art on the site.</p>
k) impacts to Municipal infrastructure and the need, if any, to concurrently approve by-laws to pay for growth related municipal infrastructure;	A Traffic Impact Statement (TIS) was prepared by a Professional Engineer and has been deemed acceptable by Development Engineering staff. The TIS outlines all required upgrades to the local infrastructure to accommodate the proposed development. The developer is responsible for any improved and upgrades to accommodate the development.
l) the distribution of overall densities intended for the Node, and between different development blocks, phases and land owners;	The development agreement requires the developer to provide a tracking sheet indicating the number of dwelling units being requested at each development permit application. This tracking method ensures the overall densities of the node are not exceeded.
m) provisions to enable discharging the agreement when all terms and obligations are fulfilled; and	The development agreement contains provisions that allow the municipality to discharge the agreement.
n) the general development agreement criteria set out in Policy IM-7 in Part 9 of this Plan.	See the review for Policy IM-7 below.
Policy F-7	Staff Comment
Upon the completion of subdivision and other terms of a CDD development agreement, Council may discharge the development agreement and amend this Plan and Land	The development agreement references the zones of the Regional Centre Land Use By-law. Upon fulfillment of the development

<p>Use-Bylaw to continue to regulate land use and built-form in the Node over the long term. These Plan and Land Use Bylaw amendments are intended to apply land use designations, floor area ratio or maximum building height requirements, zoning, and built form controls that are consistent with the approved Site Specific CDD development agreement policies.</p>	<p>agreement, it may be discharged, and the applicable zones may be applied to the lands.</p>
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PART 2.9.1.1 – SHANNON PARK LANDS

<p>Policy F-8</p>	<p>Staff Comment</p>
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When considering a development agreement for the Shannon Park Lands Future Growth Node, Council shall consider Policy F-6 and the following:

<p>a) The Land Use Concept as illustrated on Map 10, including the general location of proposed land uses, road network and road connections, parks and multi-use trails;</p>	<p>The proposed road network and connections, land uses, parks, and multi-use trails, as provided through the development agreement, meet the intent behind The Land Use Concept as illustrated on Map 10.</p>
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<p>b) Site and building design that supports a compact, mixed use neighbourhood by providing:</p> <ul style="list-style-type: none"> i. a mix of mid-rise buildings, tall mid-rise buildings and high-rise buildings, including ground oriented units; ii. commercial and institutional uses located within mixed use buildings and primarily clustered along the ground floor of pedestrian-oriented commercial streets; and iii. pedestrian-oriented building facades and designs. 	<p>To ensure a mix of mid-rise, tall mid-rise, and high-rise buildings the agreement regulates the height of buildings, instead of FAR, as the building typologies are classified by height definitions. The proposals mix consists of 69% high-rise, 24% tall mid-rise buildings, and 7% mid-rise buildings. Two of the high-rise development blocks may be impacted by future HHB infrastructure and therefore be limited in achievable maximum height. Staff considered the current mix suitable to satisfy this policy while achieving the overall density permitted for the FGN. Within the CEN-2 Zone, any multi-unit dwelling use is required to have a minimum of 50% of the total length of the ground floor to be ground oriented units. If the building is on a pedestrian oriented street then 100% of the total length is to be ground oriented units.</p> <p>The proposed zoning allows for a mix of commercial and institutional uses within mixed used buildings and a specific ped-oriented commercial street has been identified along the centre street. The design and façade of each building will be required to follow the</p>
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	<p>Regional Centre LUB which puts emphasis on pedestrian-oriented design.</p>
<p>c) Parks and open spaces that provide the full range of recreation and open spaces needed to serve the dense community by including:</p> <ul style="list-style-type: none"> i. a waterfront park that is a destination for both residents and surrounding communities; ii. a centrally located multi-use park primarily designed to serve the outdoor recreation needs of the local community; and iii. other small park parcels that may be needed to facilitate pedestrian connections within the community and to surrounding areas. 	<p>The proposed parkland dedication allows for the provision a full range of recreation and open space services for the needs of the future development, surrounding area, both in proximity and at larger.</p> <p>A proposed waterfront park is located along the entire shoreline of the subject site. It is intended to provide natural green spaces and create a space for social gathering and passive recreation while providing unique views of Halifax Harbour. This park will also include a multi-use trail which connects the waterfront area to the rest of the development and surrounding area. The Waterfront Park will act as a destination for people to gather, interact, and enjoy the Harbour views.</p> <p>The Central Park, located next to the Shannon Park school site, is proposed to be a multi-use park strategically located to allow outdoor recreation facilities and passive open spaces at the centre of the development and along the main collector road which will house transit and bike infrastructure.</p>
<p>d) A transportation network that prioritizes walking, the use of mobility devices, cycling, and transit use by considering:</p> <ul style="list-style-type: none"> i. the location of a centrally located transit facility located close to shops and services that provides a comfortable space for people to wait and gather; ii. multi-use trails through the site that link to planned multi-use trail routes located on Windmill Road, Baffin Boulevard and near the Mackay Bridge; and iii. the location of potential future commuter rail and ferry services during the phasing and design of development blocks. 	<p>The proposed transportation network prioritizes walking, cycling, and transit services. The development agreement requires a collector road, inclusive of transit service and AAA bike lanes, through the development connecting Windmill Road, Hudson Way, and Princess Margaret Boulevard. It also requires active transportation connections and trails in addition to a walkable streets and a walkway grid to enable people to easily walk and cycle to and within the site. A pedestrian-oriented commercial street is proposed through the centre of the development that includes an off-street multi-use pathway that will provide a connecting pathway between the two prominent park spaces.</p>

	<p>Regional Council approved the Rapid Transit Strategy in 2020 which includes the Shannon Park ferry. Halifax Transit has advised the location of the ferry terminal has yet to be determined and ideally, the transit facility and ferry terminal would be in the same building. In the absence of definitive ferry terminal plans, a transit hub will be required along the main collector road. The development agreement requires this hub to be a sheltered stop with bus bays where transfers could be facilitated. Additionally, the development agreement requires road reserves that are wide enough to accommodate active transportation and transit service to a potential ferry terminal location on abutting lands.</p>
<p>e) The design and location of buildings and public infrastructure so as to mitigate potential climate change and storm surge risks in vulnerable areas by:</p> <ul style="list-style-type: none"> i. designing new buildings to be flood resistant to a storm surge/sea level rise elevation established in the Regional Plan; and ii. designing and locating roads, parks and other public infrastructure to comply with engineering standards to minimize risks of damage caused by future sea level rise and storm surge. 	<p>The development agreement requires all roads to be designed to a storm surge/sea level rise elevation established in the Regional Centre LUB. Prior to undertaking the work, confirmation from a professional engineer with an Infrastructure Resilience Professional designation shall be submitted certifying the mitigation measures taken to reduce risk of flood damage and public safety on the development site. The streets establish the base line and will result in the designing of the new buildings to be flood resistant to storm surge/sea level rise as well as the central park.</p>
<p>f) Development is designed to coordinate with adjacent lands and neighbourhoods by:</p> <ul style="list-style-type: none"> i. coordinating road, park, servicing and trail designs with the anticipated development of the lands owned by the Millbrook First Nation; ii. considering development next to the railway and the Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations (Guidelines), 	<ul style="list-style-type: none"> i) Road networks show connection with adjacent lands. Servicing studies submitted with the application provide details on potentially servicing of the abutting Millbrook lands and ways to plan for future connections. ii) The Regional Centre SMPS has implemented these guidelines into the regulations of the LUB and have provided minimum separation distances for uses near railways. iii) These lands are currently zoned Commercial Light Industrial (CLI). Commercial uses are largely similar between the proposed CEN-2 Zone in the development and the adjacent CLI Zone. Residential uses are not

<ul style="list-style-type: none"> iii. ensuring land uses and buildings transition to existing and planned development located on Windmill Road; iv. incorporating the Shannon Park School site into the design of the community while also enabling the school lands to be readily integrated into the neighbourhood design should it be closed in the future; v. considering the proximity to the Tufts Cove Power Generating Plant and related infrastructure and any measures needed to mitigate potential land use conflicts; and vi. considering the scale and separation of buildings adjacent to the Mackay Bridge and its approaches, to mitigate noise impacts and potential land use conflicts; and 	<p>permitted within the CLI and the CLI permits more industrial uses than the CEN-2 Zone. The railway and road network, along with setbacks from property lines, provide physical separation between these areas which assists in the transitioning and reduces potential conflict.</p> <p>iv) The exiting school is incorporated into the design of the community by requiring a lower intense zone abutting the site. The development agreement also allows, through a non-substantive amendment, the ability for the lands to be readily integrated into the neighbourhood design should it close in the future.</p> <p>v) Conversations with Nova Scotia Power Incorporated and Canada Lands Company have indicated that there are tentative plans to re-route the transmission lines around the perimeter of the site with potential undergrounding of the line at certain locations. These talks are preliminary and as such, a non-substantive amendment has been incorporated into the development agreement to allow for changes to the site plan in response to future detailed design utility requirements.</p> <p>vi) A survey of best practices suggests a 30-metre separation distance between the bridge deck and a building is adequate to mitigate any potential impacts and conflicts. The closest distance of the bridge deck to the shared property boundary with the development area is approximately 19 metres. This coupled with the required 12.5 metre tower setback from the property line results in a 31.5-meter minimum separation distance between the bridge deck and the closest possible building tower. HHB has advised that construction of a new Mackay Bridge may bring the possibility that lands adjacent to the bridge may be impacted. The development agreement includes provisions to amend the development concept as required to accommodate any plans by HHB which may impact the development.</p>
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<p>g) The design and location of neighbourhood features reflect the historic use and community connections to the site including:</p> <ul style="list-style-type: none"> i. scenic views, ii. historic connections to the Halifax Harbour and Mi’Kmaq First Nation settlements, iii. past community and military use of the site, and iv. the results of an archeological assessment. 	<p>The street design and strategic placement of parkland has resulted in a development proposal that provides scenic views as well as connections to the harbour and allows for a connected and cohesive development with the abutting Millbrook First Nation lands.</p> <p>Past community and military use of the site will be further commemorated through street naming, parkland development, and the Canada Lands Company’s own site development and design guidelines.</p> <p>An archeological screening and reconnaissance report has been completed and has identified areas of significance that are to be monitored during construction. Many of the sites identified in this report are within proposed parkland dedication. The lands are also identified as being an area of elevated archaeological potential in the Regional Plan. To ensure these matters are addressed, the development agreement includes archaeological monitoring and protection measures that require the developer to contact the Coordinator of Special Places of the Nova Scotia Department of Communities, Culture and Heritage should artefacts be found on the Lands.</p>
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PART 9.5 DISCRETIONARY APPROVALS

Policy IM-7	Staff Comment
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In considering proposals to amend the Land Use By-law, amend the zoning boundaries, or enter into development agreements, Council shall consider that:

<p>a) the proposal is consistent with the Vision, Core Concepts, Urban Design Goals, and all applicable objectives and policies set out in the Regional Plan and this Plan;</p>	<p>The proposal meets the objectives of the Shanan Park Future Growth Node policies and is consistent with the intent of both the Regional Plan and this SMPS.</p>
<p>b) the proposal is appropriate and not premature by reason of:</p> <ul style="list-style-type: none"> i) the financial capacity of the Municipality to absorb any costs 	<ul style="list-style-type: none"> i) There are no anticipated costs to the Municipality. Any required infrastructure upgrades will be borne by the developer. ii) A servicing and infrastructure schematic

<p>relating to the development,</p> <ul style="list-style-type: none">ii) the adequacy of municipal wastewater facilities, stormwater systems or water distribution systems,iii) the proximity of the proposed development to schools, parks, and community facilities, and the capability of these services to absorb any additional demands,iv) the adequacy of transportation infrastructure for pedestrians, cyclists, public transit and vehicles for travel to and within the development, andv) the impact on registered heritage buildings, heritage streetscapes, and heritage conservation districts;	<p>report was submitted as part of the application. No off-site infrastructure capacity issues attributable to the redevelopment of the subject site were identified in preparing the report. Detailed review will be completed at the subdivision and permitting stage and any required upgrades will be the responsibility of the property owner/developer.</p> <ul style="list-style-type: none">iii) the subject site is within the Dartmouth High family of schools. According to HRCE's long range outlook Dartmouth High, John Martin Junior, and Dartmouth South are below capacity and are anticipated to stay below capacity through to 2031; Shannon Park Elementary school is currently at capacity but expected to be below capacity through to 2031. As this is a large vacant site on the edge of North Dartmouth that is largely surrounded by commercial/institutional/industrial uses, existing recreation and community facilities are sparse. The fact that this development is proposed to bring in a significant amount of population to the area means new demands and opportunities for recreation and community services will be warranted. The zoning and proposed land uses allow for these additional services to locate here based on these potential new demands.iv) A Traffic Impact Statement (TIS) was prepared by a Professional Engineer and has been deemed acceptable by Development Engineering staff. The TIS outlines all required upgrades to the local infrastructure to accommodate the proposed development. The developer is responsible for any improvements and upgrades to accommodate the development. The proposed transportation network prioritizes
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	<p>walking, cycling, and transit services. The agreement requires a collector road, inclusive of transit service and AAA bike lanes, through the development connecting Windmill Road, Hudson Way, and Princess Margaret Boulevard. It also requires active transportation connections and trails in addition to a walkable street and walkway grid to enable people to easily walk and cycle to and within the site. A pedestrian-oriented commercial street is proposed through the centre of the development that includes an off-street multi-use pathway that will provide a connecting pathway between the two prominent park spaces.</p> <p>v) No designated heritage buildings or sites have been identified. An archaeological monitoring and a protection clause is included in the development agreement requiring the developer to contact the Coordinator of Special Places of the Nova Scotia Department of Communities, Culture and Heritage should artefacts be found.</p>
<p>c) the subject lands are suitable for development in terms of the steepness of grades, soil and geological conditions, locations of watercourses, wetlands, and susceptibility to flooding;</p>	<p>No concerns identified. The property, including road elevations, will be subject to the coastal elevation, sea level rise, and storm surge provisions of the Regional Centre LUB. Any wetland alteration will be addressed in detailed design at subdivision and will require approval from Nova Scotia Environment.</p>
<p>d) that development regulations in the proposed rezoning or development agreement will adequately mitigate potential conflict between the proposed development and nearby land uses, by reason of:</p> <p>i) type of use(s), ii) built form of the proposed building(s),</p>	<p>(i) the proposed land uses are generally found in the surrounding area both in existing and proposed zoning.</p> <p>(ii) the development agreement requires the built form to adhere to the requirements of the LUB, aside from requirements provided through the agreement (heights, setbacks, etc.), which meet the intent and objectives of the Shannon</p>

<ul style="list-style-type: none"> iii) impacts on adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities, and railway operations, iv) traffic generation, safe access to and egress from the site, and parking, v) open storage and signage, and vi) impacts of lighting, noise, fumes and other emissions. 	<p>Park Future Growth Node and redevelopment policies.</p> <p>(iii) As this is a large vacant site on the edge of North Dartmouth that is largely surrounded by commercial/institutional/industrial uses, existing recreation and community facilities are sparse. The fact that this development is proposed to bring in a significant amount of population to the area means new demands and opportunities for recreation and community services will be warranted. The zoning and proposed land uses allow for these additional services to locate here based on these potential new demands.</p> <p>(iv) A Traffic Impact Statement (TIS) was prepared by a Professional Engineer and has been deemed acceptable by Development Engineering staff. The TIS outlines all required upgrades to the local infrastructure to accommodate the proposed development. The developer is responsible for any improved and upgrades to accommodate the development. Parking will be required to meet the regulations of the LUB.</p> <p>(iv) open storage and signage requirements will follow the LUB</p> <p>(v) regulated and controlled under the LUB and standard HRM by-laws including for noise.</p>
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Policy CHR-1

Policy	Staff Comment
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The Municipality may support the preservation, celebration, and development of diverse and inclusive cultural resources in the Regional Centre by:

<p>a) continuing to highlight, build, and broaden the inventory of cultural resources in the Regional Centre to be more inclusive of Mi'Kmaq First Nations, Urban Indigenous, African Nova Scotian, Acadian, and other diverse cultures and communities;</p>	<p>The site-specific policies for Shannon Park require the development incorporate into the design and location of neighbourhood features items such as scenic views; historic connections to the harbour; past community and military use of the site; and the results of an archeological assessment. The applicant has stated that Canada Lands Company intends to commemorate Shannon Park's rich history through the development of a new urban community at the site. Furthermore, the naming of streets, parks and public spaces as well as the integration of historical interpretive elements such as statues or commemorative art are certain initiatives that can be exercised at detailed design exercises later in the development process to ensure the rich history of the site carries into the future.</p>
<p>b) considering cultural resources when planning for Future Growth Nodes, and considering development agreement proposals and amendments to this Plan;</p>	<p>Completed through the site-specific Shannon Park FGN F-8 policies.</p>
<p>c) protecting cultural resources on municipal properties through conservation management plans, and park and community facility management plans; and</p>	<p>Once parkland dedication is received by the municipality, these objectives can be achieved through separate municipal process by HRM Parks and Recreation.</p>
<p>d) continuing to explore opportunities to encourage the identification and preservation of cultural resources.</p>	<p>The site specific Shannon Park Future Growth Node policies encourage the identification and preservation of potential cultural resources within the lands.</p>

Case 22734 - Shannon Park

SURVEY RESPONSE REPORT

01 July 2013 - 07 June 2021

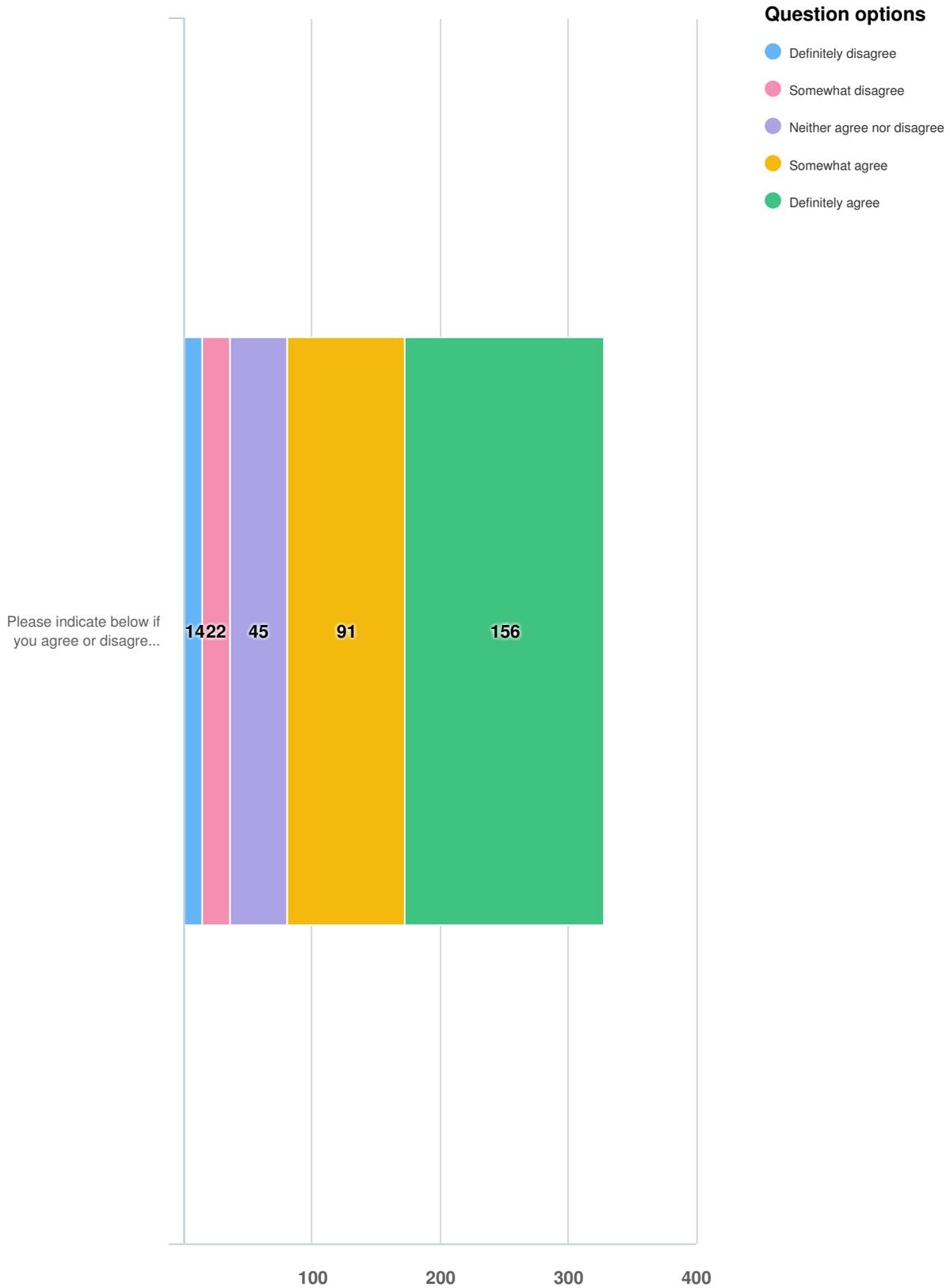
PROJECT NAME:

Municipal Planning Applications



SURVEY QUESTIONS

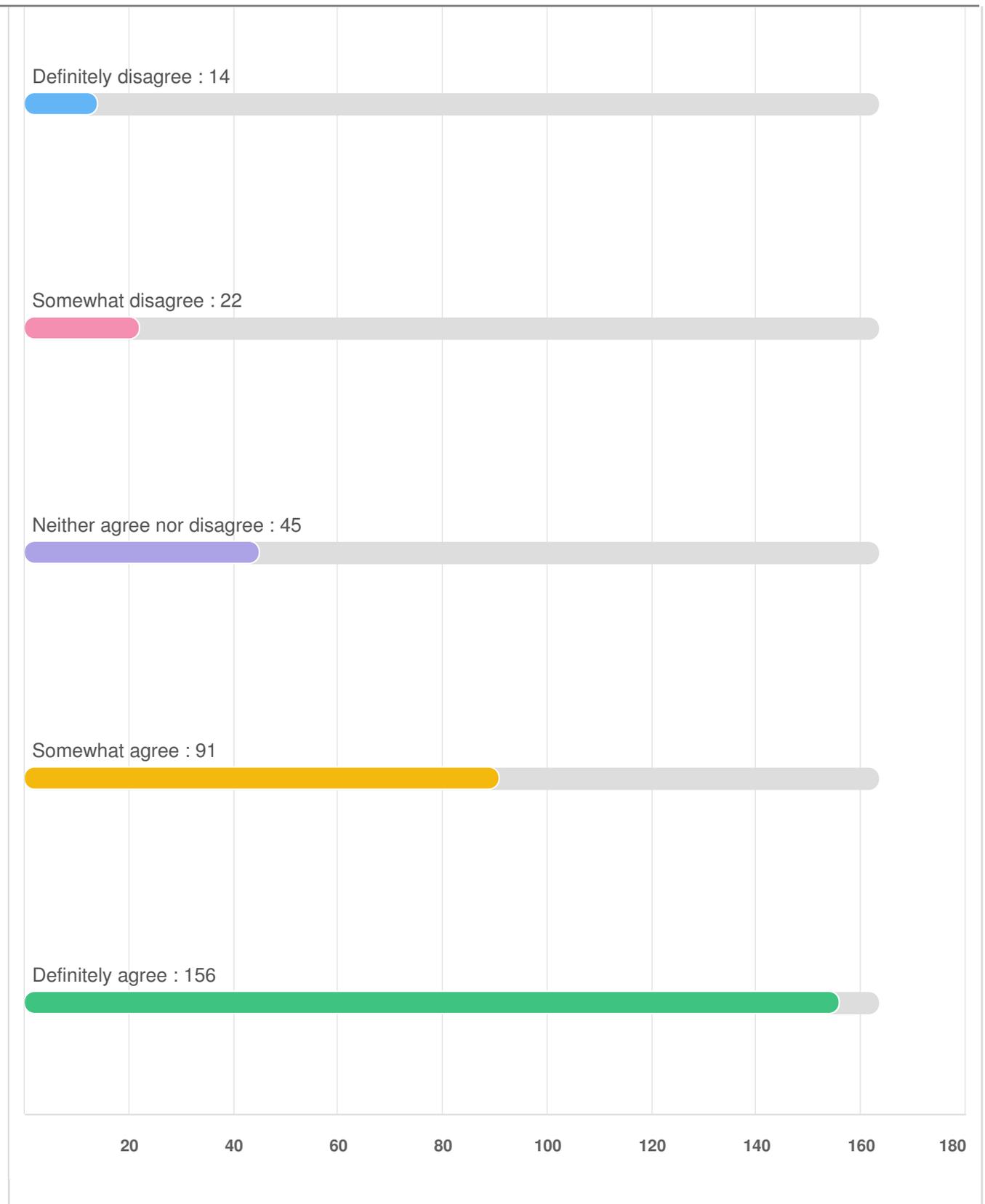
Q1 The transportation network provides options to walk, roll, and cycle to and through the site.



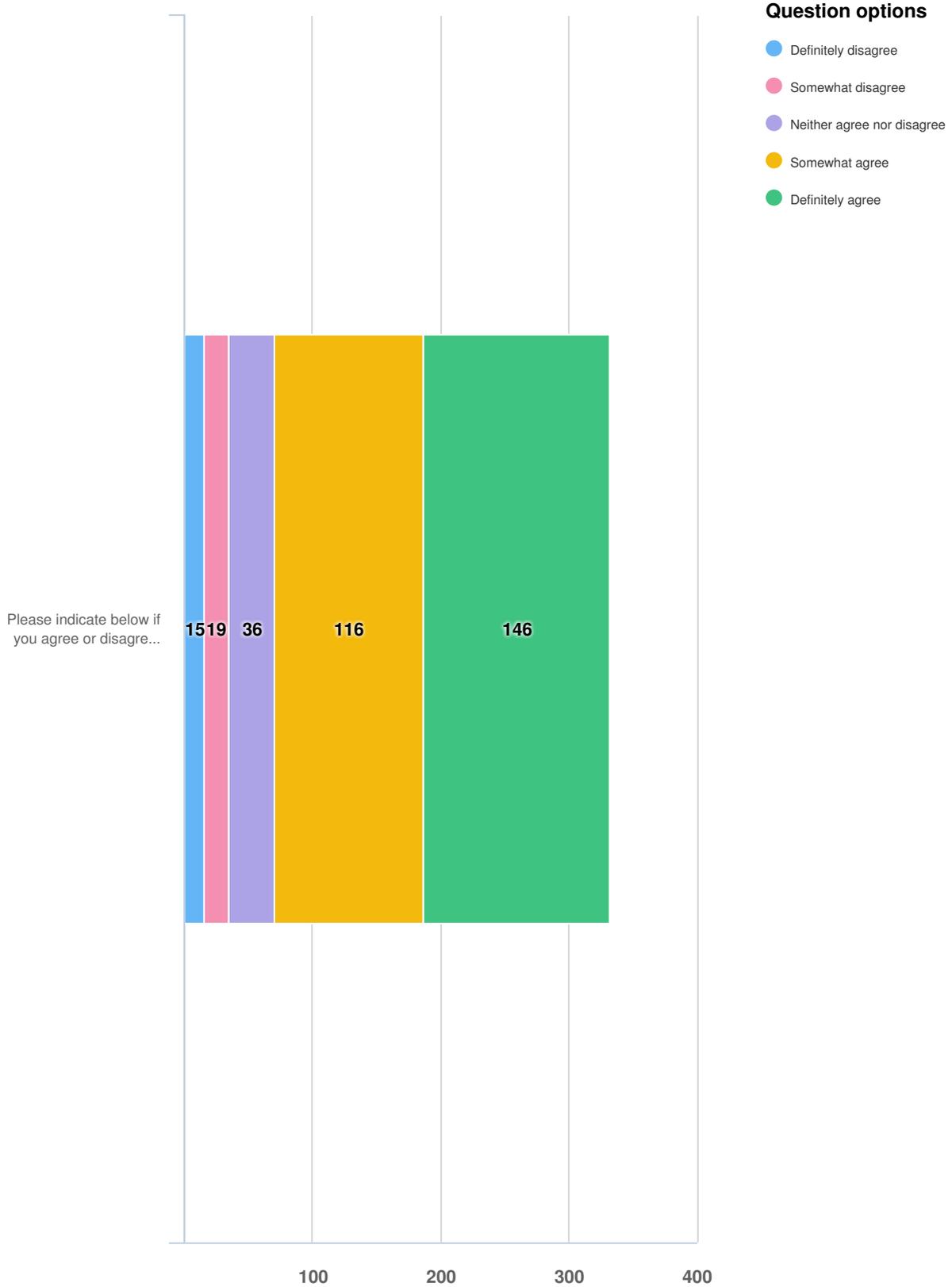
Optional question (328 response(s), 7 skipped)
Question type: Likert Question

Q1 | The transportation network provides options to walk, roll, and cycle to and through the site.

Please indicate below if you agree or disagree with this statement



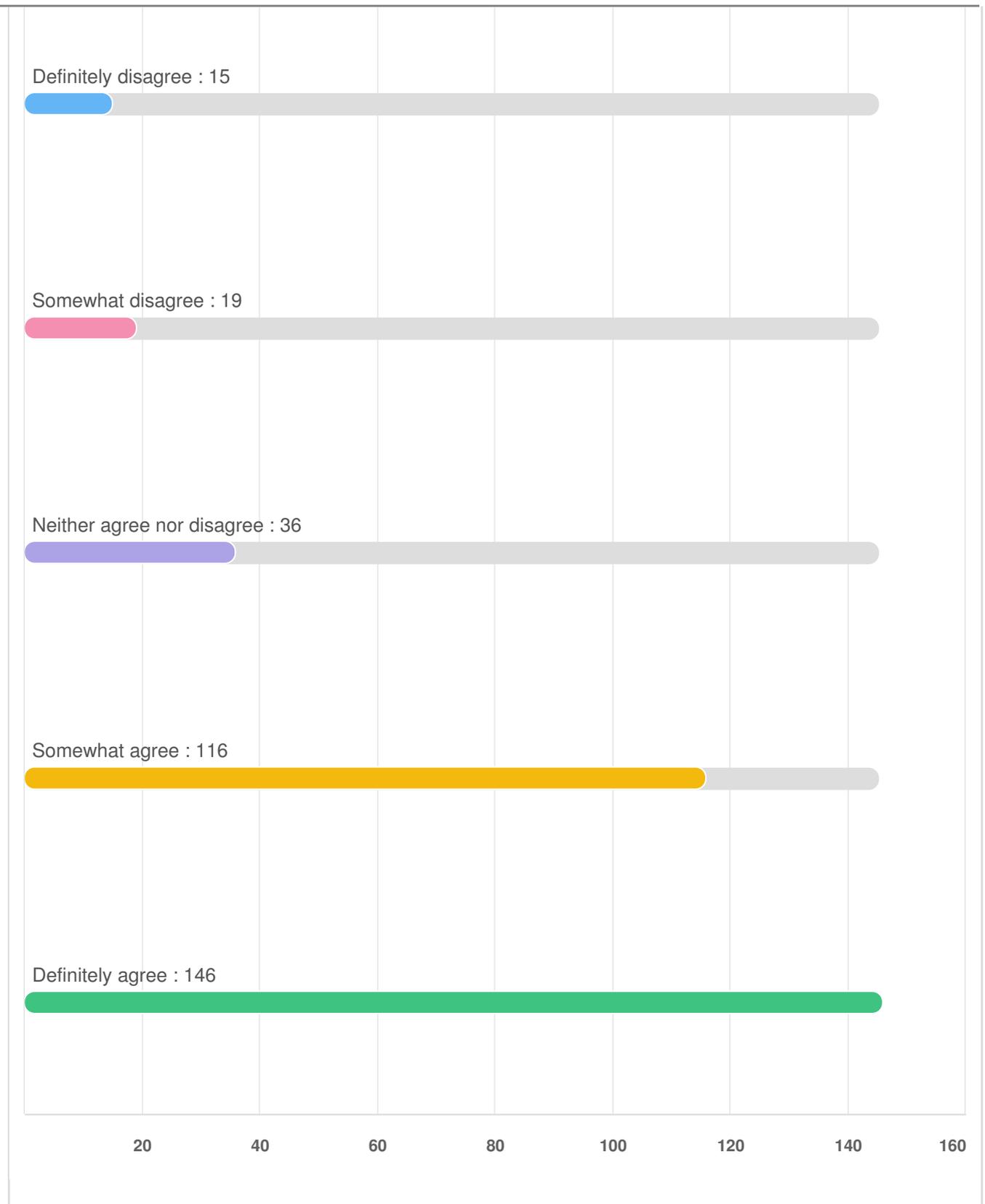
Q2 | The proposal captures opportunities to provide scenic views and connections to the harbour.



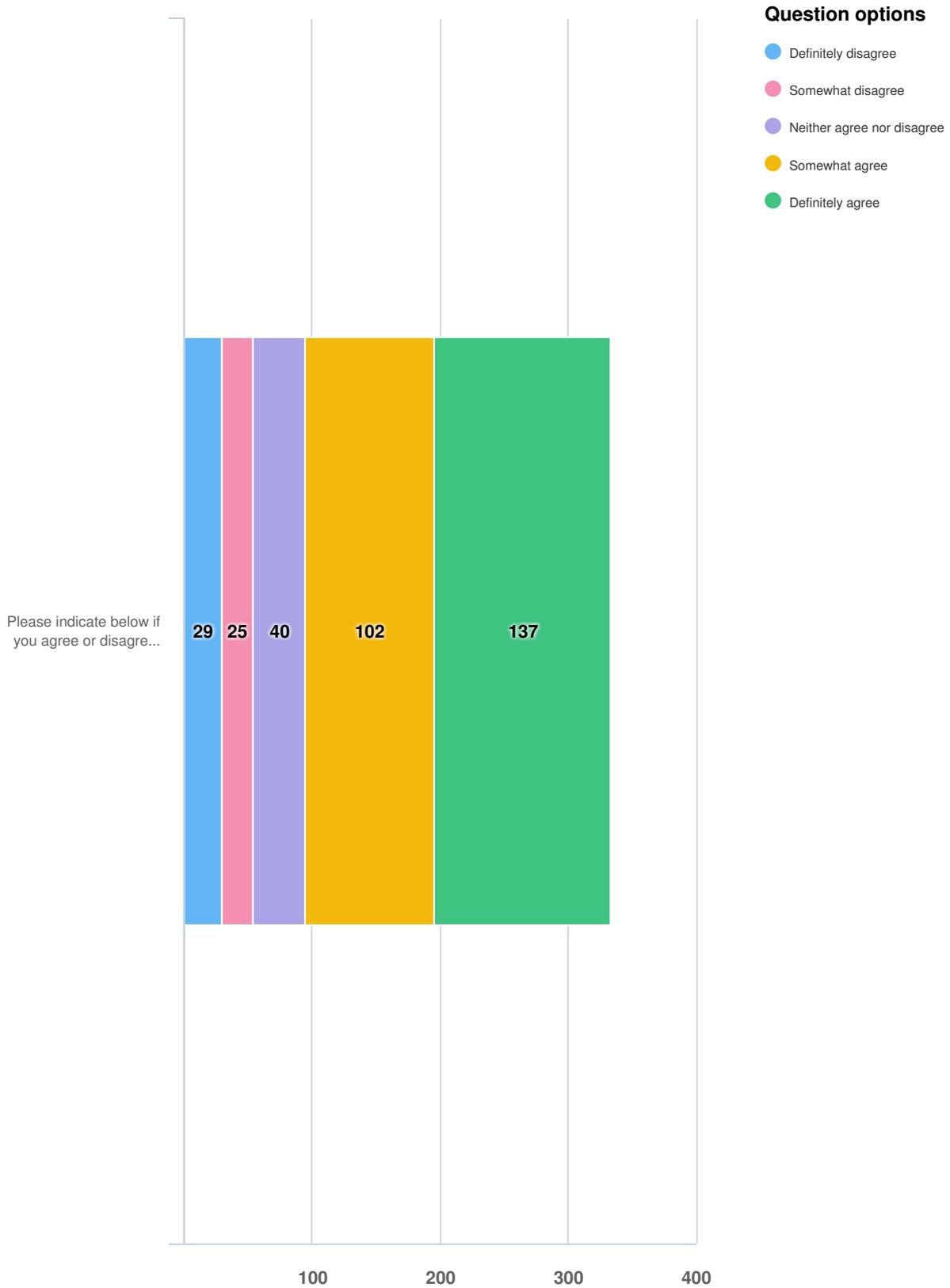
Optional question (332 response(s), 3 skipped)
Question type: Likert Question

Q2 | The proposal captures opportunities to provide scenic views and connections to the harbour.

Please indicate below if you agree or disagree with this statement



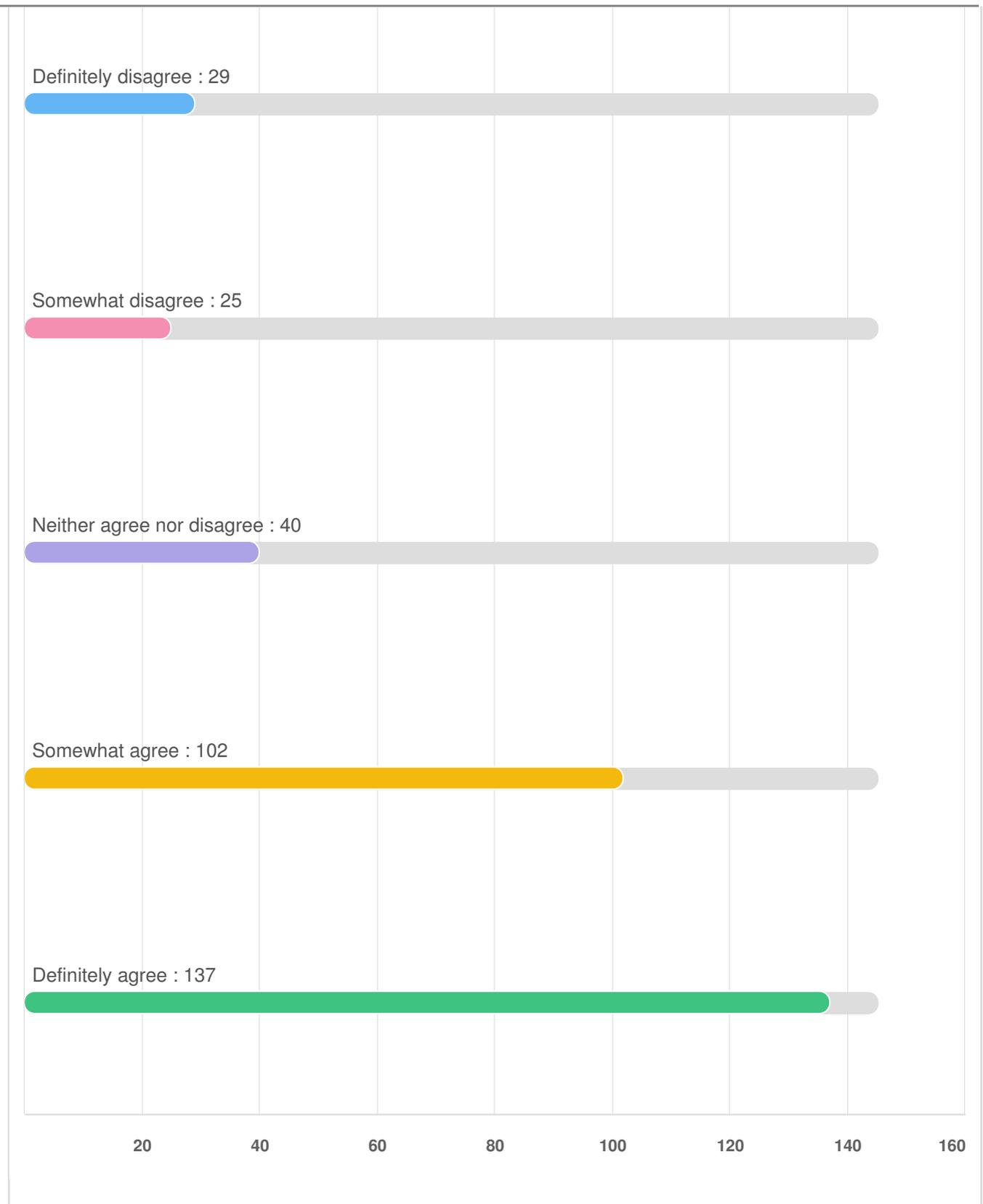
Q3 | Placing the taller buildings next to the bridge to limit the highway noise for the rest of the community is fair.



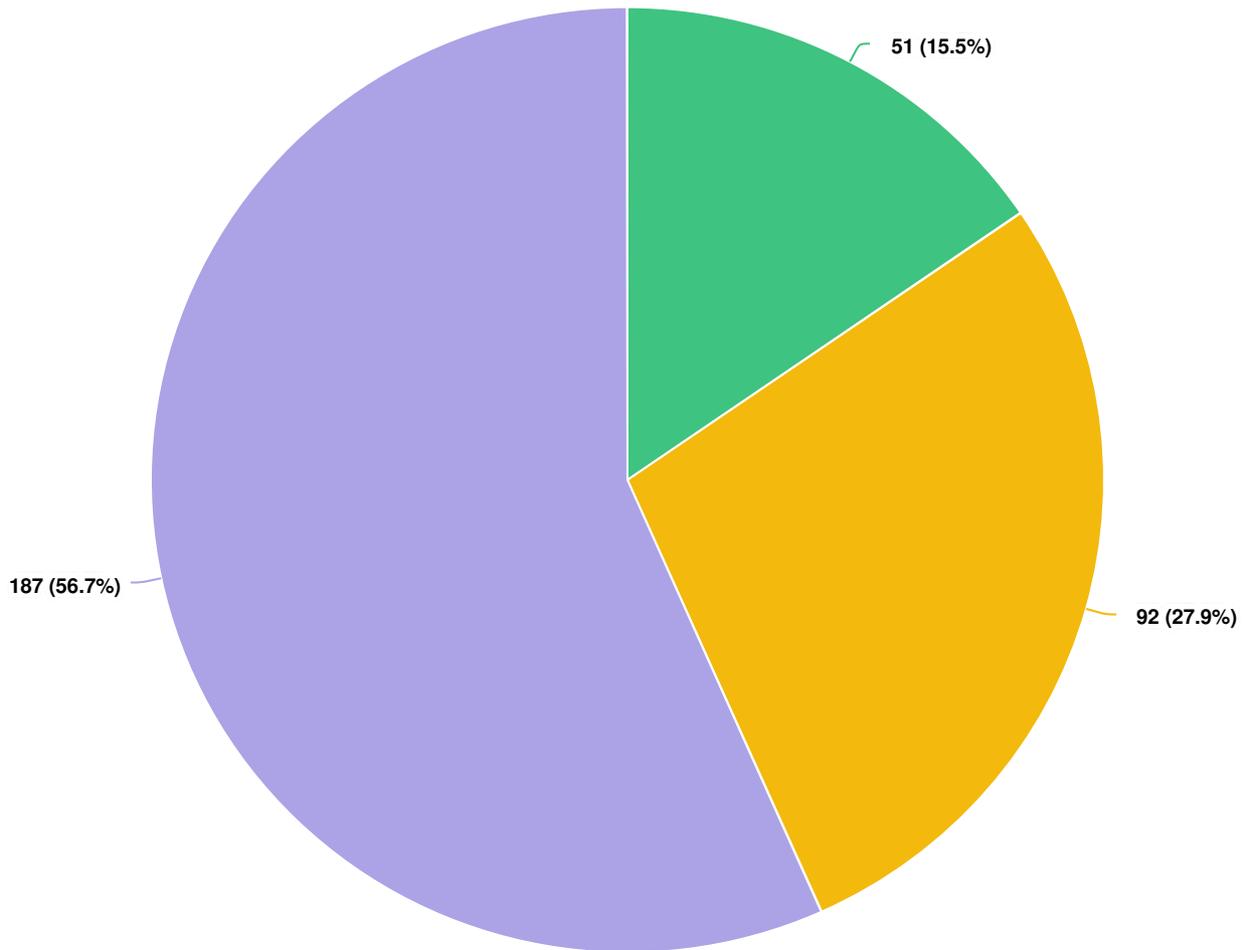
Optional question (333 response(s), 2 skipped)
Question type: Likert Question

Q3 | Placing the taller buildings next to the bridge to limit the highway noise for the rest of the community is fair.

Please indicate below if you agree or disagree with this statement



Q4 About 7,000 residents will live in this development. What type of buildings would you like to see those people housed in?

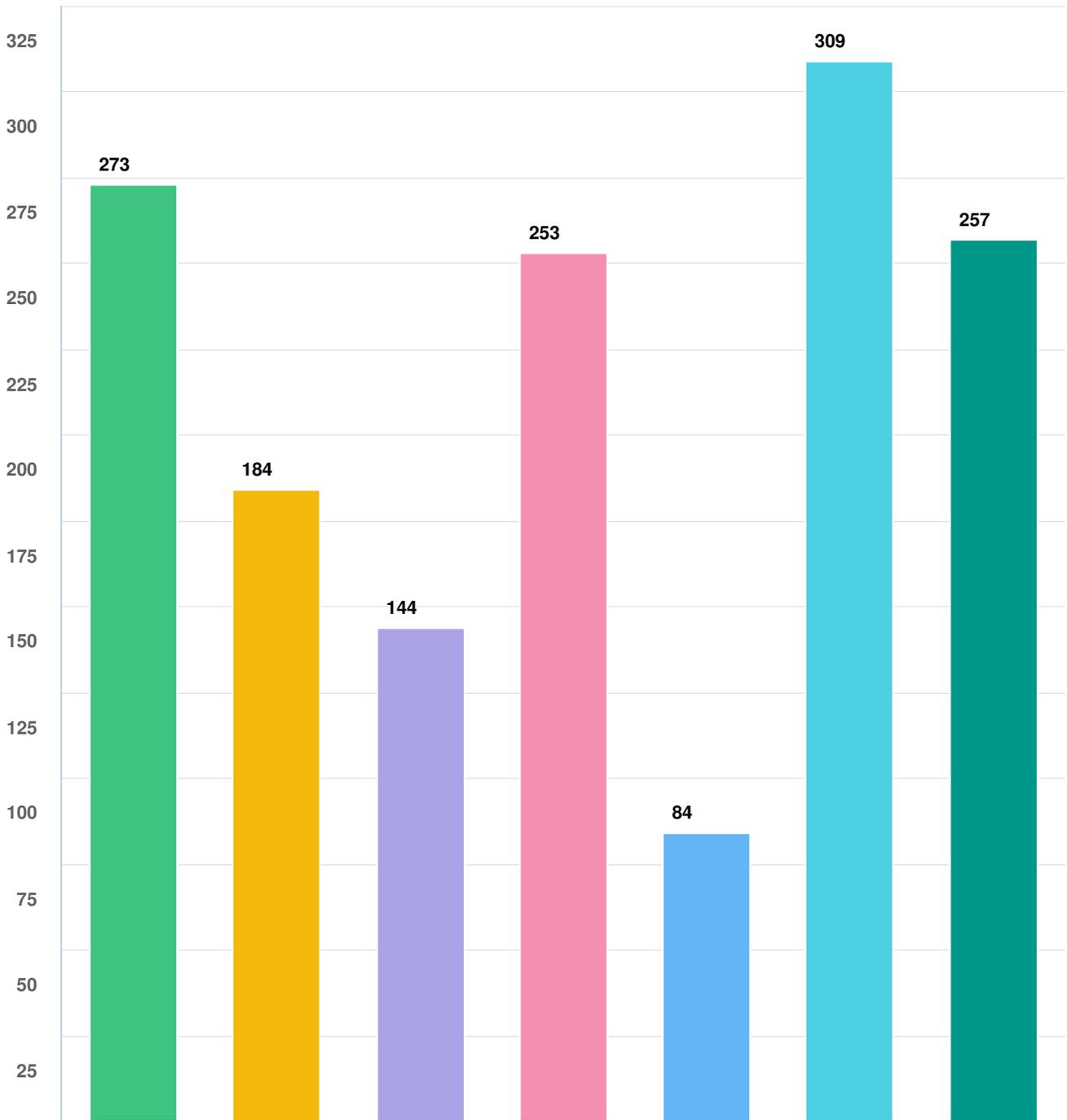


Question options

- Mostly mid-rise buildings (11m-25m or 4-7 storeys) with a few tall buildings (more than 26m or about 8 storeys)
- An equal amount of tall (more than 26m or about 8 storeys) and mid-rise buildings (11m-25m or 4-7 storeys)
- Mostly tall buildings (more than 26m or about 8 storeys) with a few mid-rise buildings (11m-25m or 4-7 storeys)

Optional question (330 response(s), 5 skipped)
Question type: Radio Button Question

Q5 Tell us the types of park facilities that you feel would be important to meet the needs of the new Shannon Park residents? (mark all that apply)

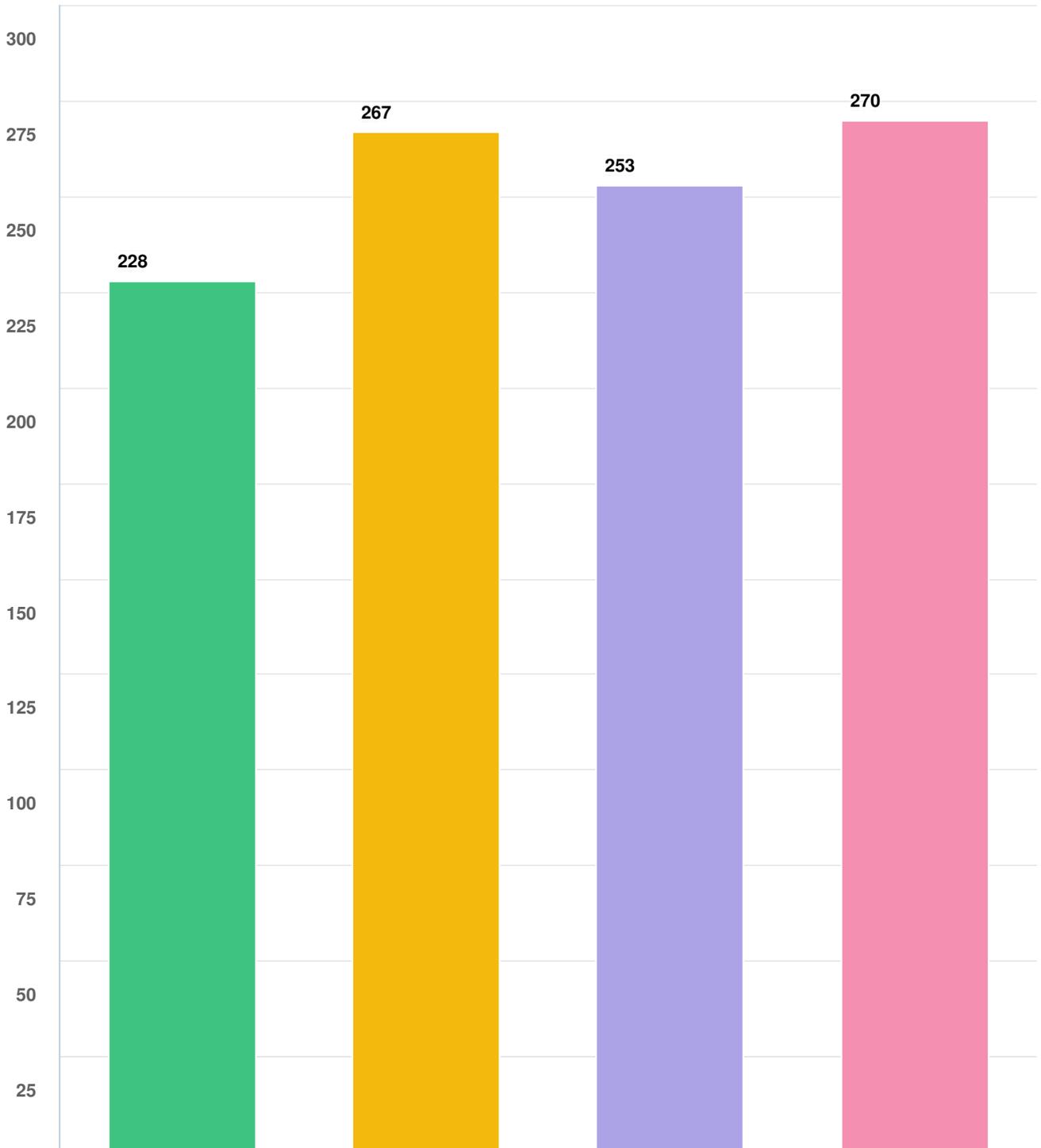


Question options

- Social Gathering Spaces
- Trails and Paths
- Specialized fields for organized sport
- Fields/play lawns for general unstructured play
- Specialized courts, such as tennis and basketball courts
- Sports courts for general play
- Playgrounds

Optional question (333 response(s), 2 skipped)
 Question type: Checkbox Question

Q6 The Waterfront Park will be a Regional Park expected to draw park users from all areas of HRM. Understanding there are steep hills and cliffs on this site, which facilities do you feel are necessary for the park to accommodate this type of use? (ma...



Question options

- Fully accessible trails & Pathways
- Places to Access the Harbour / Water
- Public Washrooms
- Parking Area

Optional question (333 response(s), 2 skipped)
Question type: Checkbox Question

Q7 | Is there another park within the Municipality that has a layout and/or park facilities that you could see working well in Shannon Park?

DMesservey

5/05/2021 10:33 AM

Let us pretend this is Bedford or the
Halifax Waterfront!

Patti Christie

5/05/2021 06:58 PM

Unsure

WindmillEstates

5/06/2021 10:29 AM

I can't think of any.

ColinHFX

5/06/2021 01:45 PM

This is a joke, right? The City already
did a massive round of public
consults. for this several years ago.
What, did you toss it in the trash? A
public park on the shore of the
Harbour with the scenic and relaxing

sounds of the MacKay bridge in the background. Right. You can't be serious!

Harrison

5/06/2021 02:26 PM

Victoria Park (good example of well-designed green space in a dense area), Cornwallis Park (playground), Hope Blooms (for community amenities), Needham Park (although Needham is too big, I like that it has a mixture of open space, naturalized playground, trails, and tree coverage areas with shade)

MegBlumenthal

5/06/2021 02:28 PM

Shubie Park. Access for small craft to enter the harbour (like canoes/kayaks) Public Washrooms Heritage Interpretation and signage Trails for all season use Gathering spaces Parking

LeBlancJ

5/06/2021 03:01 PM

I personally like the set-up of the the set of trails in and around Portland Estates.

SP_Lover

5/06/2021 03:48 PM

I guess something similar to The Public Gardens but with space for sports activities.

DartmouthCat

5/06/2021 04:21 PM

I can't think of a park in HRM. I would look to Victoria Park in Truro as a model on which to base this park. Victoria Park in Truro has steep hills, cliffs, and water features such as a running stream, and waterfalls.

PetraErika

5/06/2021 04:40 PM

DeWolf park in Bedford

Jonathan Lampier

5/06/2021 04:43 PM

Not really. This is more akin to the boardwalk or maybe Alderney Park as it sits in what will be an urban context with lots of facilities located nearby.

Colleen Robar Upson

5/06/2021 05:36 PM

Shubie Park, more than 1 way in and out, with washrooms and beach and benches.

Jewel78

5/06/2021 06:15 PM

Ya, one that doesn't have crappy apartments everywhere, destroying

	the natural beauty we have going on there right now.
Chatcher 5/06/2021 06:41 PM	Not that I know of. Opportunity to do something new.
Kdubz686 5/06/2021 07:20 PM	Alderney/Downtown Dartmouth Waterfront. Fisherman's Cove, Eastern Passage.
Ian Westhaver 5/06/2021 07:38 PM	Point pleasant park; Shubie park; albros lake park
bent6543 5/06/2021 08:14 PM	Shubie Park
Stephanie09 5/06/2021 08:52 PM	Point pleasant park
JHartigan 5/06/2021 09:15 PM	The trails, open spaces, parking, and water access at Point Pleasant The playground/play space, paved walkways, water frontage, parking, and public washrooms of DeWolfe Park
abrookside 5/06/2021 09:41 PM	Alderney Landing - ideally continuing the trail from Woodside to Alderney to Shannon Park would be an incredible use of greenway along the harbour and draw many folks from within and outside the HRM. The access to waterfront is one of the most important most special park of our space along the harbour. Point Pleasant Park. Peggy's Cove washroom restructuring.
Natalie Price 5/07/2021 07:44 AM	Halifax Commons
Christine1 5/07/2021 08:47 AM	A children's pool like at the halifax commons
halifornia 5/07/2021 08:57 AM	Dewolf park in Bedford where one can walk in front of the townhouses.
Troy Mrazek	Point Pleasant

5/07/2021 10:06 AM

budandhon

frog pond

5/07/2021 11:06 AM

JIMBOB

Westmount..Playground and
Spashpad...need a splashpad

5/07/2021 11:24 AM

wildrose55

Possibly Shubie Park

5/07/2021 01:55 PM

CamBourne

DeWolf park

5/07/2021 03:56 PM

EBurton

Point Pleasant Park or Shubie Park

5/07/2021 07:05 PM

Angus22

Point pleasant

5/08/2021 09:14 AM

MuffinHK

Shubie Park

5/08/2021 10:06 AM

gribbo

The proposed space "Waterfront
Park" is most definately not large
enough to be classed as a regional
park--it will be a local
space.....UNLESS it is better
designed and can have , or at least
have the possibility of , links to other
trails/ open space along the harbour
front. A long term plan for a trail
around the harbour should be part of
the goal for this space

5/08/2021 02:08 PM

JohnWesleyChisholm

No.

5/08/2021 02:27 PM

Mark B

The Dingle area

5/08/2021 08:52 PM

SAucoin

Acadia Park in Sackville, perhaps
areas for urban gardens.

5/08/2021 09:50 PM

Kirby

Not that I know of

5/08/2021 10:15 PM

Lukehx

5/09/2021 06:53 PM

Point Pleasant

Camila

5/10/2021 09:23 AM

Shubie park, with plenty of nature and habitat for wildlife. Please consider wildlife habitat corridors connecting with adjacent wildlife habitat to the site.

Digital6th

5/10/2021 02:53 PM

n/a

Randal Stevenson

5/10/2021 03:56 PM

Look for yourself!

BessFriend

5/10/2021 04:01 PM

Halifax Commons to an extend. 3-4 tennis courts, 2 basketball courts, with running/walking trail. in 15 & 11 block looks like a good spot for them. but i assume they are going behind the school in the park space. a ODR for hockey could be considered too.

NCAIL

5/10/2021 05:51 PM

No -

Dave O

5/11/2021 05:26 PM

Can't think of any that I really feel have been done right...maybe Halifax waterfront with more green space and a larger multi use community Ampa Theater

Mryeti

5/12/2021 09:50 AM

Ferry Terminal Park in Dartmouth

Don Andrea

5/13/2021 10:07 AM

None come to mind?

Sarah Proude

5/14/2021 10:18 PM

Not sure

BriantJerome

5/16/2021 01:55 PM

Point Pleasant

Bren

5/17/2021 10:39 AM

Woodside Area Park

MatthewCreelman 5/17/2021 02:05 PM	Create a new Public Gardens, similar in concept to the one on the Halifax side, and put it in The Square.
fkeys 5/17/2021 03:15 PM	Alderney Gate, or Dewolfe park perhaps? However I feel strongly that the Millbrook community should have major input into the design/development of this park.
sarah_dando1 5/17/2021 04:31 PM	No
Jmt 5/17/2021 05:01 PM	Shubie and the salt Marsh trail have good facilities.
Rude Soup 5/17/2021 05:03 PM	Areas for food trucks would be good too. I think the Commons has a good layout and amenities, although it could use more public washrooms.
oldsalt49 5/17/2021 05:30 PM	No as the city will not spend the money to do this.
Chris Marriott 5/17/2021 05:42 PM	Sir Stanford Flemming Park
gcmac 5/17/2021 05:42 PM	Similar to Shubie park
Dhartt 5/17/2021 06:02 PM	DeWolf
Suzanne Bruce 5/17/2021 06:26 PM	Old pt pleasant beach and boating style
Cdnguy 5/17/2021 06:28 PM	No
Mystique 5/17/2021 07:41 PM	No
MarshaCurry 5/17/2021 08:03 PM	The dingle park
Florries Lane 5/17/2021 08:56 PM	I don't know of any at this moment.

shickmcphee
5/17/2021 09:33 PM

Baker Drive

Sjohnston
5/17/2021 10:24 PM

Shubie Park is fairly accessible

SuejacMac
5/17/2021 10:31 PM

Aldermen Landing Park ares.

boyletons
5/17/2021 11:08 PM

The naturalized playground at Needham park - or something similar- to blend in with the landscape. Alternatively, a splash pad- which the Dartmouth area is lacking.

KD
5/17/2021 11:14 PM

Build the community the way it used to be. Young growing families.

Heidi Schaefer
5/17/2021 11:29 PM

DeWolfe Park in Bedford

902Strong
5/17/2021 11:46 PM

Na

Anna Kristina
5/18/2021 07:29 AM

Point pleasant

Steve C
5/18/2021 08:33 AM

DeWolf park in Bedford

asdfsdfdfg
5/18/2021 09:51 AM

answers to the questions are very narrow and are not inclusive of all options available. For example, affordable housing is best accomplished with modular homes. These homes are very affordable for first time home buyers. No commercial space should be put into this development as the existing commercial space is less desirable and competes with the neighboring business park. This leave the proposed space and surrounding area to more attractive to problematic businesses such as large noise

polluting businesses such as car repair facilities which already pollute the area. There is more than enough commercial space in the area already, no more is required.

Erin Crosby

5/18/2021 10:26 AM

No

TGRIGGS

5/18/2021 10:39 AM

Something between Victoria Park and Dartmouth commons

marta

5/18/2021 11:19 AM

do not know

JUMPvalley5

5/18/2021 12:23 PM

BEDFORD WATERFRONT PARK AREA

Torment99

5/18/2021 03:18 PM

Shubie point pleasant

Madmaximillion

5/18/2021 05:47 PM

Dogs allowed

DarkSideDude

5/18/2021 06:27 PM

Alderney Landing makes very good use of its waterfront location, park, and public space. It's definitely a good model if we're considering putting in a new ferry terminal at Shannon Park.

ben.macleod

5/18/2021 10:00 PM

Ensure walking route between the bus stop and the park is legible and well-designed. Given the amount of on-street parking planned, there is no need for a parking lot.

Edward

5/18/2021 10:13 PM

Dingle

michele777

5/18/2021 11:33 PM

The parks around Lake Banook which have mid-rise and taller residential buildings nestled by the pathway, surrounded by forest. It is a gem in the middle of Dartmouth.

Brittany S

5/19/2021 08:15 PM

Westmount playground

David Kerr

5/20/2021 10:18 AM

Dewolf park has an extensive walking area...of course, it needs a restaurant...

SellingDartmouth

5/20/2021 10:48 AM

Point Pleasant Park

Tanya Matheson

5/20/2021 10:55 AM

Probably Alderney - mix of open space, playground, benches, tables, dock, harbour access, and a multi-use building with facilities.

Deirdre

5/20/2021 11:40 AM

HRM has many great examples of integrating park facilities with uneven terrain and cliffs where lookouts are established. Perhaps consider a mixture of trails and urban wilderness trails with lookoffs/picnic areas. Significant vegetation will need to be re-introduced in some areas.

Deidre

5/20/2021 03:49 PM

Shubie Park - This has an enclosed trail that "feels" like the woods but is by the side of a highway. It would be nice to see something similar near our community - especially with so many new residents coming. A trail that feels like an escape but is actually right next door.

adowe

5/20/2021 05:03 PM

Seaview

ctobin

5/20/2021 06:35 PM

Baker Drive Dartmouth

James C

5/20/2021 07:08 PM

Point Pleasant Park

Alysa

5/21/2021 09:14 AM

Shubin park... it has more trees than what you guys are planning to leave and more pathways... you could easily not put in the 4 city blocks closest to the pathway now and allow for the boardwalk path to be more treed off.

Jenn1

Hemlock Ravine for hills and cliffs,

5/21/2021 03:19 PM

Dartmouth Waterfront Trail for boardwalk

Ilsa

A larger focus on accessibility.

5/22/2021 02:47 PM

Robsaucier

Unknown

5/23/2021 09:24 AM

Harmonygirl40

Bedford Waterfront Dewolfe Park

5/23/2021 07:58 PM

Dartmarts

Off of Baker Drive

5/24/2021 08:33 AM

corbett

Public Gardens

5/24/2021 10:36 AM

desawler

shubie

5/25/2021 09:54 AM

Scott Shreenan

Fort Needham (once the washrooms are built)

5/25/2021 10:01 AM

Jaimme

Fort Needham has a great layout. HRM so look more towards provincial park layouts like Long Lake that allows a variety of trail uses.

5/25/2021 10:42 AM

KRankin

A cross between the playground section of the Commons and waterfront portion of the commons. The boardwalks at Dewolf park in Bedford are nice as are some elements of the Long Lake multi-use paths (off Dunbrack).

5/25/2021 12:19 PM

Daniel Robinson

Not sure

5/26/2021 02:57 PM

Kyle R. Middleton

Not that I can think of, but I've noticed a lot of parks and paths in the city are missing proper waste bins, causing a lot of areas to have litter.

5/26/2021 04:42 PM

Wanda62

MacCormacks Beach Provincial Park

5/26/2021 06:34 PM

MelK94

5/26/2021 10:00 PM

Fleming park

HS

5/26/2021 11:35 PM

Na

Ian Murray

5/27/2021 02:03 PM

The Harbour Walk is a nice
Dartmouth success story.

Local.viewer

5/27/2021 02:32 PM

Shubie

Key

5/27/2021 03:24 PM

Needham with a mix of Le Marchants
schools playground.

ScreenName

5/27/2021 07:04 PM

No

Cb92

5/27/2021 07:08 PM

Dog park

sicilian

5/27/2021 10:33 PM

The entire waterfront needs to be
public parkland, with connectivity to
and from the area via trail system.

ssmith

5/28/2021 08:16 AM

All of the parks with good harbour
access I can think of are with
beaches. This will be new having
access that must go down an incline-
-I like it. Connections to the water are
very needed on this side: crossing
the tracks and climbing over rocks to
get to the shore on the multi-use trail
or further north from the streets off
Windmill.

JAC

5/28/2021 01:31 PM

Parkland around Cole Harbour Place
and around the Oceanview School in
Eastern Passage. However, there
would have to be a more compact
design in Shannon Park. Also, multi-
use fields should be used.

Andrea C

5/28/2021 02:05 PM

Not that I can think of

Trevor Rollin

5/28/2021 02:52 PM

No non come to mind. I would like there to be a beach-like area though.

KEPDuffy

5/28/2021 03:23 PM

Shubie Park has nice wide trails in some spaces and facilities that make visiting the area easier, that could be a good example

Nuthatch

5/28/2021 09:03 PM

Halifax Commons. I think a skate park for Shannon Park would be much appreciated.

Molly D.

5/29/2021 07:49 AM

Don't know.

Reneeb

5/29/2021 10:57 AM

The dingle park has a beautiful water walk way and also has a forest trail system. I think having a forested park (also similar to point pleasant park) would be amazing, especially for environmental and educational purposes for youth (unstructured play, science, etc.)

Karen Davison

5/29/2021 12:01 PM

Westmount Subdivision perhaps although all the houses there are more than most people can afford and there are only a limited number of duplexes but there are tennis courts, playgrounds, school fields, back pathways for biking, etc. that make it a very accessible, kid-friendly neighbourhood. Plus, it's close to schools, amenities and bus routes.

Abbie

5/29/2021 01:04 PM

Not too sure

Kleaman

5/29/2021 09:32 PM

Dartmouth common

Emma2021

6/01/2021 06:57 PM

Dewolfe park in Bedford

Ebissonnette

6/01/2021 10:11 PM

Point pleasant park, in terms of walking near the water, Needham park, in terms of play structure and field As well as Illsville park, in terms

	of multiage play structures and splash pad!
Dusan Soudek 6/01/2021 10:14 PM	Each site is unique... Possibly Point Pleasant Park?
Dj_kit89 6/01/2021 11:24 PM	Shubie
jasymonds 6/02/2021 10:47 AM	I like how natural Africville Lookoff park is. Many, many people use this site to spend some time in nature. Shannon park should retain as much of the wooded area surrounding the Canada 150 park area as possible.
Devyn 6/02/2021 08:42 PM	Sir Sanford Flemming Park
Doris 6/03/2021 07:49 PM	Not really and one with great ammenities for all ages/abilities would be a great jewel for this fair city ♥
hinglecc 6/03/2021 08:04 PM	Point Pleasant Park but with more green space
Sonia 6/03/2021 09:29 PM	Bedford bay park sorry I do not know the exact name
Kevin Finch 6/05/2021 12:58 PM	I like the walking trails along the river, from Bedford (True North Diner) to Lower Sackville. I like the Canada 150 Trail, although it should be open for use from May 1 to Oct. 31, if not more.
bucketlister 6/06/2021 09:05 AM	Shubie Park
jason.macdonald1 6/06/2021 09:36 PM	Shubie park
Amy Kathleen MacKay 6/06/2021 09:57 PM	It really as I feel all our parks need some work to be more accessible to everyone. My trash cans, accessible washrooms, places of interest. A combo of the commons and public

gardens would be good but with water front similar to point pleasant and shubie. A botanical gardens would be fantastic with year round ascees. Such can be found in Wellington NZ and Helsinki Finland.

cedh

6/07/2021 10:36 AM

Water park/splash pad

SED

6/07/2021 11:12 AM

No, Dartmouth has been ignored with park facilities. Shannon Park is an opportunity to add this for all of Dartmouth citizens. A point pleasant park idea would be great!!!

firemanJoe

6/07/2021 11:38 AM

Shubie Park

catkin127

6/07/2021 12:21 PM

I love the park layout of the Halifax Commons - It provides so much to the residents there. I also like that they added something unique - the Oval, which draws people in and promotes year-round physical activity. It has open fields for groups to play, baseball and soccer areas, playgrounds, and a fountain. It is a huge area but so necessary, and I think Dartmouth deserves one as well.

ShelleyO

6/07/2021 12:23 PM

Alderney Landing

coleogilvie

6/07/2021 12:26 PM

Dartmouth Commons or the Alderney Ferry terminal park

JMR2020

6/07/2021 12:36 PM

Point Pleasant

NRector

6/07/2021 01:13 PM

No

Mickmous1

6/07/2021 01:24 PM

The Eastern Passage Boardwalk near Fishermans Cove is one style that would be accessible. Also like the Shubie Park trails.

chris902

6/07/2021 02:06 PM

The Dartmouth Commons has a really nice mix of unstructured space, multiple types of spaces (gardens, community oven, treed areas, community gardens, sports facilities, a track, paths, etc) rather than being single use.

hfxtom

6/07/2021 09:51 PM

Dartmouth commons

Tree

6/07/2021 10:36 PM

Alderney landing playground

Optional question (149 response(s), 186 skipped)

Question type: Essay Question

Q8 | Overall is there anything else you would like to tell us about how you feel about the development?

DMessenger

5/05/2021 10:33 AM

This should be a beautiful spot that can be the pride of the HRM

Patti Christie

5/05/2021 06:58 PM

Having grown up in Shannon Park (military family) in the 60's and 70's, I welcome a "new community" on this land. It's been sad seeing nothing there all these years. It was once a robust part of Dartmouth and the thousands of families calling it "home" loved it. Most of us will always feel a connection to the land with our fondest memories and life-long friendships. It would be nice to be able to visit the area again or possibly live there.

WindmillEstates

5/06/2021 10:29 AM

1. Wildlife. Please consider the dozens of deer that are home in this area of the city, especially around the bridge. I see the deer around Shannon Park school, and they use the tracks to come further up Windmill Road. There is inadequate signage at the present time to signal to non residents that deer frequent

this area. If 7,000 residents are going to live in Shannon Park, I am worried about the increased traffic that put wildlife at risk. The deer are a special thing in our community, just as special as the geese of Sullivan's Pond. There should be some research into the design that considers the flow and safety of wildlife in this area. 2. Integration with existing community. There are many children who live in the St. Margaret's Boulevard subdivision who go to Shannon Park school, and walk to & from school. It's hard to tell from the drawings how those children will be safe from traffic. 3. Green space. There doesn't appear to be much green space in this plan. If 7,000 residents are going to live in this area, shouldn't it provide for more green space?

Angela32

5/06/2021 01:34 PM

More transportation to/from Halifax required. Traffic is already a problem.

Maxwell Payne

5/06/2021 01:35 PM

Need some single family homes too

ColinHFX

5/06/2021 01:45 PM

More public housing / co-ops. Less parking lots and more trees. And dear lord please don't build a crappy bus terminal that you then force a bunch of routes to go to, thereby dragging out their schedules and making the bus worse for everyone.

Maggiokarp

5/06/2021 01:56 PM

Listen to the people's input from previous outreach and stop the development.

MarkMo

5/06/2021 02:20 PM

It's a great plan. I really appreciate what the city of Oslo has done with its BarCode development: mix of access to water, high rise, streetscape feel even though mostly high-rises. Underground (paid) parking for visitors, customers, is a

must if people from other neighbourhoods are going to visit and frequent shops. On street parking is insufficient. Don't let this turn into a Clayton Park apartment wasteland.

Harrison

5/06/2021 02:26 PM

There needs to be a strong affordable housing component. Given that a federal crown corporation is proposing this development, there is an obligation to ensure that all of these units are below market rates. This development will change the face of Dartmouth North, which is one of the poorest areas of HRM. The density and walkability that this development will provide is valuable, but it cannot have the exclusive feeling that Kings Wharf has. No information was given on what will happen with the Millbrook portion. Why was it greyed out?

LeBlancJ

5/06/2021 03:01 PM

I am concerned about affordable housing. This new development is a great opportunity for the city to provide us with affordable apartments and houses. I am low income and struggling to find quality apartments I can afford. I only make \$19 an hour. I can not afford anything over \$1200 a month.

Natefiss

5/06/2021 03:35 PM

Traffic in and out of the new development will need more than the current existing exits to manage the 7,000 people

SP_Lover

5/06/2021 03:48 PM

It's much better than a football field! I have no faith in the CLC. I am a photographer and was promised, by Chris Hillier, access to the former Shannon Park to document my history as a former resident (i.e. photograph places where my family lived, my bedrooms, etc.). He went back on his word. Jerk.

DartmouthCat

If there are to be multi-unit residential

5/06/2021 04:21 PM

buildings, I think they should be publicly owned and operated either by HRM, the Province of Nova Scotia, or the Government of Canada and be available to those with the greatest need for housing within our municipality.

Jonathan Lampier

5/06/2021 04:43 PM

One thing I did not see in the plan is the placement for a future ferry terminal and how that might work with the parks and road network in the area. I also do not think it is necessary to limit the height of buildings on what plots will

Colleen Robar Upson

5/06/2021 05:36 PM

more green space the better, and ensure you are planting a mix of edible and native plants - feed the people and feed the pollinators

Steve17

5/06/2021 06:12 PM

This is a strangely unresolved and uninspired concept for this key site.

Jewel78

5/06/2021 06:15 PM

I'm grossed out by this development option. The stadium was a far better idea. Get rid of these privately owned high-rise apartments and bring something in that will help the city and our existing community.

Chatcher

5/06/2021 06:41 PM

Please do something unique!

Kdubz686

5/06/2021 07:20 PM

I would like to see a walking and cycling path connection along Mackay Bridge and a ferry terminal within Shannon Park with additional connecting bus routes. I think these additions would be highly significant to the community and I often hear of people not wanting to live off Windmill Road due to weak or inconvenient transportation options. Also, encouraging a grocer to operate in the neighborhood would be beneficial!

Ian Westhaver

1) would like to see timelines

5/06/2021 07:38 PM

attached to the phasing plan; 2) would like more attention to types of commercial developments planned 3) would like to see folks able to live/shop/possibly work in the community 4) LEED certification and green materials 5) good overall plan, well thought out

Hunter9o2

5/06/2021 07:50 PM

I can't wait for this new community! I think it'd be awesome to get some ideas from Miami lol nice tall beautiful condos, maybe a little artificial beach with a boardwalk like McCormacks Beach

Sundaypancakes

5/06/2021 08:01 PM

Would like for this to help Shannon Park elementary

MustangDave

5/06/2021 08:11 PM

Along with residential housing, a museum for Dartmouth and/or HRM would be beneficial along with an interactive aquarium. This would allow HRM to show current and future generations as well as Indigenous people the interaction of the past, the present and the future. With municipal, provincial and federal funding a museum and/or aquarium is feasible. In recent years, a football stadium in this area was considered because of easy access and parking. A museum/aquarium would allow people from all of Nova Scotia access. Along with the proposed plan, this would change the industrial feel of Dartmouth North.

weebitwit

5/06/2021 08:18 PM

Has potential if residents have good public transportation and bike lanes to access for their general transportation requirements.

Calib

5/06/2021 08:45 PM

It will be important to work with Millbrook FN on connections through their parcel to allow future trails that may be on the Dartmouth waterfront. And while I think the active transit options in Shannon Park will be

- good, the options outside the park are limited.
- Stephanie09**
5/06/2021 08:52 PM
I'd very much like to see affordable housing projects for all or the vast majority of the new Shannon Park development. HRM is in desperate need of affordable housing options and Shannon park is a great opportunity.
- Camizzl**
5/06/2021 09:12 PM
Some amount of mid density, stacked town homes, townhomes would be a great feature to break up some of the mid and high rise buildings
- JHartigan**
5/06/2021 09:15 PM
Make it unique!
- abrookside**
5/06/2021 09:41 PM
The document said this would take place over decades - I'm curious why it would take nearly so long considering the rate at which building is being done other places. Also, in regards to structured sports fields: they take so much space, cause less access to nature, and exist in many places (and people often drive to them). I think having unstructured fields that can be used for sports (thinking about Central Park) can be a more useful and accessible use of park space.
- Angelariley87**
5/06/2021 11:37 PM
Hopefully it will help alleviate the debris that collects in that area
- Oml**
5/07/2021 04:44 AM
This needs to have adequate low income housing opportunities for families.
- Natalie Price**
5/07/2021 07:44 AM
Section that honours the Indigenous lands that it is on would be nice. Playgrounds that have options for children with disabilities to play on them. Affordable and income assistance housing mixed within would be good. Urban garden facility

or space or weekend market to create a weekly designation site for others

halifornia

5/07/2021 08:57 AM

there should be no reason why a 25 to 34 story building couldn't be build here, higher the better leaves more land for green space. StreetCar system could work and link it to the ferry terminal.

sydblum

5/07/2021 09:27 AM

Shannon Park and North Dartmouth are traditionally low-income neighbourhoods, it's important that this development isn't gentrifying the neighbourhood and the majority of the housing built is set aside for low-income housing. Whether this be mandated through conditions of development/sale, community benefits agreements, or inclusionary zoning.

Troy Mrazek

5/07/2021 10:06 AM

Excited, but also a bit skeptical! Big aspirations are great, but don't want this to be another community where lower income folks are pushed to. It needs to be a community that is welcoming to various income levels with a supply of affordable housing. Also - transit is an issue (will likely always be an issue), but let's make sure we're not only relying on vehicle transportation. Bike lane access is a must!

budandhon

5/07/2021 11:06 AM

I think the entire area should be converted to green space / park / trails. Way to much development already in the city.

JIMBOB

5/07/2021 11:24 AM

Not low income housing...and no sale to one individual group

KVee

5/07/2021 12:25 PM

I think too many buildings may not be great fir the area . What about single family homes or townhouses at least.

wildrose55

5/07/2021 01:55 PM

I think the development of this area is a wonderful idea, however, it would

be nice to see affordable housing available to senior, disabled, and low income families as well.

CamBourne

5/07/2021 03:56 PM

A great opportunity to build many tall buildings without the need of protecting view planes and help with the housing and rent crisis.

m.steele

5/07/2021 06:43 PM

I think this is a good development and there should be more people/taller buildings here. Trails and water access would be great.

EBurton

5/07/2021 07:05 PM

Maintaining the integrity of natural greenspace and harbour access and views should be integral when developing this area. Affordable housing that is high quality is imperative. Luxury apartments or condos should be avoided.

Angus22

5/08/2021 09:14 AM

Should be mostly parkland

MuffinHK

5/08/2021 10:06 AM

Please ensure commercial space is integrated with the housing. Not separated. Ground floor spaces for restaurants and shops in buildings on the centre axis of the development. Perhaps a central square for festivals and community events would be appropriate as well.

gribbo

5/08/2021 02:08 PM

--It is very "engineered" and unimaginative in the 1950's suburban grid layout -- has the topography and vegetation been taken into account with the layout? -- where is the leadership into the future for sustainable and environmental urban design? -- Has "Halifax2050" been considered in guidelines for future housing ? -- Involve local urbanplanners, landscape architects imaginative thinkers to round off the final concept.

JohnWesleyChisholm

5/08/2021 02:27 PM

You are going in the wrong direction. Again. This development is another

monopoly. Trading last ever opportunities for diversely held communities to mega corps and big developers. This land should be broken down into small parcels so that owner occupied businesses, factories, and residences can be crafted into a wholistic community. Small holdings diversity held are the key to stability, resilience and prosperity. The game Monopoly was originally designed to illustrate the economic and social consequences of EXACTLY what you are doing here. It is wrong. Always has been always will be. What you are doing, again, is a bad thing. You are hurting Halifax, hurting Nova Scotia, and most of all, destroying any hope for the future progress and prosperity of regular people who need to have access to and own capital to survive in the globalized economy.

Bmurr23

5/08/2021 07:45 PM

I'd like to see a mix of affordable housing. Also a large general purpose area fir outdoor concerts and other festivals would be nice to have.

Megarns

5/08/2021 07:47 PM

AFFORDABLE
HOUSING!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Mark B

5/08/2021 08:52 PM

I like it, better than the eyesore that's there right now.

Dre1992

5/08/2021 08:52 PM

I think providing housing and places for outdoor recreation that is available to all is great!

SAucoin

5/08/2021 09:50 PM

I think it's good use of prime real estate, but be cautious adding more people to that area. From the tolls to exit 2w on the circ is just a mess. Increased traffic will make it worse unless that's redesigned first or concurrently.

Kirby

Include a transit hub, and make the

5/08/2021 10:15 PM

streets 'fietstraats' (dutch style bike streets, where cars are 'guests')

Cilantrosanchez

5/09/2021 08:03 AM

It is over reliant on big roads. One side of each block with access to collector road is more than sufficient. Any other roadways should be created as shared roads where non-vehicle traffic is as expected and respected as vehicular traffic. IE narrow, not wide enough for two vehicles to drive past at speed, service road types where over 25km/h is uncomfortable. See Barcelona's superblocks.

adamtravis

5/09/2021 08:05 AM

I think it's important to note that while AT facilities within the neighbourhood are great, there's currently no AT connection to the bridge, nor is there AT infrastructure along Windmill. While outside of the boundary, these would be critical connections to make the area convenient to cycle to and from. Access to groceries is also a much needed, as the nearest store is quite far.

ColinSonnichsen

5/09/2021 01:14 PM

Multi-use trail connections to the rest of Dartmouth, preferably along waterfront Bike path connections to the rest of Dartmouth, i.e. cycling path on windmill road

Dreaminginhues

5/09/2021 02:20 PM

It needs to be affordable!

EileenR

5/09/2021 04:48 PM

Provide low-income housing options. This should be mandatory - and often is - for new developments. Considering the displacement of people who have been pushed into tents to make room for people who can afford to live in a condo unit (or to rent one out for an exploitative side-gig), this is the bare-minimum request to best serve all of our community. Designate low-income, and LOW-BARRIER housing. This is

everyone's land, act like it.

Lukehx

5/09/2021 06:53 PM

I think this is an excellent use of the land. As much as possible, the development should be planned to be well-served with transit and have a good ratio of commercial and residential space to allow residents to rely minimally on private cars. Consider mandating electric vehicle charging infrastructure for those parking spaces that do exist on the site.

Camila

5/10/2021 09:23 AM

I would like for this place to be very inclusive, and perhaps part of the connection to Halifax can be that on the waterfront, there is space for water taxis/docking private boats. Also, considering the wonderful AT trails, please provide plenty of bicycle racks to park bikes. I would love to see lots of restaurants/community spaces such as corner stores, and perhaps pubs/bars, i.e. natural gathering spaces throughout the community and especially near the waterfront, so that it is a populated and safe space at night as well.

Scott M

5/10/2021 01:55 PM

Totally against any sale to any developer - should be reserved for green space or public buildings only
!!!!

Digital6th

5/10/2021 02:53 PM

I hope there will be affordable housing for lower income families.

Lzzy

5/10/2021 03:28 PM

Keep rent prices for these new development low and I think it's great. If you are going to jack the prices up on the units, then don't bother. The prices around here are already stupidly high. We need affordable places.

Randal Stevenson

5/10/2021 03:56 PM

Affordable housing!!! Affordable housing!!! No need to come to our community and the housing cost

more than we currently pay! It's only going to cause our landlords to raise rents!

BessFriend

5/10/2021 04:01 PM

To make Dartmouth to appeal to Halifax, from the halifax side, shorter buildings should be close to the water with the taller ones in the back. like in block 1,2,3,4,7,12,8. like a gradient from the water view. especially if the plan is to have a ferry system. the only thing i dont want to lose is the view from Nadia drive of the bridge. Hopefully 8 stories doesnt block that view. We have a lot of people and no where to put them. Big fan of the round about in the image. I am worried about the access off the bridge to come down to princess. i think there needs to be a offramp with access right onto windmill. The cove area for boat access will look really cool at 21/20. or ferry station too. do not let killam have any of these buildings.

NCAIL

5/10/2021 05:51 PM

The location you are talking about does not fit what you want to do. There is already way too much traffic in the area since the BIO and Coast Guard put an access road in. Deer are coming into our backyards now because their land keeps getting taken from them.

Dave O

5/11/2021 05:26 PM

A Walkable, Livable, Interactive community accessible by land or water. Commercial buildings outlining the waterfront with with housing thats open in front yard to patios with car ports in the back yard. Its some of the last sizeable waterfrontage available therefore something different and planned properly.

Mryeti

5/12/2021 09:50 AM

No Casinos

Don Andrea

It will be a great use os the vacant

5/13/2021 10:07 AM

space.

Sarah Proude

5/14/2021 10:18 PM

I just hope it's not a bunch of overpriced places people can't afford

BriantJerome

5/16/2021 01:55 PM

Build a CFL stadium there

Rexawrex

5/17/2021 07:47 AM

There should be some affordable units in the area, not while buildings necessarily, but definitely units within some of the larger buildings

Bren

5/17/2021 10:39 AM

All setbacks should be aiming for 5 meters including along the 'main street' and 'collector A'. Space needs to be allocated to allow for 3 meter sidewalks along with additional space for greenery, bike racks, retail space, etc. Covid-19 has demonstrated that the sidewalk width across the HRM is severely lacking and can be unsafe. Let's not make the same mistake here.

SJackson

5/17/2021 12:23 PM

I'm hoping this plan will be affordable for all Dartmouth residents

MatthewCreelman

5/17/2021 02:05 PM

In descending order of priority: I want a fully walkable neighborhood, a fully bikeable neighborhood, mixed use of space (commercial ground floors, residential upper floors), minimal or no setbacks, minimal use of buildings over 6 to 8 stories in height, bicycle connections to the rest of Dartmouth and the HRM. Fewer apartments, more condos. Build the kind of flexible European style neighborhood with the middle ground between single family detached homes and sky towers that isn't going to be a taxpayer liability in twenty five years, that'll instead be able to renew itself indefinitely. If I live there, I want to be able to go get groceries on foot, or walk to a cafe or bar where I can

- hang out on the patio.
- fkeys
5/17/2021 03:15 PM
This property offers an enormous opportunity to build a community where people can live, learn, work, and play all without the need for a car. It should offer affordable and safe housing no matter what! I am interested in this development since I work at the government facility nearby and am keen to see better transit, active transportation, housing, and services in general in this location.
- Hal
5/17/2021 03:57 PM
The trail at Shannon Park is currently open June-Oct. This is ridiculously limited at a time when there's no building activity at the site.
- sarah_dando1
5/17/2021 04:31 PM
Please look at affordable housing
- CallieGrl
5/17/2021 04:56 PM
I think this development *ABSOLUTELY* must contain affordable units. If there will be 7,000 new units for resident, I think at least 10% must be offered as affordable (which I define as no more than 30% of an applicants gross income - the definition used by ACORN).
- Jmt
5/17/2021 05:01 PM
I encourage the use of native plant species, a naturalization approach, and food forests including species like amelanchier. Also, it's nice to have off leash space for dogs!
- Rude Soup
5/17/2021 05:03 PM
I think the tall buildings being by the highway is a great idea for placement of the highest density buildings, with the benefit of noise diversion. It's also good placement in the west so that the tall buildings won't block much of the sunlight during the day for the other residents and park users. It's important to have higher density in the more urban areas of HRM, and this plan provides a good

balance where it's not all high rise but still fairly high density. It also seems to have a great community feel. I'd like to see initiatives to make a high proportion of this area be dedicated to affordable housing, sponsored mainly by the developer and only in small degree by HRM.

oldsalt49

5/17/2021 05:30 PM

This land should NOT be used for housing. We need a stadium for sports. As the field in St. Mary's has out lived its time. The rugby field is too small and no place to park at both spots. There are far better spots for 7000 homes to live in the city. The homes will take away from the view of the harbour. Look at the class of people that live in that area, who would want to live in that area? If I am paying over \$300000. For a place or rent of \$1500 or more the area is not a place I would feel safe. With the murders, stabbing's, robberies, and drugs that happen just a few streets away from there who would want to live in that area. I feel that over a few years (less than 5) the area would become a slum just like the rest of the area. This plan to use it for housing is a bad one. No it should not be made into a shopping centre as well. If you do and must have housing there than it should be a gated area that only the people living there would be let in. There also should be NO LOW COST HOUSING aloud to be built into any plan as, there is enough low cost housing in that area. Better plans will have to be worked out as the bridge can't handle the traffic now. By adding that many homes you are going to have a much bigger mess than you do now.

Chris Marriott

5/17/2021 05:42 PM

Tall buildings of 20 or more stories should be a priority despite planning

	<p>rules. This is a huge opportunity to bring density to the waterfront. Direct access to the bridge, circumferential highway are just as critical.</p>
<p>gcmac 5/17/2021 05:42 PM</p>	<p>Do something sooner then later. It has been an eye sore for to long! Get city planners to start approving projects so developers can get shovels in the ground and create tax dollars.</p>
<p>Suzanne Bruce 5/17/2021 06:26 PM</p>	<p>Question 4 no option to pick no buildings at all Thia should be a greenspace and accessible from land and water open to the public No buildings or stadium pls</p>
<p>trevpenney 5/17/2021 06:28 PM</p>	<p>I disagree with this development</p>
<p>Cdnguy 5/17/2021 06:28 PM</p>	<p>Low income housing part of the project.</p>
<p>Karen12 5/17/2021 06:49 PM</p>	<p>This will become a slum. If you have low end buildings with high end, it will eventually become low end slums because people don't want to pay higher rent to live in the same community as low end renters. It doesn't work. It will become a slum.</p>
<p>ShannonA 5/17/2021 07:03 PM</p>	<p>There should NOT be another high priced apartment complex built, housing in HRM does not reflect the rate of pay.</p>
<p>bbwhalifax 5/17/2021 07:22 PM</p>	<p>would like to see some low income housing included in the mix</p>
<p>Mystique 5/17/2021 07:41 PM</p>	<p>A big portion of this should be affordable housing and all of it should match the current area's average rental market ie. . As a resident of the area, I wouldn't want this part of town to be posh or for the wealthy only.</p>
<p>Bebi 5/17/2021 07:53 PM</p>	<p>I don't believe this is a good fit for north end Dartmouth, more housing</p>

will just congest the area

MarshaCurry

5/17/2021 08:03 PM

There is not enough green space and not enough parking near the school

AK Properties

5/17/2021 08:51 PM

Would like to see a full-size grocery store on site, to provide groceries for residents on site and from Princess Margaret Blvd area.

Florries Lane

5/17/2021 08:56 PM

This should not be classified as a "Keep up with the Joneses" type of community where everyone else is trying to outdo house size just for status. I think this should be available to lower and middle economic status people and families. I believe they should be able to put in a modular home (mini-home) that is more affordable than the larger types of homes that are prevalent in other areas of HRM. If putting in apartment buildings, the apartment should be reasonably priced for the size, as well as not being necessary to have high-end finishes IE quartz countertops.

shickmcphee

5/17/2021 09:33 PM

Dartmouth North has enough low income. I know it is needed but why in all the same area. It has beautiful views. People should have to pay a premium to live there. Make Dartmouth North a desired location to live. Not live there because it the only place they can afford.

Ian Earle

5/17/2021 10:07 PM

Would be nice if the development was mixed use!

Sjohnston

5/17/2021 10:24 PM

I'm so excited to know this site is finally be utilized!

SuejacMac

5/17/2021 10:31 PM

it is an amazing development proposal as long as there is an opportunity for low to moderate income citizens to be able to afford to live there. It would definitely pay homage to the thousands of low rank

families that called the PMQ accommodations home for so many years. Best idea in a very long time. Needed more than a stadium.

boyletons

5/17/2021 11:08 PM

Allotted low income housing is a necessity, especially for families. Given the access to housing crisis in the area right now, prioritizing the housing aspect of the development and making units available as soon as possible would be nice to see. The existing school is in need of repair, and hopefully a renovation for the school itself would come along with this plan.

KD

5/17/2021 11:14 PM

Affordable housing for the working taxpayer

Heidi Schaefer

5/17/2021 11:29 PM

I wish it included a ferry terminal or some kind of opportunity for better transportation use of the harbour.

902Strong

5/17/2021 11:46 PM

We need proposals that are forced to make 50% of the housing affordable or no funding. Affordable would be: a 1 bdrm - \$400-\$500 a month. 2 bdrm - \$500-\$600 a month. 3 bdrm - \$600-\$700 a month. NOT \$1000 to \$2000 a month!!!! The working poor cannot find housing due to the rent prices now. I know it's no big deal for those in government who have had everything handed to them and have a home they won't be evicted from because the owner sells. All the "big wigs" with money, don't have to figure out if they're paying power, rent, prescriptions, or food this month. They already have those covered for themselves. They aren't forced to live with violent crackhead neighbors who force them to sleep on the couch for 1 yr because of the fighting and loud music and banging on the shared bedroom wall. They don't have to live with the Pharoah

ants, or cockroaches, silverfishes, or with buildings not suitable for living in. Somebody MUST start caring and STOP being money hungry. We need clean, healthy, rentals without violent people who deal drugs out the window next to ours. We need more than a few 1 bdrms, a few 2 bdrms and hardly any 3+ bdrms. We need to force affordable housing on every proposal.

katerose

5/18/2021 07:18 AM

Affordable housing is imperative. And not just a few token units. We can't afford to just keep adding units for higher income people.

J&DP

5/18/2021 07:22 AM

This development needs to be created with the water and harbour showcased.

Anna Kristina

5/18/2021 07:29 AM

I don't think it's necessary right now. With businesses forced to close due to Covid and the fact that the province can't help them anymore financially then we cannot afford to build something like this right now. We should wait for at least a few years until our local economy can get moving and can afford this. I just don't support this development RIGHT NOW.

Genevieves

5/18/2021 08:29 AM

Some low income housing is needed, four to five bedrooms.

Steve C

5/18/2021 08:33 AM

Buildings should be taller than eight stories

krbyggdin

5/18/2021 08:39 AM

The city must push for affordable housing developments. We are never going to see an opportunity of this magnitude in a core neighbourhood of the city again. It would be unconscionable to allow this development to go ahead without a guarantee of substantial affordable housing given our current housing crisis across the province.

asdfsdfdfg

5/18/2021 09:51 AM

Yes, the current plan is not representative of the communities needs. We don't need commercial space in the area. We need affordable housing for purchase and rent in the city core! A mobile home park with a higher end modular home section including larger affordable apartment buildings would be ideal with nature trail surrounding the perimeter. There is currently lots of shared public space in HRM and more is not needed! Affordable housing is! Seems like a clear problem to me, but based on your proposal you have failed to understand the issues at hand and the desires of the community. Sports fields litter the municipality and are often under used (2 months of the year and only on weekends) and are very costly to maintain. There are sport fields in the area already that are more than sufficient for the proposed community. It is time to stop ignoring the fact that mixed use residential developments are affordable. Mix use developments are what have caused the affordable housing crisis in the first place. This development has failed to recognize the issues facing Canadians, such as a lack of affordable housing and the gentrification of affordable communities. Very sad that i had to take the time to write in to provide such information. You owe it to the residents to listen and stop making their communities less affordable. This should not be a mutually beneficial agreement between residents and developers, this should only benefit those who are in need! Low income residents of HRM who are currently lacking affordable housing to purchase or rent should be your target audience not the

salivating developers. There should be no commercial space due to the neighboring business park and their negative connections to property valuations! Only affordable units allowed such as mobile homes, modular homes, and apartment buildings should be built. This space is in great proximity to services and would make an ideal affordable housing community, exactly what the province and its residents need! Time to fix the problem rather than working around it with smoke and mirrors. Step up or move along.

DGaston

5/18/2021 09:58 AM

I feel strongly that this development needs to ensure and protect, over the long term, shared green and outdoor space within the development, and not just in the park along the water. Greenspace should not be eventually converted into more lots for more buildings. In particular, bordering the area with taller/denser building, while limiting the interior to midrise and open green space will create a real community.

Erin Crosby

5/18/2021 10:26 AM

No

TGRIGGS

5/18/2021 10:39 AM

I think there is an opportunity here to create a mikmaw / acadian quarter. It's a part of our heritage which isn't celebrated adequately in the downtown core. If we had a combined museum, much like the shubie canal museum, and offered acadian and mikmaw cuisine, it could bring something very special to Dartmouth.

marta

5/18/2021 11:19 AM

I think overall it is a great plan. And I especially like the roundabout coming off the bridge from Halifax which includes the road to bio. As it is now it is extremely difficult to left onto

Micfrachi59

5/18/2021 11:37 AM

Princess Margaret coming from HFX at certain times of the day. I give my full endorsement to this project

7000 residents, 26 city blocks. Why waste time with a survey when the major elements are already decided. Where's a question on a Stadium.

JUMPvalley5

5/18/2021 12:23 PM

IMPORTANT TO (WITHIN 10 YEARS), HAVE A FERRY TERMINAL WITHIN THE LARGE SITE, TO HALIFAX FROM SHANNON PARK. NEARBY TUFTS COVE POWER SITE CAUSES CONCERN FOR ME TO ACTUALLY LIVE THERE SOMEDAY (I WOULD MOVE TO THE SOUTH END). A HOLIDAY INN OR SIMILAR MAY BE OK ON THE WATERFRONT THERE AT SHANNON PARK. A NON-POLLUTION CALL CENTER LOCATION MAY BE FINE TOO FOR SHANNON PARK.

klw

5/18/2021 01:08 PM

Please ensure green spaces and any bike infrastructure is readily accessible from Bedford Institute of Oceanography. Any trails on Shannon Park will be used frequently by those staff

Torment99

5/18/2021 03:18 PM

Don't do it!!! Affordable single family homes not a concrete jungle of apartments. Will be an eye soar. Just like Larry Uteck apartments view going over bridge. Lots of other areas to put apartments

DarkSideDude

5/18/2021 06:27 PM

7000 people is fewer than this area should be housing. We are in a housing crisis and need to make more extensive use of the lands at Shannon Park. We're not going to get a second chance to develop this area from scratch, so we need to do it right and get the most out of this resource, that means more housing, likely with taller buildings than are currently proposed, and/or by cutting

in slightly to proposed park land.
There's room for another city block south of Block 26 for example, if we could do with marginally less park space. The plans are excellent, but I worry too few people will be able to enjoy them, and the promise of affordability the site offers. We should be looking at housing more like 10,000 people, especially with a rapidly growing urban population.

DartmouthProud

5/18/2021 07:26 PM

We need affordable housing for low income families... it needs to be guaranteed and not a false promise by developers

kelittle

5/18/2021 08:22 PM

Shannon Park was my first home when I was born. Between there and Wallis Heights I lived in the area for 15 years and I always felt a great sense of community. I also always felt safe there, even when I was out running around all day, playing in the surrounding woods. It'd be nice to have that feeling in the area again. I suggest talking to Sobeys or another company about putting in a building with a grocery store on the lower level and apartments above it. Also, please don't allow just condos at outrageous rents to be built. Some affordable housing needs to be added. Everyone should be able to access and live in this area. The area also needs a pool and an ice-skating ring.

ben.macleod

5/18/2021 10:00 PM

The roads are lined with a lot of car parking. The cycling facilities should be designed so as to not put cyclists within the "door zone" of parked cars. Consideration should be given to designating a site for a potential future ferry terminal. Such a site should be selected with consideration for 1) connectivity with bus transit, 2) proximity to commercial/retail space, creating an all-in-one town centre

[there are many such examples in Hong Kong, such as Ma Wan, Discovery Bay, Mui Wo, etc.], 3) connectivity with planned cycling facilities. The traffic report outlines a potential future bus route connecting with Baffin Blvd. The jog around block #13 should be straightened out if possible in order to speed up the bus route. Block #13 might have to be deleted/replanned for this to happen. It would be preferable if that stormwater drain was not planned to empty into Norris Cove, but further out into the harbour if possible, in order to improve the water quality within the cove following rainy days, potentially allowing for swimming in the summer months. Sufficient space should be provided for healthy tree growth along sidewalks, allowing trees to grow to the size we typically see in old Halifax neighbourhoods, thereby permitting the growth of a tree canopy that improves pedestrian comfort in rainy or sunny weather. Space should be provided to prevent root systems from uplifting sidewalks over time (appropriate species selection will also help in this regard).

Edward

5/18/2021 10:13 PM

Opportunity to have a number of progressive senior living complexes as well as a palliative care centre within the neighborhood.

michele777

5/18/2021 11:33 PM

This is strongly, strongly needed to deal with the present housing crunch and the return of international students and immigration. There are lots of us living on a middle-class income who now cannot afford to purchase a home and need to continue renting or would rather continue to do so.

Adjust

5/19/2021 04:41 PM

Rather than a housing site - the site would be better used for a new

Hospital. It would be central to Halifax, Dartmouth, Bedford and Sackville. It would have plenty of room for a number of hospitals in future and parking.

J. Thomas HC

5/20/2021 10:18 AM

This would be a hugely beneficial development for Dartmouth.

David Kerr

5/20/2021 10:18 AM

HRM has insufficient water access for the public, particularly on the Bedford Basin and Dartmouth side. Trails along the entire waterfront of the Shannon park site is the right step to take. Also, places to sit and have a drink/snack/meal, overlooking the water would help fill a need.

SellingDartmouth

5/20/2021 10:48 AM

I am strongly in favor of the Shannon Park development proposal. Adding density to the north end of Dartmouth will help surrounding areas as well as making use of an amazing piece of realestate.

Tanya Matheson

5/20/2021 10:55 AM

It is blah. It is just a continuation of Wallace Heights and nothing over all appealing to it. The current layout does not draw anyone to a park or outdoor areas. Was hoping it would be more of a community with mix-use buildings and community resources. It appears to be just the same boring subdivision which HRM builds. This survey is also a little pointless and appears to just be an exercise to give the appearance of public input. The questions asked you already know the answer and/or better answered buy the planning committee and staff. There did not appear to be a general overview of the development plan and I don't know the technical knowledge or desire to read all of the reports. I think the community are not overly concerned about this aspect of they plan. They want to make sure there

is affordable housing, housing for seniors and families, outdoor space, safe neighbourhoods, accessible facilities and resources nearby.

Where/how will this neighbourhood get groceries? How will the access medical care? What is in place for transportation? What physical and non-physical attributes are included which will help build community?

Deirdre

5/20/2021 11:40 AM

I am glad to see some positive movement on this site. I feel it's much better suited to a residential community vs a stadium. There is simply not the infrastructure to accommodate 50,000 people leaving an event at the same time.

Significant consideration will need to be given to increasing roadways and access to the highway and main thoroughfares without creating bottlenecks and hazardous conditions. The train tracks will also need to be considered. Establishing a ferry stop at this location would be a significant enhancement. I note the survey only asks about medium and high buildings. Is there no intent to have a mixture of single family dwellings, townhouses or duplexes available as a total mixed used residential area? Will this end up looking like areas of HRM where there are nothing but apartment buildings that look the same? There is a well established subdivision at Ocean Breeze estates and several large number employers in this immediate area to also be mindful of. If this is being redeveloped, is there any consideration or partnership opportunities with the School Board to updating Shannon Park elementary school? Appreciate the opportunity to share my opinion.

Deidre

Please do not obstruct the view. One

5/20/2021 03:49 PM

of the major reselling features of our home (and a lot of homes on our road) is the view of Bedford Basin. Additionally, high rises would make the community disconnected. Affordable homes for families with a few commercial spaces for local businesses would really bring some value to Shannon Park and get rid of the stigma. We do not need any more high rises. PLEASE bring some local business to Shannon Park - it would be amazing to have a small brewery near the water for residents/HRM to see the great view and increase the overall value of Shannon Park.

ctobin

5/20/2021 06:35 PM

I'm really disappointed about tall buildings being considered. I just purchased a home on Nadia Drive with a view of the bridge. I do not hear any highway noise, so I do not feel tall buildings are necessary. We knew development would be taking place in this area, but if tall buildings are constructed I would consider moving.

James C

5/20/2021 07:08 PM

Seems like very high density. Maybe a ferry terminal would be a good idea?

AndieAubie

5/20/2021 10:45 PM

I think it's a great idea but I hope the Shannon Park Trail will be able to stay.

Alysa

5/21/2021 09:14 AM

I am frustrated that the city feels the need to develop this land to that extent. It would be nice for everyone who lives around this area to have more pathways and scenic walking trails as there are none close by, but by developing it with 26 city blocks it will cut into a lot of the beautiful trees and privacy that is already there. If you could not build the 4 closest city blocks to that boardwalk it would be more ideal and the trees that are

along the bio road provide a good sound barrier already so please leave as many as possible.

Jenn1
5/21/2021 03:19 PM
needs to be mixed housing for all, would like to see some low cost Senior's housing also

AF
5/21/2021 06:23 PM
Ensure there is trails that connect as much as possible to the Dartmouth Harbour walk trail. Once trails are available to commute/run/walk to the Dartmouth center more folks will choose to use it. But if the layout is junk I wouldn't use it.

Ilsa
5/22/2021 02:47 PM
A portion of the housing to be built fully accessible. The public spaces to all be accessible. Affordable homes.

Robsaucier
5/23/2021 09:24 AM
Public transport system is a must.

Harmonygirl40
5/23/2021 07:58 PM
PLEASE DO NOT PUT SPORTS STADIUM HERE!! No need for a hockey, football, or ball teams etc. that would be a wasted space for this beautiful area.

Jen10
5/23/2021 09:52 PM
Don't make it crowded. Make it more of a natural space with access to the water views.

Darlb0525
5/23/2021 10:58 PM
I would like to see Affordable housing,as part of this development.

corbett
5/24/2021 10:36 AM
Boardwalk would be nice.

justinlogan
5/24/2021 05:00 PM
This is a great opportunity to grow the North End of Dartmouth. Please do due diligence but let's aim to get this project moving quickly. The application mentions buildings higher than 8 storeys, I'd really like to see taller buildings up to and higher than 20 storeys. Halifax is a growing city let's not waste the opportunity for extra room for people to live here and secure a higher tax base.

Scott Shreenan

5/25/2021 10:01 AM

Overall I love it. Such a great spot to increase density. Living at the other end of the MacKay, I can attest to the issue of noise (and dust/dirt) from the bridge. Anything you can do to mitigate it would be appreciated by future residents. Additionally, I would like to see Block 26 removed from the plan and allow it to be part of the park. While I'm sure an iconic building could be put there, developers in HRM are not so creative with their designs so I'd prefer it not take away a chunk of what is otherwise a nice park. You could make up for the loss by adding another floor to each of the other buildings. I also think that HRM should make it a requirement that this development be serviced by a central sea-water heating and cooling system to make more efficient use of energy.

Jaimme

5/25/2021 10:42 AM

I believe that the municipality should require net zero ready in new multi unit developments. Solar and district power should be considered in new developments as well.

Karynne Cianfaglione

5/25/2021 10:49 AM

I think this development should keep energy efficiency in mind since it is relatively large and dense. It's important this uses district energy

KRankin

5/25/2021 12:19 PM

This area is near Tuft's Cove and there is a lot of potential to use waste energy to heat/power this development. Take the time to plan that and other energy efficiency measures into the development, it will make the community last longer and help future proof it as an investment for HRM.

Andrew L Crooks

5/25/2021 04:19 PM

I really hope that this development uses a central heat solution with Tufts cove right beside the development. There is a great deal of

	<p>waste heat that could be used for this development. Go Greener!</p>
<p>alombardi 5/26/2021 08:19 AM</p>	<p>Given the proximity to Tufts Cove generating station, there is an opportunity for district heating using the waste heat from Tufts Cove. The development should also be considering district energy for electricity; solar PV and battery storage</p>
<p>JessieL 5/26/2021 10:38 AM</p>	<p>Please consider a short micro/beginner disc golf course (3-6 baskets). It's a great low cost low barrier activity that would be great in that area.</p>
<p>ThatAprilChick 5/26/2021 11:07 AM</p>	<p>We NEED affordable housing. Some families can not afford \$1000+ a month for a two bedroom.</p>
<p>kcurwin 5/26/2021 02:52 PM</p>	<p>Parking/school pick up at the shannon park school especially in winter time is incredibly dangerous. This needs to be strongly considered and improved on as the area is developed. Children from all over Dartmouth attend Shannon Park and I would venture a guess that there is a higher amount of pick ups compared to other schools as we want to avoid long bus rides for our young kids who may be travelling from across town, as opposed to schools with more localized populations.</p>
<p>Daniel Robinson 5/26/2021 02:57 PM</p>	<p>There needs to be affordable housing, we dont need more 1300\$ one bedroom apartments in this city, we need places that ordinay folks with median incomes can not only live but thrive</p>
<p>Alloy82 5/26/2021 03:14 PM</p>	<p>I would like to see low income housing included.</p>
<p>Kyle R. Middleton 5/26/2021 04:42 PM</p>	<p>I would like this development to be affordable, we dont need more</p>

\$1200++ apartments and condos. Its hard to find anything in the city at a reasonable rate, people need to be housed.

nightajar

5/26/2021 06:15 PM

We need affordable and low income housing included in this development. Mix development allows for a better quality of life for those who are of lesser means.

SarahJane

5/26/2021 06:17 PM

I have lived in Wallis Heights since 2004, which is extremely close to Shannon Park. I think this development should remain an affordable housing community for middle class working families. I would also like to see a new school in this area as well. Shannon Park Elementary is in desperate need of an upgrade with the population growing in that school every year. This community has always been a family friendly area and I really hope we can keep it that way and support the community as it grows by offering lots of resources that all children and teenagers can enjoy while being mindful to the families and not gouge them on rental increases that seems to be a growing concern in this city.

VMParker

5/26/2021 06:27 PM

I don't think it is a good idea at all. It's a risk to the school children, it takes away from their field. It takes away the option for low income housing we don't need anymore expensive apartments. It will be horrible for people living on princess Margaret blvd as well.

Wanda62

5/26/2021 06:34 PM

It needs to be for low income people. There's enough expensive buildings already built and empty, time to give low income people a place where they are raise children in clean new apartments, and still have access to the shoreline.

HOPE

needs to be actually affordable for

5/26/2021 08:15 PM

the average resident

AlannaW

5/26/2021 08:18 PM

Make living affordable!!

K.becker

5/26/2021 08:52 PM

Affordable housing

Phillips902

5/26/2021 09:13 PM

HRM definitely need more low to mid level housing units as there are very few available in the city. I personally think that this is a much better value for the city than a stadium.

Davidvts

5/26/2021 09:57 PM

We need more affordable housing

MelK94

5/26/2021 10:00 PM

It is crucial that there is sufficient affordable housing provided and not primarily luxury living.

HS

5/26/2021 11:35 PM

Affordability for current and recently displaced community members should be the #1 priority. Affordable housing is essential. Housing is a UN declared human right that has become precarious for too many residents of HRM. Housing is not a luxury and there is no room for luxury housing in a city where lifelong residents are sleeping rough. Government spending should always prioritize ensuring that all residents have access to housing, utilities, nutritious food and potable water, and healthcare services (including access to medical specialists within reasonable waiting times and a family doctor for every resident).

hollyboudreau

5/27/2021 04:53 AM

Affordable housing is needed for all income levels.

ryan2

5/27/2021 09:17 AM

Please ensure that the development contains everything need for an average person by diversify the commercial section (restaurants, groceries, hang out spaces, gyms,

etc.), to cut down on suburban sprawl.

CMosher

5/27/2021 12:51 PM

Needs to maximize views and access to the harbour, for strolling, dining, entertainment. Would like to see a Dartmouth boardwalk with ferry docking, dining, shopping, strolling. like the Bishop's Landing area in Halifax with shops and patio's and a view across and down the harbour. Affordable housing is not a priority for me nor do I think prime waterfront property is the proper location for anything other than high-end, attractive housing and retail.

KimDares

5/27/2021 12:55 PM

AFFORDABLE HOUSING needs to be the priority! As many affordable units as can be fit! Without affordable housing this would be an absolute disgrace and completely miss the point of development.

anndsc14

5/27/2021 01:36 PM

This development should first and foremost be comprised of AFFORDABLE housing for those living in HRM. We do not need another expensive condominium building being built in the city, which most members of the community cannot afford. The people of Halifax need homes, and the housing crisis is only getting worse. This new development has the potential to contribute towards fixing this crisis.

Ian Murray

5/27/2021 02:03 PM

Keeping affordable housing in mind, a good mix of high and low density residential combined with commercial/retail. Allow for the community to have 'destinations' embedded in it's fabric (parks, trails, restaurants, services). Sidewalks are an over-looked luxury ... add some. Leave space to 'green' the neighbourhood with trees. An upgraded and SAFE transit node would be appreciated. Some public

art (perhaps historical and/or Indigenous) would be a nice addition.

samantha_noseworthy

5/27/2021 02:17 PM

I have significant concerns regarding increased traffic in the area. With 7000 more residents in an area directly next to the MacKay Bridge, there is bound to be significant increases in traffic, especially during peak commuting hours. Another concern is increased traffic along Wyse Road as well as the speed of this traffic. Considerations should be made by the City for implementing traffic calming measures and expanding AT infrastructure along Wyse Road.

Local.viewer

5/27/2021 02:32 PM

I dont see any acknowledgement of the historic M'ikmaw land, cultural facilities etc located here. It also looks as though the buildings sited in Tufts cove are too close to the cove. Inwould like to see the small "wild" space there extended.

Key

5/27/2021 03:24 PM

I almost beg of you to keep these places affordable. I have been renting in Halifax for over 10 years and it's a struggle. I make over minimum wage and I currently live in a one bedroom basement apartment that is over \$1000. I was 1 day from being homeless on the streets before I found this place. My old apartment was torn down for more buildings to be put up. For \$1095 I pay to live in a mold filled apartment with obvious signs of cheap fixes, like floor boards that don't even touch. Over a half of pay goes to something that won't even show up on my credit score. Be the positive change, please!

ScreenName

5/27/2021 07:04 PM

Canada Lands currently has a parking lot to the Canada 150 trail which they do not close off nor do they plow or salt during the winter. It's a fatality waiting to happen.

KyleCigs

5/27/2021 07:05 PM

Definitely needs a ferry terminal that connects to Alderney and Bedford

Cb92

5/27/2021 07:08 PM

Shannon Park should be brought back into affordable housing

AFaulk

5/27/2021 08:28 PM

Affordable housing within the new development as well as retail space, and community space

Chin-Yee

5/27/2021 09:18 PM

This would be a great opportunity to make the development net zero, a way to demonstrate what is possible for a green development.

sicilian

5/27/2021 10:33 PM

Public or non-profit housing should be prioritized; units for families (3+beds), space for urban food production; public art, relationship to adjacent reserve land

ssmith

5/28/2021 08:16 AM

Wasn't sure of the green space plan from the documents. Rents are increasing and home ownership is becoming a luxury - affordability is key. Is there a way to encourage units to be bought by regular people and not snapped up by investors as an asset? It would be nice to have a dedicated bike path the length of the neighbourhood that doesn't require you jog over to be on the street for two blocks south of the school.

JAC

5/28/2021 01:31 PM

Considering the Housing Crisis in this area, I think affordable housing should be a significant part of the proposal. For example, give space for Co-op Housing, Habitat for Humanity to build, and other non-market and community housing. Perhaps these projects could be scattered throughout Shannon Park. This sector should be 20 % of the housing in Shannon Park.

Andrea C

5/28/2021 02:05 PM

We need affordable safe housing - please set a rent cap on all rental units in the development

Reed

5/28/2021 02:09 PM

Please have rent controll units for elderly, disabled, and low income individuals. Provide affordable units for everyone else under a social housing initiative. Include community garden space. Plant native plants, beneficial insect plants, and save yourself maintenance money by planning low maintenance landscaping.

Andrea1234

5/28/2021 02:20 PM

AFFORDABLE HOUSING PLEASE!!!

Trevor Rollin

5/28/2021 02:52 PM

I think the development would be an amazing opportunity for the area. It would help revive that communtiy.

KEPDuffy

5/28/2021 03:23 PM

Affordable, safe housing should be a priority for HRM. There is plenty of opportunity to provide luxury housing in other areas, I would like to see a focus on more affordable living spaces.

Nuthatch

5/28/2021 09:03 PM

Affordable and non-market housing is so important. Please do your best to meet the needs of citizens who are experiencing a housing crisis.

Molly D.

5/29/2021 07:49 AM

There should be affordable, environmentally housing for seniors, youth, everyone who needs it. and it is needed throughout the province. Don;t ley thbe developers choose what kind of housing they want to build. Build affordable housing to promote democracy, equity, and social justice.

Reneeb

5/29/2021 10:57 AM

Affordable housing needs to be prioritized. I hope you consider the rising cost of rent prices across HRM and value your potential tenants - as landlords and building developers you have a power to determine families quality of life, and I hope you choose with compassion.

Sue Ayles

Should focus on pragmatically

5/29/2021 11:35 AM

affordable housing rentals

Seedsaver

5/29/2021 11:52 AM

This entire project should be "real" affordable housing, not just some window dressing that falls short of providing secure, long term options for people. I wish it could be based on a co-op model. I hope there will be lots of truly accessible outdoor space with lots of trees.

Karen Davison

5/29/2021 12:01 PM

Halifax City Council has a horrible history of rubber-stamping whatever projects developers propose - no matter what - and in some cases, even going against the advice of their own staff recommendations to do so! As someone who lives on peninsular Halifax, I am BEYOND sick and tired of developers being granted exemptions and exceptions to the rules to build projects that are in THEIR best financial interests - but NOT the best interests of those who currently live in the neighbourhood or the general public or environment overall. The cost to rent or (God forbid!) actually buy a house in the HRM is skyrocketing out of control and quickly becoming out of reach even for those who would be categorized financially as solid 'middle class'. When houses for sale are regularly being sold for 20 to 30 percent (or more!) over the asking price, it's a problem. Whether it's due to people moving from rural to urban centres, foreign ownership, out of province ownership, rental units purchased but used for AirBnBs, inventory shortage, etc., there is a serious lack of housing options available in the HRM that are truly affordable for anyone who isn't wealthy. Unfortunately, I have little to zero faith that Halifax City Council will do anything different when

deciding what they will approve for developers with regard to Shannon Park. I expect they'll just roll over - YET AGAIN! - and let the developers do whatever the hell they want which will be to jam the site full of yet more super tall, mixed use buildings full of tiny, overpriced, expensive condos / apartments that only wealthy people will be able to afford. I expect City Council will hide behind their usual, 'we need to increase the density on the peninsula' and 'it will bring in the most taxes and therefore benefit all HRM' BS excuses to YET AGAIN ignore actually dealing with the lack of affordable housing. I also worry that what developers / City Council think the 'average' person in HRM should be able to afford when it comes to housing amounts to the ability to afford to rent a tiny apartment for an outrageous monthly rental fee and not the ability to be able to afford to rent/buy a stand-alone house with a backyard - that they feel that should only be an option for the wealthy. I understand that developers are running a business and their job is to make as much money as humanly possible with every single project they build, but City Council shouldn't make it so easy for them. Increasing density on the peninsula is only a good thing if all the proper infrastructure to support that added density is also in place - and it's not - whether it's increased car traffic, additional bus routes, increased demand on the sewer / electrical systems, etc., I just don't think City Council gives enough thought to the livability for those in and around all these new developments. For example, when developers revealed their tentative proposals for what could possibly be

built on the former St. Pat's High School site, one of their proposals was for TEN structures on the relatively small site!!! And, they didn't plan on (nor, I'm assuming, would be required by the spineless Halifax City Council, to include) enough underground parking to accommodate the number of units they planned to build because "everyone will walk to work" as one of the developers from Montreal informed me. This is the kind of utterly tone-deaf remarks I've heard from more than one developer / city planner at events asking for 'public input' for various proposed HRM projects. The city recently let a developer for the project at the corner of Quinpool and Robie opt out of providing affordable housing units in the development for a set number of years in exchange for a pathetic contribution of one million dollars to the 'affordable housing fund.' There seems to be a foregone conclusion that the city is going to do what the city wants to do despite what the public wants or actually needs. So, what exactly is the city going to do when more and more lower and middle income residents of the HRM simply cannot afford housing of any kind? With the way things are today, the dream of home ownership is increasingly out of reach for an ever-increasing percentage of the population. With developments popping up like dandelions all over the HRM, where is all this supposed 'additional tax revenue' being spent? I do not know what the solution is - I realize housing/rental markets are about making a profit and are dependent on supply and demand, but the city needs to develop a backbone and start pushing back on

developers and start getting serious about dealing with the ever increasing lack of affordable housing for both lower and middle income people - including singles, couples, families, seniors, people with disabilities, etc. Currently, in the small triangle of green space across the street from St. Vincent's Nursing Home on Windsor Street, there are a number of tents erected with homeless people living there. I also noticed a tent erected at the Commons the other day on my way home from work. My fear is this will only increase as the cost of all housing options in HRM continues to explode unabated and City Council continues to make excuses, grant exemptions to developers and turn a blind eye to the problem.

melissacmcphee

5/29/2021 12:13 PM

It needs to be AFFORDABLE housing. That is the need right now for our community.

Abbie

5/29/2021 01:04 PM

It should be mid-income housing.....\$1200 plus a month is not reasonable for many, mid-range (\$900-\$1000 a month) would be more affordable for retirees especially.

Kleaman

5/29/2021 09:32 PM

We need more affordable housing in this city not more overpriced condos.

theonlyiainever

5/29/2021 10:20 PM

Please build affordable housing that serves the needs of the people in the area.

Cat2

5/30/2021 09:13 AM

There needs to be affordable units interspersed with the rest of the units/homes.

hil

5/30/2021 09:55 AM

These should be low income housing units 1200\$/month is not affordable. We don't need more condos, especially in an area that once housed low income folks.

Terriw

5/31/2021 04:12 PM

Shannon Park needs to be filled with affordable housing, not high-rise buildings full of condos that the people of Dartmouth CANNOT afford.

TM77

6/01/2021 09:50 AM

It's good, but there's a few issues. I think the plan takes out too much of the wooded space adjacent to the bridge (blocks 22 and 17). The footprint of those blocks should be reduced to preserve as much of that natural area as possible. There should also be space for community gardens, so that people who live in the area can grow some food.

MCS1234

6/01/2021 02:55 PM

There should be affordable housing so this cannot turn into another condo site. The views should not be obstructed

7654321

6/01/2021 03:45 PM

The more affordable housing the better. The more housing the better. If we can increase the 7000 number then that should be considered.

Emma2021

6/01/2021 06:57 PM

Extremely happy to hear that this space is going to be used for housing and not a sports stadium

Ebissonnette

6/01/2021 10:11 PM

There is huge potential for positive impact on this community in the actual lives of people. Not profit for developers. Please value people over profit for this community. Be radical. Be dynamic. Make something beautiful. And truly Affordable. Housing is a human right.

Dusan Soudek

6/01/2021 10:14 PM

More green space. Preserve as many mature trees on the site as possible. Consider the whitetailed deer population in the area, the only urban deer herd in HRM; fewer fences please!

Makc

6/02/2021 06:58 AM

Im hoping they wont be overcharging for rent like everywhere else! Whats the point of building all of this housing and allowing people to go

homeless because of \$1800 rental prices for 2 bedrooms and \$1300 for 1 beds. Stuff like that isnt going to help our housing crisis. WE NEED AFFORDABLE HOUSING. FAMILIES NEED AFFORDABLE HOUSING.

MissKay

6/02/2021 09:47 AM

The lack of true affordable housing in this development is show that the city and government does not actually believe that those with low incomes deserve safe NEW housing. Reconsider who gets these units. Providing expensive units to people who already have the money to afford living wherever they want doesn't help our housing crisis. Or consider allowing an existing well run housing co-op to facilitate the properties to ensure that they can provide and maintain affordable housing long term for the residents who move there. THIS is the best way to show that affordable housing and our most vulnerable are of importance to you.

jasymonds

6/02/2021 10:47 AM

I feel the development is too crowded with building space, especially commercial. This area needs to maintain as much of the natural green space as possible, including the trees all around the shoreline and the wooded area by the bridge.

bria.mac

6/02/2021 11:15 AM

Please reserve some of the buildings for affordable housing. Having a year-round, dedicated fenced in off-leash dog area would be beneficial. (Not a shared baseball field.)

AngieB

6/02/2021 05:46 PM

please ensure some of your rental units are actual affordable to the average maritimer

Devyn

6/02/2021 08:42 PM

Current wildlife habitat needs to be considered (ie many migrating birds nest in this area). Trees and vegetation provide coverage for

animals such as deer that depend on the Shannon Park land. Land needs to be shared and not entirely compromised for human use.

JennaLynn

6/02/2021 08:46 PM

If you are going to build all these apartments could you please make them affordable for people? Charging \$1200-\$1800 is just not reasonable for people... Also if there is going to be this many apartments can you PLEASE make enough parking for visitors ? I am a care worker who would probably end up going to these buildings and finding parking is always terrible.

MCoughlan

6/02/2021 09:13 PM

Many birds and other animals nest and live on this property. If the developer could try to keep as many of the trees and green space as possible it would be a nice change from other developments.

SHAKUN231

6/03/2021 10:45 AM

I think that the focus needs to be on providing Affordable housing for the many Nova Scotians needing it at this time. The buildings that are erected must focus on the affordability, being geared towards families with children. Dog friendly apartments are also in short supply in HRM.

queenidog

6/03/2021 03:18 PM

Don't make it a SLUM!! If it is low rental housing, that's what it will become. I would like to see the ENTIRE site as a park, dedicated to Africville and Indigenous children who went to residential schools. Put the slums in other areas. Think outside the box, geez, look at this beautiful property. It can become a showcase (park), or another ho-hum development (housing).

Doris

6/03/2021 07:49 PM

Yes, I know developers will have their hand in the mix. I would submit that there should be a mechanism whereby they would be required to

make a certain percentage of their units affordable. This city is presently an embarrassment when it comes to affordable housing and although the city has done so much to work with they have very often the Province has not been supportive of rent caps leading the charge for affordable housing. Let us be that bright light!! To these developers I say "To whom much is given much is expected". People are watching. If there isn't a real mechanism in place to weave this into this undertaking, I feel we will have missed the mark when it comes to giving our people a soft place to fall...

hinglecc

6/03/2021 08:04 PM

I live on the top part of Nadia Drive and one of the top reasons why I purchased my home in this location is because of the view, This development has the potential to destroy that view which would seriously impact the value of my home.

Ellbre

6/04/2021 07:42 AM

I don't not agree with the buildings they are not going to affordable for the people of dartmouth. This is going to add to the crisis we are facing for either lower rent and higher wages needed.

brtw

6/04/2021 06:04 PM

Consideration for broad scale low carbon energy uptake within the development should be considered, as it may impact how roads are built and area is designed. Has the potential for a district energy system in this neighbourhood been considered and if it is feasible and beneficial (a effective source of low carbon energy for the area) will there be any modifications to consider at this time?

Kevin Finch

6/05/2021 12:58 PM

Don't put a stadium on the lands. I have mixed feelings about Area

9/HR-2 beside the school; perhaps that could be additional green space/playground beside the school. Also, I have concerns about the Lookoff/Turple Head becoming a ferry terminal; it's the most prominent waterfront point on the Canada Lands property. I know this is out of scope for this consultation, but Halifax Transit may want to enter discussions with Millbrook First Nation about a terminal at Norris Point or along the coastline on the northern side of block 27. I moved to Windmill Road in late summer 2017, after the original consultation closed and before several towers were planned about two blocks further south of my apartment, by Wrights Cove. Once all five to seven towers are built, there will be many additional users of the Shannon Park complex. There are several performing arts groups throughout this region -Scotia Brass, Sackville Band, Nova Scotia Youth Wind Ensemble, Nova Scotia Junior Wind Ensemble, Nova Scotia Jazz Ensemble (contact Nova Scotia Band Association - novascotiabandassociation.com -for more info on community band needs), Dartmouth Players, etc., who would benefit from a common, combined rehearsal/performance/storage/office space. Nothing as grandiose as Bella Rose Centre but something that accommodates non- or low-profit performing groups too large to use the Music Room or similar spaces. Also, events such as the Halifax Jazz Festival, Rib Fest, etc., will lose their venues as those parking lots are developed. Planning ahead, Shannon Park could accommodate these events nicely. Or, they go to

Alderney landing and its limited parking space. Again, you don't need a stadium but a suitable performance space with adequate parking.

bucketlister

6/06/2021 09:05 AM

accessability for handicap persons

lmackinnon

6/06/2021 09:09 PM

I understand that development has to happen, but I am not a big fan of tall buildings on the waterfront. If it means providing more affordable housing in HRM, then I would be more accepting of it. Please, don't let it become another King's Wharf.

jason.macdonald1

6/06/2021 09:36 PM

Affordable housing needs to be the priority. If units are being built they need to be offering housing to those not currently served by available units/rents.

Amy Kathleen MacKay

6/06/2021 09:57 PM

It needs to be about community first. Accessible and walkable, with places of interest to make it a destination. Full use of the water front for all. Active transportation. Ferry access. Open and not full of tall glass buildings a welcoming character that Dartmouth has already.

S. Jane

6/06/2021 10:24 PM

Halifax has all of the Museums, art galleries, the discovery centre, the Public gardens, Neptune.... let's use this opportunity to build something iconic outside the old Halifax core. This is after all HRM now.. Something that local people and tourists will want to come to see, and participate in. My first choice would be a botanical conservatory. Year round natural space, maybe tied to the indigenous connection. The poor palm trees could spend the winter inside. Think Kew gardens, maybe not quite that scale. There are quiet a few in Canada. Building could be heated by the hot water from Tufts cove or heat exchange from the

harbour like Alderney Landing. No doubt there are some corporations that would like to see their name on such a building. #2 how about amphitheater style seating on the harbour from which people can watch concerts on a barge. And then repeat that seating in Bedford or Point Pleasant Park, or Alderney Landing to which the same barge could be moved. Also not a new idea several American cities do this, I remember attending a concert in Washington DC on the Potomac River as a kid. #3 The Dartmouth Museum is still looking for a new home. #4 Everyone can not be accommodated in one and two bedroom apartments. People have kids and grandparents living in, common with some immigrants. Guess what some people have 3 kids. Thinking outside the square is good. Gondola line who knows?

EFerg

6/06/2021 11:30 PM

We need affordable, accessible housing. This development must allow for that and create homes that welcome a diverse group of people - individuals, families, young and old. Solar panels should be mandatory for all new builds. A community garden and market would allow for better food security.

Kathy Hopkins

6/07/2021 08:13 AM

How about a unique feature - an aquarium or art gallery or museum that highlights first nations ties to the area..?

cahill_john

6/07/2021 10:16 AM

Ferry Terminal, and something iconic once there, a Dartmouth museum / Indigenous museum, library, kid friendly spaces

ptlanim

6/07/2021 10:25 AM

Don't trade away the sidewalks. Sidewalks in themselves make a neighbourhood - where residents meet while walking dogs, sitting in

their yards or the entrances to their buildings. Trees over sidewalks create shade. Neighborhoods w/out sidewalks look like parking lots - not friendly. Provide adequate parking for residents OFF street.

cedh

6/07/2021 10:36 AM

There needs to be more community amenities. Including low income housing and community indoor spaces

SED

6/07/2021 11:12 AM

This is an ideal opportunity to add a cultural facility, such as the Dartmouth Heritage Museum, An Aquaculture centre that could tie in with BIO. It should be more than just residential. We will never have this opportunity again. Please don't screw this up with high rise developments that the average person cannot afford. Not all museums should be in Halifax. Consideration for down the road is a ferry terminal. Encourages less cars on the road, amazing ride for Haligonians to come see the "dark side". We need more ferries that could connect with buses for the north end of Dartmouth. PLEASE DON'T SCREW THIS UP WITH DEVELOPER'S DREAMS AND UNAFFODABLE HOUSING. MIDDLE CLASS FOLKS DESERVE TO OWN HOMES TOO!!!

Kosamanu

6/07/2021 11:21 AM

Build affordable units

playerprophet

6/07/2021 11:23 AM

I know residential space is at a premium in the HRM these days but I'd honestly prefer to keep Shannon Park as a park for wildlife and hiking.

HC

6/07/2021 11:42 AM

The housing must be affordable, building more unaffordable housing will only increase the homeless population and increase rates of childhood poverty. The affordability has to be geared to those who at the

most at risk of homelessness not exclusively those with high-medium income.

EmilyN

6/07/2021 11:48 AM

Given the current real estate context in HRM, it's critical to enabling balanced and equitable growth that this project include a mix of housing options for people at all ranges of the income spectrum. Diversity in housing means diversity in community and long-term health and wellbeing of Shannon Park.

catkin127

6/07/2021 12:21 PM

I think that this is a prime space to add something unique for Dartmouth, in such a beautiful area with so much potential. I think adding a conservatory/biological gardens with an educational component would be an amazing addition. It is right next door to the Institute of Oceanography, and would add to the education about nature and our natural world. As part of my veterinary education in 2019, I had the opportunity to work at the Assiniboine Park Zoo in Winnipeg, Manitoba. They are planning an amazing park and gardens, done in conjunction with and in recognition of of the Indigenous people of the area. I'm attaching their site below - it is incredible.

<https://www.assiniboinepark.ca/leaf/gardens/explore-gardens> They also have a multi-use park with soccer and athletic fields, an English Garden, and a beautiful pavilion. They also have bike rentals and a fitness trail which I think would be a huge asset to the park.

<https://www.assiniboinepark.ca/uploads/public/images/maps/park-map.pdf> One further note, I believe that the style of architecture today is extremely modern - buildings made of all glass, which are boxy and

without charm. I would love to see the architecture have a much much more cozy and homey feel without large walls of glass. This is my two cents worth and I appreciate the opportunity to fill out this survey and give my feedback!

ShelleyO

6/07/2021 12:23 PM

The buildings all seem pretty tight to their land boundaries. A bit more green space would be nice. It would also be nice to see more AT pathways across properties that would follow a desire line to the waterfront park. I'm also wondering if space/plqns have been made for Transit in this area. That's a lot of residents and future transit connections should be considered now rather than piecemealed in later.

JMR2020

6/07/2021 12:36 PM

This city has an appalling lack of affordable housing. It is important that this develop address that while still providing adequate green and outdoor space to build community. Affordable housing doesn't mean building shitty cheap public housing and the reinforcing the biases that go with that. You have a chance to get this right.

Peri Winkle

6/07/2021 12:48 PM

There is an enormous opportunity to do things right here. Sustainable housing, and a large portion of affordable housing with less of the usual over-priced options is very important. Large communal spaces and community gardens would be beneficial as well as landscaping with mostly native trees and plants. Incorporating some solar and wind energy that could be used by the community would be great. A smaller community grocery store since this area is in a "food desert", there are no grocery stores in waking distance. It's important to keep the access to the trails and waterfront for everyone

Mickmous1

6/07/2021 01:24 PM

in and out of the community.

With 26 new city blocks and 7000 residents, the roadways within appear ok. However the roadways to get to this area are not designed to accommodate this new number of residents and vehicles. The plans should include upgrades to Windmill Rd, and the Mackay Bridge approaches (on and off) to accommodate the volume of traffic. It's busy enough now using the MacKay Bridge and Windmill Rd in this area currently, without this development. Building this without modifying these areas would be a disservice to the area and residents already here. Also the train tracks that cross the two access points now, would need some kind of bypass, or overpass, as there have been times in the past where all traffic comes to a halt due to a train passing. I've sat up to 30 mins in traffic waiting to get through different times. That's unacceptable with the proposed development and the added volume of traffic. And I would hate to see this become like Kings Landing, where a train prevents traffic in or out for any reason, sometimes for a long time. This does not allow for a timely emergency response to the area should one be required. I understand the current process does not require the developer to make true allowances or forecasts of their development to area/neighborhood traffic around their development, and this is a major failing of the development process. Fixing issues that can be foreseen afterwards is not acceptable, but thats how it appears to occur now throughout HRM.

arafuse

6/07/2021 01:31 PM

I am excited to finally see this prime space optimized and leveraged to its

best capacity. There is a demand for affordable and market priced rentals in Dartmouth.

chris902

6/07/2021 02:06 PM

The most important thing is affordability - both in terms of rents, but also ensuring things like proper transit access.

kaj001

6/07/2021 04:16 PM

There needs to non-market affordable housing available with this development. No more gentrification! I wad a home owner in this area for over a decade and we are longing to get back there as there was a real sense of community and we did not have to rely on our vehicles for every errand.

JoannaKirk

6/07/2021 05:39 PM

I would dearly love to see this development deliver to meet the needs of a whole range of people in a liveable community where people can interact and support each other. There should be affordable housing to meet the needs of families, individuals, seniors, disabled, veterans and there should be on-site community services. There should be community gardens, a farmers market, places where people can go to have a meal or a drink. There should be a food store and a liquor store.

Bennett

6/07/2021 09:14 PM

There should be a mixed portion of low income / affordable housing and regular market priced housing.

Eustace Bird

6/07/2021 09:33 PM

It would be nice to see low-income housing. Or cheaper properties made for first-time buyers. There are enough insanely priced condos/apartments in this city.

hfxtom

6/07/2021 09:51 PM

Integration with the school and improvements to it should be considered given the density of people being added

Tree

I hope to see town houses and not

6/07/2021 10:36 PM

all apartment buildings

Angelagu1974

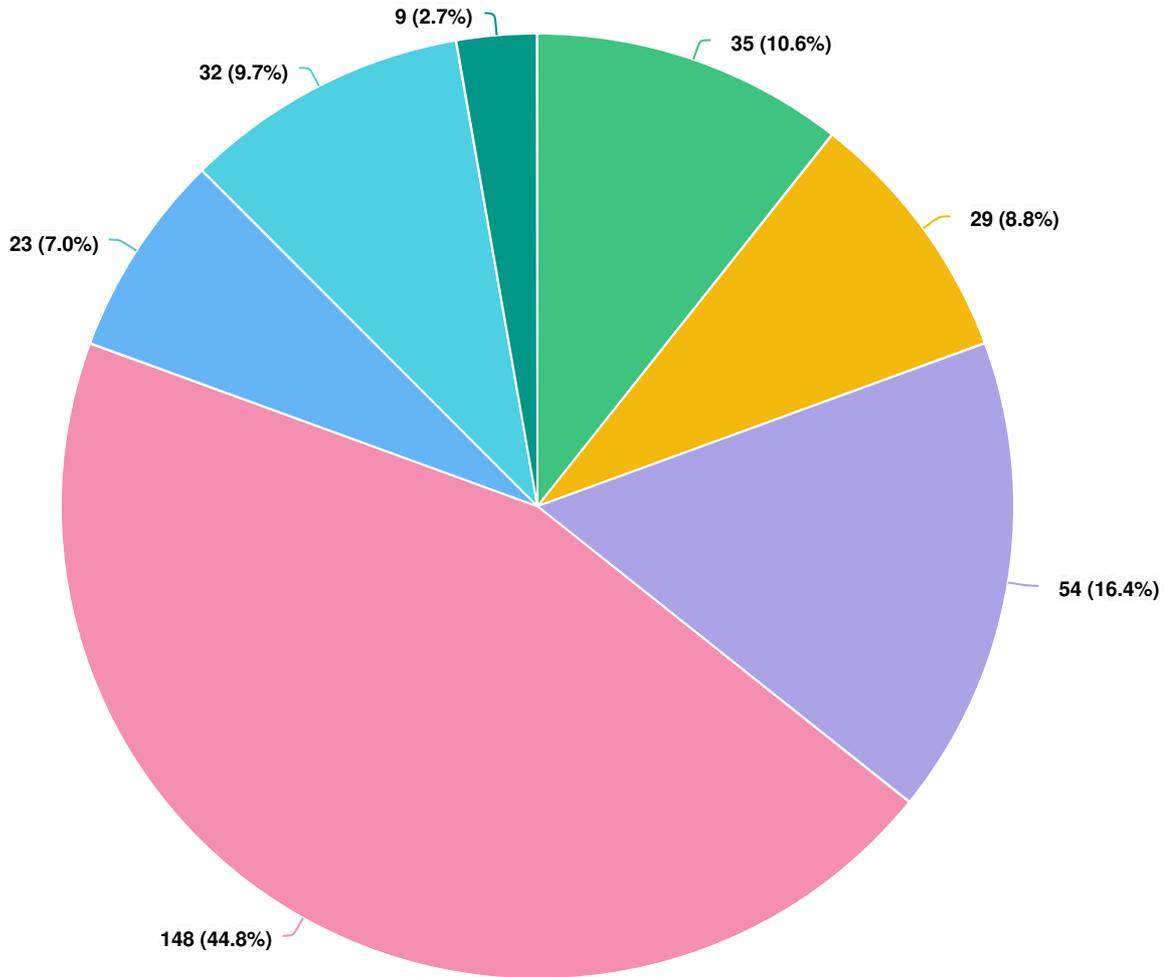
6/07/2021 11:48 PM

I think Shannon Park Elementary School should be able to continue using the area of the old field that is currently located behind the building. New developments are great but the children also need play space and it is not fair to take green space away from them to put up an apartment building nextdoor.

Optional question (251 response(s), 84 skipped)

Question type: Essay Question

Q10 How did you hear about this application?



Question options

- Canada Lands Company
- Local Community Group
- HRM Website
- Internet, Print, TV, Or Radio Media
- Friends or Neighbours
- Councillor Newsletter
- I got a notice in the mail

Optional question (330 response(s), 5 skipped)
Question type: Radio Button Question