



P.O. Box 1749
Halifax, Nova Scotia
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Item No. 15.1.4
Halifax Regional Council
November 28, 2023

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed

Cathie O'Toole, Chief Administrative Officer

DATE: November 9, 2023

SUBJECT: **PLPROJ 2023-01240: Comprehensive Neighbourhood Planning Process for the Young Street Lands Future Growth Node, Halifax**

ORIGIN

Staff initiated comprehensive neighbourhood planning process for the Young Street Lands Future Growth Node and key surrounding lands.

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

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

1. Initiate a process to consider amendments to the Regional Centre Secondary Municipal Planning Strategy and the Regional Centre Land Use By-law to support comprehensive development of the Young Street Lands Future Growth Node and surrounding lands, consistent with the review items identified in the Discussion Section of this report; and
2. Follow the Public Participation Program as set out in Attachment A.

EXECUTIVE SUMMARY:

The Young Street Lands Future Growth Node (FGN) is approximately 11.8 hectares of underutilized lands located within Halifax's North End and is generally bounded by Young Street, Robie Street, Almon Street, and Windsor Street (Map 1). The FGN is part of a larger grouping of future development land along Young Street and including the Kempt Road FGN that are affectionately being referred to as the Uptown District, or "Uptown", given the significant densities, proposed mix of uses and the area's geographic location on the Halifax Peninsula. The FGN is strategically located next to planned rapid transit routes and is envisioned to be developed into a comprehensively planned, complete community containing several thousand dwelling units. While there are existing development agreement policies for the FGN, its implementation requires all property owners to participate in a single development agreement, which creates barriers for its development given the varied land ownership, including land owned by Canada Post and the Province of Nova Scotia.

Given this context, there is a need to update the FGN policies to better support its phased development by its varied property owners and enable significant new housing developments close to planned transit investments. Updates to FGN policies will also support related municipal projects including:

- the implementation of the *Integrated Mobility Plan (IMP)* and the *Rapid Transit Strategy (RTS)*;
- the implementation of the *Active Transportation Priorities Plan*;
- the development of the Young District Infrastructure Plan that will establish a framework for the planning and development of transportation, water, wastewater, stormwater, power, communication, and green infrastructure over the next 30 years (~2055); and
- planning associated with the Halifax Forum Redevelopment Project.

The purpose of this report is to initiate the planning process needed to amend the Regional Centre Secondary Municipal Planning Strategy (SMPS) and the Regional Centre Land Use By-law (LUB) to better enable the development of the FGN.

BACKGROUND

The Young Street Lands Future Growth Node is approximately 11.8 hectares of underutilized lands located within Halifax's North End and is generally bounded by Young Street, Robie Street, Almon Street, and Windsor Street (Map 1). The FGN is strategically located next to planned rapid transit routes and is envisioned to be developed into a comprehensively planned, complete community containing several thousand dwelling units.

Policy currently exists within the Regional Centre SMPS to allow development of the FGN to proceed through development agreement. However, the policies require all property owners to participate in a single development agreement, which creates barriers for its development given the varied land ownership, including land owned by Canada Post and the Province of Nova Scotia. Given this context, there is a need to update the FGN policies to better support its phased development by its varied property owners and enable significant new housing developments close to planned rapid transit investments.

The following sections outline the site and planning policy context and key related municipal initiatives.

Site Context

The FGN is located within Halifax's North End, part of the affectionally named Uptown District and is generally bounded by Young Street, Robie Street, Almon Street, and Windsor Street (Map 1). The FGN includes a variety of underutilized lands that are controlled by 5 separate property owners. These lands currently consist of a Canada Post processing facility, the Mayflower Curling Club, retail stores, offices, warehouses, surface parking, and a service station.

Subject Site	PID's 00004036; 00004051; 00004069; 00004077; 40721870;
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	40721888; 00004127; & 00004143
Location	Area generally bounded by Young Street, Robie Street, Almon Street, and Windsor Street
Regional Plan Designation	Urban Settlement (US)
Community Plan Designation (Map 1)	Future Growth Node (FGN)
Zoning (Map 2)	Comprehensive Development District 2 (CDD-2)
Size of Site	Approximately 11.8 hectares
Street Frontage	Total: 826 metres Almon Street: 326 metres Young Street: 220 metres Robie Street: 280 metres Windsor Street: 0 metres
Current Land Use(s)	Canada Post processing facility, the Mayflower Curling Club, retail stores, offices, warehouses, surface parking, and a service station.
Surrounding Uses(s) & Key Features	Mix of commercial, residential, institutional, and industrial uses. The Halifax Forum, the Hydrostone neighbourhood, and the Bloomfield redevelopment site are located in close proximity.

Regional Plan Context

The properties located within the FGN are designated Urban Settlement under the Regional Municipal Planning Strategy (RMPS). The Urban Settlement designation is applied to lands where serviced (municipal water and wastewater systems) development exist or is being proposed. Section 3.1 of the RMPS outlines several objectives for developing complete communities within the Urban Settlement designation that have been carried over to the Regional Centre SMPS to provide policy direction for the development of Future Growth Nodes. Policy G-9A of the RMPS also provides direction for mitigating climate change and protecting the future health of the municipality.

Since the adoption of the Regional Plan in 2014, Council has approved several priority plans. These priority plans include the *Integrated Mobility Plan (IMP)*, the *Halifax Green Network Plan, HalifACT*, and *Halifax's Inclusive Economic Strategy 2022-2027*. Under Policy G-14A, the applicable objectives and actions of these priority plans must be considered when amending secondary planning strategies.

Regional Centre Secondary Municipal Planning Strategy (SMPS) Context

The subject site is designated as Future Growth Node (FGN) within the Regional Centre SMPS. Areas designated as FGN's have been identified as such because they are composed of largely vacant or underutilized lands that can accommodate significant population growth, density, and support the development of transit links and public parks. There are eleven (11) sites in total that are designated as a Future Growth Node throughout the Regional Centre.

Site specific development agreement requirements were approved in 2021 for the Young Street FGN, as outlined in Policy F-10 of the Regional Centre SMPS, that support the development of up to 5,000 dwelling units. Map 12 (Attachment B) of the Regional Centre SMPS shows a conceptual plan of the potential street connections and type of development to be considered for the FGN. Map 12 proposes mixed-use, mid-rise to high-rise development to be located at the centre of the FGN and along the streetline of Young Street, Monaghan Drive, and Robie Street. Mixed-use, low-rise to mid-rise development would be situated along Almon Street. Arrows contained on Map 12 also show potential connections to existing streets surrounding the FGN. The existing policy requires that all property owners participate under one development agreement to support the development of new streets and parks.

Integrated Mobility Plan (IMP)

Regional Council adopted the *Integrated Mobility Plan (IMP)* in 2017. The IMP guides investment in active transportation, transit, goods movement, travel demand management, and the roadway network in HRM. The IMP's vision is to create a sustainable, connected, healthy, and affordable transportation network with

a focus on the following:

- *prioritizing the movement of people over vehicles;*
- *improving accessibility;*
- *creating links between people and communities;*
- *strengthening the relationship between transportation and land use decisions; and*
- *rethinking and redesigning our transportation system and communities.*

Specific to the FGN area, the IMP and Halifax Transit's *Moving Forward Together Plan* (2016) identify Young Street and Robie Street as Transit Priority Corridors. Transit Priority Corridors are streets where the movement of people and buses is prioritized over the movement of vehicular traffic. This is achieved through the implementation of transit priority measures (e.g., dedicated bus lanes) that allow buses to bypass traffic congestion. The FGN is bordered by the Young Street and Robie Street Transit Priority Corridors. Corporate Real Estate is currently working with property owners on land acquisition on Young and Robie Streets in support of the IMP and the *Rapid Transit Strategy* (RTS).

The IMP also proposes to build a connected network that supports the mobility of people and services through modes of active transportation within the Municipality. Windsor Street and Almon Street are identified as part of the Regional Centre's "All Ages and Abilities" (AAA) bicycle network proposed through the IMP (Attachment C). HRM is currently in the design phase for developing protected bicycle lanes along Almon Street, from Windsor Street to Gottingen Street, which will run adjacent to the FGN. The start of construction of these bike lanes is targeted for some time in 2024.

Rapid Transit Strategy (RTS)

Regional Council approved the *Rapid Transit Strategy* (RTS) in 2020. This strategy builds on the vision of the IMP, aiming to improve sustainable transportation options, increase freedom of movement for residents, support population growth, and help to create complete and transit-oriented communities. The RTS identified a network of four Bus Rapid Transit (BRT) lines and three new ferry routes that aim to promote the creation of more compact and walkable communities and increase mobility options alternative to private vehicles. The BRT network aims to provide fast, reliable, convenient, and frequent transit service to HRM residents.

The FGN has been identified as a potential transit-oriented community. Two of the four BRT lines are intended to connect to the FGN along Robie Street and Young Street (Attachment D). The RTS identified a future enhanced BRT station near the intersection of Young Street and Robie Street, where the proposed Green and Purple BRT lines intersect.

Active Transportation Priorities Plan

Regional Council adopted the *Active Transportation Priorities Plan* in 2014. The purpose of this Plan was to identify objectives to increase the number of walking and cycling trips within the Municipality. Much of the objectives include the use of new and existing infrastructure to create a complete, connected, and efficient active transportation network for residents. The objectives and actions currently being pursued from the *Active Transportation Priorities Plan*, which are also contained in the IMP, support the development of the Future Growth Node as a complete community.

Young District Infrastructure Plan

The Municipality has initiated the development of an Infrastructure Plan for the Young District (Attachment E), which encompasses the FGN. This project will establish a framework for the planning and development of transportation, water, wastewater, stormwater, power, communication, and green infrastructure over the next 30 years (~2055). The anticipated redevelopment of the Uptown area presents a strategic opportunity to create a high-quality and complete transit-oriented community with supportive pedestrian-oriented streets, an efficient transit network, and a formalized and fine-grained block pattern that includes generous parkland to serve future residents.

This project presents a rare and unique opportunity to influence the transportation network within a large area of land (~52 hectares) in the urban core of the Halifax Peninsula and in proximity to the future BRT network. The project will guide future decision-making for public and private infrastructure investments, policy changes, and strategic initiatives to support the transformation of the Young District into a complete transit-oriented community. This project will support the planning and development efforts of the Young Street Lands and the Kempt Road Lands FGNs to create the Uptown District. Nova Scotia Municipal Affairs and Housing has provided a funding grant to support the development of the Infrastructure Plan.

A number of strategic projects and priorities are in various stages of planning, design and implementation in the Young District, including: the Halifax Forum Redevelopment Project; the preliminary design of the Young Street and Robie Street Transit Priority Corridors; the planned 'All Ages and Abilities' bicycle facilities on Almon Street, Windsor Street, Liverpool Street, and Isleville Street; the planned sewer separation in the Young Street area; and the planned water transmission main upgrades on the Halifax Peninsula. The confluence of these priorities warrants a holistic and coordinated review of transportation, water, wastewater, stormwater, and utility systems (e.g., power/communication) that considers the interactions between planned infrastructure and development projects, as well as the interactions and potential implications to the FGNs in the area. A collaborative effort focused on implementing the Municipality's plans and policies will maximize benefits to the community and will ensure that public and private investments can achieve the overall vision for the neighbourhood in a cohesive, equitable, and cost-effective manner.

The Young District Infrastructure Plan is anticipated to be completed in summer 2024. A Request for Proposal (RFP) has been released by HRM, seeking consulting services to support the development of the Infrastructure Plan. The Plan will achieve the following objectives:

- Understand the future demand for transportation, water, wastewater, stormwater, power, and communication infrastructure.
- Establish a vision and design principles for the Young District and harness the area's potential to transform into a complete transit-oriented community, where people can live, work, and play within a reasonable walking distance.
- Understand the range of possible solutions and guide decision-making for public and private infrastructure investments over the short (1-5 years), medium (5-10 years), and long-term (10-30+ years). Proposed solutions may include new infrastructure or upgrades to existing or planned infrastructure, policy changes, and strategic initiatives, among others. The proposed solutions shall include:
 - Transportation network upgrades, including new streets, roadway realignments, street extensions, car-free streets, pedestrian-only streets, service/access roads, transit priority corridors, and 'AAA' bicycle routes, among others.
 - Streetscaping Design Guidelines, including a palette of surface materials, landscaping, and street furniture, among others.
 - Local and area water, wastewater, and stormwater infrastructure upgrades.
 - Strategy for undergrounding power and communication infrastructure.
- Inform the requirements and location of future enhanced BRT stations and a potential transit terminal.
- Understand the financial and scheduling risks and impacts of proposed changes to HRM's current property acquisition plan, developability of land, multimodal operations, water servicing capacity, utilities, and the environment.
- Understand the social and community benefit, as well as the return on investment of proposed infrastructure changes.
- Guide the phasing and implementation of infrastructure improvements to achieve the intended vision for the Young District and leverage upcoming public and private investments in the area.
- Develop and strengthen coordination of efforts and relationships between the Municipality and external rightholders.

In 2020, HRM completed the first phase of Transit Priority Corridor upgrades on sections of Robie Street (between Quinpool Road and Young Street) and Young Street (between Robie Street and Windsor Street). These upgrades include an outbound dedicated bus lane along Young Street between Robie and Windsor Street. 2.5 kilometres of dedicated bus lanes were also added on Robie Street, between Quinpool Road and Young Street, which include the following: bus lanes placed in both directions from Quinpool Road to Cunard Street; a bus lane placed in the outbound direction between Cunard Street and Almon Street; and bus lanes placed in both directions between Almon Street and Young Street.

In 2022, HRM procured consulting services to conduct preliminary design work for Phase 2 of the Transit Priority Corridor Project along Robie and Young Streets. This exercise will investigate opportunities for continuous bus lanes in both directions along Robie Street and Young Street.

DISCUSSION

The Regional Centre SMPS is a strategic policy document that sets out the goals and objectives for long term growth and development in the Regional Centre. It specifically requires master planning before enabling development of FGNs. While the Young Street Lands FGN has site-specific development agreement criteria, the existing policies lack the specific direction needed to support its phased development by its various landowners and do not adequately consider related municipal projects. Therefore, amendments to existing policies to better enable the comprehensive development of the subject FGN is consistent with the intent of the Regional Centre SMPS. The following sections outline the proposed planning process and key review items.

Comprehensive Neighbourhood Planning Process

The Regional Centre SMPS does not set out the order in which comprehensive neighbourhood planning should be completed for FGNs. Regional Council is not obligated to initiate a plan amendment process to create or update development agreement criteria at this time. Given the strategic location of the site, staff recommend moving forward with the initiation of the comprehensive neighbourhood planning process for the FGN to support new housing development and enable development of lands that have been identified for significant growth by the Municipality. Should Council choose to initiate the comprehensive neighbourhood planning process, CDD development agreement criteria will be updated for the site, consistent with the objectives of the FGN Designation and SMPS Policy F-4. The process to update development agreement criteria includes:

- completing the required infrastructure, environmental, culture and heritage, and site context assessments identified by policy F-4;
- following a public consultation program, as set out in Attachment A;
- considering the key review items identified in this report;
- analyzing applicable Regional Centre SMPS policies, including the Regional Centre Design Manual;
- completing any other studies or analysis necessary to support the development of the site;
- preparing Regional Centre SMPS and LUBs amendments; and
- presenting the proposed policies for Council's consideration.

To streamline implementation, staff may also concurrently prepare one or more development agreements or apply as-of-right zoning to portions of the site.

Review Items

Staff have identified the following items for more detailed review should comprehensive neighbourhood planning be initiated.

Coordination with Young District Infrastructure Plan

The comprehensive neighbourhood planning process will be closely coordinated with the development of

Young District Infrastructure Plan. The Infrastructure Plan will provide key direction on development capacity and the design of a street-block pattern that will best support the development of a high-quality, transit-oriented community. The comprehensive neighbourhood planning process will support the implementation of the Infrastructure Plan and ensure future development is consistent with planned infrastructure investments. The two related initiatives will closely coordinate stakeholder and public engagement activities.

Halifax Forum Redevelopment Project

The Halifax Forum resides on Windsor Street, extending from Young Street to Almon Street, and directly abuts the Young Street Lands FGN. Council has been considering the potential redevelopment of the Halifax Forum for several years. On July 11th, 2023, Council directed staff to continue conducting detailed site and facility design renderings for the redevelopment. The potential redevelopment of the Halifax Forum could have a significant impact on the comprehensive neighbourhood planning process for the FGN, including the design of a connected street network determined through the Young District Infrastructure Plan. Therefore, the comprehensive neighbourhood planning process will coordinate reviews with the Halifax Forum Redevelopment Project.

Canada Post Lands

Canada Post owns a 5.7-hectare parcel of land known as the “Canada Post Lands” located in the Young Street Lands FGN. This parcel currently contains a one-storey mail sorting and distribution centre. As the largest parcel within the Young Street Lands FGN, the Canada Post Lands are strategically positioned for significant density. The site is centrally located and ideally suited to host the tallest buildings within the FGN and could potentially support the development of up to 2,000 dwelling units. In addition, the Canada Post Lands could have the ability to locate a sizeable park within the heart of the FGN. The comprehensive neighbourhood planning process will initiate conversations with Canada Post on the development opportunity for the Canada Post Lands.

Parkland, Open Space & Recreation

The May 29th, 2023, Council report on the Halifax Forum outlined the need and lack of parkland or open space in the area, with no parkland or open space present within the FGN. FGN policies are intended to address parkland needs by ensuring that new park and open spaces provide a full range of recreation and open spaces needed to serve a dense community and act as a focal point for key areas, intersections, and active transportation corridors. Consequently, the review process will consider the appropriate development of parkland, open space, and recreation facilities for the FGN, in coordination with ongoing redevelopment plans for the Halifax Forum.

Density

Given the subject areas proximity to two transit priority corridors, the review process will explore the potential to enable increased density, including increases to the Floor Area Ratio (i.e., FAR) and the maximum permitted building height beyond the maximum 90 metres currently established for the CEN-2 Zone. Increased density beyond the level currently established in the FGN policy may be warranted to support additional housing, infrastructure investments, and opportunities for open space in the area.

Connectivity

Map 12 of the Regional Centre SMPS (Attachment B) shows a conceptual plan of the potential street connections and type of development to be considered for the FGN. Arrows contained on Maps 12 also show potential connections to existing streets surrounding the FGN to create a complete street grid.

While the planning process will consider Map 12, direction for street and pedestrian connectivity will be refined and informed by the findings of the Young District Infrastructure Plan, the Halifax Forum Redevelopment Project, and consultation with Canada Post. Policy direction concerning the design and phasing of key transportation connections will be outlined in greater detail to better support the phased development of the FGN by its various landowners.

Coordination with Surrounding Lands to Create the Uptown District

The FGN planning process will explore potential updates to the policies and zoning for surrounding lands within the larger Uptown District to support land use transitions and the implementation of the Young District Infrastructure Plan. Key surrounding lands for review include lands located within the study area boundaries of Young District Infrastructure Plan (Attachment E).

Amendments may be necessary to support and coordinate the development of surrounding lands with the Young Street Lands FGN and the Young District Infrastructure Plan. This may include adjustments to policy, zoning, maximum height, and Floor Area Ratio (FAR) for select properties and possibly for the Kempt Road FGN. There may also be a need to introduce transportation reserves to support the findings from the Young District Infrastructure Plan.

Infrastructure Charges

Local improvement charges (LIC's) and capital cost contribution (CCC's) are financial tools enabled under the *HRM Charter* to fund the oversizing of infrastructure and distribute costs between various landowners and the Municipality in a fair and predictable manner. The potential need for LIC's or CCC's will be considered as part of the planning process where needed to support the development.

On October 12, 2023, the NS Government introduced [Bill 329](#) (Halifax Regional Municipality Charter (amended) and Housing in the Halifax Regional Municipality Act (amended)) to the NS Legislature. The NS Legislature gave Bill 329 First Reading on October 12, 2023, Second Reading on October 13, 2023 and Third Reading on November 9, 2023. Amendments to the Bill were carried in Committee of the Whole House (COW) on October 27 and October 30, 2023. Bill 329 received Royal Assent on November 9, 2023.

[Clause 4](#) of Bill 329, as introduced, prohibits, for a period of two years, the Municipality from changing, without the approval of the Minister, fees, certain charges and incentive or bonus zoning agreements that would increase the cost of applicants for approvals beyond the cost that would have been chargeable immediately prior to its coming into force. The amendments to the Bill carried at COW allow new incentive or bonus zoning agreement, capital cost contribution agreement or local improvement charge to be created if the formulas and methods to calculate the charges used in the agreement are either: (1) the same as those in effect at the time this Section comes into force; or (2) in accordance with formulas approved by the Minister. Depending on the formula or method used, Bill 329 may restrict the Municipality's ability to establish new LICs or CCCs, as well as limit CPI increases to the Incentive or Bonus Zoning Program in the Regional Centre. Staff will continue to work with Provincial staff to understand the impact of Bill 329 as the planning on this project progresses.

Conclusion

While the Regional Centre SMPS contains policies for the Young Street Lands FGN, updates are needed to better support the phased development by various property owners and encourage new housing in an area that will be well serviced by transit. The review process will be closely coordinated with the Young District Infrastructure Plan, which will provide key information on needed infrastructure improvements that can be supported by updated FGN policies. Therefore, staff recommend that Regional Council initiate the comprehensive neighbourhood planning process to consider amendments to the existing policies of the Young Street Lands FGN.

FINANCIAL IMPLICATIONS

The HRM costs associated with the proposed planning process can be accommodated within the approved 2023-2024 operating budget for Planning and Development.

Nova Scotia's Department of Municipal Affairs and Housing has provided HRM with a funding grant to support the development of the Young District Infrastructure Plan, which includes the Young Street Lands FGN. The Young District Infrastructure Plan will assess the existing transportation, water, wastewater, stormwater, power, and communication infrastructure and recommend new infrastructure, modifications, or

upgrades where required. Additionally, the consultants for the Young District Infrastructure Plan will be completing a Phase 1 Environmental Impact Assessment and an Archaeological Resource Impact Assessment for the FGN lands.

The need for any supporting municipal investments, local improvement charges (LIC's), or capital cost contributions (CCC's) will be considered as part of the planning process and will need to be approved by Regional Council prior to implementation. As outlined in the Discussion section of this report, the ability to implement new CCCs and LIC may be impacted by Bill 329 and staff will continue to work with Provincial staff to understand the impact of Bill 329 as the planning on this project progresses.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application involves proposed SMPS amendments. Such amendments are at the discretion of Regional Council and are not subject to appeal to the Nova Scotia Utility and Review Board. Information concerning risks and other implications of adopting the proposed amendments are contained within the Discussion section of this report.

While there are no significant risks with initiating the MPS amendment process, there are potential risks to the in-progress IMP Transit Priority Corridors initiative and related land acquisitions. This includes increases or speculative lifts on land values and the potential for prolonging negotiations amongst the uncertainty introduced by the planning process.

COMMUNITY ENGAGEMENT

Should Regional Council choose to initiate the SMPS amendment process for comprehensive neighbourhood planning, the *HRM Charter* requires that Regional Council approve a public participation program. In 2023, Council adopted Administrative Order 2023-002-ADM that outlines certain requirements to be met when conducting a public participation program for planning documents, certain planning applications, and when engaging with abutting municipalities.

The proposed Public Participation Program for this project is set out in Attachment A. This Program will involve the inform/consult level of public participation approach, as laid out in the Public Participation Guidebook. This level of public participation involves providing clear information and assisting the public on understanding what the project is about, its goals, objectives, and what stakeholders are involved. By conveying this information through accessible engagement tools, the public is then consulted to provide any feedback, thoughts, or concerns, which will be considered in the project's development.

Staff are proposing a customized two-phased approach that includes a range of engagement tools. The proposed program includes direct mail-outs, online tools, stakeholder outreach, two public engagement sessions, and a project website. Key stakeholders include local residents, community organizations, utilities, other regulators, property owners, and businesses. In addition to the above Public Participation Program, the *HRM Charter* requires a public hearing to be held before Regional Council can consider approving any plan amendments.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified at this time.

ALTERNATIVES

1. Regional Council may choose to initiate the consideration of potential policies that would differ from those outlined in this report. This may require a supplementary staff report.
2. Regional Council may choose not to initiate a comprehensive neighbourhood planning exercise to enable the comprehensive development of the Young Street Lands Future Growth Node. A decision of Council not to initiate a process to consider amending the Regional Centre Secondary Municipal Planning Strategy is not appealable to the Nova Scotia Utility and Review Board, as per Section 262 of the *HRM Charter*.

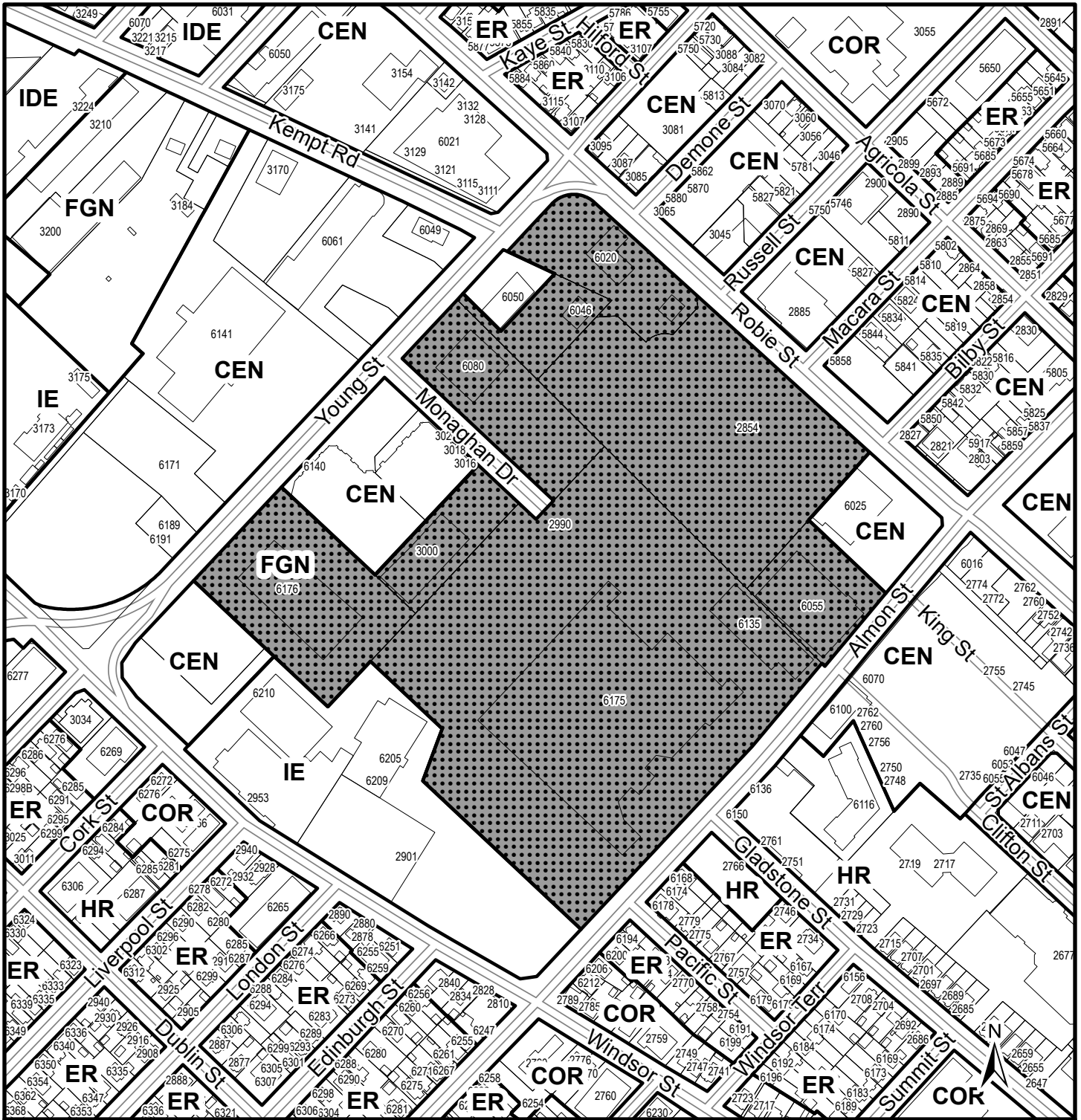
ATTACHMENTS

Map 1: Generalized Future Land Use
Map 2: Zoning
Map 3: Notification Area

Attachment A: Public Participation Program
Attachment B: Map 12 – Future Growth Node Land Use Concept
Attachment C: Mobility Network
Attachment D: Proposed BRT Network
Attachment E: Young District


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: Rhys Burnell, Planner II, Planning and Development, 902.233.0561



Map 1 - Generalized Future Land Use

Young Street Lands Future Growth Node
Halifax

 Subject Property

Designation

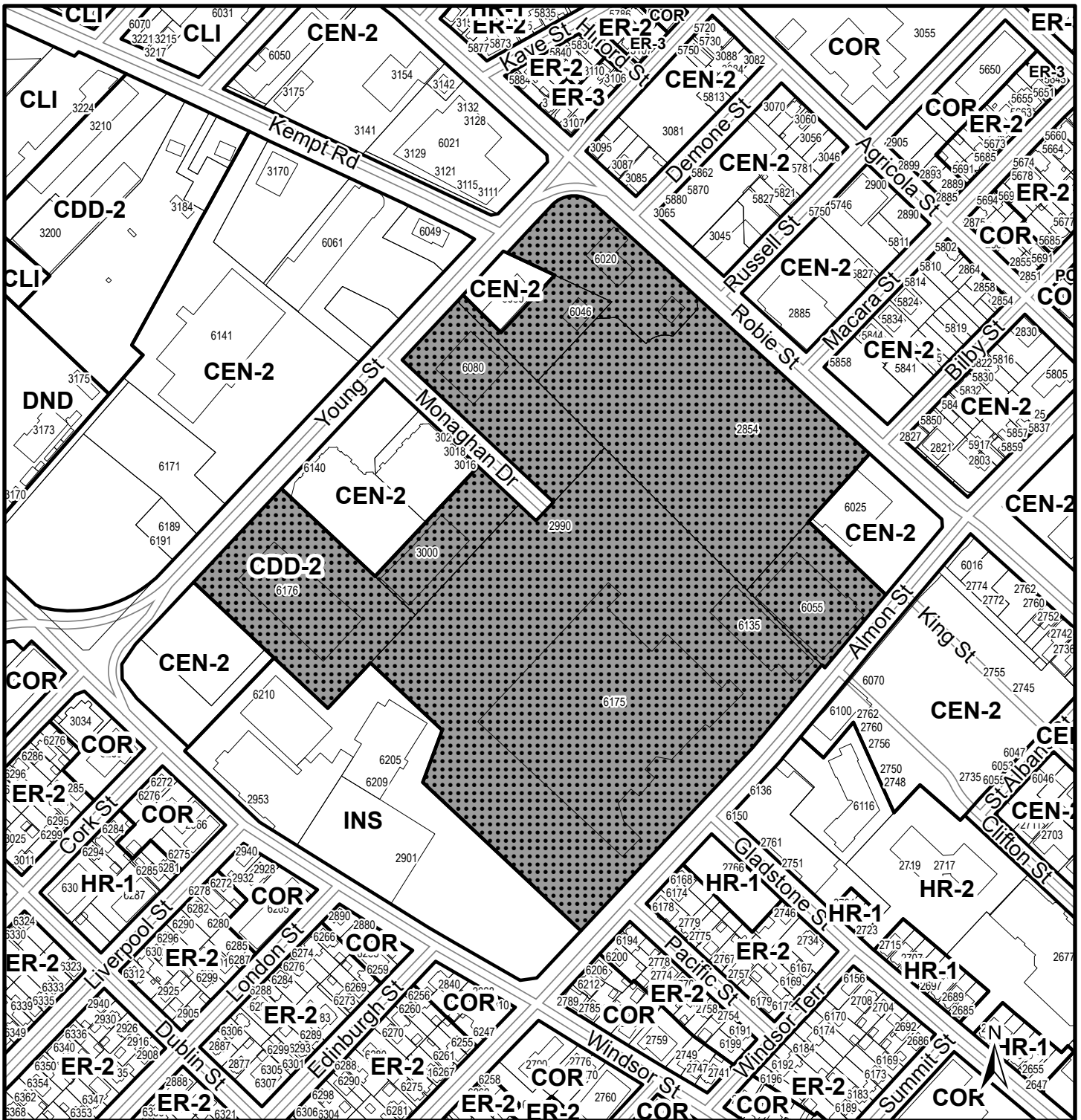
CEN	Centre
COR	Corridor
ER	Established Residential
FGN	Future Growth Node
HR	Higher-Order Residential
IDE	Industrial Employment
IE	Institutional Employment



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.

Regional Centre
Land Use By-Law Area



Map 2 - Zoning

Young Street Lands Future Growth Node
Halifax

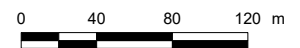
 Subject Property

Regional Centre
Land Use By-Law Area

Zone

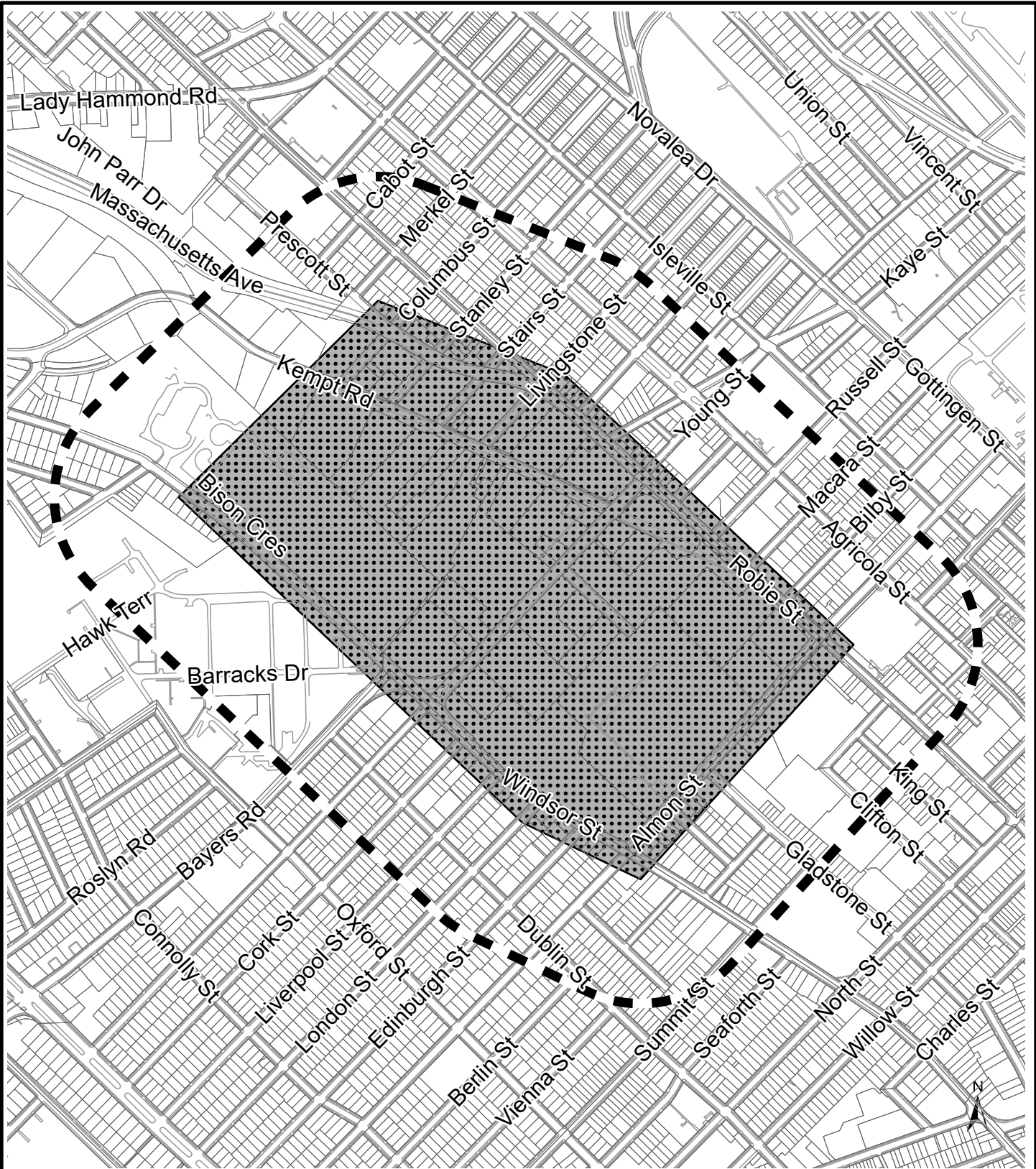
- CDD-2 Comprehensive Development District 2
- CEN-2 Centre 2
- CLI Commercial Light Industrial
- COR Corridor
- DND Department of National Defense
- ER-2 Established Residential 2
- ER-3 Established Residential 3
- HR-1 Higher-Order Residential 1
- HR-2 Higher-Order Residential 2
- INS Institutional

HALIFAX



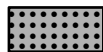
This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

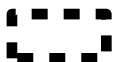


Map 3 - Notification Area

Young District Study Area

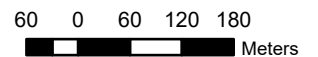


Study Area



Notification Area

HALIFAX



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

Attachment A –
Public Participation Program

Public & Stakeholder Engagement Goals

- Create awareness of the comprehensive neighbourhood planning process for the Young Street Lands Future Growth Node.
- Invite residents and necessary stakeholders to participate in the comprehensive neighbourhood planning process.
- Create an engagement process that is accessible and welcoming to all.
- Involve and collaborate with both the necessary stakeholders and residents with regards to establishing policy for the development of the Young Street Lands Future Growth Node.
- Enable the opportunity for feedback from residents and stakeholders on the proposed policy and key development agreement controls when drafts are completed.

Public Engagement Activities

Phase 1 – Visioning & 1st Engagement Session

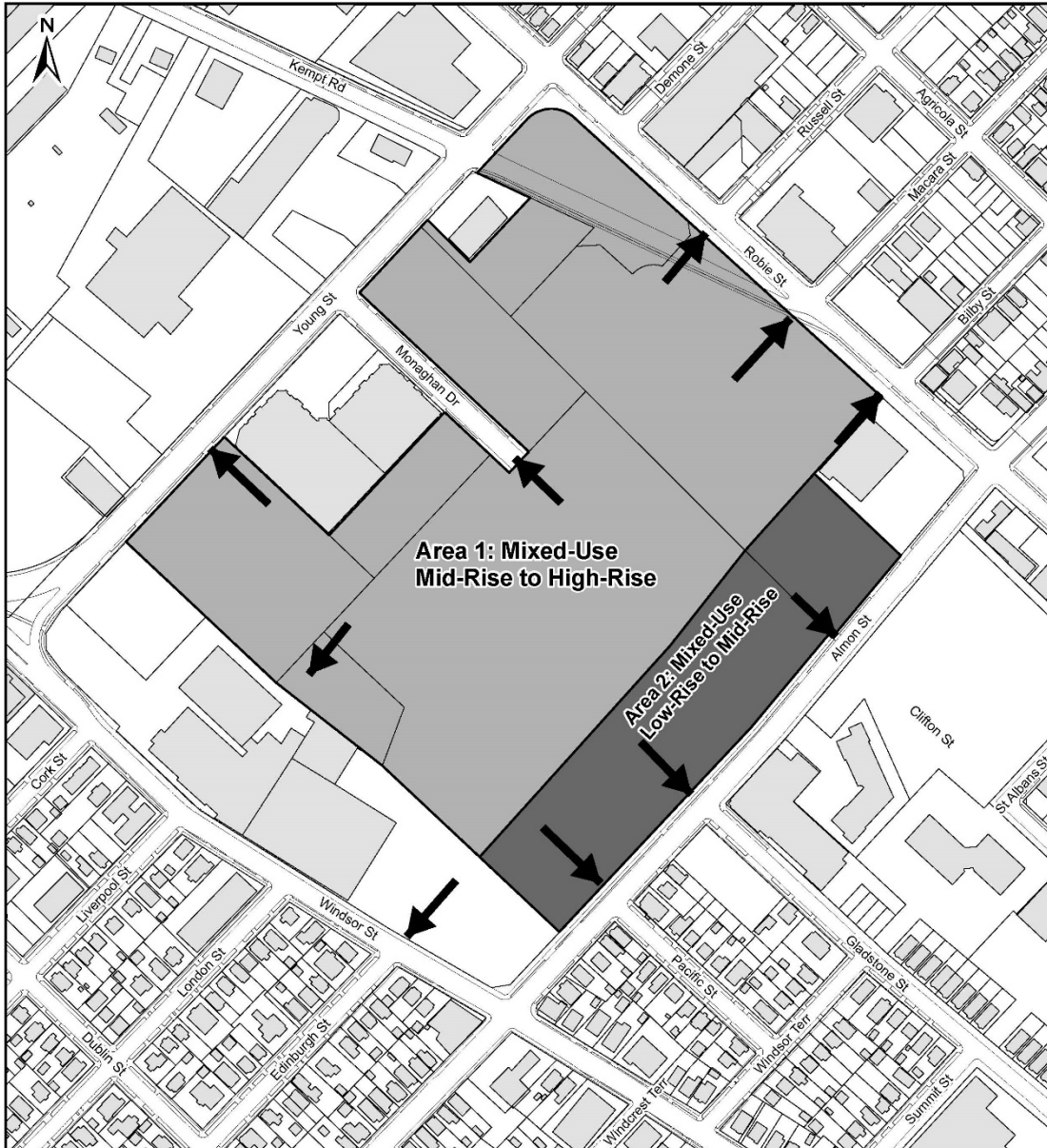
- Maintain a project website/Shape Your City site with information regarding the project and tools to allow community members to provide initial feedback. Contact phone number and email address for municipal staff responsible for the file will be provided on the website to answer questions from the public.
- Send direct mailouts to the property owners and residents in the notification area shown on Map 3 inviting them to participate in a public engagement session. Notice with the date, time, and location of the public engagement session will also be placed on a project website/Shape Your City site. On-site signage will not be provided given that the FGN is comprised of several properties and the project includes the review of surrounding lands.
- Host a public engagement session to share the purpose of the process, enabling planning policies, and seek input on a vision for the Young Street Lands Future Growth Node.
- Directly engage property owners, residents, community groups and other stakeholders at the public engagement session and other meetings.
- Compile feedback from the public engagement session into a “What We Heard” report to share with the public. This report will be shared on the project website/Shape Your City site.

Phase 2 – Draft Policy Review and 2nd Engagement Session

- Update the project website/Shape Your City site with information regarding the draft comprehensive neighbourhood plan, policy, and development agreement controls, and tools to allow community members to provide feedback.
- Engage property owners, residents, community groups and other stakeholders through a second public engagement session. A second mailout will be sent to notify property owners and residents within the notification area of the first public engagement session. The public engagement session will collect feedback on the proposed comprehensive neighbourhood plan, policy, and development agreement controls.

Attachment B –

Map 12 - Future Growth Node Land Use Concept



**Map 12: Future Growth Node
Land Use Concept - Young Street Lands**

➔ Potential Street Connection

HRM does not guarantee the accuracy
of any base map representation on this plan.



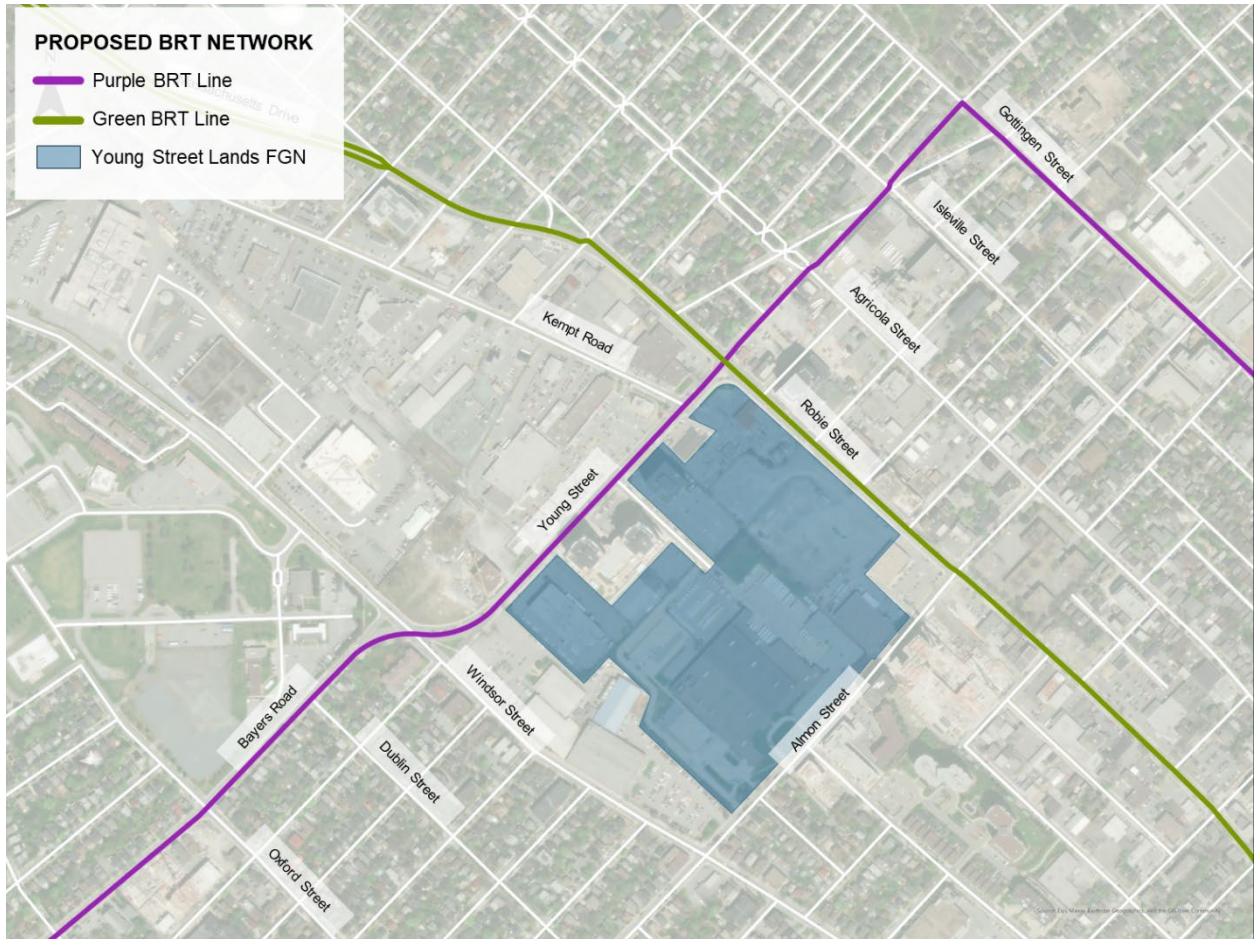
HALIFAX
Regional Centre
Secondary Municipal
Planning Strategy

Effective: 27 November 2021

Attachment C –
Mobility Network



**Attachment D –
Proposed BRT Network**



Attachment E –
Young District

