



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 15.1.1
Halifax Regional Council
March 26, 2024

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed

Cathie O'Toole, Chief Administrative Officer

DATE: February 13, 2024

SUBJECT: **PLPROJ-2024-00185: Comprehensive Neighbourhood Planning Process for Strawberry Hill Future Growth Node, Halifax**

ORIGIN

- Request by Fathom Studio, on behalf of Dynamic Properties Company Limited, EASTSIDE 2008 EQUITIES INC., 9404678 CANADA INC., and 3224829 NOVA SCOTIA LIMITED, to initiate the MPS amendment process to consider the proposed mixed-use development; and
- Regional Centre Secondary Municipal Planning Strategy Policies F-3 and F-4.

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

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

1. Initiate a process to consider amendments to the Regional Centre Municipal Planning Strategy, and the Regional Centre Land Use By-law to enable a comprehensive mixed-use development in the Strawberry Hill Future Growth Node, located along Windsor Street and Strawberry Hill Street, Halifax, and surrounding lands as outlined in the Discussion section of this report; and
2. Follow the public participation program as set out in Attachment A of this report.

BACKGROUND

The Municipality has received a request from Fathom Studio, on behalf of Dynamic Properties Company Limited, Eastside 2008 Equities Inc., 9404678 Canada Inc., and 3224829 Nova Scotia Limited to initiate a process to undertake a comprehensive neighbourhood planning process for the Strawberry Hill Future Growth Node (FGN), as identified in the Regional Centre Secondary Municipal Planning Strategy (Regional Centre Plan) and Regional Centre Land Use By-law (LUB). The Strawberry Hill site is located on the fringe of the Kempt Road commercial area and is directly adjacent to the Windsor Street Exchange, with connectivity to the Mackay Bridge and other key roadways including the Bedford Highway, Kempt Road, Lady Hammond Road, Connaught Avenue, and Windsor Street (Map 1).

The Regional Centre Plan designates specific areas as FGN to identify large sites that can accommodate significant growth and that require the development of comprehensive neighbourhood plans to determine their future land use and densities. This process will consider site-specific amendments to the Regional Centre Plan and LUB. The planning process will also consider the adoption of development agreement(s) that is prepared as part of a parallel process.

Site Context

The subject site is comprised of twelve (12) properties located within the Strawberry Hill FGN, as well as seven (7) additional properties that have been requested to be included in the FGN planning process. The subject lands are described in greater detail below:

Subject Site	FGN Lands: PIDS 00018267, 41118266, 00018283, 00018291, 00018341, 00018358, 41441239, 00018366, 41440157, 00018259, 00018176, and 00018168. Additional adjacent Lands: PID 41440090, 41440082, 00018374, 41440108, 41118258, 00018135 and 00018127.
Location	The site is generally bounded by Kempt Road, Windsor Street, Lady Hammond Road, and Bedford Highway
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Future Growth Node (FGN), Industrial employment (IDE), Higher Order Residential (HR), and Established Residential (ER)
Zoning (Map 2)	Comprehensive Development District 2 (CDD-2), Commercial and Light Industrial (CLI), Higher Order Residential1 (HR-1), and Established Residential 3 (ER-3).
Size of Site	12 acres
Street Frontage	Frontage on Windsor Street; and Frontage on Strawberry Hill Street.
Current Land Use(s)	<ul style="list-style-type: none"> • Vacant properties that are currently used as parking lots • Two single-unit dwellings, low rise (1-2 storey) commercial and light industrial uses such as dealerships
Surrounding Use(s)	<ul style="list-style-type: none"> • North: Commercial and light industrial uses • South: Mid-rise multi-unit residential uses, low-rise residential neighbourhoods, commercial uses, and Fairview Lawn Cemetery • East: Low-rise and mid-rise residential uses • West: Bedford Highway, and light industrial uses • Within 1km: St Stephen Elementary School, Ecole St Catherine Elementary, Halifax Independent School, CPA Atlantic School of Business, Bayers Road Shopping Centre, many shops and restaurants on Kempt Road, and Joseph Howe Superstore.

Site Access

The Strawberry Hill FGN is located in an area that is well-served by multimodal transportation, including active transportation (e.g. walking, cycling), transit, and driving. It is within walking distance from existing low-density residential areas in the east and south. It is located directly adjacent to the Windsor Street Exchange, with connectivity to the Mackay Bridge and other key roadways including the Bedford Highway, Kempt Road, Lady Hammond Road, Connaught Avenue, and Windsor Street.

The site also falls in a transit junction point between Halifax Peninsula, Halifax Mainland, Dartmouth and Bedford. It is serviced by multiple transit routes and stops within walking distance from the site. There are several express bus routes that run along Kempt Road, and provide connections between the residential neighbourhoods in the north and west areas of the Municipality. The site also has access to the proposed Bus Rapid Transit (BRT) network that was identified in HRM's Rapid Transit Strategy – it is less than 200m from the proposed 'Green Line', and is approximately 1.5km (~20-minute walk) from a proposed BRT stations at Robie and Young that is planned to service two BRT lines (the Green and Purple lines).

Property Owner Submission

A development plan has been submitted by Fathom Studio, on behalf of Dynamic Properties Company Limited, Eastside 2008 Equities Inc., 9404678 Canada Inc., and 3224829 Nova Scotia Limited for the entire subject site. There are seven (7) additional parcels (PID 41440090, 41440082, 00018374, 41440108, 41118258, 00018135 and 00018127) that form a part of the proposal and are requested to be included in the FGN planning process. The details of the proposed development, as set out in Attachment B, are summarized as follows:

- 14 multi-unit buildings ranging between 8 and 42 storeys, consisting of 3,656 dwelling units;
- diverse mixture of grade-related dwellings, work-live units, and commercial storefronts to create an active, pedestrian-scaled ground floor that are intended to serve both the residents of the development and the surrounding community;
- amendments to the CEN-2 Zone to allow increased height, massing, and more flexible built form requirements (height increase to 120 metres and a maximum Floor Area Ratio (FAR) to 10.5);
- a new street running through the Strawberry Hill FGN connecting Windsor Street and Connaught Avenue to Strawberry Hill Street;
- parkland and publicly accessible open spaces between buildings; and
- active transportation is supported through the creation of new sidewalks along collector roads, parkland, pedestrian connections, and separated walking and biking infrastructure.

Regional Municipal Planning Strategy Context

The Regional Municipal Planning Strategy (RMPS) designates the subject site as Urban Settlement (US). Chapter 6 of the document provides a vision, guiding principles, and core concepts that are to be used to guide the development of planning policies for the area. The US Designation is applied to lands where serviced development exists or is proposed. Section 3.1 of the RMPS outlines a number of objectives for designing communities within the US designation, which focus on designing communities that are healthy places to live, have access to services and facilities, promote energy efficiency, protect neighborhood stability, preserve environmental and cultural features, and provide housing options.

Priority Plan Context

In accordance with Policy G-14A of the RMPS, the proposed planning process was assessed against the objectives, policies, and actions of the Priority Plans, including the *Integrated Mobility Plan*, the *Halifax Green Network Plan*, *HalifACT*, and the *Halifax's Inclusive Economic Strategy 2022-2027*. The following policies and actions were identified to be most relevant to the planning process that will be used to guide the planning process:

- Designating areas for higher density residential development where there is an existing or proposed high level of transit service, such as a proposed Transit Priority Corridor to support the development of walkable, affordable, and transit-oriented communities (Action 17 *Integrated Mobility Plan*);

- Integrating climate change mitigation and adaptation into land use planning policies and process by reducing sprawl and efficiently using transportation systems (Action 23 *HalifACT*);
- Increasing housing stock to accommodate the growing population in Halifax (Strategic Objective 1.6 *Halifax's Inclusive Economic Strategy 2022-2027*); and
- Considering and, where possible, incorporating community benefits as part of the development approval process in HRM communities (Action 59, *Halifax's Inclusive Economic Strategy 2022-2027*).

Regional Centre Secondary Municipal Planning Strategy and Land Use By-law

The Regional Centre Plan and LUB apply various designations and zones to certain properties within the subject site, which are as follows:

- twelve (12) properties within the Strawberry Hill Future Growth Node (FGN) Designation and CDD-2 (Comprehensive Development District 2) Zone;
- four (4) properties with the Industrial Employment (IDE) designation and Commercial Light Industrial (CLI) Zone;
- three (3) properties with the Higher Order Residential (HR) designation and Higher Order Residential 1 (HR-1) Zone; and
- one (1) property with the Established Residential (ER) designation and Established Residential 3 (ER-3) Zone.

Details about the current designations and zones are summarized in Attachment C.

The Regional Centre Plan envisions each FGN developing in a coordinated manner based on a comprehensive neighbourhood plan that considers its environmental, social, cultural, and economic context. This process would result in the development of Comprehensive Development District (CDD) development agreement criteria that are adopted into the Regional Centre Plan. Once Council has adopted the CDD criteria for an FGN, development is intended to proceed by development agreement, which would be evaluated for its consistency with the established CDD criteria.

Section 2.9 of the Regional Centre Plan identifies the following objectives for the FGN Designation:

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

Policy F-3 guides the initiation of FGN comprehensive neighbourhood planning processes. It requires the Municipality to consider opportunities to coordinate with transportation network investments, the need for development within the surrounding area and the Regional Centre, and the readiness of landowners to proceed with development.

Policy F-4 sets out specific considerations for Council when adopting development agreement criteria. This policy guides assessments of the site including its suitability for development, infrastructure requirements, permitted land uses, building design and the transportation network.

DISCUSSION

The Regional Centre Plan is a strategic policy document that sets out the goals and objectives for long term growth and development in the Regional Centre. It specifically requires comprehensive planning and a plan amendment to permit redevelopment of the Strawberry Hill FGN. Therefore, a plan amendment to allow comprehensive development of the subject FGN is consistent with the Regional Centre Plan policies. The following sections outline the proposed planning process and key items for review.

Comprehensive Neighbourhood Planning Process

The Regional Centre Plan does not set out the order in which comprehensive neighbourhood planning should be completed for FGNs. Regional Council is under no obligation to initiate a plan amendment process at this time. Given the strategic location of the site and the landowners readiness to proceed with development, staff recommend moving forward with the initiation of the comprehensive neighbourhood planning for the subject FGN to support new housing development and enable development of lands that have been identified for growth by the Municipality.

Should Council choose to initiate the comprehensive neighbourhood planning process, CDD development agreement criteria will be developed for the site, consistent with the objectives of the FGN Designation and SMPS Policy F-4. The process to create development agreement criteria includes:

- completing the required infrastructure, environmental, archeological, culture and heritage, and site context assessments identified by policy F-4;
- following a public participation program, as set out in Attachment A;
- developing a high-level site-development concept plan, similar to those included in the Regional Centre Plan for other FGNs;
- analyzing applicable Regional Centre Plan policies, including the Regional Centre Design Manual;
- completing any other studies or analysis necessary to support the development of the site; and
- presenting the proposed policies for Council's consideration.

To streamline the planning process, staff are also recommending that a development agreement that enables development be prepared concurrently. Given the recent *HRM Charter* changes enacted through Bill 137, Halifax and West Community Council now has the authority to provisionally approve a development agreement after Regional Council makes a decision on the MPS amendments. A decision on the proposed MPS amendments is not appealable to the Nova Scotia Utility and Review Board (the Board). However, the decision on the proposed development agreement is appealable to the Board.

Staff Review of Proposal

Staff have reviewed the landowners' submission and the following items have been identified for more detailed discussion, should comprehensive neighbourhood planning be initiated.

Land Use and Density

The Regional Centre Plan envisions FGNs developing as walkable, mixed-use communities. While the intensity of uses may vary from node-to-node, the inclusion of a variety of land uses, particularly commercial and institutional uses, can support the development of complete communities. A mixing of land uses provides opportunities for employment, supports walkability and can reduce trips by car, by making services available to local and nearby residents. This can also support vibrant communities by creating places for community members to gather and socialize.

The proposal submitted for the entire site, including the seven (7) additional properties, includes a significant amount of high-density residential development. The comprehensive neighbourhood planning process will consider the appropriate mix and density of land uses, transitions and built forms. The proposal will be further reviewed against infrastructure capacity in the area and the needs for the site and surrounding area to establish a complete community.

Surrounding Lands

Seven (7) parcels adjacent to the Strawberry Hill FGN, as shown on Maps 1 and 2, have been requested to be included in the comprehensive neighbourhood planning process. These parcels are outlined in the Background section and labeled as “Area Proposed to Be Added to Future Growth Node” on Maps 1, 2, and 3 of this report. The review process will consider these parcels for inclusion in the FGN or other policy or zone changes to support infrastructure investments, complimentary development, and building transitions. Additional parcels may be identified during the planning process for the same purpose.

LUB Amendments – Modified Built Form

The landowner is proposing LUB amendments to establish a modified mixed-use, high-rise zone that expands land use controls beyond the current limits to support urban design objectives, including requirements related to building height, building setbacks and stepbacks, building dimensions, and streetwall articulation. As detailed in Attachment B, the proposed development includes high-rise buildings that vary in height to up to 120 meters. Also, the maximum Floor Area Ratio is proposed to be increased to 10.5 for certain buildings, and maximum floor plate requirements increased to 900 square meters. The proposal also includes minor changes to various building setback and stepback limits. As part of the review process, staff will consider these proposed built form modifications and whether there is merit to establishing modified built form requirements in the LUB.

On September 26, 2023, [Regional Council directed staff](#) to expedite amendments to the Regional Centre planning documents, as part of the federal Housing Accelerator Fund (HAF) agreement, to allow additional density through as-of-right processes. Part of the proposed amendments include amending the CEN-2 Zone to increase the maximum building height to 40 storeys and maximum FAR to 10, with potential for additional height in FGN lands. Staff are currently holding community engagement for the proposed HAF amendments and will report to Regional Council in March/April 2024. The built form review for the Strawberry Hill FGN will be coordinated with the HAF amendment process.

Mobility Connectivity

The site currently has direct access to Windsor Street and Strawberry Hill Street. It also includes a number of lots used for surface parking. The proposal includes an extension of Connaught Avenue through the site to connect with Strawberry Hill Street. Identifying and establishing mobility connections through the site will be determined through the master neighbourhood planning process in coordination with the adjacent Windsor Street Exchange project. This will include consideration of new public street and walkways, potential improvements to the surrounding transportation network, the role of private plazas and walkways, and other items that may be identified through the required transportation study.

Conclusion

FGNs have been identified in the Regional Centre Plan as locations suitable for additional density within the urban core of the Municipality that will allow for more efficient use of land, services and infrastructure. Initiating the comprehensive neighbourhood planning process for the Strawberry Hill FGN and surrounding lands will support new housing and public amenities to be built for current and future residents. This process will identify and address opportunities and constraints for the development of the site. A parallel development agreement process will enable the process to proceed in an efficient manner. Therefore, staff recommend that Council initiate the Regional Centre Plan and LUB amendment process to enable the comprehensive development of the subject site.

FINANCIAL IMPLICATIONS

The HRM costs associated with undertaking the comprehensive neighbourhood planning process can be accommodated within the proposed 2024-2025 operating budget for Planning and Development. The landowners will be responsible for the costs associated with providing required background studies and information.

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. The ability to implement new CCCs and LIC's may be impacted by Bill 329, which amended the *HRM Charter* and *Housing in the Halifax Regional Municipality Act* in November 2023. Staff will continue to work with Provincial staff to understand the impact of Bill 329 as the planning process progresses.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This planning project involves proposed amendments to the Regional Centre Secondary Municipal Planning Strategy. 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.

COMMUNITY ENGAGEMENT

Should Regional Council choose to initiate the MPS amendment process, the *HRM Charter* requires that Regional Council approve a public participation program. In 2023, Regional Council approved Administrative Order 2023-002-ADM, the *Public Participation Administrative Order*, which outlines certain requirements to be met when conducting a Public Participation Program (PPP) for planning documents, certain planning applications, and when engaging with abutting municipalities. In this case, given the significant community shaping nature of the large-scope project, staff recommend a customized two-phased PPP, as set out in Attachment A.

This proposed program employs the "inform/involve" level of public participation, as laid out in [HRM's Public Participation Guidebook](#). This level of engagement aims to inform the public on the proposal and planning process as well as provide diverse options for gathering public feedback to encourage participation and allow residents to influence design and recommendations through the planning process. The PPP will follow the principles outlined in the *Public Participation Guidebook* to ensure that engagement activities are conducted in an efficient and effective manner.

The proposed program uses a range of engagement tools, including public meetings, direct mail-outs, online tools, stakeholder outreach, and a project website. Key stakeholders include local residents, community organizations, utilities, other regulators, and property owners. In addition to this PPP, the *HRM Charter* requires a public hearing to be held before Regional Council can consider approval of any plan amendments.

ENVIRONMENTAL IMPLICATIONS

The complete communities envisioned by the Regional Centre Plan for Future Growth Nodes encourage transit supportive services, pedestrian oriented streets, and mixed-use development. This type of development generally encourages the use of active transportation and shared mobility instead of cars and reduces greenhouse gas emissions.

As a brownfield site, site remediation processes may be required in accordance with Nova Scotia Department of Environment regulations. Any level of development of the subject site may have some adverse environmental impact. Staff will work with the landowners to minimize these impacts as per direction from the Halifax Green Network Plan and HalifACT.

ALTERNATIVES

1. Regional Council may choose to initiate the consideration of potential policy that would differ from those outlined in this report. This may require a supplementary staff report.
2. Regional Council may choose not to initiate the MPS amendment process. A decision of Council not to initiate a process to consider amending the Regional Centre Secondary Municipal Planning Strategy is not appealable to the Nova Scotia Utility and Review Board, as per Section 262 of the *HRM Charter*.

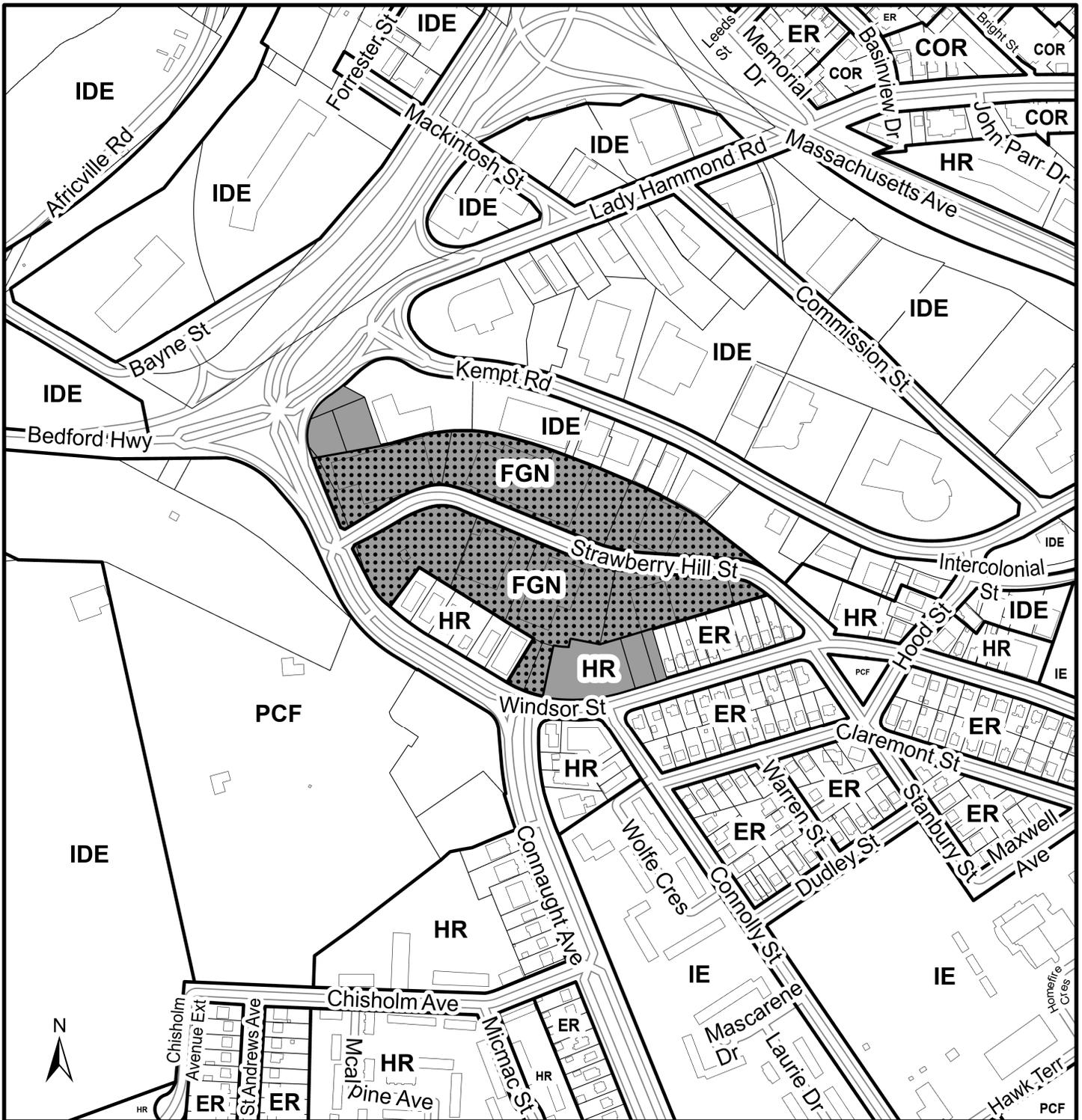
ATTACHMENTS

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

Attachment A: Public Participation Program – PLPROJ-2024-00185 – Strawberry Hill Future Growth Node
Attachment B: Excerpts from the Property Owner Submission
Attachment C: Summary of Current Designations and Zones under the Regional Centre Secondary
Municipal Planning Strategy and Land Use By-law

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: Dali Salih, Planner III, Planning and Development, 902.220.9631



Map 1 - Generalized Future Land Use

Strawberry Hill Future Growth Node, Halifax

-  Area of Existing Future Growth Node
-  Area Proposed To Be Added To Future Growth Node

Designation	
COR	Corridor
ER	Established Residential
FGN	Future Growth Node
HR	Higher-Order Residential
IDE	Industrial Employment
IE	Institutional Employment
PCF	Park and Community Facility

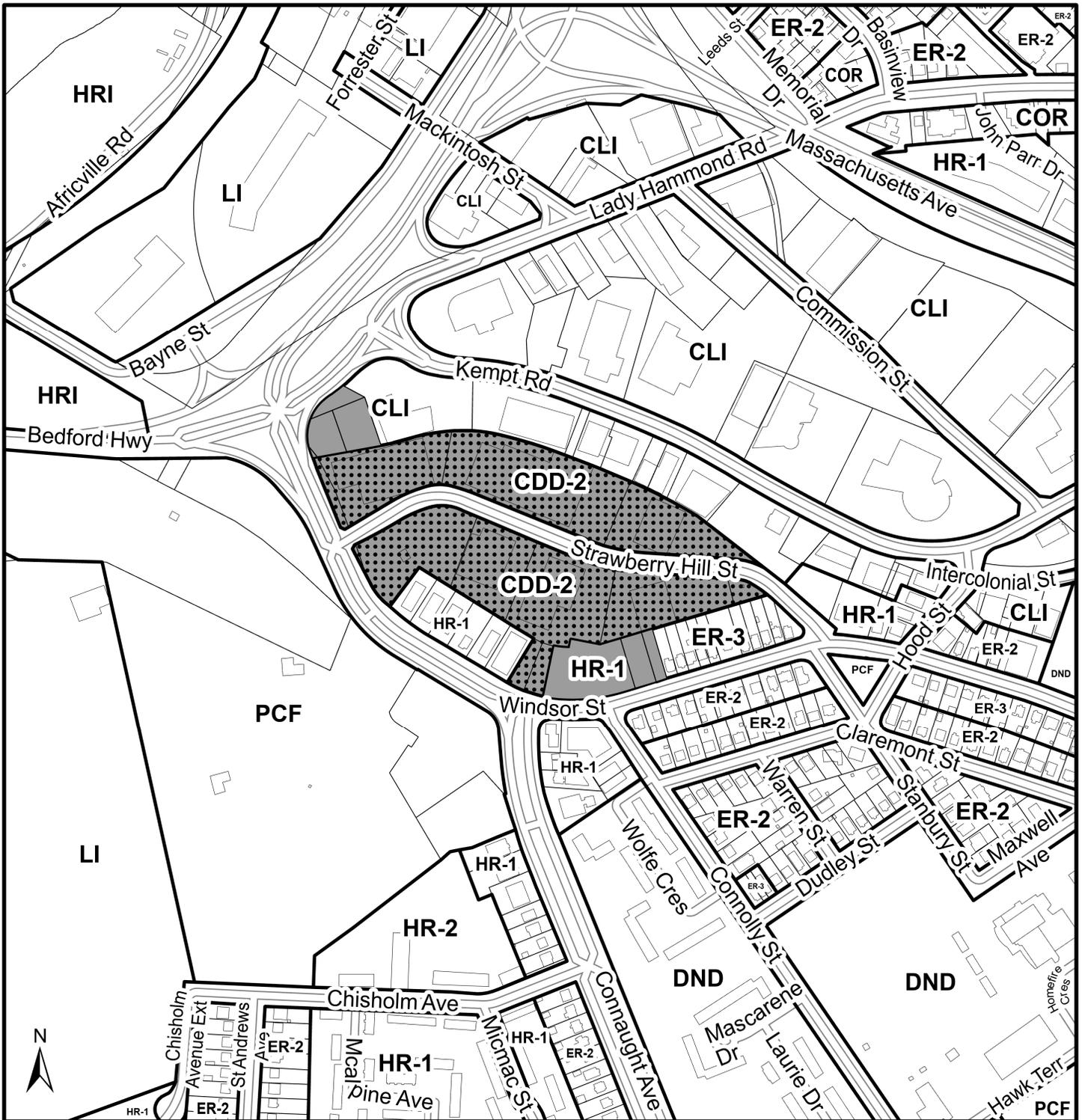
HALIFAX



Regional Centre
Plan Area

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

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



Map 2 - Zoning

Strawberry Hills Future Growth Node, Halifax



Area of Existing Future Growth Node



Area Proposed To Be Added To Future Growth Node

Regional Centre Land Use By-Law

Zone

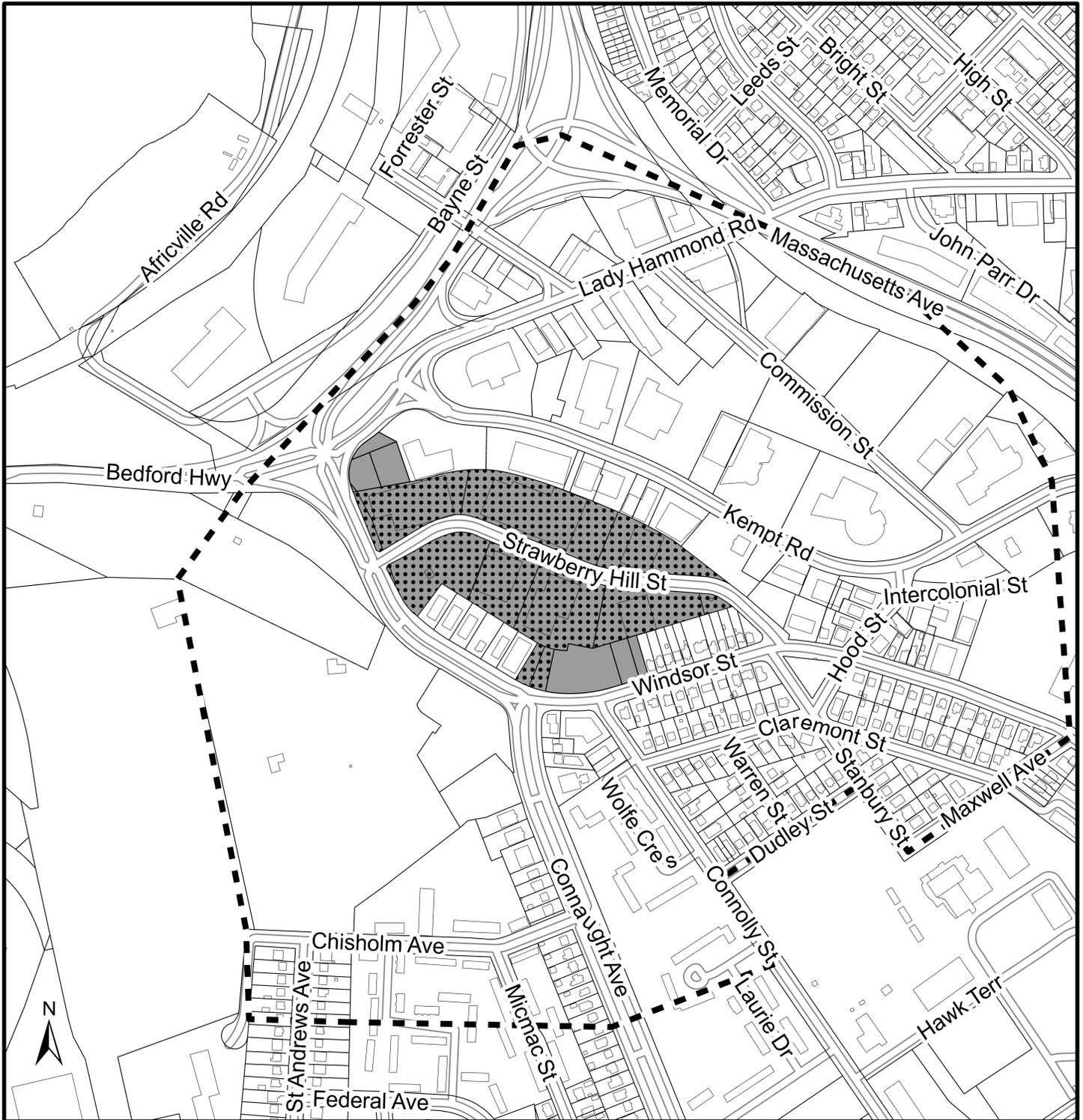
CDD-2	Comprehensive Development District 2
CLI	Commercial Light Industrial
COR	Corridor
DND	Department of Natural Defense
ER-2	Established Residential 2
ER-3	Established Residential 3
HR-1	Higher-Order Residential 1
HR-2	Higher-Order Residential 2
HRI	Harbour-Related Industrial
LI	Light Industrial
PCF	Parks and Community Facilities

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

HALIFAX

-  Area of Existing Future Growth Node
-  Area Proposed To Be Added To Future Growth Node
-  Area of Notification



Regional Centre
Land Use By-Law

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

Public Participation Program

PLPROJ-2024-00185 – Strawberry Hill Future Growth Node

Purpose

To inform and involve interested groups and rightsholders in the comprehensive neighbourhood planning process for Strawberry Hill Future Growth Node. This process will look at creating new planning policies and land use regulations to support mixed-use, transit-oriented development at the site located along Windsor Street and Strawberry Hill Street, Halifax. This public participation program (PPP) is the minimum engagement the Municipality will conduct in keeping with the following goals:



1. Promote Community Awareness

- Create awareness of the comprehensive neighbourhood planning process and proposed development through a variety of methods to ensure residents are well informed about the project.
- Clarify what types of feedback can influence the project and planning decisions through the process.
- Provide regular updates on the project status so the community knows how the project is progressing through the planning process and when they can actively participate or relay feedback.



2. Facilitate Inclusive Participation

- Provide a variety of methods for residents and relevant interest groups to participate in the planning process and offer feedback on the project.
- Host public engagement sessions at strategic stages of the planning process with opportunities for residents to engage in discussions around development proposals and policy considerations.
- Create a welcoming and accessible environment for public participation to encourage all voices and perspectives to ask questions and share feedback.



3. Support Meaningful Feedback

- Demonstrate how public participation can shape the neighbourhood plan.
- Compile and share the feedback received with the public and decision makers.

Interest Groups

Key groups that will be engaged include the following:

- Property owners;
- Adjacent residents;
- Community and business organizations; and
- Other rightsholders identified through the process.

Engagement through the Planning Process

Public and rightsholder feedback is welcomed and considered throughout the planning process. However, there are two main strategic points of the process where public feedback is most influential:

Phase 1 – Prior to completing the detailed technical review

- Create and maintain a shapeyourcity.com webpage with information regarding the project (e.g. reports, studies, plans, videos, and photos) and tools (e.g. contact information, Q&As, surveys, etc.) to allow community members to provide initial feedback.
- Create a survey to collect feedback from community members on the project.
- Establish and maintain a minimum of one (1) sign along Windsor Street prior to public participation and throughout the application process.
- Send direct mailouts to the property owners and residents in the notification area delineated in Map 3 inviting them to participate.
- Create social media content to provide information regarding the project.
- Host a public meeting to provide information about the project with opportunities for discussion and collecting feedback.

Phase 2 – Before finalizing draft plans, policies, and land use controls

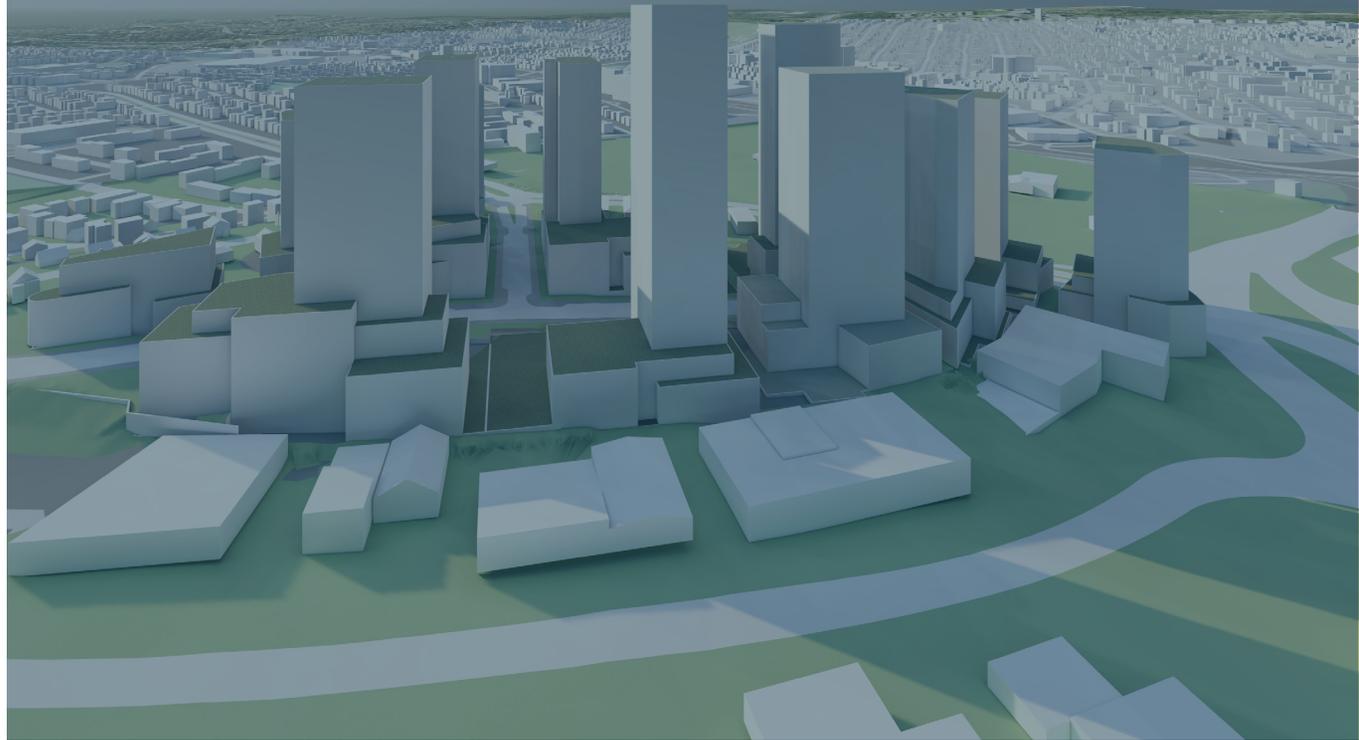
- Update the shapeyourcity.com webpage with information regarding draft neighborhood planning documents.
- Send direct mailouts to the property owners and residents in the surrounding community inviting them to participate in the process.
- Host a public meeting to seek feedback on the draft neighbourhood plans and development agreement controls.
- Directly engage property owners, residents, community groups, and other interest groups.

Reporting Feedback

A “What We Heard Report” detailing the findings from the Public Participation Program will be prepared and posted on the shapeyourcity.com project webpage. The Report will be attached to the recommendation report for Council. The findings will also be summarized in the report and presentation to Council.



Attachment B - Excerpts from the Property Owner Submission



Strawberry Hill Future Growth Node *Initiation Report*

FINAL REPORT | January 15, 2023

Prepared by:

Fathom

1.1 — Background

The Strawberry Hill lands have been identified in the Regional Centre Secondary Municipal Planning Strategy as a “Future Growth Node” in the Regional Centre. These areas have been identified by HRM for their potential to support significant population growth, employment opportunities, and the development of new mobility links and public parks. Many of the Future Growth Nodes are located in areas close to transit priority corridors and terminals identified in the Integrated Mobility Plan.

These growth nodes have been identified for their potential as a comprehensive master planned ‘complete community’ that supports a mix of uses, services, parks and community facilities. The zone supports a mix of building sizes to support self sufficiency, encourage walkability and transit use, and minimizes the role of the automobile.

The Strawberry Hill lands, an 11 acre site, sits on the fringe of the Kempt Road commercial corridor, the Mackay Bridge, and the terminus of the Bedford Highway overlooking the Bedford Basin. The property is within walking distance of 8 elementary and secondary schools, Mount Saint Vincent University, the Halifax Shopping Centre, Bayers Road Centre, a dozen bus routes and planned AT infrastructure. The site is also a hinge point for many collector streets including the Bedford Highway, Kempt/Lady Hammond Road, Connaught Ave, Bayne Street, and Windsor Street.

The goal of this plan for Strawberry Hill is to create a vibrant, human focused community at the gateway to Mainland and Peninsular Halifax. The emphasis will be on mixed and diverse land uses, walkability and connectivity, and active streetscapes which compliment the surrounding neighbourhoods.

The following sections of this report will outline the existing conditions which have given rise to the geography, landscapes, flora and fauna of the study area today. Our social and ecological analysis forms the basis for the eventual layout of the proposed master plan by avoiding the sensitive areas, increasing the density in more robust areas, preserving the hydrological character of the site, mixing density nodes and parks throughout the various phases of the development, maximizing view sheds towards the basin and ensuring the highest connectivity (walking, cycling, vehicles) between the many neighbourhoods of the west end of the peninsula.



Figure 1 — Images taken of the subject site by Fathom Studio



FAIRVIEW COVE
CONTAINER
TERMINAL

STEELE LANDS
(153,254 SF)

TD GREYSTONE LANDS
(331,899 SF)

12.31 ACRES

RANK LANDS
(50,895 SF)

KEMPT ROAD
COMMERCIAL AREA

FAIRVIEW LAWN
CEMETERY
FAIRVIEW
CEMETERY

CN FAIRVIEW
SHOP

WINDSOR
PARK

CONTAINER TERMINAL

Bedford's Memorial Highway

BEDFORD HWY
BEDFORD HIGHWAY

BAYNE ST
MACKAY BRIDGE RAMP
MACKINTOSH ST

LADY HAMMOND RD

LADY HAMMOND RD

COMMISSION ST

JOHN PARR DR

MASSACHUSETTS AVE

WELLS ST

STRAWBERRY HILL ST

KEMPT ROAD

INTERCOLONIAL ST

HOOD ST

WINDSOR ST

WINDSOR ST

QUARTERMASTER

BISON CRES

FAIRVIEW LAWN
CEMETERY

FAIRVIEW
CEMETERY

CONNAUGHT AVE

WOLFE CRES

WARREN ST

DUDLEY ST

CLAREMONT ST

MAXWELL AVE

ASHTON LANE

CHISHOLM AVE

CREWS AVE

CONNAUGHT

LAURIE DR

CONNOLLY ST

DOUGALL ST

HOMEFIRE CRES

HAWK TERR

BARRACKS DR

1.3 — Properties and Land Owners

There are 3 property owners and 19 individual PID's that comprise the 536,048 ft² (12.31 acres) of the Strawberry Hill Growth Area. TD Greystone occupies 331,899 ft² (61.9%), the Steele group occupies 153,254 ft² (28.6%), and Rank Inc. occupies 50,895 ft² (9.5%). The Rank lands are currently zoned as HR-1 with a 20m maximum height but due to the scale of the larger property located at the new entry to the proposed node, we have asked HRM to consider these properties for inclusion into the DA. Since the process requires a plan amendment to include the site-specific CDD DA requirements, the plan and LUB amendments would be part of the DA process.

Some of these existing sites have no buildings and are only used as parking lots or green spaces (PID 00018259, 41118258, 00018291) while the remainder of the sites are lowrise (single or two storey) commercial or industrial uses which are ideally suited for future redevelopment.

OWNER	PID	AREA (SQFT)	TOTAL AREA	PERCENT LAND
EASTSIDE 2008 EQUITIES INC. & 9404678 CANADA INC. (TD Greystone)	00018267	43,734	331,899 sf	61.9%
	41118266	66,122		
	00018283	51,963		
	00018291	4,991		
	00018341	50,087		
	00018358	101,785		
	00018176	6,121		
DYNAMIC PROPERTIES COMPANY LIMITED (Steele)	00018374	13,958	153,254 sf	28.6%
	41440082	10,500		
	41440090	5,440		
	41440108	223		
	41441239	4,868		
	00018366	58,783		
	41440157	610		
	00018259	58,872		
3224829 NOVA SCOTIA LIMITED (Rank)	41118258	36,390	50,895 sf	9.5%
	00018135	9,570		
	00018127	4,945		
Total Area		536,048 sf	12.31 acres	100%

2.1 — Historical Overview

Cultural Heritage

As a result of its unique prospect and elevation overlooking the Bedford Basin, the Strawberry Hill Area was recognized as a strategic vantage point overlooking the northern-western tip of the peninsula. At the same time as the construction of Fort Needham, the British were looking for a way to protect the Windsor Road chokepoint from an inland invasion. Worried about the possibility of an American attack prior to the war of 1812, the British opted to build a fort atop Strawberry Hill.

Located on the property of John McAlpine, Fort McAlpine featured a large pentagonal blockhouse with two carronades on its upper storey. However by 1815 the war had ended and the army took back their armaments. The fort eventually fell into a state of disrepair and was abandoned. Today, the site once occupied by Fort McAlpine is now a retailer for NAPA car parts.

Further, the subject area is adjacent to the Fairview Lawn Cemetery to the west. Not only is this site a historic burial ground dating back centuries, but it is also the final resting place for 121 passengers of the Titanic. This is the largest collection of Titanic graves in the world and regularly attracts visitors who come to pay their respects to the victims of the disaster.

Additional heritage information can be found in the accompanying Archaeological investigation in Appendix A of this report.

Strawberry Hill Street

Being located so far north on the peninsula, Strawberry Hill was developed much later than many parts of the regional centre. The earliest mention of the “Strawberry Hill Area” is from a 1965 proposal to develop the region between Kempt Road and Windsor Street. Strawberry Hill Street first started appearing on maps in 1968. At the time, there were already a series of single-family homes located at the southeastern base of the hill along Windsor street. These homes were built in 1954 as a part of an older subdivision and many are still standing today.

Following the creation of Strawberry Hill Street, multiple industrial and commercial buildings were establish along the street. In addition, a number of multi-unit dwellings were erected to the southwest of the hill.

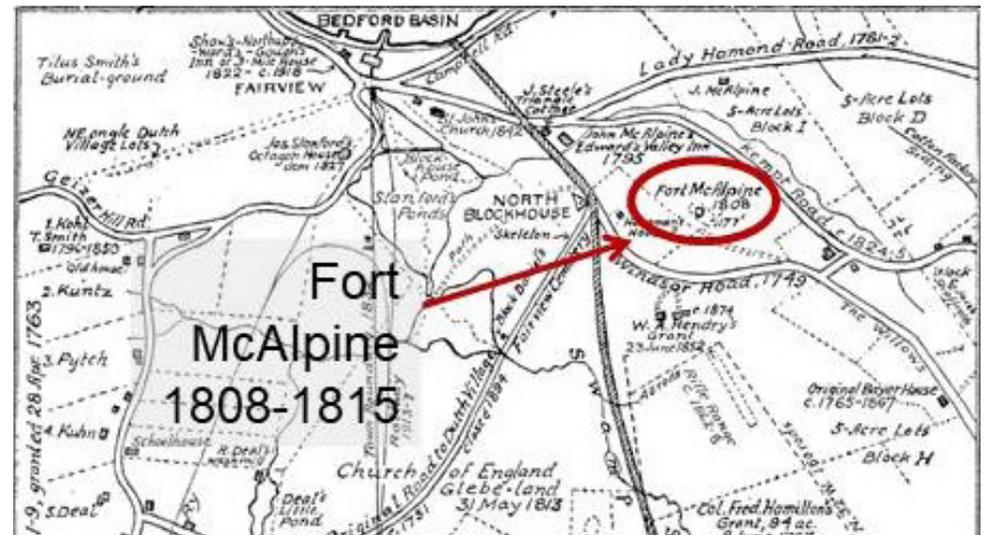
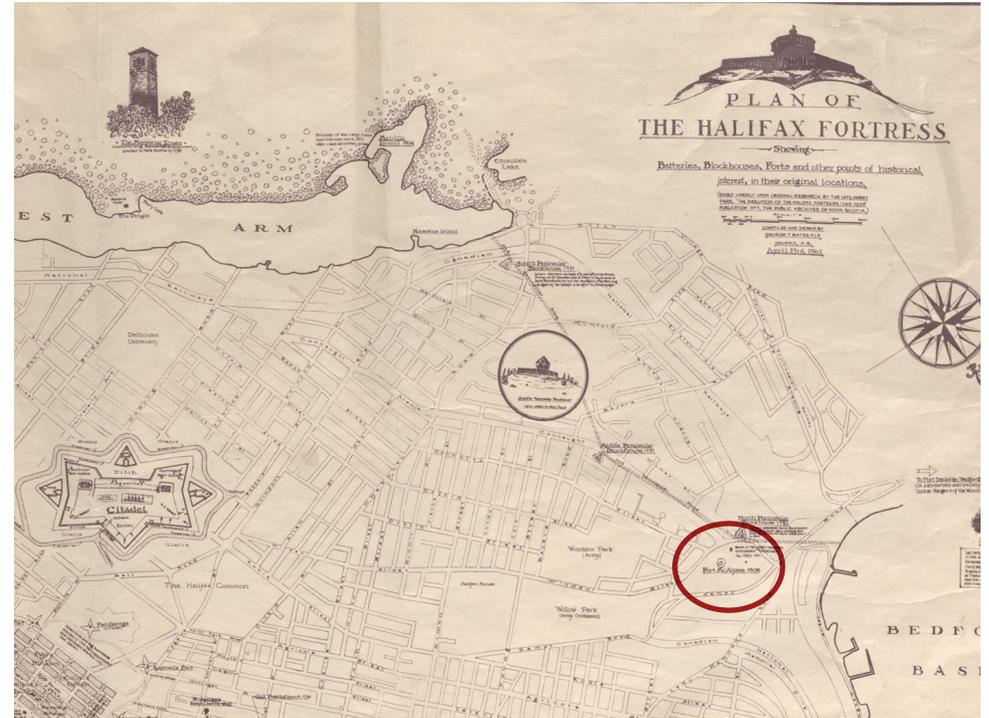


Figure 3 — Historical maps of Halifax showing the location of Fort McAlpine from Nova Scotia Archives Map Collection

2.2 — Present Day Conditions

Surrounding Context

The site is located at the key intersections of the Bedford Highway terminus, the Mackay Bridge approaches, Kempt Road, Windsor Street and Connaught Avenue. The site's high visibility and easy access has made it ideally suited for car dealerships and other commercial/mixed industrial uses for the last 50 years.

Today, the Strawberry Hill promontory provides excellent views to the Bedford Basin and the Halifax Narrows to the north and north-west. The lowrise nature of the site makes it an ideal candidate for redevelopment. Cars approaching Halifax from the Mackay Bridge will easily see this site at the terminus of bridge once vehicles round the highpoint of the bridge deck in the middle of the Narrows.

There are several schools and university/trade schools surrounding the site. The Mount Saint Vincent University is only 2km away and the NSCC Campus is only 1km to the north. Within 1km of the site, there is the St Stephen Elementary School, the Ecole St Catherine Elementary, the Halifax Independent School and the CPA Atlantic School of Business. Within 2km of the site there is the Shambala Private School, the Oxford School, Westmount Elementary, St Agnes, Junior High, and Eastern College. The site also lies only 1.5km away from the Africville National Historic Site.

Major shopping areas within 1km of the site include the Bayers Road Shopping Centre, the many shops and restaurants on Kempt Road, and the Joseph Howe Superstore. Within 2km of the site is the West End Mall, another designated FGN, the Halifax Shopping Centre, the Young Street Superstore and shopping area. Downtown Halifax, downtown Dartmouth, Burnside Industrial Park, Bayers Lake as well as Dalhousie and NSCAD Universities are within 4km of the site.

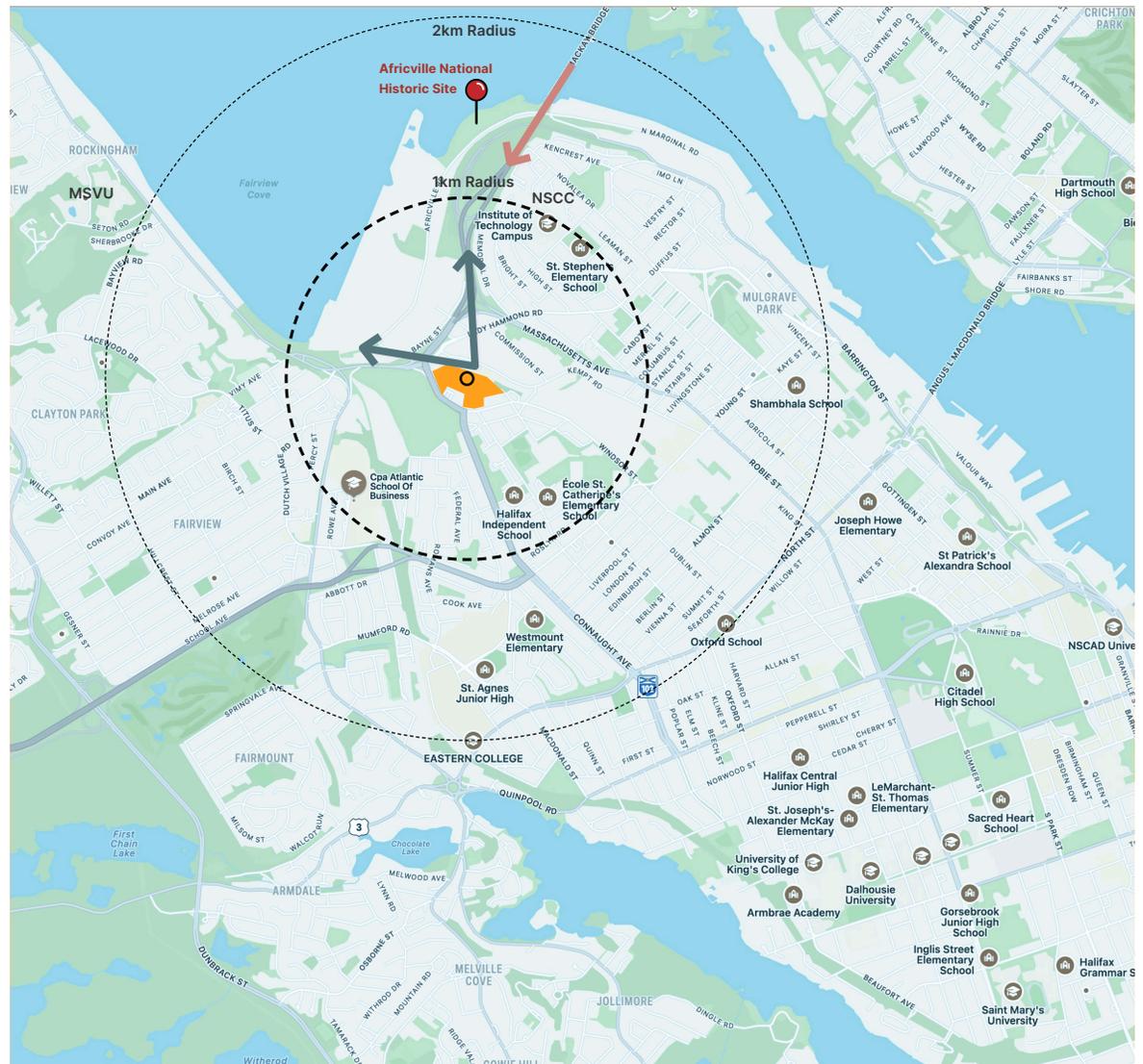
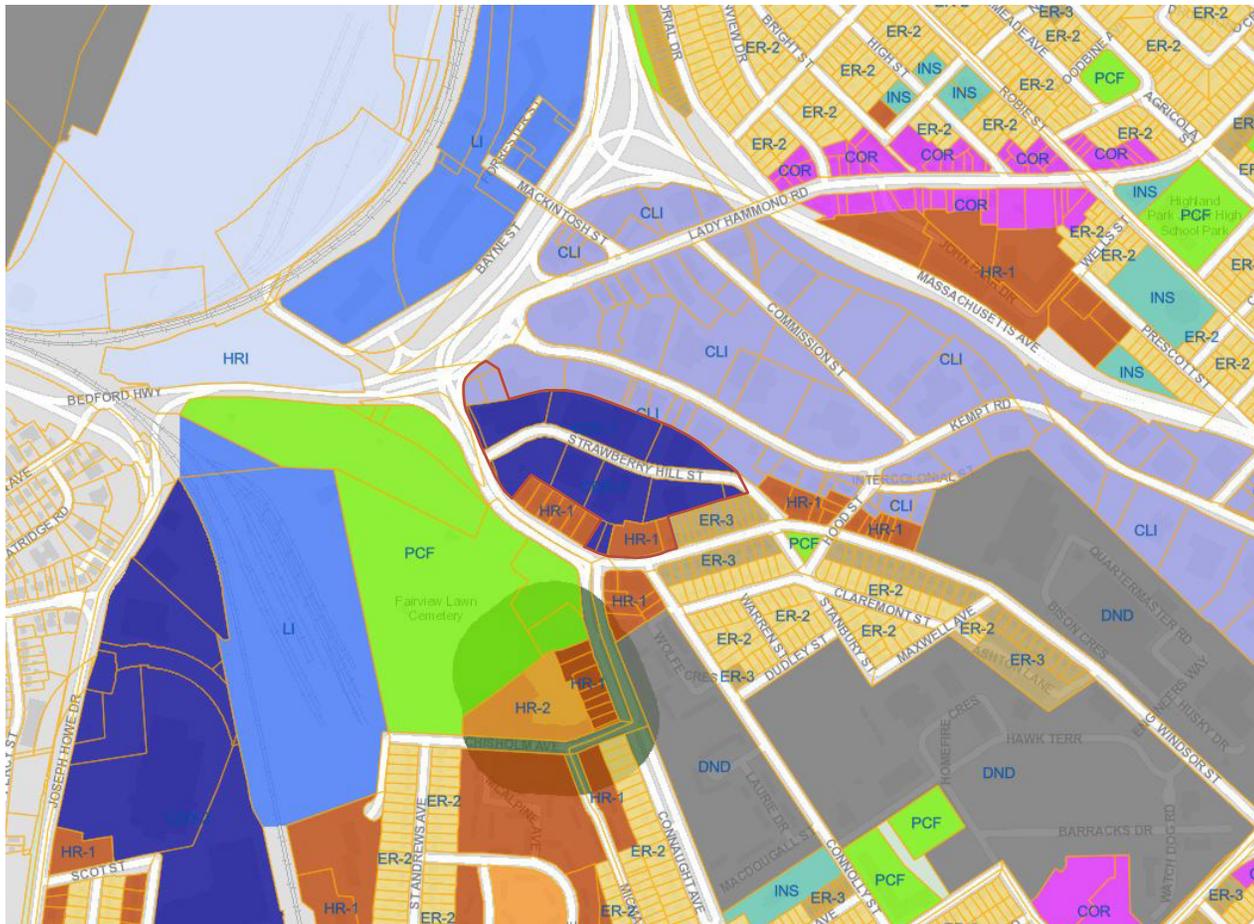


Figure 4 — Existing site context

2.13 — Zoning



- | | |
|--|--|
| ● Corridor | ● Harbour Related Industry |
| ● Commercial Light Industrial | ● Institutional |
| ● Department of National Defense | ● Light Industrial |
| ● Established Residential 2 | ● Park and Community Facility |
| ● Established Residential 3 | ● Comprehensive Development District 2 |
| ● Established Residential 3 | — Project Site |
| ● High Order Residential 2 | |

Most of Strawberry Hill is zoned as a Comprehensive Development District 2 (CDD-2) enabling the site to be master planned and developed both within and outside of the as-of-right zoning restrictions through a DA process. This plan proposes adding the Rank lands which are currently zoned HR-1 to the CDD-2 zone.

The site is surrounded by various other zones including:

- Commercial Light Industrial
- Established Residential 2 & 3
- Department of National Defense
- High Order Residential 1 & 2
- Light Industrial
- Park and Community Facility

The proposed development will go through a DA process in order to cement the increased density, height and built form standards with the goal of creating a vibrant mixed-use community which integrates seamlessly into diverse surrounding neighbourhoods.

The development must follow the policies outlined in section 2.9 of the MPS. This process will also require an amendment to the MPS to incorporate site specific policies for these lands as has been completed for many of the other growth areas that have gone through this process.

HRM has developed a range of background documents and policy statements to guide future growth around the municipality. This chapter summarizes the findings and recommendations from a range of past studies including the Regional Plan, the Integrated Mobility Plan, the Rapid Transit Strategy, the Moving Forward Together Plan, the Halifax Green Network Plan, and the Regional Centre Municipal Secondary Plan and Land Use Bylaw.

3.1 — Regional Plan

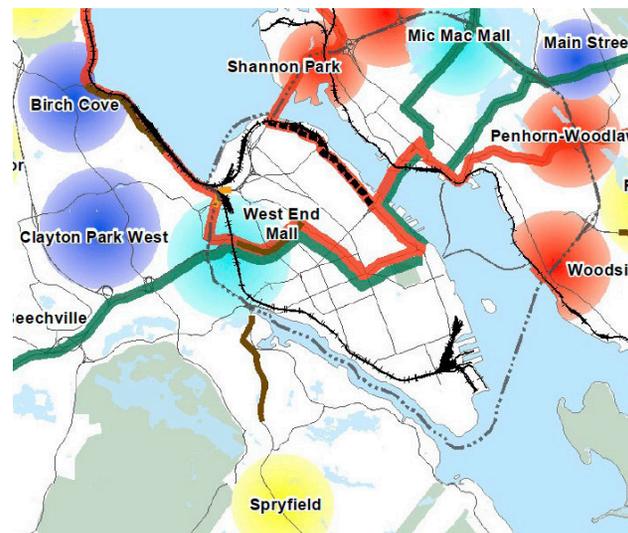
The Regional Plan sets a growth target of 25% of new housing starts in the Regional Centre (where Strawberry Hill is located), 50% in the surrounding urban communities and the remaining 25% in the rural areas of HRM. The Regional Plan set the context for the Regional Centre Secondary Plan (the Centre Plan) to establish growth and density targets in this urban core of Halifax.

Strawberry Hill area is located in the regional centre as indicated on Map 1 of the Regional Plan.

The Regional Plan sets out the vision and priorities for establishing the Regional Centre Secondary Plan. The Regional Plan also sets out the priorities for integrated mobility, active transportation, road network priorities, and the Greenbelting and Public Places Priorities Plan.

Chapter 6 of the Regional Plan sets out the vision and objectives for the Regional Centre including principles for sustainability (creating resilient communities that adapt to evolving opportunities and needs), promoting high quality architecture and urban design, preserving heritage resources, integrating land use planning and transportation that provide alternatives to driving, encouraging complete neighbourhoods using

diverse, mixed-use neighbourhoods, and directing new developments to areas that will benefit from intensification.



3.6 — Regional Centre Secondary Plan

The subject site is designated as a Future Growth Node (FGN) under the *Regional Centre Secondary Municipal Planning Strategy* (RCMPS). Areas with this designation tend to be underutilized or vacant sites which have been identified by the City as having the capacity to accommodate substantial growth. Strawberry Hill, as one of the identified FGNs, provides an opportunity to increase density in order to meet the current housing demands while capitalizing on its central location, and proximity to existing services, amenities and infrastructure. HRM has envisioned these areas to “develop into complete communities ...or contribute to the development of complete communities that are compatible with the surrounding context” (Section 2.9).

The objectives as identified in the RCMPS are as follows:

1) *“Provide for diverse and inclusive opportunities for public engagement during the master neighbourhood planning process”;*

An iterative and in-depth public engagement process will be prioritized throughout the development of the Strawberry Hill master plan. Community feedback will be documented and integrated into the overall design wherever it aligns with overarching policy objectives.

2) *“Identify and preserve significant environmental and cultural features”;*

As per the requirements of this planning exercise any significant environmental or cultural features will be identified and preserved if present. With this being said, the site has been largely modified over the years, currently being used mostly for various light industrial or commercial uses, there have been

no features identified on the site as of yet.

3) *“Support the development of mixed-use neighbourhoods with a range of housing opportunities, places of employment, and services where daily needs of residents can be met”;*

The proposal provides a mixed-use development which addresses the diverse needs of the residents, as well as integration within the surrounding neighbourhoods by providing various residential unit types supplemented by retail and commercial uses.

4) *“Support a transportation network that prioritizes transit, pedestrians and cyclists, and is connected to surrounding communities”;*

The development will enhance the existing transportation network, as it is located on or closely to several transit routes, as well as contribute to the improvements to pedestrian and cyclist routes set out by the *Integrated Mobility Plan* by providing a welcoming and well-connected public realm.

5) *“Provide public parks, open spaces, and community facilities that meet the recreational needs of residents”;*

Being a smaller scale FGN, the available area dedicated for open space is somewhat limited but the design will aim to achieve a balance between open and built space. Through a combination of soft and hard landscaping, the proposal will integrate thoughtfully designed open space and a pedestrian oriented ground level providing both public and private amenity space to serve the recreational needs of residents and the community as a whole.

6) *“Integrate new developments with surrounding uses and neighbourhoods”;*

The development will be integrated into the neighbourhood by responding to the scale of the surrounding context, improving the walkability and connectivity of the area through the design pedestrian-oriented streets and acting as a transition between the diverse range of surrounding uses. Any modification of the Strawberry Hill Street as well as all of the entries into the development will be coordinated to align with the existing road network.

7) *“Support the creation of healthy and pedestrian-oriented places that consider human-scale design, food security, urban agriculture, and the conservation of energy”;*

A welcoming and pedestrian-oriented public realm will rectify what is currently a barren, disconnected landscape that does not currently speak to the human-scale. Commercial, retail and/or grade-related residential units will activate the streets and internal corridors. The landscaped open spaces will give residents and community members the opportunity to gather and engage in an active and healthy lifestyle. The buildings within the development will echo this through the use of high-quality and aesthetically pleasing building materials, as well as consideration of sustainability goals and efficient building performance.

8) *“Mitigate overland and coastal flooding, and manage stormwater on-site”; and*

Despite the proximity of the site to Fairview Cove and the Bedford Basin, overland and coastal

flooding are not a concern due to its naturally elevated terrain, situated on top of a drumlin. A professional environmental and civil engineering consultant will conduct a review of the existing infrastructure and provide recommendations for addressing stormwater management concerns. Due to the reduction of impermeable asphalt surfaces, the proposal will most likely improve the site's existing condition.

9) *“Consider risks, impacts and opportunities associated with nearby railways, highways, and high-traffic arterial roadways.”*

The subject site is bordered by Windsor Street to the south, which at the intersection with Connaught Avenue forms a part of Highway 111. The Windsor Exchange is located just north of Strawberry Hill Street which merges several arterial roads leading towards the MacKay Bridge to Dartmouth, the Bedford Highway and several routes into the Halifax Peninsula. While noise mitigation and landscape buffering can be implemented, the proximity to these major roadways also presents a benefit to residents of the development for optimal connectivity to major employment, educational centres and shopping areas through all modes of transportation.

The FGN designation establishes two zones, CDD-2 and CDD-1, which allow limited land uses and development through the as-of-right process, without a development agreement, intended to allow some development to occur in the interim before the entire site is redeveloped, although the intention of this proposal is to pursue a development agreement to enable the desired site-specific allowances. As described in Policy

F-1, “The Comprehensive Development District 2 (CDD-2) Zone shall be applied to sites that are intended to be developed into large-scale mixed-use communities.”

In addition to Policy F-1, the following policies F-3, F-4, F-5, F-6 and F-7 will also be considered by Council as they review any development agreement in a CDD-2 zone.

F-3: The Municipality may establish a master neighbourhood planning program to prepare Site-Specific CDD Development Agreement Requirements for each Future Growth Node, that have not already been completed and are part of this Plan. When considering initiating these master neighbourhood planning exercises, Council may consider the following;

- a) opportunities to coordinate master neighbourhood planning with transportation network investments;*
- b) the need to enable additional development opportunities in the local area containing the specific Future Growth Node, and in the Regional Centre generally; and*
- c) the readiness of private land owners to proceed with development.*

F-4: Council shall consider the following matters when adopting or amending Site-Specific CDD Development Agreement Requirements for each Future Growth Node through master neighbourhood planning exercises:

- a) the Future Growth Node objectives, as identified in Section 2.9 of this Plan;*
- b) the Site Context, and Site Planning and Design sections of the Regional Centre Urban Design Manual, contained in Appendix 2 of this Plan;*

c) a land suitability assessment that identifies vulnerable landforms, sensitive ecological features and climate hazards, including but not limited to, any wetlands, watercourses, flood prone areas, steep slopes, forest cover, contaminated sites, and wildlife habitats and corridors;

d) a culture and heritage assessment that identifies and evaluates culture and heritage resources located on or adjacent to the Node;

e) a baseline infrastructure study that assesses existing transportation infrastructure assets and constraints (using a multi-modal level of service analysis) and existing waste water and water services infrastructure capacity and constraints;

f) the overall development densities and building massing;

g) the classes of land uses permitted;

h) phasing of development;

i) the use and conservation of energy;

j) the adequacy of public parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Halifax Green Network Plan;

k) the proposed transportation network and the need for any on-site transit facilities; and

l) applicable direction contained in the Regional Plan and Council approved Priority Plans.

F-5: Council may only consider development agreement applications for the development of a Future Growth Node when Site-Specific CDD policies have been adopted in this Plan.

F-6:

(1) 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;
- b) all applicable policies of the Regional Plan and of this Plan;
- c) the subdivision of land;
- d) the phasing of development;
- e) the proposed development's road and walkway network, and the location of transit facilities;
- 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;
- 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;
- h) the identification of any Pedestrian-Oriented Commercial Street, Waterfront View Corridor, and View Terminus Site;
- 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;
- 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;

k) impacts to Municipal infrastructure and the need, if any, to concurrently approve by-laws to pay for growth related municipal infrastructure;

l) the distribution of overall densities intended for the Node, and between different development blocks, phases and land owners;

m) provisions to enable discharging the agreement when all terms and obligations are fulfilled; and

n) the general development agreement criteria set out in Policy IM-7 in Part 9 of this Plan.

(2) A development agreement for any lands zoned CDD-2 and CDD-1 requires a provision that matters respecting the subdivision of land, including parkland dedication and the location of roads, are subject and subordinate to the Regional Subdivision By-law and the provisions of the HRM Charter.

F-7: 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 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.

The proposed Master Plan concept aligns itself with HRM's vision for the development of the Strawberry Hill Future Growth Node as described in the policies above. Overall, the development aims to create a high-density, human-oriented community that provides

various types of housing units, commercial and retail space, and welcoming open spaces which are well integrated within the existing neighbourhood.

3.7 — Regional Centre Land Use Bylaw

The subject site is zoned Comprehensive Development District 2 (CDD-2) as per the *Regional Centre Land Use By-Law*. Section 490 (1) states “Development that is not otherwise permitted in this By-law may be permitted within the CDD-2 zone by development agreement, in accordance with Policies F-4 and F-5 of the RCMPSP; and (2) “Where development is permitted by development agreement within the CDD-2 zone, incentive or bonus zoning shall be required in accordance with the requirements of Part XV”.

There are several applicable restrictions for development under the as-of-right condition which restrict building heights, gross floor area, setbacks, lot coverages, and the permitted uses, commercial uses permitted in the CEN-2 zone. A development agreement will allow for site-specific amendments to the by-law to be made in order to support the development of a complete community which would not be possible under the current zoning by-laws.



- TD GREYSTONE LANDS
- STEELE GROUP LANDS
- RANK INC. LANDS

5.1 — Summary of Development Proposal

The proposed development envisions a dynamic mixed-use neighbourhood that will foster a distinctive sense of place. Each of the buildings will host a diverse mixture of grade-related dwellings, work-live units, and commercial storefronts to create an active, pedestrian-scaled ground floor which serves both the residents of the development and the surrounding community. The proposal carefully considers the balance between private and publicly accessible open space, taking advantage of the topography which grants stunning views over the basin.

The building heights and massing prioritize a gradual transition to the surrounding community. The result is a development that is seamlessly integrated, encouraging a vibrant public realm. Further, the project implements a new modified high-rise typology, promoting variation in the built form while mitigating the significant grade changes across all sites.

Properties owned by Eastside 2008 Equities Inc. & 9404678 Canada Inc. (TD Greystone Lands)

Lots A, B, and CD

Forming the northern edge of the development, these parcels comprise three high-rise buildings and a large publicly accessible open space between buildings B & CD. This open space, flanked on both sides by landscaped plazas, provides a break along Strawberry Hill Street with views to the basin while also aligning with the new proposed street in order to provide visual continuity and a vibrant terminus.

- **Building A:** The subject property has an area of 3,707m² and includes a proposed 120m tall tower which rests on a podium that ranges from 4 to 6 storeys for a total GFA

of 41,091m² (including underground parking, some of which is partially above grade). Buildings A and B share an underground parking podium which is accessible from a private laneway that separates the two buildings and provides approximately 218 spaces designated for Building A.

- **Building B:** The subject property has an area of 5,293m². The building on this lot proposes a 38-storey tower which sits on a podium that ranges from 4 to 6 storeys for a total GFA of 51,998m² (including underground parking, some of which is partially above grade). This building shares an underground parking podium which is accessed from a private laneway that separates the two buildings and provides approximately 354 spaces designated for Building B.
- **Building CD:** The subject property has an area of 5,298m². The building on this lot proposes a 29-storey tower, sitting on a podium that ranges from 4 to 6 storeys for a total GFA of 49,213m² (including underground parking, some of which is partially above grade). The underground parking structure is accessed from Strawberry Hill street and provides approximately 246 spaces.

Lots E, F and G

Abutting the southern edge of Strawberry Hill Street, these parcels propose two high-rise buildings as well as the only tall mid-rise building of the development. The two high rise buildings have frontage on both Strawberry Hill St and the new proposed street, and together frame a gateway to the development.

- **Building E:** The subject property has an area of 1,839m². The building on this lot proposes an 8 storey tall mid-rise, with a streetwall that ranges from 3 to 4 storeys for a total GFA of 10,579m² (including underground parking, some of which is partially above grade). The underground parking structure is shared with Building F. There are approximately 96 spaces designated for Building E.
- **Building F:** The subject property has an area of 5,742m². The building on this lot proposes two towers, one at

29 storeys and the other at 23 storeys, sitting on a podium that ranges from 4 to 6 storeys for a total GFA of 69,486m² (including underground parking, some of which is partially above grade). The underground parking structure is shared with Building E and is accessed from a private driveway, which runs along the southern side of the building, off the new proposed street. There are approximately 397 spaces designated for Building F.

- **Building G:** The subject property has an area of 6,377m². The building on this lot proposes two towers, one at 38 storeys and the other at 30 storeys, sitting on a podium that ranges from 4 to 6 storeys for a total GFA of 75,641m² (including underground parking, some of which is partially above grade). The underground parking structure is accessed from a private driveway, which runs along the west side of the building, off Strawberry Hill St. There are approximately 354 spaces provided.

Properties owned by Dynamic Properties Company Limited (Steele)

Lots J, K and N

Together, these lots form the northwestern corner of the development with frontage onto Strawberry Hill St, Windsor St. and Lady Hammond Rd. These buildings will act as landmarks for the development, transitioning from the light industrial neighbourhoods to the north of the site.

- **Building J:** The subject property has an area of 3,138m². The building on this lot proposes a 28-storey tower, sitting on a podium that ranges from 4 to 6 storeys for a total GFA of 38,233m² (including underground parking, some of which is partially above grade). The underground parking structure is shared with Building N and is accessed from a shared private driveway, which runs along the property line dividing Building J and K, off Strawberry Hill St. There are approximately 195 spaces designated for Building J.
- **Building K:** The subject property has an area of 2,775m². The building on this lot proposes a 29-torey tower, sitting

on a podium that ranges from 4 to 6 storeys for a total GFA of 35,311m² (including underground parking, some of which is partially above grade). The underground parking structure is accessed from a private driveway, which runs along the property line dividing Building J and K, off Strawberry Hill St. There are approximately 141 spaces provided.

- **Building N:** The subject property has an area of 2,737m². The building on this lot proposes a 24-storey tower, sitting on a podium that ranges from 4 to 6 storeys for a total GFA of 32,582m² (including underground parking, some of which is partially above grade). The underground parking structure is shared with Building J. There are approximately 112 spaces designated for Building N.

Lots L and M

Situated along the western terminus of Strawberry Hill Street as it turns to join Windsor St, these lots both act as a transition from the adjacent multi and single family residential buildings along Windsor St and the high density area at the centre of the development.

- **Building L:** The subject property has an area of 2,348m². The building on this lot proposes a 24-storey tower, sitting on a podium that ranges from 4 to 6 storeys for a total GFA of 26,911m² (including underground parking, some of which is partially above grade). The underground parking structured is accessed from a shared private driveway, which runs along the property line between Building L and M, off Strawberry Hill St. There are approximately 124 spaces provided.
- **Building M:** The subject property has an area of 3,178m². The building on this lot proposes a 38-storey tower, sitting on a podium that ranges from 4 to 6 storeys for a total GFA of 42,021m² (including underground parking, some of which is partially above grade). The underground parking structured is accessed from a shared private driveway, which runs along the property line between Building L and M, off Strawberry Hill St. There are approximately 189 spaces provided.

Properties owned by 3224829 Nova Scotia Limited (Rank)

Lot Q

Comprising the southernmost parcel of the development, this lot sits at the corner of Windsor St. and the new proposed street which creates an extension of Connaught Ave. Being the closest lot to the nearby low-density residential neighbourhood, the building steps down towards its surroundings whilst still providing a clear entrance to the development.

- **Building Q:** The subject property has an area of 4,728m². The building on this lot proposes two towers, one at 23 storeys and the other at 19 storeys, sitting on a podium that ranges from 4 to 6 storeys for a total GFA of 51,810m² (including underground parking, some of which is partially above grade). The underground parking structure is accessed from a shared private driveway, which runs along the southern side of Building F, off the new proposed street. There are approximately 305 spaces provided.

Note: Numbers in this Pro Forma are an estimate based on high level design concepts. Margin of error 25%.

Building Name	GFA (square meters)					Unit Yield (SM)	Floor Area Ratio (FAR)		Parking	
	Total	Parking	Circulation	Retail	Residential	@ 92.90 SM	Lot Area	Ratio	Number	Ratio
Building A	41,091	8,223.38	4,315.03	226.00	28,326.17	305	3,707	8.87	218	0.71
Building B	51,998	11,910.17	5,119.26	1,094.71	33,873.69	365	5,293	7.57	354	0.97
Building C_D	49,213	10,259.46	4,663.56	2,145.50	32,144.49	346	5,298	7.35	246	0.71
Building E	10,579	4,379.32	1,426.74	247.58	4,525.54	49	1,839	3.37	96	1.97
Building F	69,486	17,449.04	7,645.72	1,434.10	42,957.14	462	5,742	9.06	397	0.86
Building G	78,626	13,075.76	9,767.60	2,353.55	53,429.17	575	6,377	10.28	354	0.62
Building J	38,233	7,829.34	3,756.03	1,183.91	25,463.65	274	3,138	9.69	195	0.71
Building K	35,311	6,047.77	4,227.76	515.04	24,520.51	264	2,775	10.54	141	0.53
Building L	26,911	6,090.75	2,819.55	1,347.49	16,652.78	179	2,348	8.87	124	0.69
Building M	42,021	9,328.90	5,770.51	841.32	26,080.66	281	3,178	10.29	189	0.67
Building N	32,582	9,570.52	3,428.56	627.82	18,954.88	204	2,737	8.41	112	0.55
Building Q	51,810	13,101.46	5,611.16	354.48	32,742.65	352	4,728	8.19	305	0.87
East Port Totals	300,993	65,297	32,938	7,501	195,256	2,102	28,256	7.75	1,665	0.97
Steele Totals	175,058	38,867	20,002	4,516	111,672	1,202	14,176	9.56	761	0.63
Rank Totals	51,810	13,101.46	5,611.16	354.48	32,742.65	352	4,728	8.19	305	0.87
Project Totals	527,860	111,218	54,324	11,856	315,151	3,656	47,160	8.54	2,731	0.82



5.2 — Built Form Requirements

The built form of Strawberry Hill was heavily influenced by the CEN-2 zone in the Regional Centre Land Use By-Law (LUB). This designation corresponds to a urban environment and level of density that fits exceptionally well within the vision for the Strawberry Hill future growth node. Table 1 details some of the proposed built form requirements for buildings within the Strawberry Hill Development compared to the CEN-2 zone.

While the maximum height within the proposed development is purposely varied (see Schedule A), the tallest proposed height among any of the areas of the site is 120m. While this exceeds the current as-of-right height limit within the regional centre, it enables a higher level of density to be achieved on this key site. At the same time, development exceeding 100m in height exists elsewhere within HRM and is becoming more prevalent and necessary as the need for new housing grows. When interpreting building height, one storey is considered to be approximately equal to 3m for all floors.

Some buildings throughout the site may feature multiple towers atop a single podium. To prevent these high-rise buildings from being too imposing on the surrounding area, buildings with two towers will have one of their towers restricted based on which height precinct they are situated in. Buildings within the 120m precinct will have their second tower capped at 96m in height, buildings in the 90m precinct will have their second tower capped at 72m in height, and buildings in the 75m precinct will have their second tower capped at 63m in height.

Tower floorplates are envisioned as being a maximum of 900m². While larger than the floorplates in the CEN-2 zone, this figure is still significantly smaller than

the allowed max floorplate in other similarly-sized developments. For example, in some of the zones in the Port Wallace Special Planning Area, the maximum floorplate size extends up to 1,100m².

The streetwall height for Strawberry Hill is proposed as a range, largely due to the steep slope of the site. While one building might begin with a 4 storey streetwall towards the top of the hill, it may end up being upwards of 6 storeys as you move along the building since the site drops so steeply. As a result, the proposed maximum streetwall height for the site is 20m (approximately six storeys), measured from avg streetline grade. Encouraging variable streetwall heights (from 6-storey down to 4 storey) enhances the vertical articulation of buildings in the district. This range allows for non-continuous streetwall heights across the podium facade that work with the grade change and helps preserve overall building proportions. Similarly, the streetwall of any building must be articulated in sections that are a minimum of 24m in width to provide horizontal articulation.

In terms of building typology, most of the structures in the proposed plan do not neatly fall into any of the four categories outlined in the LUB because these definitions paired with the significant grade change would result in a costly and impractical architectural designs. The by-law classifies buildings as either low-rise, mid-rise, tall mid-rise, or high-rise depending on their maximum height. However, many of the typology-based restrictions in the LUB assume that buildings with multiple typologies will separate the different tower portions across separate masses that do not touch. In terms of 'high-rise' development, these policies typically result in lone rectangular towers atop short continuous podiums leading to a wedding cake urban design form.

A **modified high-rise** typology is being proposed as a solution to this challenge while respecting the intention of the current requirements and promoting good building design. This new typology will allow for a podium which is made up of the 4-6 storey streetwall and a tall mid-rise portion (up to 26m) with no required separation distance or maximum floorplate area. Any portion above the streetwall height, up to a maximum height of 26m will have a minimum required streetwall stepback of 3m for up to 70% of the street frontage. The maximum tower separation will still be 25m and 12.5m from any side or rear yards. The streetwall stepbacks will be encouraged to range between 4-6 storeys on the same building to allow for greater articulation.

Table 1 details the side and rear setback distances for the development which remains the same as the CEN-2 zone, including the various exceptions and rules dependant on factors such as abutting zones, building height, and lot ownership, among others. For simplicity purposes, the figures in Table 1 only correspond to the most basic setback for a high rise building. In this table, the midrise, tall midrise and tower are all permitted in the same building. The minimum separation distances for these existing typologies align with the CEN-2 zone.

Additionally, the CEN-2 zone requires grade-oriented premises for the full width of the streetwall, with some exceptions, to activate the street. Since the Strawberry Hill FGN will be a high density development with the potential for close to 10,000 residents, it is crucial that there is an adequate amount of available amenities and services to support this increase in population.

Schedule B illustrates the minimum ground floor commercial frontage required throughout the site,

ranging from 0% to 50% commercial space depending on the surrounding context to allow for a diverse mixture of ground floor uses. The commercial frontage requirement will also apply where an at-grade open space, such as a plaza, is located between a side lot line and a main building.

The site is divided, roughly in the centre, by the new proposed street which acts as an extension of Connaught Avenue. Locating the highest concentration of commercial frontage along this new street and the flanking frontage on Strawberry Hill Street will reinforce this area as the core of the development and help to draw people in from the adjacent residential neighbourhood. There is no minimum required commercial frontage on the east end of Strawberry Hill Street or fronting onto Windsor Street to allow for a smooth transition into the surrounding context.

Commercial units are required to be no less than 6m wide and have a minimum depth of no less than 12m, and a minimum gross floor area of 100m². Where a lot fronts onto two streets, commercial units should be located on the corner except when a residential and/or office lobby is in its place.

	Centre 2 (CEN-2)	Proposed
Maximum Height	90m (Variable within Map 4)	Up to 120m (Variable as per Schedule A)
Minimum Side Yard Setback	0m-6m for the base of high-rise buildings, 6m-12.5m for the tower of high-rise buildings	3m except 6m when abutting ER-3, 12.5m for High-rise towers
Minimum Rear Yard Setback	0m-6m for the base of high-rise buildings, 6m-12.5m for the tower of high-rise buildings	3m except 6m when abutting ER-3, 12.5m for High-rise towers
Maximum Streetwall Height	11m	20m
Minimum Streetwall Stepback	3m for tall mid-rise buildings, 4.5m for high-rise buildings.	3m for tall midrise 4.5m for highrise
Streetwall Articulation	Streetwall shall be divided into distinct sections between 0.3 and 8m in width	Streetwall shall be divided into distinct sections between 0.3 and 24m in width
Minimum Separation Distances	Tall Mid-Rise/Tall Mid-Rise: 12.5m Tall Mid-Rise/ High-Rise: 12.5m High-Rise/High-Rise: 25m	Tall Mid-Rise/ High-Rise: 12.5m High-Rise/High-Rise: 25m
Maximum Building Dimensions (Width x Length)	64m x 64m for low- to mid-rise portions, 35m x 35m for tower portions	100m x 100m for mid-rise to tall-midrise portions, 45m x 45m for tower portions
Max Tower Floorplate Area	750m ²	900m ²
Front Yard Setback	1.5m (Variable within Schedule 18)	3m min. for all buildings. No Max Setback

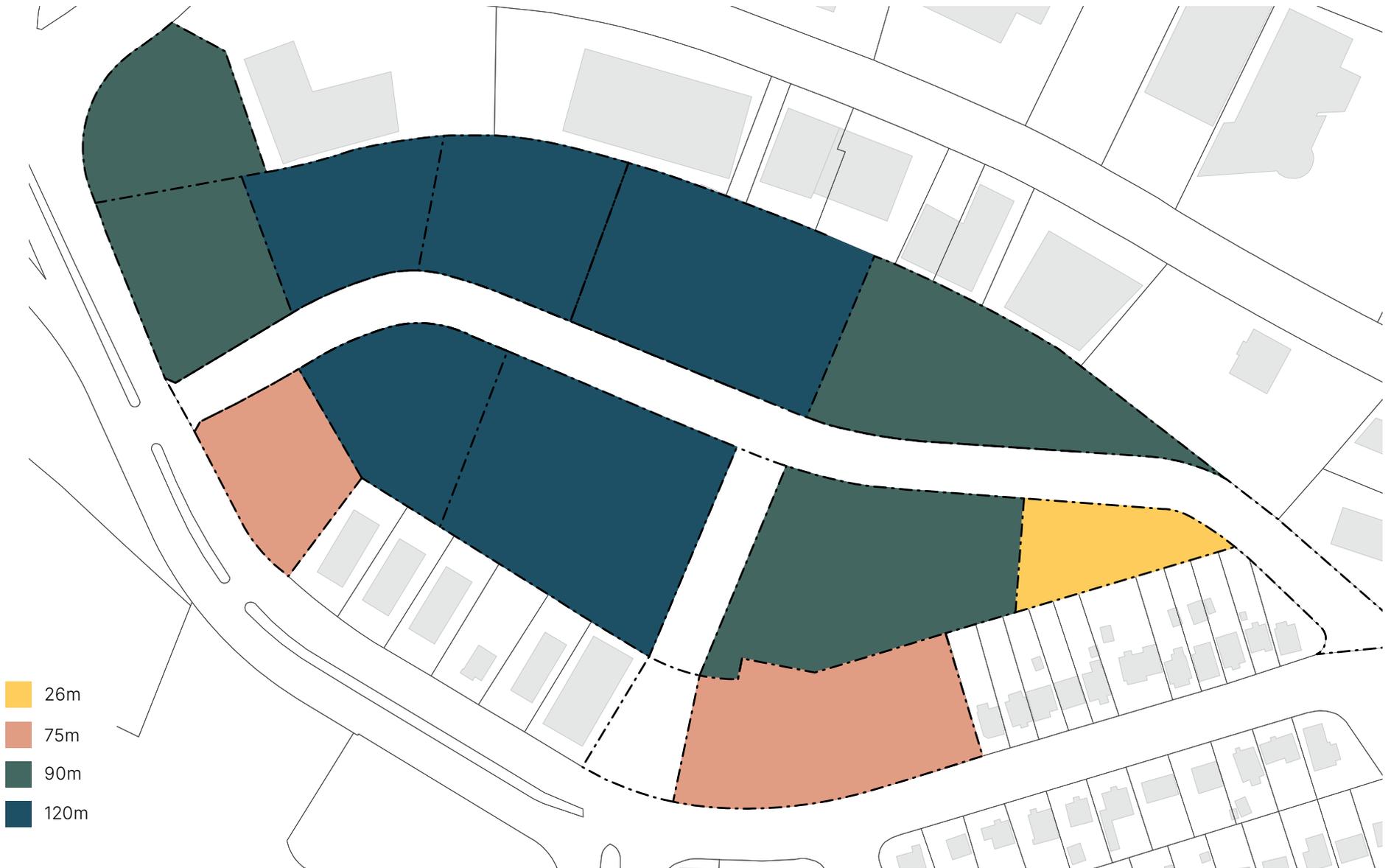
Table 1 - Comparison vs CEN-2

Proposed Built Form Requirements

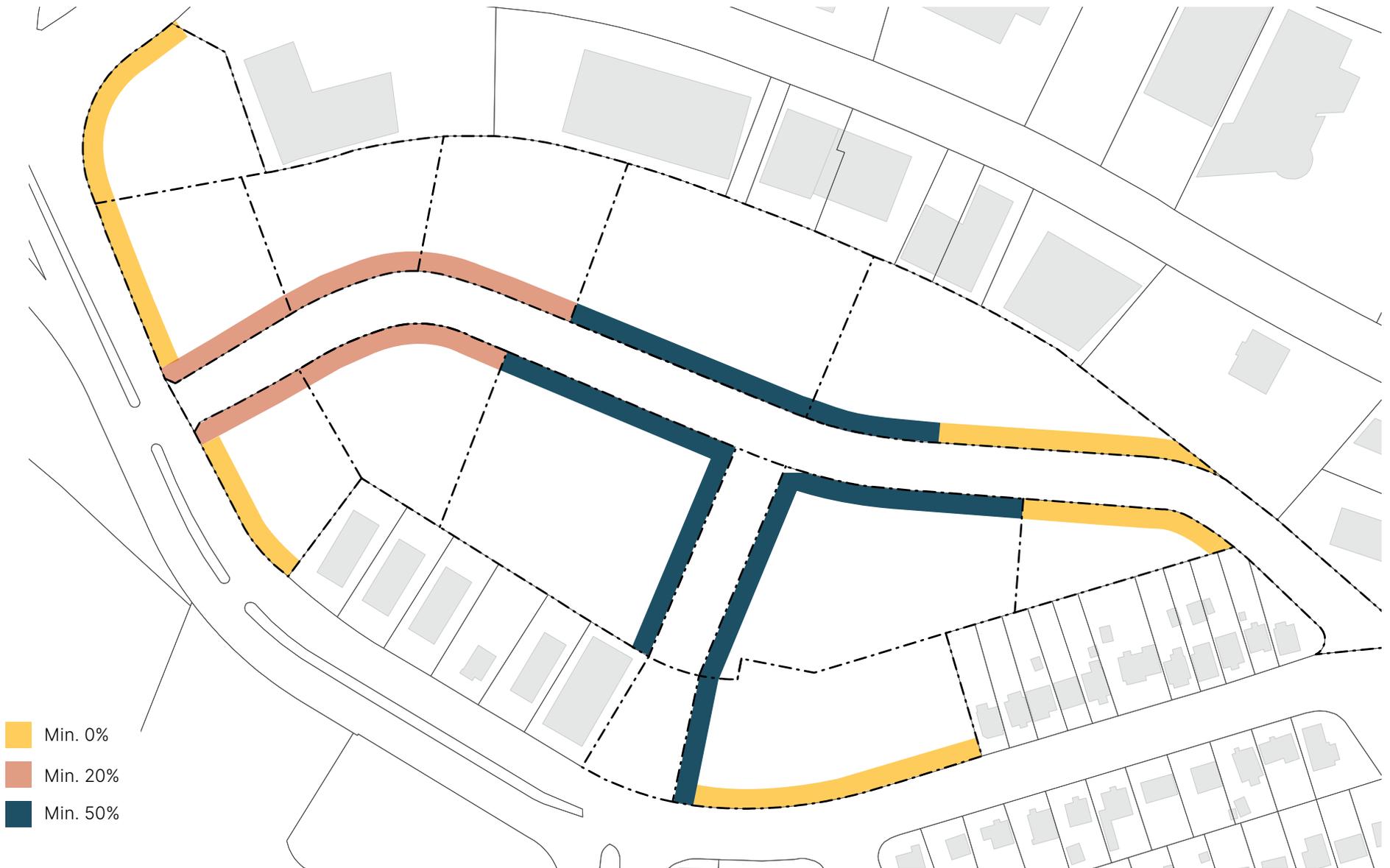
1. A maximum height schedule for individual parcels within the subject area is outlined in Schedule A with a maximum height precinct of 120m. Heights shall exclude the rooftop exclusions identified in Table 8 of the LUB.
2. The minimum required front or flanking setback shall be 3m. This allows for the proper grading of building fronts and the very steep streets that surround this area.
3. The minimum required side setback shall be:
 - a. 6m where a sideyard lot line abuts an ER-3 zone, or
 - b. 0m elsewhere abutting any other zone
 - c. The tower portion (above 26m) of a building shall be setback from a side lot line by no less than 12.5m.
4. The minimum required rear setback shall be:
 - a. 3m where a lot line abuts an HR-1 zone; or
 - b. 6m where a lot line abuts an ER-3 zone.
 - c. 0m elsewhere abutting any other zone
 - d. The tower portion (above 26m) of a building shall be setback from a rear lot line by no less than 12.5m
5. Underground parking structures are not required to have any minimum setbacks, providing they do not protrude more than 0.6 metre above the average finished grade.
6. Any main building's required streetwall height shall be:
 - a. no less than 14m in height and no more than 20m.
 - b. On buildings longer than 60m, architects are encouraged to vary the streetwall height between 14m and 20m to provide vertical articulation.
7. Streetwalls shall be articulated in section no greater than 24m. Acceptable methods of articulation include:
 - a. Changes in colour
 - b. Changes in material
 - c. Projection of more than 0.3m
 - d. Living walls
8. Any main building shall have a minimum required streetwall setback of:
 - a. 3.0 metres for tall mid-rise buildings (20-26m high); or
 - b. 4.5 metres for high-rise towers.
9. No streetwall setback is required for up to 30% of the length of any main building facing each streetline or a transportation reserve.
10. For any grade-related dwelling unit use, or a residential lobby on a floor containing grade-related dwelling unit use, the minimum required ground floor height shall be 3.5 metres. Only one floor of a building need meet this requirement.
11. For commercial groundfloor uses, the minimum required groundfloor height shall be 4m. Only one floor of a building need meet this requirement.
12. Grade-oriented premises shall be required for the full width of the streetwall with the exception of a residential or office lobby.

13. Groundfloor commercial frontage along streetlines shall be required as specified in Schedule B.
 - a. Where an at-grade open space, such as a plaza, is located between a front, flanking or side lot line and a main building, the required frontage for the streetline will also be applicable along these facades.
 - b. Each commercial unit shall be no less than 6m wide and have a minimum depth of 12m, and a minimum gross floor area of 100m².
 - c. Where a lot fronts onto two streets, commercial units should be located on the corner except when a residential and/or office lobby is in its place.
14. Every grade-oriented premises shall have a minimum of one exterior pedestrian entrance.
15. Tower portions of two or more main buildings on the same lot shall be separated by a minimum required distance of 25.0 metres.
16. Any main building dimension shall not exceed:
 - a. 100.0 metres, excluding underground parking garages.
 - b. The tower portion of any high-rise building shall not exceed the following maximum building dimension requirements of 45mx45m and a floor area of 900 square metres per storey.
17. Surface parking is not permitted within any front yard but is permitted along sideyards so long as the parking lot does not exceed 15 spaces per lot.
18. Port cochere drop offs are permitted between the street and the building for hotel uses only
19. Entrances to underground parking shall be set back from the streetline property line by a minimum of 6m.

Schedule A - Maximum Height Precincts



Schedule B - Minimum Ground Floor Commercial Frontage





Attachment C: Summary of Current Designations and Zones under the Regional Centre Secondary Municipal Planning Strategy and Land Use By-law

The Regional Centre Plan is the secondary municipal strategy for the Municipality's urban core, which generally includes the Halifax Peninsula and Dartmouth within the Circumferential Highway (Highway 111). Details relating to the current designations and zones are as follows:

- **FGN Designation & CDD-2 Zone:** The FGN designation is generally applied to large sites in the Regional Centre that are located near transit priority corridors and terminals and can accommodate significant population growth and employment opportunities. FGN sites are typically vacant or under-utilized lands that will benefit from a comprehensive approach to new development. Master neighbourhood planning enables the municipality to coordinate land uses, mobility links, public parkland, infrastructure, and urban design.

The CDD-2 Zone is applied to most large-sized Growth Nodes and, without a development agreement, the zone permits all commercial uses under the Centre 2 (CEN-2) Zone, with limitation on the height, massing, and scale of new buildings and building additions.

- **IDE Designation & CLI Zone:** The IDE designation is applied to existing industrial, mixed commercial and industrial, and harbour-related industrial areas. It seeks to preserve these areas and prevent the introduction of incompatible residential and commercial developments that may create land use conflicts and limit future industrial development opportunities.

The CLI Zone is applied to lands that are accessible to transit service and that contain or can support a mix of light industrial and complementary commercial uses, and that provide a buffer between industrial and residential areas.

- **HR Designation & HR-1 Zone:** The HR designation is applied to individual properties or groups of properties that are characterized by a concentration of multi-unit dwellings that are sometimes inter-mixed with low-rise housing forms. It is intended to recognize existing multi-unit dwellings, while providing opportunities for new multi-unit dwelling developments and compatible commercial uses.

The HR-1 Zone is applied to areas that are located next to low-rise residential neighbourhoods. It supports the development of low to mid-rise buildings, with tall mid-rise buildings permitted in certain locations. The HR-1 zone also permits a more limited scale and range of commercial uses.

- **ER Designation & ER-3 Zone:** The ER designation is applied to areas that predominantly contain low-density residential uses. It is intended to retain the scale of existing low-density residential neighbourhoods while providing opportunities for additional housing units.

The ER-3 Zone is primarily applied along streets that support existing or planned high frequency transit routes, as well as lands that permitted townhouse uses under former planning documents. The Zone may also be applied to areas that abut higher density and mixed-use areas. The ER-3 Zone permits the largest buildings and range of uses in the ER designation, including townhouses and low-rise buildings containing up to three residential units.