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Item No. 15.1.1
Halifax Regional Council
April 9, 2024

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY: _____
Cathie O'Toole, Chief Administrative Officer

DATE: March 11, 2024

SUBJECT: **PLPROJ-2023-01763: Comprehensive Neighbourhood Planning process
for the Halifax Exhibition Centre lands, Beechville**

ORIGIN

- Request by Fathom Studio, on behalf of BANC Group.
- Regional Municipal Planning Strategy Policy S-13A, concerning the Halifax Exhibition Centre Opportunity Site

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 Municipal Planning Strategy, Regional Subdivision By-law, the Planning District 4 (Prospect) Secondary Municipal Planning Strategy and Land Use By-law, and any other Municipal planning documents that are deemed necessary to enable a mixed-use neighbourhood development at the Halifax Exhibition Centre lands located along Prospect Road (Highway 333), Beechville; and
2. Follow the public participation program as set out in Attachment A.

BACKGROUND

Fathom Studios, on behalf of BANC Group, is applying to enable a mixed-use development containing approximately 5,867 residential units and supporting commercial and open space uses on the Halifax Exhibition Centre (HEC) lands in Beechville (Map 1). The Regional Municipal Planning Strategy (Regional Plan) identifies the HEC lands as an opportunity site for new housing development in support of housing needs of the Municipality. Policy S-13A enables consideration of a mixed-use neighbourhood with a range of housing types, employment opportunities, and services that serve the daily needs of residents for the Exhibition Centre Opportunity Site through a comprehensive neighbourhood planning process.

While Policy S-13A supports the neighbourhood planning process, amendments to the Regional Plan, the Planning District 4 (Prospect) Secondary Municipal Planning Strategy (SMPS) and Land Use By-law, and the Regional Subdivision By-law are needed to enable fully serviced development on the site. The planning process will also consider the adoption of development agreement(s) which may be prepared as part of a parallel process.

Site Context

Subject Site	PIDs: 40600728, 41457987, 41432642
Location	East of Prospect Rd. (Highway 333), west of Long Lake, and approximately 4.5 km southwest of the Halifax Peninsula
Regional Plan Designation	Rural Commuter (RC)
Community Plan Designation (Map 1)	Residential B (RB) within the Planning District 4 (Prospect) Municipal Planning Strategy (MPS)
Zoning (Map 2)	Commercial Recreation 2 (CR-2) under the Planning District 4 (Prospect) Land Use Bylaw (LUB)
Size of Site	Approximately 113 acres (46 hectares)
Street Frontage	Approximately 1.3 km along Prospect Rd.
Current Land Use(s)	Halifax Exhibition Centre, outdoor go-kart track, and a 16-pump gas bar with associated convenience store and restaurant
Surrounding Use(s)	Long Lake Provincial Park to the north, east, and south. The Western Commons/ future Ragged Lake Industrial Park to the west, with a small existing industrial park to the southwest of Prospect Rd.

History

The original exhibition structure was built in the 1980s, known as Exhibition Park, and was owned and operated by the Provincial Government until 2015. During that time, numerous conventions and events were held on the grounds. A 2015 maintenance overview outlined that extensive repairs and investment were required to keep the building operational, leading to the closure and sale of the property by the Provincial Government to a private owner. Upon completing the necessary repairs and upgrades, the building was re-opened in 2016 as the Halifax Exhibition Centre that currently exists on-site today. The HEC continues to host numerous major events and conventions each year and is a landmark within the community.

In 2019, a 16-pump gas bar was developed in the northern portion of the subject site (PID 41432642) through a development agreement. The development agreement also permits an associated convenience store, carwash, and restaurant (Tim Hortons).

In May 2023, a new outdoor go-kart track was opened on the subject site and operates seasonally.

Property Owner Submission

In January 2023 Fathom Studios submitted a formal request to HRM, on behalf of their client, BANC Group, to consider the development of the HEC lands (Attachment B). The property owner proposes to maintain the existing gas bar and redevelop the other portion of the subject site with:

- 28 multi-unit buildings ranging between 6 to 24 storeys;
- 20 townhomes and stacked townhomes (146 individual units);
- approximately 5,867 total residential units;
- an expansion of central water and wastewater services; and
- new public roads, infrastructure, and parkland

Fathom suggests in their submission that the subject site is an ideal location for mixed-use development given its location in proximity to the Ragged Lake Business Park. A further advantage outlined by the applicant surrounds the fact that water and wastewater services are already present onsite. Finally, Fathom indicates that clustering high-density development will align with Integrated Mobility Plan policies. Their proposal promotes the extension of nearby transit routes to improve transit and mobility options in the general area. The submission also outlines that redevelopment uses will occur on lands with existing uses and large parking areas which will result in less clearing of greenspace, leading to a better preservation of existing ecological corridors in the general area.

Attachment B contains the property owners' submission.

Regional Plan and Regional Subdivision By-law Context

The Exhibition Centre lands are designated Rural Commuter (RC) under the Regional Municipal Planning Strategy (RMPS), which supports rural development within commuting distance of the Regional Centre influenced by low density residential development. Notwithstanding, Policy S-13A of the RMPS identifies the subject site as an Opportunity Site, defined as a large parcel of land that can support new housing development to contribute to the significant housing demand currently being experienced within the Municipality. Policy S-13A requires a neighbourhood planning process and further study that considers a range of housing options that integrate with the character of the surrounding communities and landmarks including Long Lake Provincial Park, the Western Commons, and the proposed expansion of the Ragged Lake Industrial Park.

The subject site is located outside of the Urban Service Area, shown on Schedule B of the Regional Subdivision By-law. However, the existing uses are currently serviced with municipal water and wastewater services that were provided when the exhibition grounds were first developed.

Priority Plan Context

Regional Plan Policy G-14A requires plan amendment proposals to be assessed against objectives, policies, and actions of the priority plans, including the Integrated Mobility Plan, the Halifax Green Network Plan, HalifACT, and Halifax's Inclusive Economic Strategy 2022-2027. In this case, the following objectives, policies, and actions were identified to be most relevant to this proposal:

- Increasing housing stock to accommodate the growing population in Halifax (Strategic Objective 1.6 Halifax's Inclusive Economic Strategy 2022-2027);
- Increasing land protection & conservation on private lands through partnerships, collaboration and municipal planning requirements (Action 25 HalifACT);
- Clustering development to conserve natural land, improve opportunities for walking and bicycling, and contribute to rationale for improved transit services within rural communities (Policy 1.2.4 Integrated Mobility Plan);
- Encouraging all future development to take the form of Complete Communities with opportunities to work, study, shop, play and obtain personal services within an attractive walking distance of where people live (Policy 2.2.5-C Integrated Mobility Plan);
- Requiring pedestrian-oriented site design and human-scaled massing at street level for all new multi-unit housing, commercial and office buildings (Policy 2.2.5-E Integrated Mobility Plan);
- Maintaining wildlife habitats, biodiversity and landscape connectivity (Objective 4.1.3.1 HGNP);
- Protecting riparian corridors and wetlands from degradation, pollution, and other threats (Objective 4.1.3.3 HGNP); and
- Prioritizing the preservation of open spaces as a low cost and sustainable approach to both

mitigating and adapting to climate change impacts (Objective 4.1.3.6 HGNP).

Municipal Planning Strategy & Land Use By-law Context

The subject site is located within the Planning District 4 (Prospect) plan area and designated Residential B (RB) under the SMPS (Map 1). The RB Designation is intended to reflect a mixture of land uses found within the communities along Highway 333. While the predominant land use historically located within these communities is low density residential development and associated business uses, the Designation also acknowledges the gradual increase in large scale residential subdivisions and commercial developments clustering along Highway 333, due in part to the proximity of the expanding urban market. The Designation seeks to find a balance between enabling more uses and density within the area so the communities can grow and flourish, while being cognisant to limit the amount of land use conflicts for the existing communities located near growth areas.

The subject site is identified as a unique property along Highway 333 contributing to the communities' desire for economic self-sufficiency. Offering goods and services to both the local community and those travelling to the urban centre, the HEC lands have been a central site for larger scale business needs. Policy RB-12 speaks directly to the HEC lands as an existing site of commercial recreational use and creates a specific zone to enable the continuation and expansion of the use on the site.

As shown on Map 2, the subject site is zoned Commercial Recreation 2 (CR-2) within the Planning District 4 (Prospect) Land Use By-law (LUB), permitting the development of exhibition parks and a limited number of other uses associated with the exhibition park. This Zone is only applied to the subject site and one parcel directly to the south that is owned by the province, which is currently being considered as a site to establish a soundstage for Screen Nova Scotia (PLANAPP 2023-01903).

DISCUSSION

The Regional Plan is a strategic policy document that sets out the goals, objectives and direction for long term growth and development in the Municipality. The Regional Plan identifies the subject site as an Opportunity Site for new housing developments and indicates that amendments to the planning documents will be required to establish the appropriate densities, land uses, and implementation tools through a comprehensive neighbourhood planning process. Therefore, staff advise that initiating a planning process to consider mixed-use development on the subject site is consistent with Regional Plan policies. The following sections outline the proposed comprehensive neighbourhood planning process and key items for review.

Comprehensive Neighbourhood Planning Process

Given the demand for housing and the strategic location of the subject site near to a major highway and urban centre, staff support initiating the comprehensive neighbourhood planning process for the Opportunity Site to enable development of lands that have been identified for growth by the Municipality. Initiating the planning process will support further study to establish the types of land uses and density that can be accommodated on the site. Regional Council is not obligated to initiate a plan amendment process in response to the development proposal at this time.

Should Council choose to initiate the process, staff will develop new policies and development criteria informed by HRM priority plans, public consultation, collaboration with internal and external review agencies, and the submission from the applicant, including required studies. In order to streamline the planning process, staff are also recommending that a development agreement for the proposal 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 RMPS and SMPS 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

Staff have reviewed the property owner submission in the context of site circumstances and surrounding land uses. Staff advise that there is merit to the proposal and have identified the following items for more detailed review, should comprehensive neighbourhood planning be initiated.

Land Use and Density

The proposed development includes over 5,800 housing units comprising of townhomes, stacked townhomes, and multi-unit buildings ranging from 6-24 storeys in height. Ground floor commercial spaces are proposed within the multi-unit buildings, as well as an urban square with multiple recreation courts in the centre of the site offering the community multiple areas to gather and engage in active living. The proposed mix of uses, coupled with a possible sound stage being established on the adjacent lot and the Ragged Lake Industrial Park expansion directly across Highway 333 collectively contribute to the goal of establishing a complete community, allowing residents to live, work, shop, learn and play without needing a personal vehicle. The planning process will consider the range of uses needed to create a complete community. Additionally, the impact of the proposed density on public services and facilities such as schools, libraries, emergency services and recreational facilities will be an important consideration in the process.

Environmental Protection

An initial land suitability analysis (LSA) was provided as part of the November 2023 submission (Attachment B). Further assessment of the vulnerable and sensitive features located on the subject lands will be needed to better inform the neighbourhood planning process.

Regional Plan policy that supports the redevelopment of the Halifax Exhibition Centre lands encourages integration within the surrounding land uses and natural environment, following the objectives of the Halifax Green Network Plan. Given that the site already contains the Halifax Exhibition Centre and the surrounding surface parking area, there will be limited to no additional greenspace disturbed or removed through redevelopment. Additionally, the proposed Wildlife Corridors map within the draft Regional Plan (Map 6) includes two Essential Corridor areas (# 7 & # 8) directly above and below the subject site. The planning process will consider impacts on wildlife connectivity and public connections to Long Lake Provincial Park. The proposed site plan supports preservation of the wildlife corridors and maintains connectivity with the Provincial Park lands for both wildlife and humans.

The comprehensive neighbourhood planning process will consider measures to mitigate environmental impacts and reinstate disturbed areas based on the findings and recommendations of the required studies, as well as the goals and policies of the Municipality's environmental priority plans.

Mobility

Establishing a community supported by a diverse range of transportation options is a core component of the Opportunity Sites policies. The location of the Exhibition Centre outside of the urban core, connected by one road (Highway 333) to adjacent communities and developments poses a unique challenge for the creation of non-automobile transportation options. Highway 333 is Provincially owned, considering active transportation along this road will require collaboration with the province. There is currently one transit route (# 22) that operates within 1 km of the proposed site and previously serviced the Exhibition Centre site directly, via a park-and-ride facility. The proposed surface parking also represents a challenge to encouraging prospective residents to use other modes of transportation.

A mobility analysis will be required through the planning process to identify existing infrastructure capacity constraints and provide recommendations on upgrading the network to support the proposed development. The analysis will also consider the cumulative impacts of the proposed development with the Ragged Lake Business Park expansion on the surrounding transportation network.

Water & Wastewater Services

An analysis evaluating the existing water and wastewater infrastructure capacity and constraints for servicing the proposed development will be conducted to inform the planning process. The analysis will

identify needed upgrades to existing infrastructure, phasing and cost recovery tools. Similar to the mobility study, the review will consider the proposed Ragged Lake Industrial Park expansion.

Public Benefits

The proposal to establish a new complete community containing several thousand new residents could enable broader community benefits. The planning process will consider opportunities for improved transit and active transportation infrastructure, enhanced public access to the Long Lake Provincial Park, and affordable housing. As required by the Regional Plan, bonus zoning requirements will be established and may be tailored to focus on supporting key community needs identified through the planning process.

Conclusion

The Regional Plan has identified the Halifax Exhibition Centre Opportunity Site for future mixed-use development with a range of housing options, supporting the increased demand for housing being experienced across the Municipality. Initiating a comprehensive neighbourhood planning process will allow for further study and assessment to understand how to best develop this Opportunity Site, creating the most efficient use of land, services, and infrastructure. A comprehensive neighbourhood planning process will be undertaken in parallel with the preparation of a development agreement to enable a streamlined planning process. Therefore, staff recommend that Regional Council initiate a process to consider amendments to the Regional Municipal Planning Strategy, Regional Subdivision By-law, and the Planning District 4 (Prospect) Secondary Municipal Planning Strategy and Land Use By-law to consider the development of the subject site into a complete community.

COMMUNITY ENGAGEMENT

Should Regional Council choose to initiate the RMPS and SMPS 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 this large-scale 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 public engagement serves to collect feedback from the public on the analysis and alternatives of the planning process. The PPP will continue to use the Public Participation Guidebook during the engagement process to achieve the goals of promoting community awareness, facilitating inclusive participation and supporting meaningful feedback.

The proposed program uses a range of engagement tools, including public meetings, direct mail-outs to residents within the notification area as shown on Map 3, online tools, stakeholder outreach, and a project website. Rightsholders and interest groups include local residents, community organizations, utilities, other regulators, and property owners. Staff will engage with key community interest groups prior to hosting broader public consultation. 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.

FINANCIAL IMPLICATIONS

The HRM costs associated with processing this planning application can be accommodated within the proposed 2024-2025 operating budget for Planning and Development. The landowner is responsible for the costs associated with providing required background studies and information.

RISK CONSIDERATION

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

ENVIRONMENTAL IMPLICATIONS

No additional concerns were identified beyond those raised in the Discussion section of this report.

ALTERNATIVES

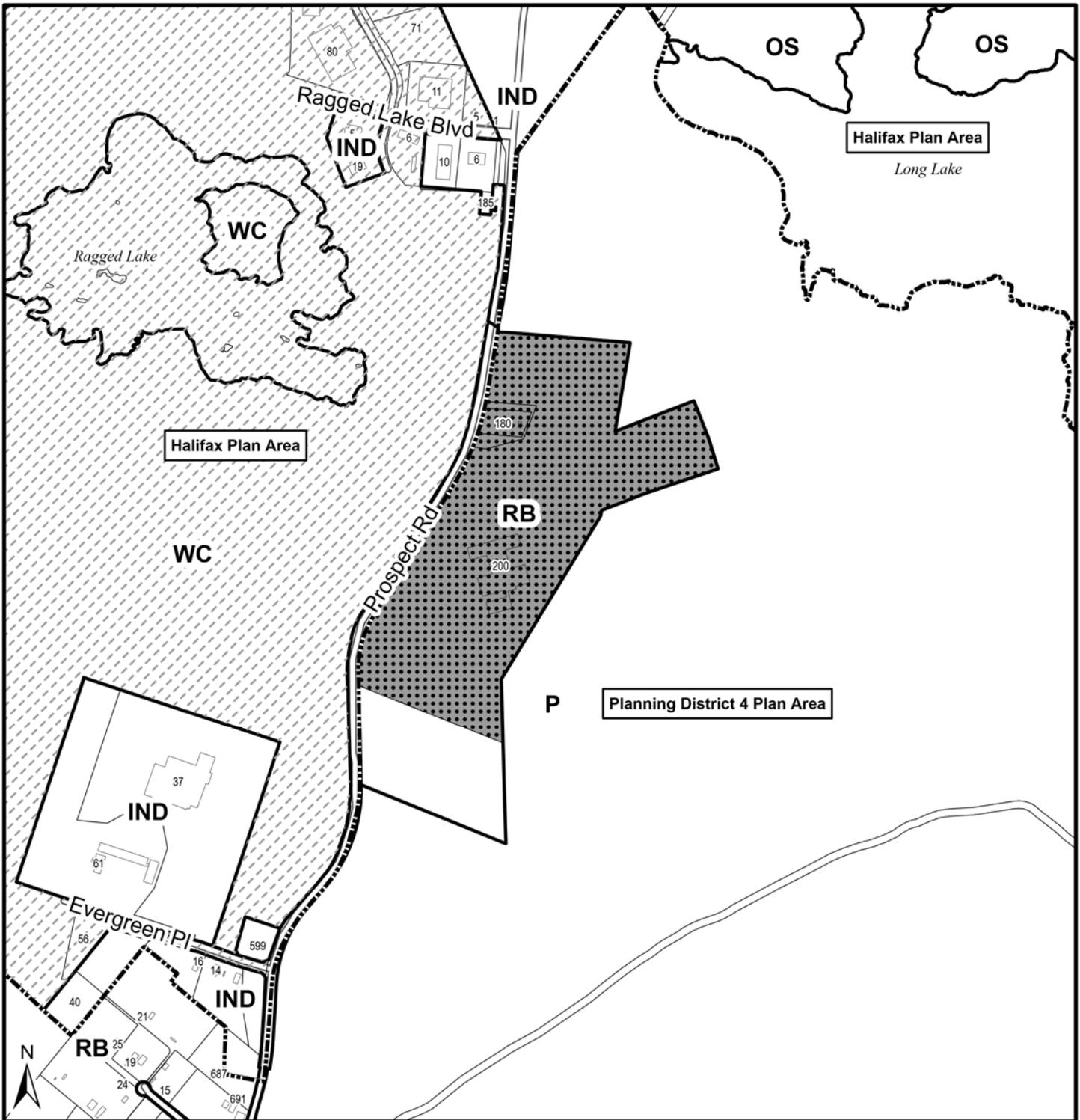
1. Regional Council may choose to initiate the consideration of potential policy that would differ from those outlined in this report. This may require a supplementary report from staff.
2. Regional Council may choose not to initiate the RMPS, SMPS, and Regional Subdivision By-law amendment process. A decision of Council not to initiate a process to consider amending the Regional Municipal Planning Strategy, Planning District 4 (Prospect) Secondary Municipal Planning Strategy, and the Halifax Regional Subdivision By-law is not appealable to the NS Utility and Review Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

Map 1:	Generalized Future Land Use
Map 2:	Zoning
Map 3:	Notification Area Map
Attachment A:	Public Participation Program
Attachment B:	Landowner Submission

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.

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Map 1 - Generalized Future Land Use

180 & 200 Prospect Road,
Beechville

-  Subject Properties
 -  Western Common Detailed Plan Area
 -  Plan Area Boundary
- Planning District 4
(Prospect) Plan Area

Planning District 4

- P Park
- RB Rural Residential B

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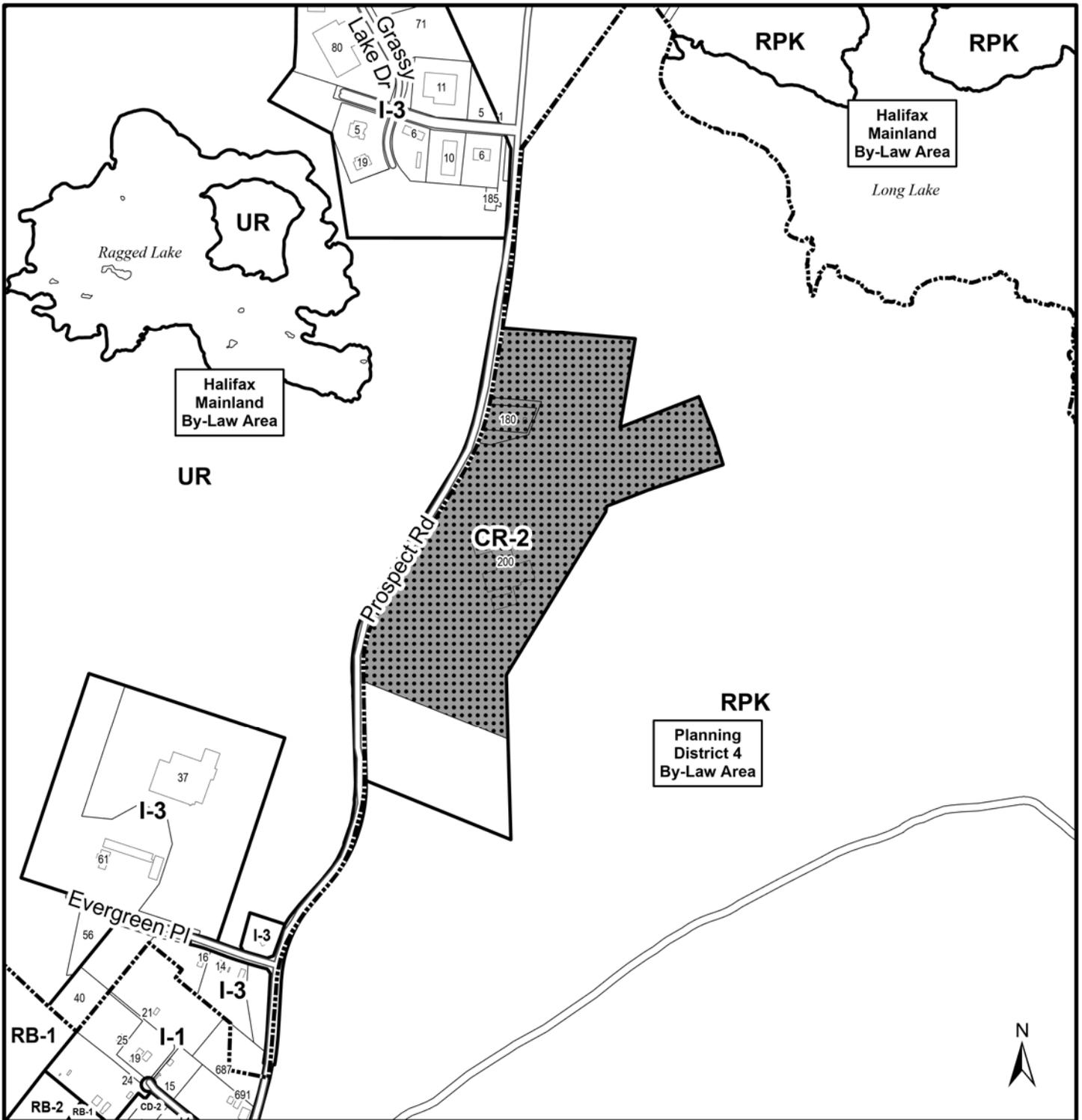
- IND Industrial
- OS Major Community Open Spaces
- WC Western Common

HALIFAX



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

180 & 200 Prospect Road,
Beechville

Subject Properties

By-Law Boundary

Planning District 4
Land Use By-Law

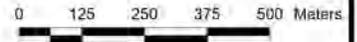
Planning District 4

- CD-2 C&D Materials Processing Facilities
- CR-2 Commercial Recreation 2
- I-1 Light Industry
- RB-1 Residential B-1
- RB-2 Residential B-2
- RPK Regional Park

Halifax

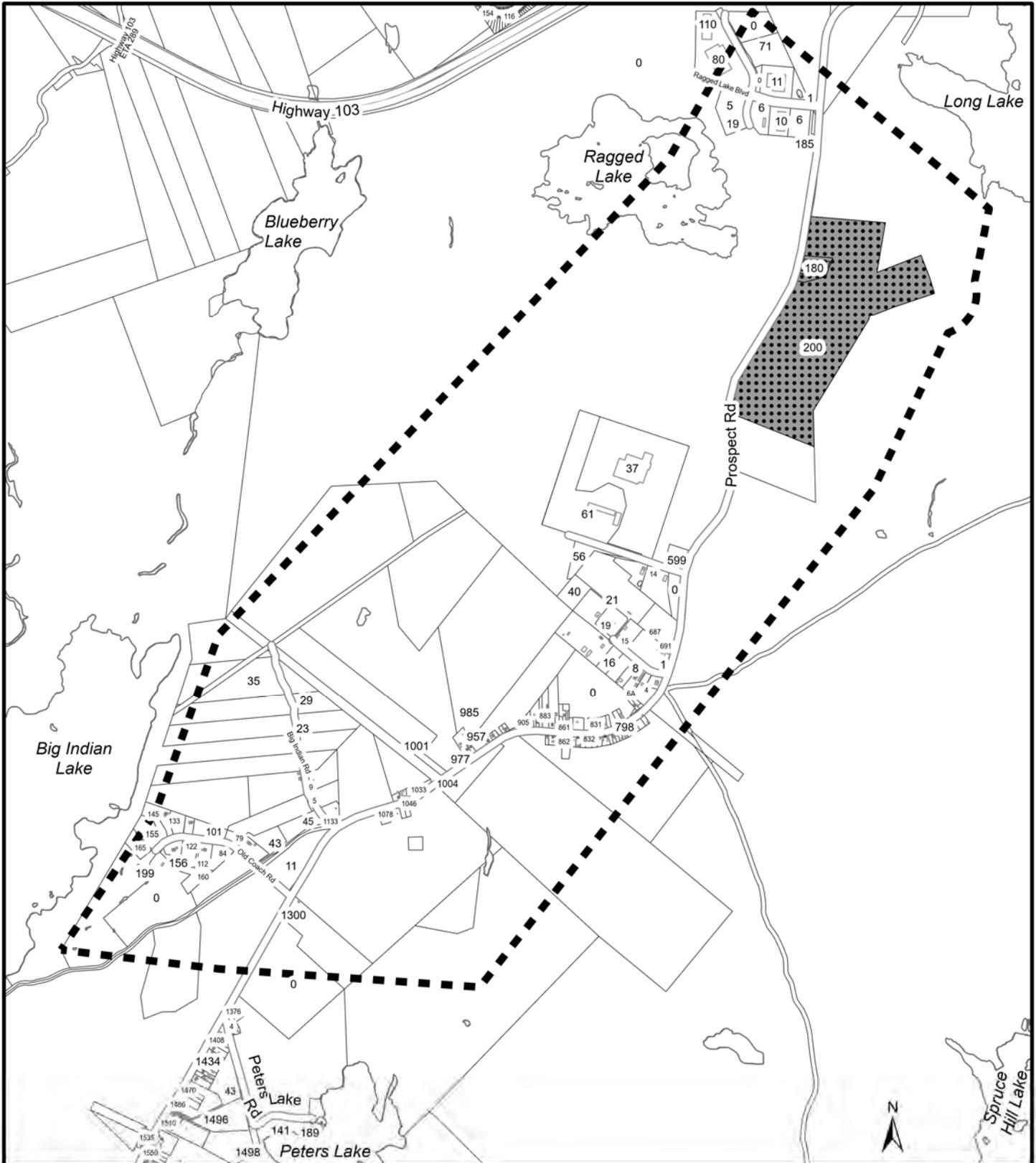
- I-3 General Industrial
- RPK Regional Park
- UR Urban Reserve

HALIFAX



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

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Map 3 - Notification Area

180 & 200 Prospect Road,
Beechville

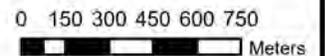


Subject Properties



Notification Area

HALIFAX



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

Public Participation Program

PLPROJ-2023-01763-Halifax Exhibition Centre Mixed-Use Development

Purpose

To inform and involve interested groups and rightsholders in the comprehensive neighbourhood planning process for the proposed Halifax Exhibition Centre Mixed-Use Development. This process will look at creating new planning policies and land use regulations to support mixed-use, transit-oriented development at 180 / 200 Prospect Road (Highway 333), Beechville. 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 groups that wish to participate in the program;
- 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 Prospect Road (Highway 333) at each entry/ exit point of the Halifax Exhibition Centre site prior to public participation and throughout the application process.
- Send direct mailouts to the residents in the notification area delineated in Map 3 inviting them to participate.
- Create social media content to provide information regarding the project.
- Prior to hosting a public meeting, engage with community groups for advice on effectively and inclusively sharing information and collecting public feedback through the planning process.
- 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 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.



Exhibition Park Growth Area Initiation Report

November 10, 2023

Fathom

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Table of Contents

Land Suitability Analysis.....	4
Foreword.....	5
Site Context	6
Elevation	8
Slope	9
Watercourses and Wetland Habitat	10
Solar Aspect.....	12
Soils.....	13
Surficial Geology & Wells.....	14
Bedrock Geology	15
Karst Topography	16
Forest Habitat	17
Species at Risk.....	18
Landscape Connectivity.....	19
Flooding & Stormwater	20
Surficial Aquifers.....	21
Heritage & Cultural Significance.....	22

Policy Background.....24

Plans Reviewed.....25
Regional Municipal Planning Strategy.....26
Planning District 4 Municipal Planning Strategy.....28
Planning District 4 Land Use By-Law28
Integrated Mobility Plan.....30
Moving Forward Together Plan..... 31
Rapid Transit Strategy32
Halifax's Inclusive Economic Strategy32
HalifACT 2050..... 33
Green Network Plan 33
Draft Suburban Design Guidelines34
Draft Regional MPS - Phase 4 35

Master Plan & Built Form 36

Master Plan Context.....37
Master Plan38
Built Form Requirements.....47
Neighbourhood Centre (NC) Zone Comparison.....49
Schedule A - Maximum Height Precincts 51
Schedule B - Neighbourhood Land Use.....52
Schedule C - Wetlands & Watercourses.....54

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HALIFAX EXHIBITION CENTRE

Land Suitability Analysis



Foreword

This land suitability analysis has been prepared for the Halifax Regional Municipality in order to delineate, assess, and inventory any sensitive environmental and cultural features that may exist within the boundaries of Exhibition Park. The information in this report is derived from a series of both desktop and physical sources. All GIS data used to create this report was obtained from either the Halifax Regional Municipality, the Province of Nova Scotia, or the Government of Canada. The accuracy of the information in this report is dependent on the quality of this data and any inconsistencies or deficiencies in these original datasets may effect the information presented.

Site Context

Exhibition Park is situated approximately 4.5km southwest of the Halifax Peninsula along Highway 333 (also called Prospect Road). Driving north from Exhibition Park leads into Halifax via NS Highway 3 and driving south from the site leads to a series of communities within the Chebucto Peninsula including Brookside, Prospect, and Shad Bay. Highway 333 is perhaps best known for being the main route to Peggy's Cove, generating a significant amount of through traffic in the tourist season.

Apart from its frontage along Prospect Road, Exhibition Park is completely enclosed by either provincial or municipal parkland. The north, east, and south boundaries of the site abut Long Lake Provincial Park which features a variety of trails, swimming areas, and fishing spots. While the majority of the access points to Long Lake Provincial Park lie along Dunbrack Road, individuals at Exhibition Park can still easily access the provincial park either through the Exhibition Park Trail or by driving 2km north to the parking lot entrance along Highway 3.

Exhibition Park's western boundary is abutted by the Western Common, a 7,900-acre municipal park with a series of trails and lakes as well as a business park and a solid waste management facility. The management and development of the park is subject to the 2010 Western Common Wilderness Common Master Plan as well as the Western Common Advisory Committee.



Fig 1. — A View of the PetroCan Gas Bar along Prospect Road

Within the boundaries of Exhibition Park, two main uses can be observed. In the north of the site, there is a newly-built gas bar and restaurant franchise. Completed in 2019, the 16-pump gas bar was the result of a 2017 development agreement. The southern portion of Exhibition Park features the primary use of the site: The Halifax Exhibition Centre (HEC).

The HEC hosts a variety of events and conventions as well as a weekly flea market. In this summertime, the site also occasionally features a carnival. Exhibition Park also boasts a brand-new outdoor go-kart track that opened in May 2023. Across its four buildings, the HEC has more than 100,000 ft² of facilities as well as enough parking for over 2,000 vehicles.

The entire site has three main access points to Prospect Road as well as one informal access point in the south of the property that is blocked by concrete barriers. There are no known easements on the site such as electrical infrastructure or driveways to other properties.

Exhibition Park is located within Planning District 4 and is consequently regulated by the Planning District 4 (Prospect) Municipal Planning Strategy and Land Use By-Law. The site is currently zoned CR-2 for Commercial Recreation and allows a select amount of uses including racing tracks, rifle ranges, amusement parks, bowling alleys, and exhibition parks.

In total, the three subject properties comprise nearly 114 acres. The PIDs of the subject properties are as follows:

- 41432642 (Gas Bar) - **2.1 Acres**
- 41457987 (Gas Bar Buffer) - **1.5 Acres**
- 40600728 (Main Parcel) - **109.3 Acres**



Fig 2. — Exhibition Park Site Map

Elevation

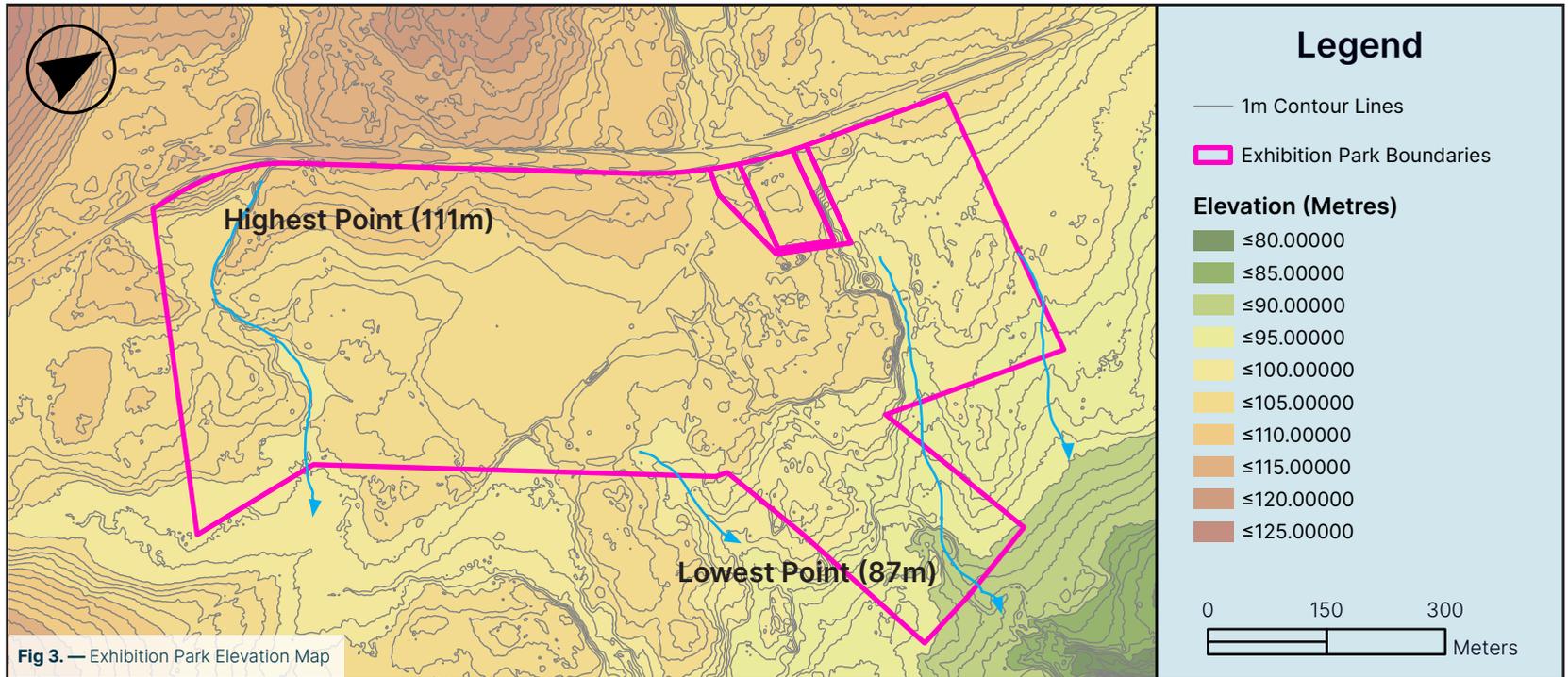


Figure 3 depicts the elevations and elevation changes within the subject area. The shading and contour lines indicate 5m and 1m changes in elevation respectively. When the lines and colour breaks sit closer together, it indicates more intense changes in elevation. An examination of the elevation map reveals few areas in which the contour lines are close together, indicating that the general terrain of the site is steep.

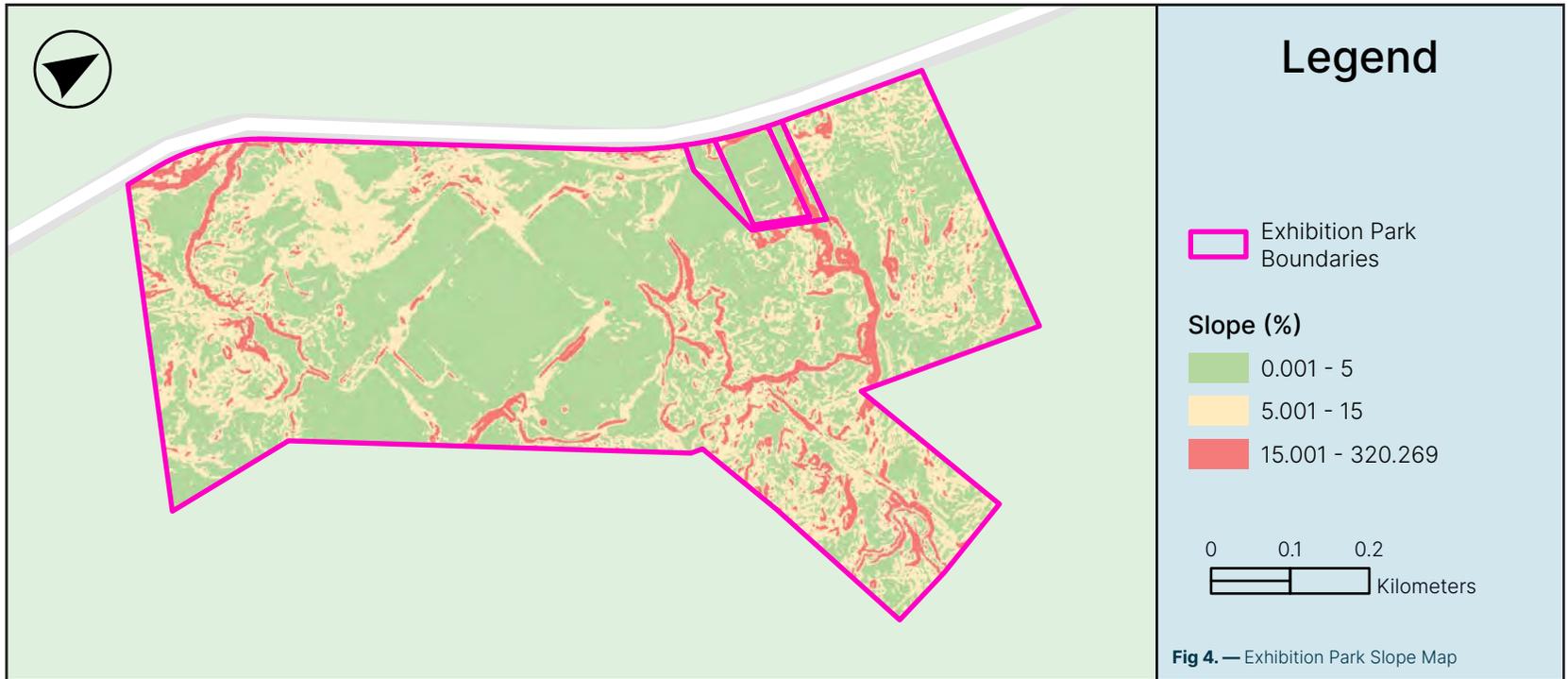
The highest point of any parcel at Exhibition Park is a 111m slope along the northern side of the site adjacent to Prospect Road. The lowest point on-site is a 39m valley along the northeast boundary that slopes down towards a nearby brook in the provincial park. Generally the site drains to the east into Long Lake.

The central area of the site notably features less elevation change than the rest of the site as a whole. This is a result of the grading that took

place to construct the exhibition centre and gas bar. Even though the total elevation change of the entire site is 25m, the majority of the site lies between 101m and 105m, representing an elevation change of only 5m. Some areas of steep elevation change can be observed near the extremities of the site. To the north of the gas bar, the terrain drops around 5m in a relatively short distance, as indicated by the grouped contour lines in Figure 3. Additionally, some portions of the site along Prospect Road slope down onto the site at a quicker rate than other portions of Exhibition Park. Regardless of these small elevation anomalies, the overall terrain of the site is flat and will not require any extreme grading to enable development.

This type of flat, gently draining site is ideally suited for land development.

Slope



A site's natural slope conditions has a considerable impact on its future development potential as well as the ultimate cost of developing the site. A site with extreme slopes may contribute to increased construction costs due to the cut and fill required to make the site usable, the infrastructure required to meet accessibility standards, and the potential need to build retaining walls and similar infrastructure. Similarly, a flat site must be graded to ensure positive drainage.

The Fig 4 slope map reveals a relatively homogeneous terrain. The vast majority of the site has slopes ranging from 0-5% which is ideal for development as it poses the least amount of challenges and costs relating to grading. Few portions of the site exceed a slope of 15% aside

from the aforementioned drop-off north of the gas bar and some other segments scattered around the site.

The portion of Exhibition Park with the most varied slope lies within the section of the largest parcel that sticks out towards the east. It features terrain that frequently oscillates between slopes of 0%-15%+ while also sloping away from the rest of the site, as depicted in the elevation map on page 6. Issues relating to the difficulty and cost of grading this portion of the site may be addressed by opting to establish a natural area or park in this part of the site in lieu of any buildings, roads, or infrastructure.

Watercourses and Wetland Habitat

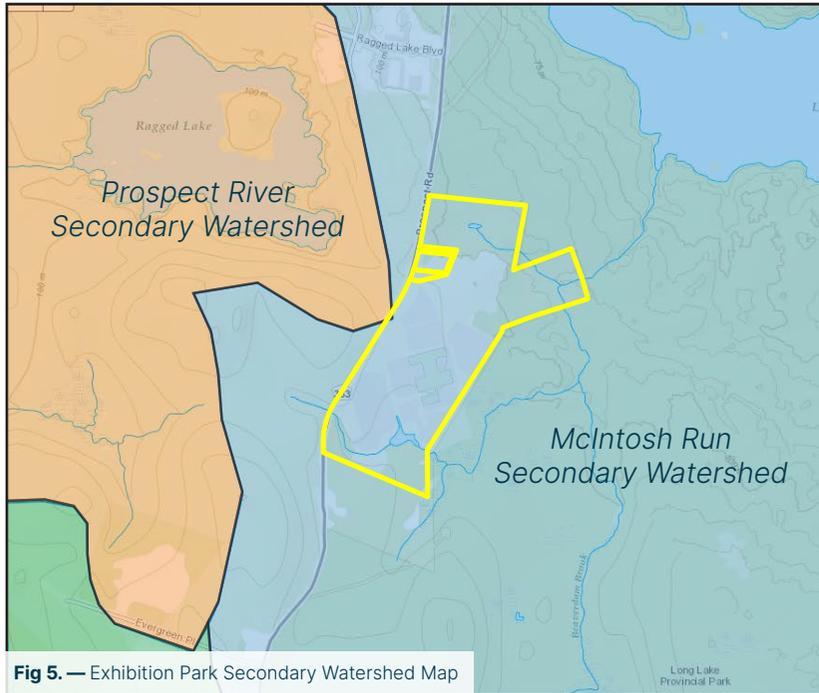


Fig 5. — Exhibition Park Secondary Watershed Map

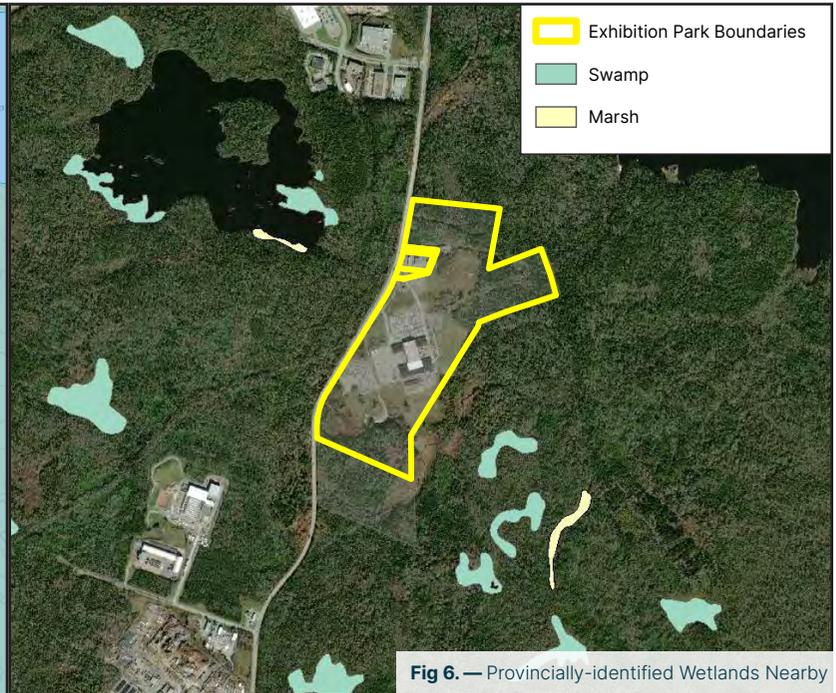


Fig 6. — Provincially-identified Wetlands Nearby

Runoff from Exhibition Park leads primarily into the McIntosh Run Secondary Watershed which itself is a part of the Sackville River Primary Watershed. While a small portion of the site is considered to be in the Prospect River Secondary Watershed, runoff would have to travel up a hill to reach this watershed, making the chance of runoff from Exhibition Park entering this watershed unlikely.

In terms of wetlands, the Government of Nova Scotia lists a series of nearby wetlands on its Provincial Landscape Viewer Interactive Map. These types of wetlands vary, including swamps, marshes, and bogs. Using this tool, a series of wetlands were identified in the area surrounding exhibition park. Figure 6 depicts the widespread coverage of wetlands both around Ragged Lake as well as scattered throughout Long Lake Provincial Park.

Additionally, an analysis of the existing wetlands and watercourses on-site was undertaken in July 2023. As Figure 7 shows, 6 watercourses and 11 wetlands were delineated in addition to one pond. Of the watercourses, only

3 of the 6 were found to be perennial (year-round flow) while the other three were found to be either intermittent or ephemeral.

In total, 27,670m² of wetlands exist on the Exhibition Park site. Of the identified wetlands, two of them (WL2 and WL5 in Figure 7) are considered to be Wetlands of Special Significance by the NSECC and would not be approved for alteration in the event of development. These special wetlands are found along the eastern and southeastern extremities of the site and therefore pose less of a challenge to development than if they were more centrally located. The remaining 10,833m² of wetlands (approx. 1 ha) will have to be altered to accommodate the development. Similarly, WC 1 and WC 3 will have to be relocated or partially piped to accommodate the development. That process has already begun.

The municipality also requires a 20m buffer around all watercourses and wetlands.



Fig 7. — Map of Delineated Watercourses and Wetlands on the site of Exhibition Park

Solar Aspect



Fig 8. — Exhibition Park Solar Aspect Map

Solar aspect refers to how a site’s natural topography informs the amount of solar exposure that it will receive. The different colours in Figure 5 correlate to specific cardinal directions of sun exposure, as demonstrated by the colour wheel visualization in the legend.

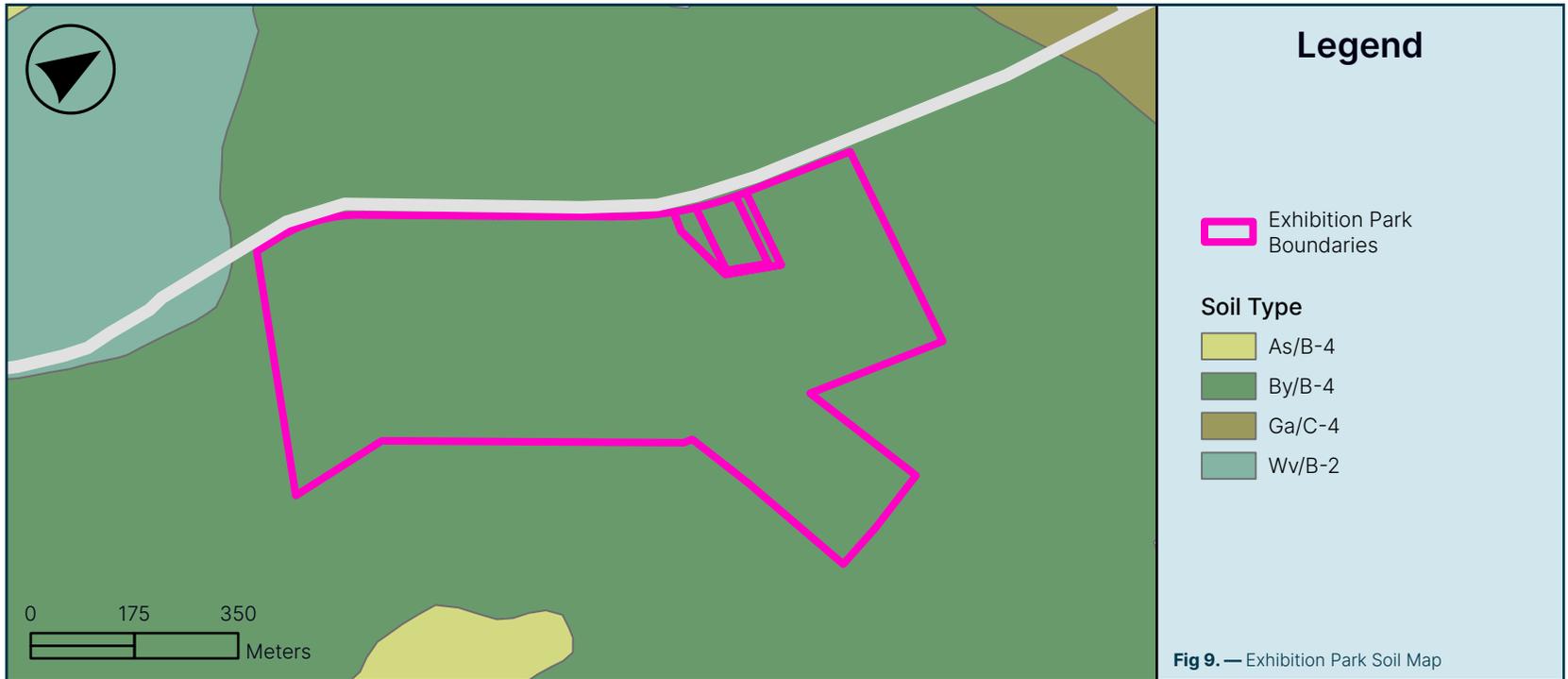
North-facing slopes (indicated by red on the map), receive less sunlight compared to other cardinal orientations. Conversely, south-facing portions of the site (indicated by light blue on the map) can rely on year-round solar access. While the solar aspect of Exhibition Park is mixed, there are sizable chunks of land that face either east, southeast, or south, and therefore benefit from better solar access. This is especially

apparent in the central portion of the site, where the flatter terrain is coloured primarily yellow, green, and blue.

While the many portions of the site have a solar aspect that appears to be somewhat chaotic and random, the necessary cut and fill that the site will undergo prior to development will result in a much more uniform solar aspect for the site.

There is not enough relief on this site for the solar aspect to have a major impact on the design of this development.

Soils

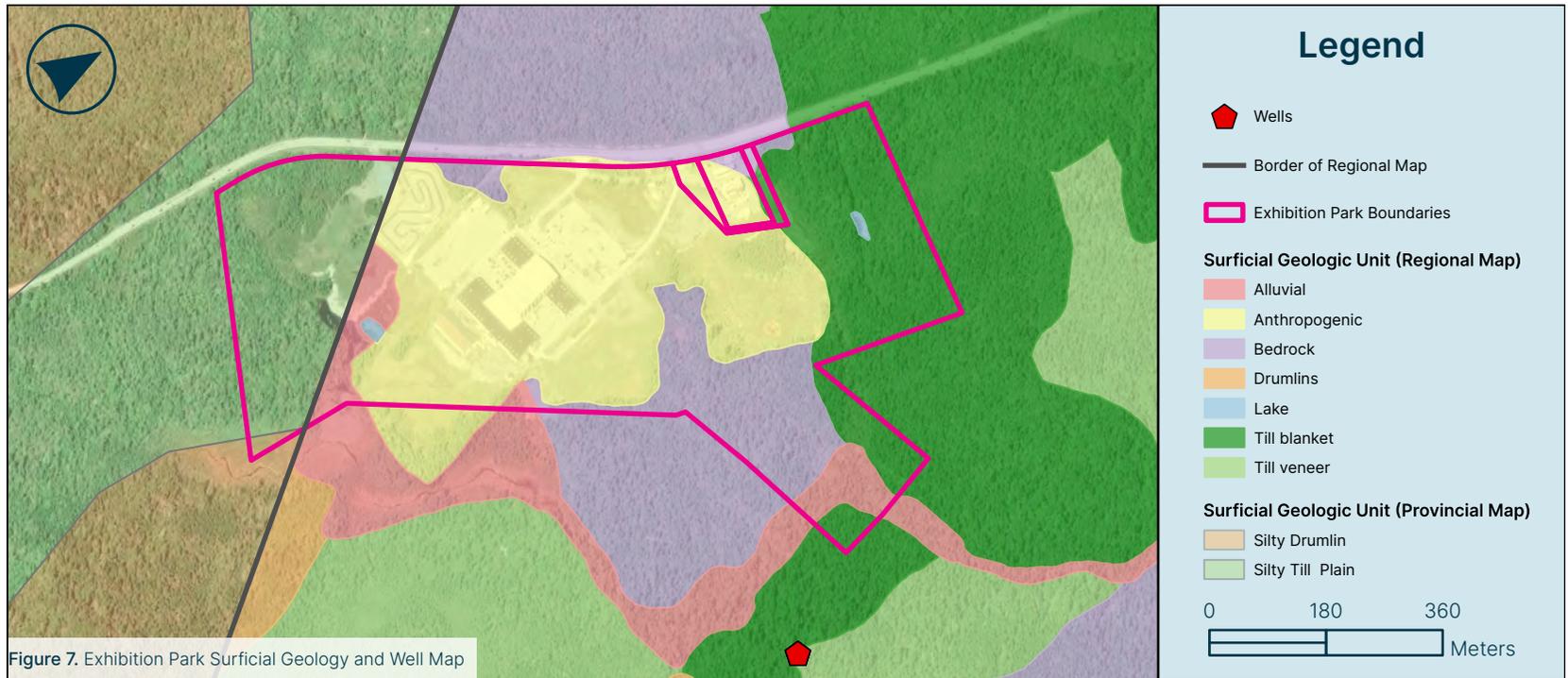


Exhibition Park rests entirely atop soil classified as By/B-4 by the Soil Survey of Halifax County. The By code represents the Bayswater Soil Series which describes grayish-brown sandy loam over dark yellowish-brown sandy loam. The parent material for the Bayswater Soil Series is yellowish-brown coarse sandy loam till. Typically, properties atop this soil series have a topography that can be classified as gently undulating to gently rolling. The Bayswater Soil Series classification also indicates imperfect drainage.

The B-2 portion of the code defines the topography and stoniness of the site. The B code corresponds to rolling topography with a slope limit of 3-8%. The 4 portion of the soil code corresponds to land that is excessively stony to the point of being non-arable.

As per the Nova Scotia ecological land classification, the site is described as being either ICHO or WCHO. The ICHO designation applies to Imperfectly drained, coarse textured soils on hummocky terrain. Likewise, the WCHO designation applies to well-drained, coarse-textured soil atop hummocky terrain.

Surficial Geology & Wells



The Province of Nova Scotia provides a small-scale dataset of the entire province's surficial geology while also providing more detailed large-scale maps of specific regions. Exhibition Park lies on the border of the detailed Halifax surficial geology dataset, resulting in only a portion of the site being covered by the more detailed data. As a result, Figure 7 shows the detailed surficial geology data for the portions of the Exhibition Park site that are covered and substitutes the unavailable regional data with the provincial data.

The surficial geology for the subject area varies considerably. The anthropogenic classification (represented by yellow on the map) indicates soil deposits that were formed and remixed by human activity, making their original form unrecognizable. This geologic unit corresponds to regions in and around the subject area that have already been developed.

The light and dark green portions of the map represent the Till Veneer and Till Blanket classifications respectively. Till refers to a type of unsorted glacial sediment that formed under the local ice caps that were prevalent in Nova Scotia during the ice age. These tills are characterized by a loose texture, a sandy matrix, and abundant, locally derived, angular stones and boulders. The only difference between the Till Blanket and Till Veneer labels is that the Blanket classification implies a continuous till cover thicker than 1.5m while the veneer designation implies a less continuous cover thinner than 1.5m. These geologic classifications are relatively common in the region and are the same classification as most of the Halifax Peninsula. Additionally, the Drumlin designation (represented by orange on the map) refers to hills of glacial sediment like till. These are also common in the region, with Citadel Hill being a notable example of a drumlin in Halifax.

ExAttSachLasdhibition Park - Land Suitability Analysis

The Alluvial designation (represented in pink) corresponds to pockets of gravel, sand, silt and clay that have been deposited by running water over time. On the Exhibition Park site, the alluvial deposits follow the terrain and slope down towards the nearest watercourse. Lastly, Bedrock is shown on the map in purple.

While the names of the provincial designations vary slightly from the regional data, silty drumlins on the provincial map correspond to drumlins on the regional map and silty till plains on the provincial map correspond to the till blanket/veneer designation from the regional map.

Bedrock Geology

The entire subject area is located within a formation of intrusive rock spanning a large portion of southwestern Nova Scotia. Part of the igneous family, this formation was created by magma penetrating existing rock and is a part of the larger Meguma group. The main types of rock found in this formation are granite, granodiorite, and diorite.

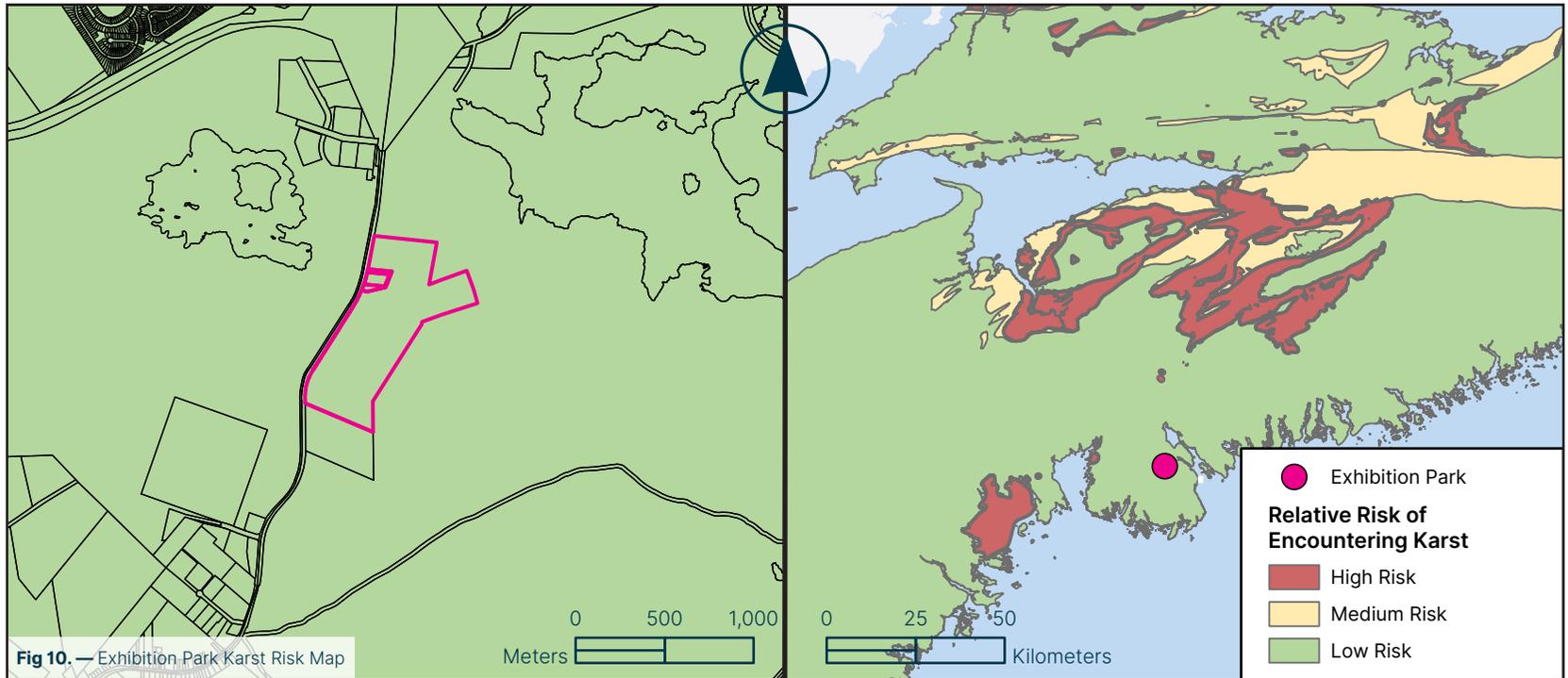
While there exist concerns of Acid Rock Drainage (ARD) in Nova Scotia, this issue tends to only arise in regions with sulphide-bearing rock, as is seen in the Halifax Formation of Southern Nova Scotia. Sometimes, other types of rock (e.g., slate) can contribute to ARD. Fortunately, the igneous intrusive rocks that lie below Exhibition Park contain neither sulphide-bearing rocks nor slate. Additionally, Nova Scotia's ARD interactive risk map lists regions containing the intrusive rock formation to be of low risk for ARD.

The scale of this development will necessitate underground parking garages for all buildings over 4 storeys. A future geotechnical study will

There are no documented wells located within the subject property but there was a well located approximately 170m to the south of the site's boundary. This well (#761806) stretches 296ft below ground, hitting bedrock at 11ft down. According to the Government of Nova Scotia's Well Log Database, the well passes through a layer of gravel and clay for the first 11ft before reaching the layer of bedrock which then continues for the rest of the well. The static water depth (depth to the water table) is listed as 100ft.

determine where the ground water table sits relative to the future roads. We anticipate that the taller buildings will have 2 floors of underground parking which will likely require the existing grade to be brought up 1-2m for single level parking garages and 4-5m above existing grade for 2-level parking garages.

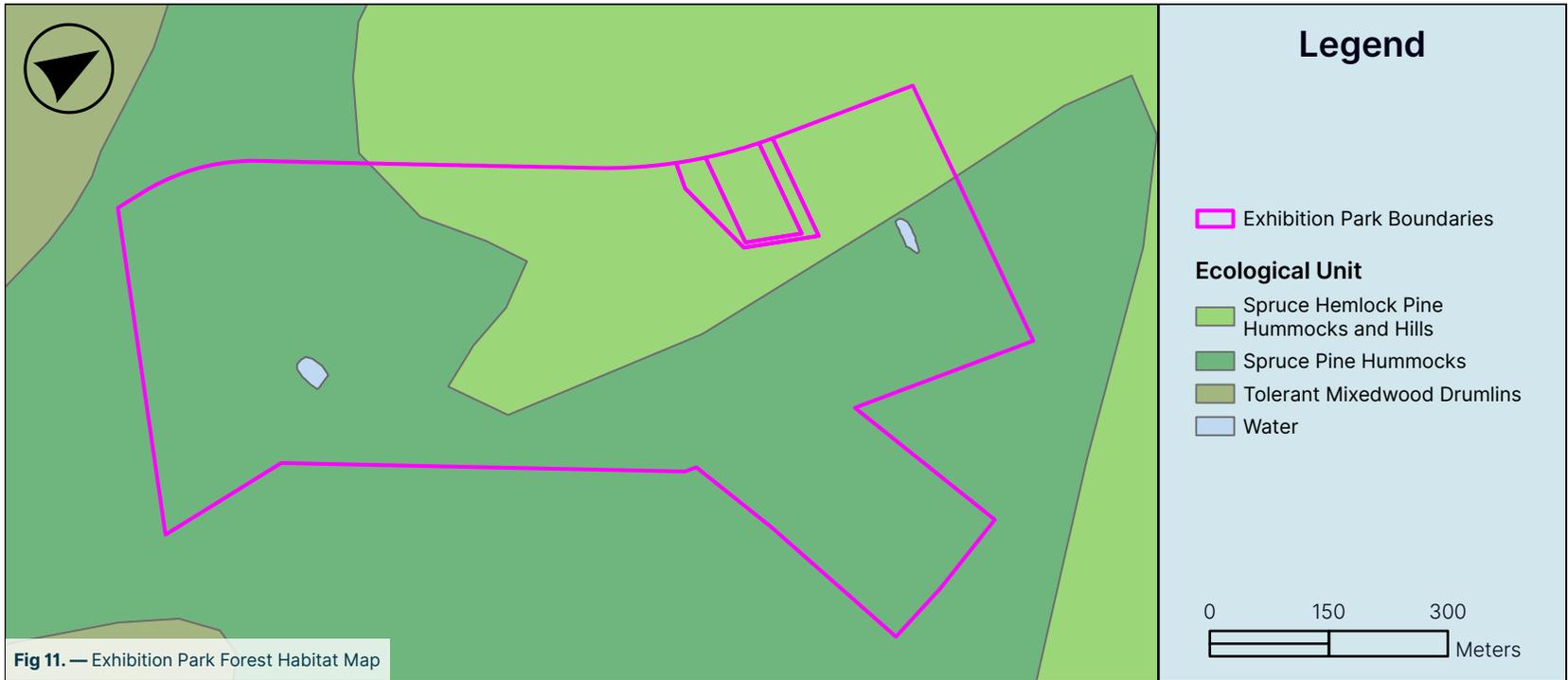
Karst Topography



Karst refers to a type of topography which is formed by the dissolution of carbonate rocks like limestone and gypsum over time. While this process can generate distinct landscapes, it is also a major contributor to sinkhole formation. Sinkholes represent a significant geohazard in some regions of Nova Scotia since the development of sinkholes in karst terrain can cause extensive damage to buildings, roads, and other infrastructure.

According to the Government of Nova Scotia's Karst Risk Map, the area in which Exhibition Park is located has a relatively low risk of encountering karst. While sinkholes may still occur in this region due to unmapped or near-surface soluble rocks, it is highly unlikely. Only 0.1% of the recorded sinkholes in the Nova Scotia Sinkhole Database were observed in regions with a low relative risk of encountering karst.

Forest Habitat



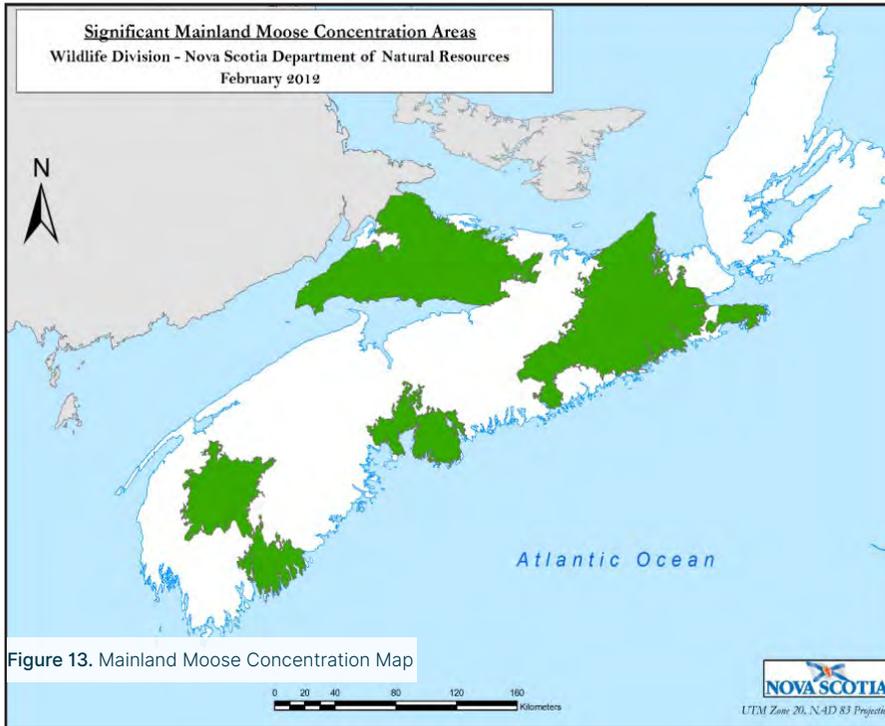
Exhibition Park lies within Ecodistrict 780 (St. Margaret's Bay) as outlined by the 2017 Nova Scotia Ecological Land Classification Report. Within Ecodistrict 780, Exhibition Park is primarily covered with either Spruce Pine Hummocks or Spruce Hemlock Pine Hummocks and Hills. These designations are by far the most common forest habitat in Ecodistrict 780, making up over 90% of the region.

The Ecological Land Classification guide explains that forests in the St. Margaret's Bay Ecodistrict face a series of challenges that disturb and damage forests, limiting opportunities for old growth. Low-quality soil, wildfires, human activity, and insect populations are all factors that inhibit forest growth in the region. Hurricanes were specifically named as the primary hazard to forests in the St. Margaret's Bay Ecodistrict.

Additionally, a review of the province's old growth inventory did not reveal any sites on or near Exhibition Park. The closest locations with old growth are the Hemlock Ravine in Halifax and Panuke Nature Reserve, over 40km away from the subject properties. While there are forests adjacent to the site within Long Lake Provincial Park that are provincially protected under Nova Scotia's old-growth forest policy, there is no evidence of any significant patches of old growth in these specific forests.

Upon reviewing the Ecological Land Classification Guide and the old-growth inventory of Nova Scotia, there does not appear to be any rare, old, or valuable forests within or nearby the site of Exhibition Park.

Species at Risk



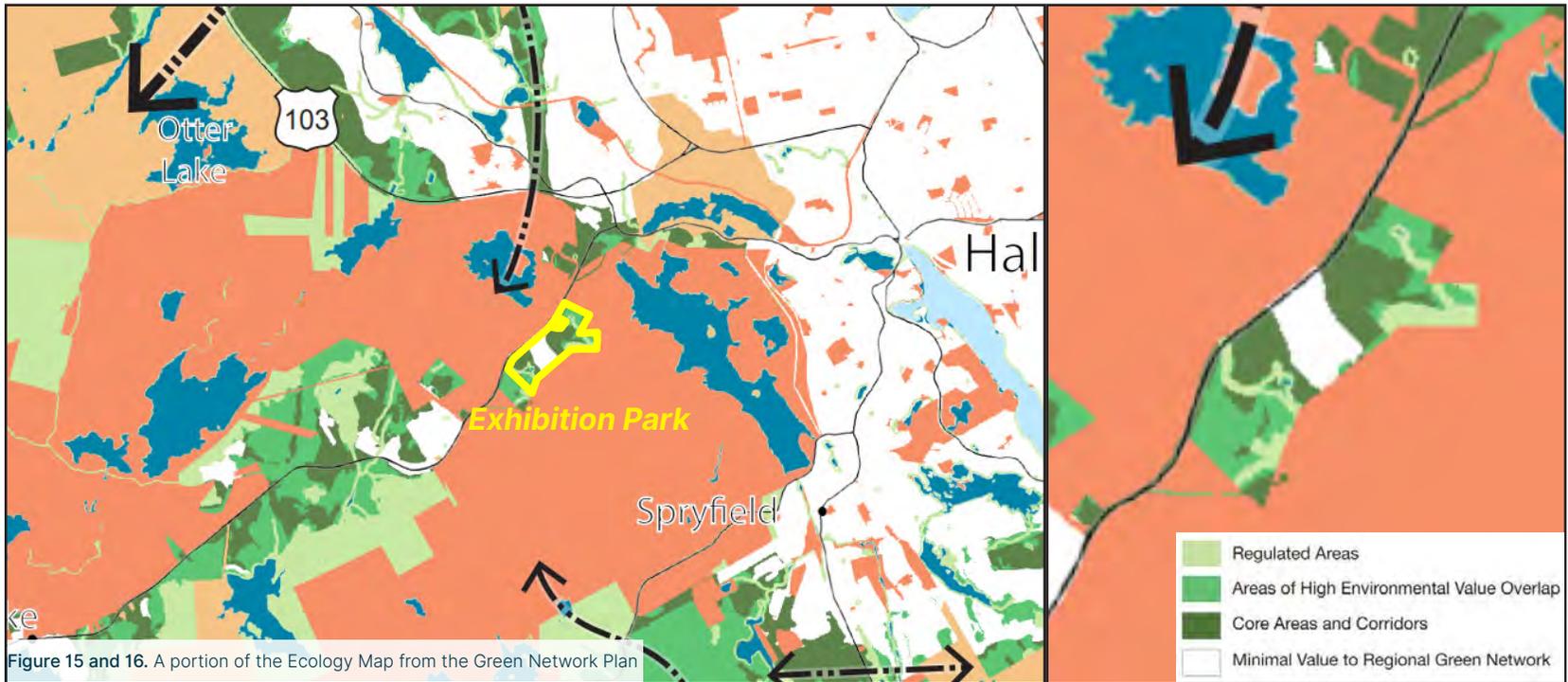
The mainland moose population is limited to approximately 1,000 individuals in certain concentration areas across the province. These concentration areas are shown in Figure 13. According to a report from the Nova Scotia Department of Natural Resources, the St Margaret's Bay Ecodistrict is of particular importance to mainland moose as it overlaps with the Chebucto Peninsula Moose Concentration area.

Additionally, the 2017 Nova Scotia Ecological Land Classification Report stipulates that open wetlands and shrublands are some of the most important habitats for the endangered mainland moose. The analysis of the on-site and surrounding watercourses and wetlands revealed dozens of hectares of wetland habitat near Exhibition Park. Considering the location of the site within key moose habitat as well as the presence of wetlands on-site, there is a possibility that development could disturb populations of mainland moose.

Additionally, the threatened Olive-Sided Flycatcher and vulnerable Eastern Wood-Pewee are two cavity-nesting birds that are known to use the forests in Ecodistrict 780 for habitat. Although the prevailing forests on the site of Exhibition Park are extremely common elsewhere within the St. Margaret's Bay Ecodistrict, clearing the woods on-site for development has the possibility of harming these at-risk species through a loss of habitat.

Further, Atlantic salmon are designated as endangered by the Committee on the Status of Endangered Species in Canada and can be found in a series of rivers in Ecodistrict 780. Fortunately, none of these rivers are situated near Exhibition Park nor is there any evidence that Atlantic Salmon can be found in the nearby brooks and creeks.

Landscape Connectivity



The site of Exhibition Park contains a variety of ecological classifications as described by the Ecology Map of the Halifax Green Network Plan (GNP). These classifications range from areas of minimal value to core ecological areas and corridors. These core areas are identified as being “Large, well-connected patches of natural vegetation and wildlife habitat surrounded by more altered landscapes” that provide a series of essential functions including the protection of biodiversity, soil, and water. The GNP goes on to advise against reducing the size of these core areas, warning that their loss could lead to “substantial impacts and loss of overall regional landscape function”.

However, development has taken place at Exhibition Park in the years since the adoption of the GNP which changes the ecological situation

of the site. Since 2018, a go-kart track, gas bar, and restaurant have all been constructed in portions of the site deemed to be “core areas.” At the same time, large patches of the site have been used for vehicle and trailer parking while other portions have housed seasonal carnivals and fairs. Therefore, the ecological map from the 2018 report may no longer reflect the actual ecological connectivity of the site.

Regardless of the landscape connectivity of the land within the boundaries of Exhibition Park, the site is still fully enclosed by protected parkland. This means that development on-site will not jeopardize the ecological connectivity of the area since the links between regions are still preserved outside the north and south boundaries of the site.

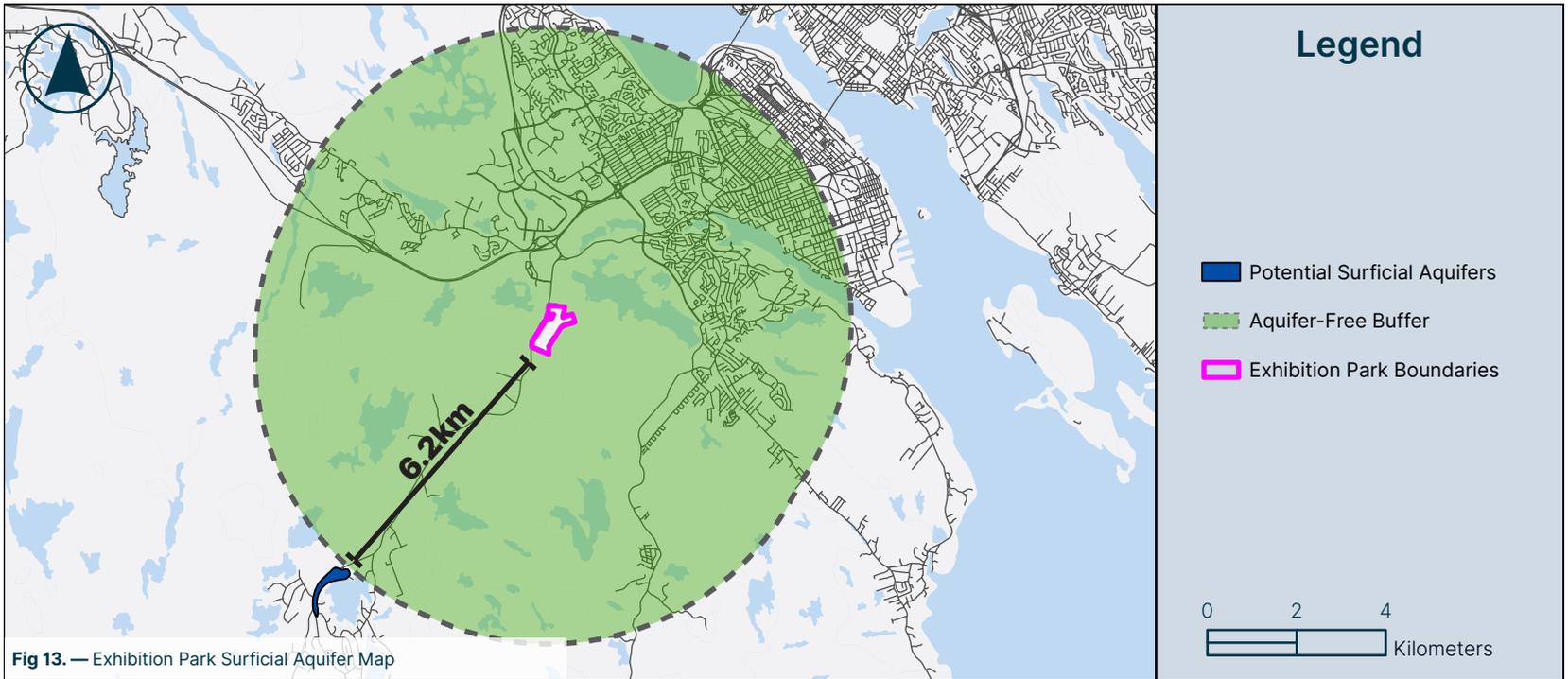
Flooding & Stormwater



While a number of small creeks run through and adjacent to Exhibition Park, there are no established floodplains on or near the site. In general, the entire site slopes towards Long Lake and the surrounding creeks slope down accordingly. The site also sits more than 4km inland, eliminating the risk of coastal flooding. An assessment of the site with NSCC's Marine Coastal Flooding tool confirmed the low risk of coastal flooding.

In terms of stormwater and surface runoff, approximately 20% of the site is covered by non-permeable surfaces like concrete and asphalt. As Figure 12 shows, these non-permeable surfaces are heavily concentrated around the exhibition centre. Surface parking was the most prevalent non-permeable surface at Exhibition Park. This relatively low amount of non-permeable surfaces further reduces the risk of flooding.

Surficial Aquifers



Aquifers are water-bearing geologic formations that store groundwater. While they can sometimes lie deep below ground, many aquifers in Nova Scotia can be found just below the surface. These formations are key sources of water for many in the Province as 34% of the 82 municipal supplies of water in Nova Scotia stem from groundwater surfaces.

Construction processes can pose a risk of contamination to the groundwater supplies in surficial aquifers. Fortunately, there are no known surficial aquifers within a 6.2km radius of Exhibition Park. The development will be required to meet the non-net-runoff requirements meaning that there will be no depletion of water resources and no additional surface runoff resulting from this development.

Heritage & Cultural Significance

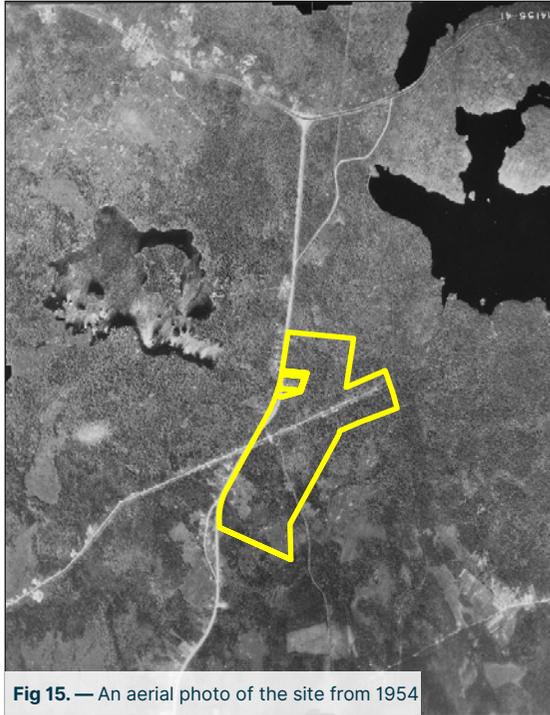


Fig 15. — An aerial photo of the site from 1954

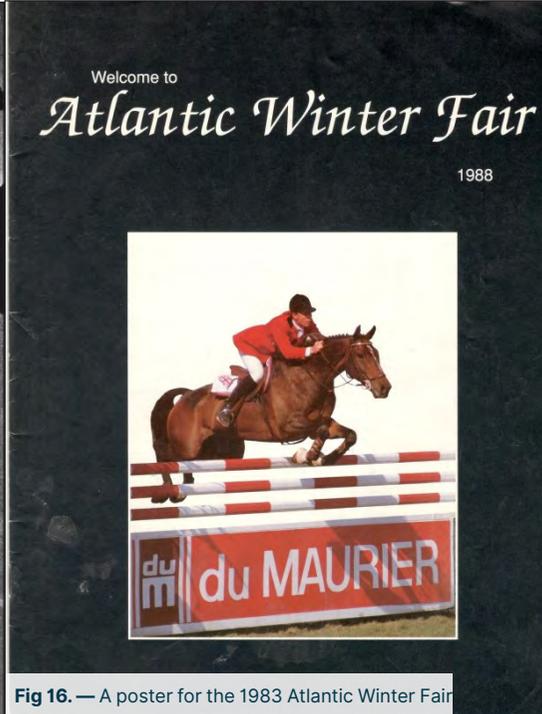


Fig 16. — A poster for the 1983 Atlantic Winter Fair

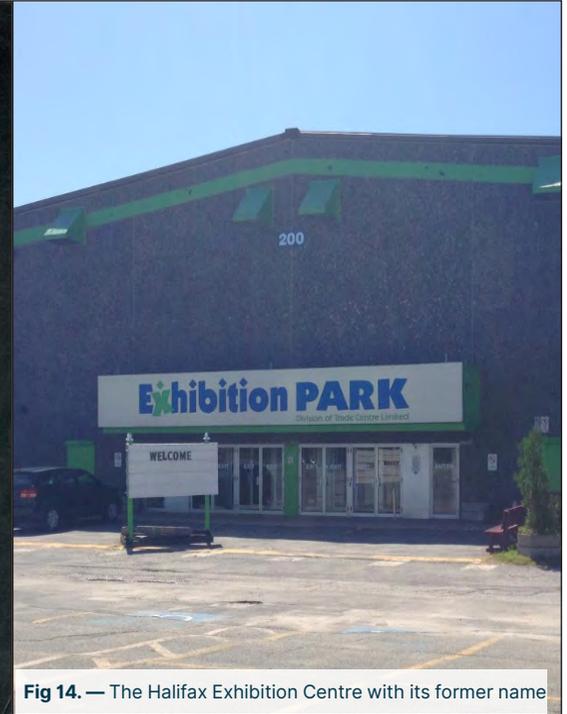


Fig 14. — The Halifax Exhibition Centre with its former name

The inland communities of the Chebucto Peninsula were primarily settled by discharged Royal Naval Soldiers starting as far back as 1773. The site of Exhibition Park, located in the community of Goodwood, sat outside the boundaries of the city of Halifax until amalgamation in 1996. For many years, the region surrounding the site was largely rural and unincorporated; Prospect Road wasn't even paved until 1951 and before that, most of the nearby communities were isolated fishing villages. Figure 15 depicts an aerial photo of the area from 1954. In this photo, some unknown roads and structures which no longer exist can be seen.

The main Exhibition Park structure was built in the mid-80s and was owned by the provincial government until 2015. While the site hosted dozens of different annual conventions and events, the convention that was most associated with the site was the annual Atlantic Winter Fair (later renamed the Maritime Fall Fair).

The building was closed in 2015 after a maintenance overview found that the building needed millions in repairs to remain operational. Not willing to pay for the repairs, the provincial government sold Exhibition Park to a private developer who proceeded to repair and renovate the complex. The site reopened in 2016 as the Halifax Exhibition Centre and continues to host events and conventions.

There are no heritage properties within the immediate vicinity of Exhibition Park; the nearest registered heritage property is the Beechville Baptist Church which is a 3.1km drive to the north of the subject properties. The church is known for its significance within the African Nova Scotian community of Beechville. The accompanying archaeological report includes much more detail on the cultural significance of this site and potential for Mi'kmaw sites of interest.



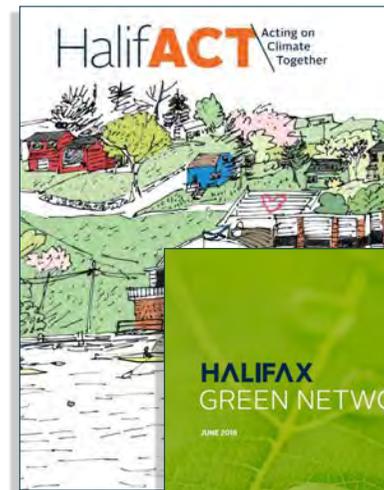
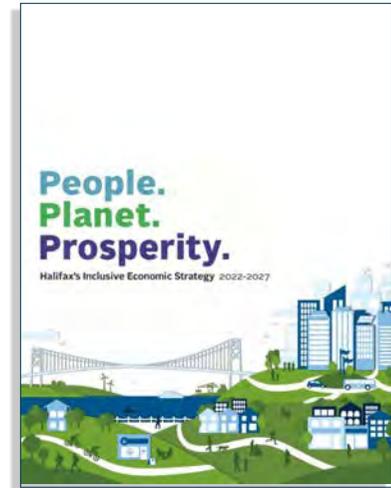
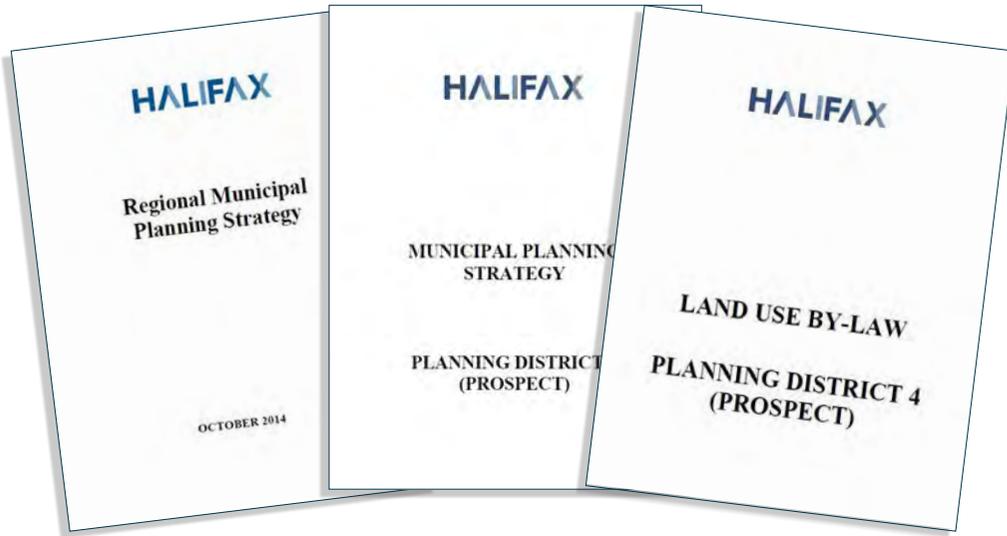
Second Chain Lake

02
02
02



Policy
Background

Plans Reviewed



Regional Municipal Planning Strategy

The Regional Municipal Planning Strategy, also referred to as the Regional Plan, establishes long-range, region-wide planning policies pertaining to the growth and development of the Halifax Regional Municipality from the present day up until 2031. The plan aims to improve the quality of life for those in HRM by "fostering the growth of healthy and vibrant communities, a strong and diverse economy, and sustainable environment."

The plan lists a series of objectives organized across eight different themes. Some of these objectives have less relevance to the development of Exhibition Park; for example, objectives related to growth in the Regional Centre do not strongly pertain to the subject properties located outside of Halifax.

The Regional Plan establishes a growth target to have 25% of new housing starts located within the rural communities of HRM (where Exhibition Park is located). Further, the Regional Plan also establishes a series of "Growth Centres" across HRM; these are areas in which the municipality wants to concentrate growth and development in the future. Exhibition Park lies directly south of the Clayton Park West and West End Mall centres, indicating the desire of the municipality to concentrate development in this portion of the municipality.

Looking at the West End Mall growth node specifically, the area is classified as a "Regional District Growth Centre" indicating a higher level of density and development wanted by HRM. Plans to develop the site are proceeding as of 2023 and will see thousands of new units built less than 7km from Exhibition Park. Given its proximity to this massive new development as well as the Bayer's Lake commercial area and Ragged Lake business park, it's reasonable to assume that Exhibition Park will benefit from the influx of new residents and subsequent demand for new housing that could follow. This is supported by the fact that, unlike most other rural areas in Halifax, Exhibition Park is serviced by Halifax Water. This meets the goal in the Regional Plan that stipulates the municipality's intent to focus new growth in centres where supporting services and infrastructure are already available.

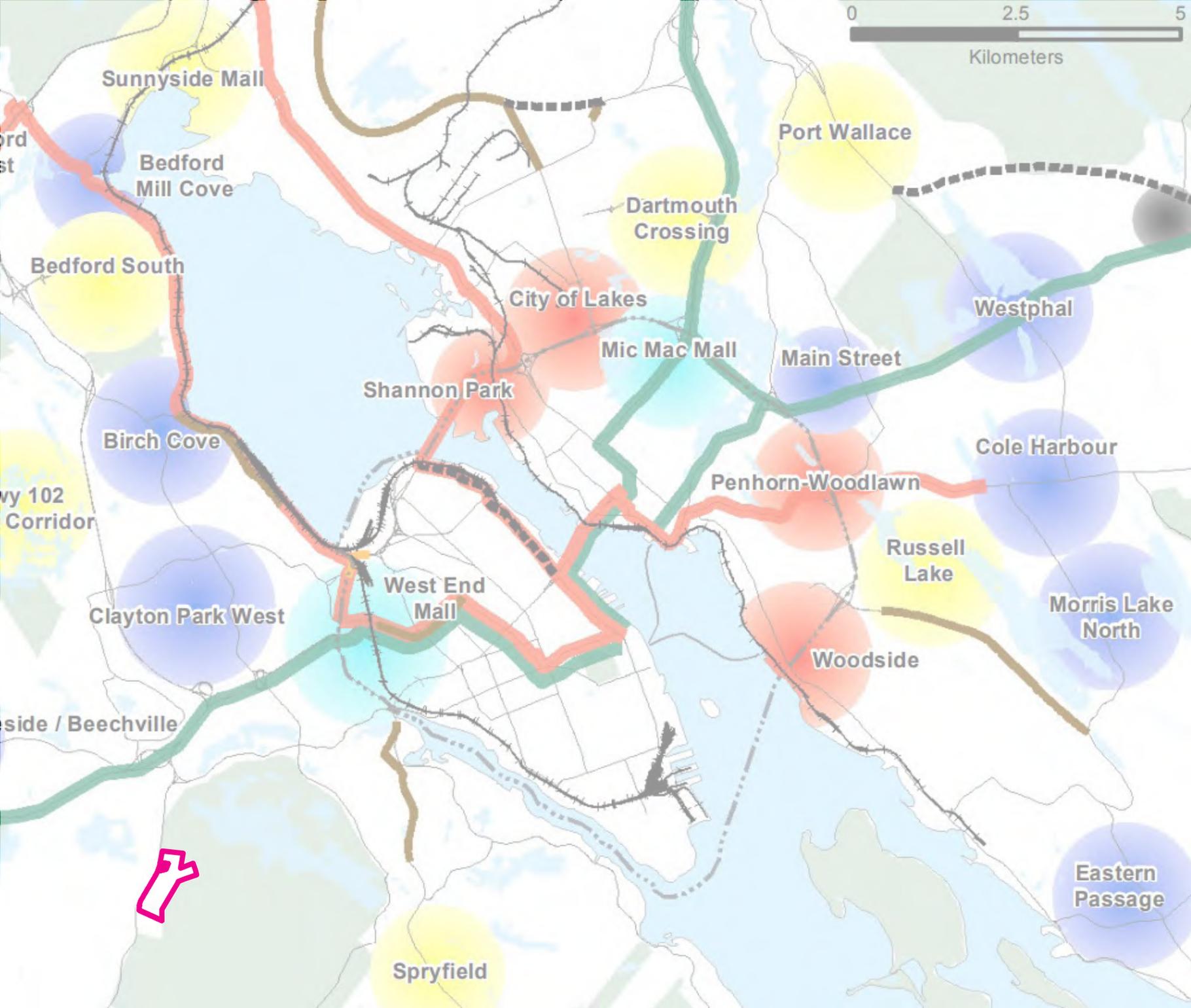
Beyond its strategic location, Exhibition Park also benefits from being designated as an Opportunity Site by the Regional Plan. This designation

was established in the second Regional Plan Review and pertains to large parcels of land that may be suitable for mixed-use developments. This designation specifically mentions the significant demand for housing in HRM as a motivator to develop these sites.

Under the Opportunity Site designation, Exhibition Park is subject to a variety of considerations that may influence the municipality's decision to approve or deny development. According to policy S-13A, development on the Exhibition Park site should feature a mixture of units, a range of housing types, adequate public parks/open spaces, and plans to coordinate growth with the Ragged Lake Business Park, among other considerations.

Another consideration that council considers in regard to opportunity sites is public participation. Specifically, policy S-13A(b) states that council shall consider "that a public participation program provides diverse and inclusive opportunities for public engagement during the planning process" when reviewing a development proposal for Exhibition Park. The development of Exhibition Park will likely involve an iterative and in-depth public engagement process that will document community feedback and integrate it into the overall design wherever it aligns with overarching policy objectives, therefore meeting the intent of the Regional Plan concerning public participation.

The Regional Plan also established the Urban Transit Service Boundary (UTSB). This Boundary includes all contiguous communities in Halifax which currently have both municipal water and municipal sewer and where homes are generally closer together. The goal of this policy was to focus investment in areas where transit could operate most efficiently while also setting clear expectations for future expansion. As a result, Halifax Transit does not plan to add or increase transit service outside of the UTSB. Unfortunately, Exhibition Park lies within the UTSB, making future transit expansions less likely than in other parts of HRM. However, policy T-10 of the Regional Plan stipulates that "HRM may consider programs to encourage and assist communities with developing their own community based transit services in the areas outside the Urban Transit Service Boundary" meaning that future expansions are still possible.



Planning District 4 Municipal Planning Strategy

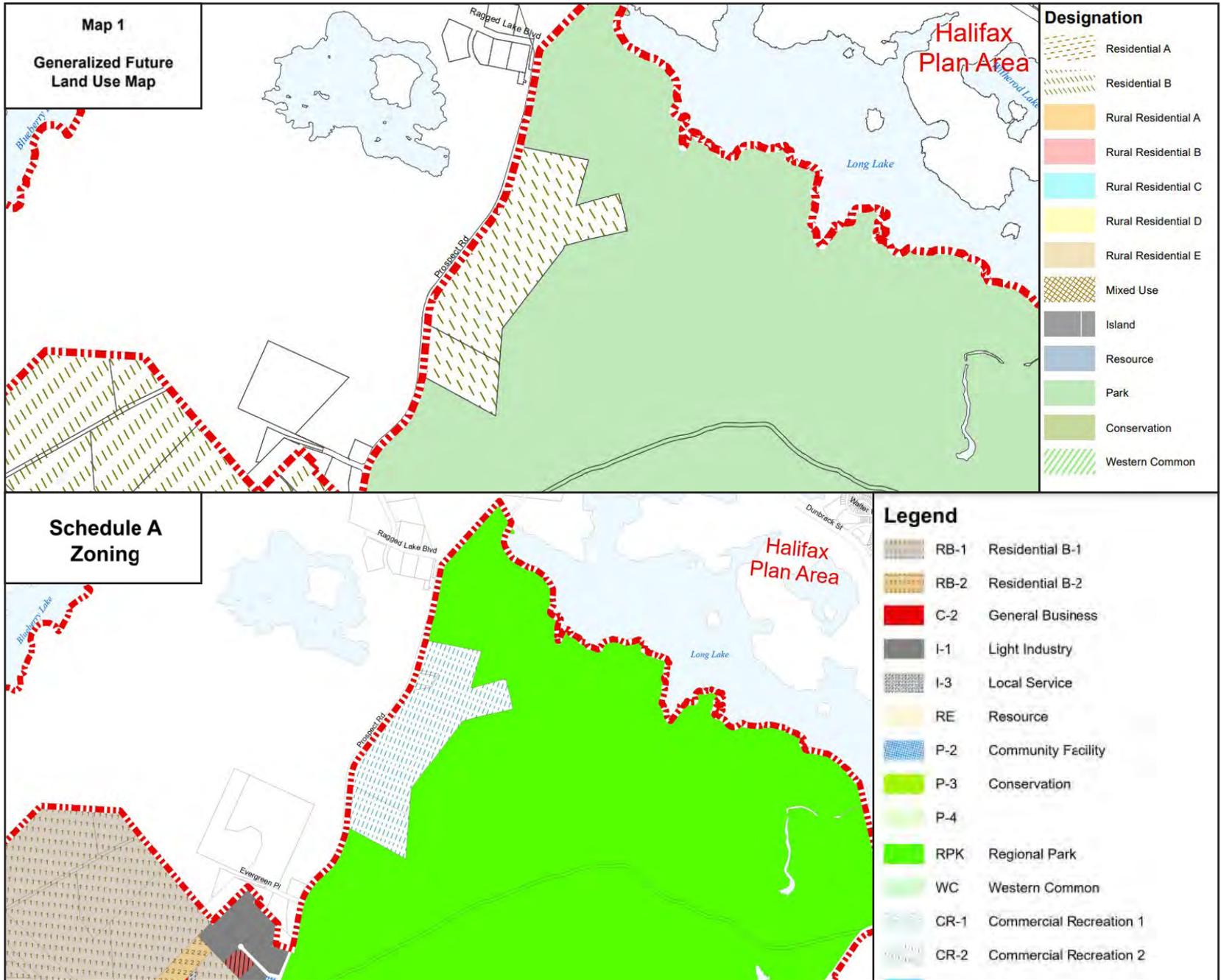
The site of Exhibition Park is designated Residential B under the Generalized Future Land Use Map of the Municipal Planning Strategy (MPS) for Planning District 4. This designation relates to the land use intent for the area rather than the current zone or use of the site. Within this designation, the MPS recognizes that the surrounding area contains a mixture of low-density residential, commercial, industrial, resource, and community facility uses. The MPS also acknowledges that a more suburban style of development has been occurring gradually over the years. The document goes on to state that the intention of the Residential B designation is to support the continuation of residential development while providing support for the traditional mix of land use activities. The MPS also expresses the desire for more affordable and mixed housing types within the Residential B designation, enabling two-unit and auxiliary-unit dwellings via policy RB-2, for example.

Policy RB-12 of the MPS explicitly mentions Exhibition Park when discussing future commercial recreation uses in District 4. The policy establishes the Commercial Recreation 2 (CR-2) zone which permits the development of exhibition parks, animal and vehicle racing tracks, rifle ranges, amusement parks, drive-in theatres, and bowling alleys. The four PIDs of the Exhibition Park site are the only properties zoned as CR-2 in HRM, demonstrating the existing precedent of site-specific policies for Exhibition Park.

Policy IM-11 of the District 4 MPS outlines the general criteria considered when reviewing a development agreement or amendment to the plan. The policy cites conformity with planning documents, the adequacy of on-site sewer services, the adequacy of road networks, and potential conflicts with nearby uses as examples of the criteria considered.

Planning District 4 Land Use By-Law

The site of Exhibition Park is currently zoned CR-2 under the Planning District 4 Land Use By-Law (LUB). This designation does not allow residential development as-of-right, instead permitting a series of commercial recreation uses. The site borders the Halifax Mainland plan area in the west and is surrounded by the Regional Park (RPK) designation on all other sides.



Integrated Mobility Plan

In 2017, Halifax Regional Council passed the Integrated Mobility Plan (IMP) which guides investment in active transportation, transit, transportation demand management, goods movement and the roadway network in Halifax while also establishing goals and visions to guide future development up until 2031.

Transit Connectivity

Exhibition Park is not directly serviced by any public transit route. In the past, the 22 local bus route used to have a stop at Exhibition Park as well as a park-and-ride lot but they have since been cut from service. This is in spite of the fact that there is significant demand for transit in the area; the report detailing the first round of consultation for the IMP lists over a dozen comments asking for improved transit service and cycling infrastructure along prospect road.

The closest bus stop (#8807) is 1.1km up Prospect Road in the Ragged Lake Business Park. Although the walk would take less than 15 minutes to complete, the lack of sidewalks along prospect road would make this walk challenging. Further, the 22 bus line only services the Chain Lake - Armdale region of Halifax, meaning that commuters will need to transfer in order to travel elsewhere in the municipality. We expect with this project fully built-out, the 22 loop would likely extend down to this site and we have designed the new collector loop to accommodate future bus service.



Rural Considerations

According to both the IMP and the Regional Plan, Exhibition Park is located within an area that is classified as rural. This designation carries a series of considerations in regard to the mobility and land use planning of the site.

The IMP explains how the cost and trip duration of transit increases as destinations become more dispersed and farther from major population centres. Similarly, the population density in rural areas is often too low to support frequent urban-style transit service. However, the plan also explains the various solution that can be implemented in rural areas to mitigate these issues.

Section 1.2.4 of the IMP discusses planning for improved mobility in rural areas. It recommends clustering development into denser rural centres in order to improve opportunities for active transportation, enable easier service from dial-a-ride vans, and make car- and ride-sharing easier. The development of Exhibition Park would likely result in a dense, clustered rural community that would be able to utilize many of these transportation alternatives.

Additionally, the IMP establishes mode-share targets for the different urban designations in Halifax. Although the plan doesn't specifically list a target for rural areas, it lists a goal of 10% of all trips being taken by transit and 4% of all trips being completed via active transportation by 2031 for outer suburban areas. Similarly, it establishes the goal of having 16% of all trips being taken by transit and 14% of all trips being completed via active transportation across the entire HRM by 2030. While this goal may be difficult to meet in other rural areas, Exhibition Park has a much bigger transportation advantage than other rural areas in HRM.

Prospect Road is included in the Halifax bicycle network, featuring bi-directional paved shoulders that link Exhibition Park to the rest of Halifax's cycling network. Additionally, sections 3.1.5 c) and 3.1.5 d) of the IMP describe the need to expedite the planning, design and construction of the regional network of multi-use pathways and the need to expand active transit connections in rural communities. The existing infrastructure as well as the clear policy intent to improve rural transportation mean that the development of Exhibition Park could act

as a catalyst to improve mobility in and around the communities along Prospect Road.

Complete Streets

Section 2.3 of the IMP discusses complete streets and their importance in improving both mobility and sense of place within the municipality. The principles of complete streets include actions like prioritizing pedestrians/cyclists, requiring street trees, promoting placemaking, and promoting human-scaled design.

The development of Exhibition Park will likely require the construction of new on-site streets and roads. Where possible, the principles of complete streets will be implemented in the design of Exhibition Park's roads in order to promote the goals of the IMP. The plan shows a loop road around the village green which includes on-street parking and sidewalks on both sides of the street. These intersections are proposed in the location of the two existing driveways.

Transportation Demand Management

The IMP outlines a series of Transportation Demand Management (TDM) strategies to reduce peak-hour congestion by providing people with choices in how and when they commute. Examples include promoting working from home, utilizing active transportation, carpooling, or leaving an hour earlier for work.

Rural areas like Exhibition Park rarely have access to the same number of TDM strategies available to residents of urban areas. However, Exhibition Park stands out as a potential rural community with an array of TDM options not present in other nearby rural areas. The nearby cycling infrastructure gives commuters another transportation option besides driving, potentially reducing congestion. Additionally, Exhibition Park lies in one of the few rural areas of HRM that is still serviced by the ride-hailing app Uber, enabling the potential future residents of Exhibition Park to travel longer distances without needing a personal vehicle.

As a mixed use development, we anticipate that the commercial uses in this development will help to reduce vehicle trips by providing daily commercial services right on site.

Moving Forward Together Plan

Approved by council in 2016, the Moving Forward Together Plan (MFTP) was created to kickstart the restructuring of the transit network and act as a guide for future service improvements. With the goal of improving the appeal and efficiency of the Halifax Transit Network, the plan outlines changes such as increasing the frequency of service, extending the service day, and enhancing the reliability of service in key high transit ridership corridors.

As a part of the plan's implementation, the MFTP dictates that an annual service plan shall be created each year to detail the service and route changes that were created in accordance with the policies and visions of the MFTP. These one-year action plans are very similar to the annual service plans put out by MetroTransit in previous years. Exhibition Park used to have a stop from the 22 local bus route but service was cut in the 2017/18 annual service plan. This was following an earlier service cut that saw Exhibition Park excluded from evening bus service in the 2013/14 annual service plan. The service cut was directly mentioned in the MFTP's section on reallocating resources to high-ridership routes. It appears that low ridership was the driving force behind Exhibition Park's

exclusion from the 22 bus route.

The MFTP affirms the stance of HRM to keep all transit investment within the Urban Transit Service Boundary (UTSB). Since Exhibition Park lies outside of this boundary, it would not be possible to reinstate or expand service to the site without expanding the boundary to include the subject properties. Since its creation, the UTSB has not been expanded. Additionally, the few existing routes that lie outside the UTSB were all established before its creation. The MFTP also stipulates that upgrades to routes that extend beyond the UTSB can only occur in the portions of these routes that are within the boundary.

Along with the IMP, the MFTP also advocates for the use of transit priority measures to provide transit vehicles with competitive time advantages over private vehicles. Since the development of Exhibition Park would also likely see the construction of new roads on-site, future road and intersection construction could see transit priority measures implemented to improve transit service in the area should it ever be expanded to cover the site.

Rapid Transit Strategy

In May 2020, Halifax Regional Council unanimously endorsed the Rapid Transit Strategy (RTS) which was designed to bring rapid transit to Halifax in the form of increased ferry service and new Bus Rapid Transit (BRT) routes. The plan proposed three new ferry lines and four new BRT lines that would stretch as far north as Mill Cove and as far south as Spryfield. Unfortunately, none of the proposed BRT stops are located near Exhibition Park; the nearest stop is 6km away and a commute by bus to reach this BRT stop could take more than an hour. Further investments in transit spurred by the development of Exhibition Park may be required to better integrate the site into the transportation network.

Beyond the proposed rapid transit routes, the RTS discusses the need for transit-supportive land uses to accompany investments in transit. Transit-supportive developments are typically dense, walkable, and linear in order to maximize the number of people who can be served in an efficient manner. The Exhibition Park site stretches linearly along prospect road and would likely see the establishment of a dense and walkable community; this potential built form would be ideal for buses and could help to justify expanded transit service into the surrounding communities.

Halifax's Inclusive Economic Strategy

Every five years, the Halifax Regional Municipality publishes an economic strategy in collaboration with The Halifax Partnership. In effect from 2022 to 2027, the current Inclusive Economic Strategy outlines a series of visions, goals, and targets pertaining to growing Halifax's economy into the future.

One main vision described by the plan is to grow Halifax to a population of 650,000 by 2037. The plan also describes the need to increase access to housing options in HRM, citing homelessness and affordability as two key concerns identified by residents. As a result, the plan established "Increasing Housing Stock" as a 5-year strategic objective aimed at promoting/maximizing growth and increasing the municipality's GDP. The development of a site at the scale of Exhibition Park would likely result in the construction of hundreds of new units, helping to achieve many of these objectives outlined in the economic strategy.

Further, the plan goes on to explain the importance and impact of "Major Projects" in driving economic growth. These developments are a significant source of investment, spurring growth in construction and manufacturing while also promoting the creation of new infrastructure. This infrastructure makes it easier for businesses to operate more effectively in Halifax and across the province, driving economic growth even further.

The plan cites a number of examples of major projects as per the Atlantic Provinces Economic Council's (APEC) Major Project Inventory including the Seton Ridge development, Port Wallace development, Cogswell Interchange redevelopment, and King's Wharf waterfront redevelopment. All of these projects are comparable in scope and scale to a potential development of Exhibition Park, indicating the significant possible economic output that could be generated by the development of these properties.

HalifACT 2050

In June 2020, Halifax Regional Council unanimously adopted HalifACT, a plan that details the municipality's pathway to achieve a net-zero economy by 2050. The plan outlines a series of actions and policies aimed at decarbonizing Halifax in an attempt to meet the global emissions reduction targets necessary to limit global warming to 1.5°C above pre-industrial levels.

Among the many actions that are detailed in the plan, a handful specifically pertain to new developments within the region. Section 5.2.1 of the plan discusses the need for more efficient buildings now and in the future. Buildings accounted for approximately 70% of total energy use in Halifax in 2016, and 77% of total emissions. The plan details how retrofitting existing buildings and ensuring that new buildings are more efficient are necessary components of a successful energy transition

for Halifax. Where possible, new buildings in Exhibition Park may be built without many of the inefficiencies found in older structures.

The plan also goes on to explain the importance of natural areas and green infrastructure in reducing the effects of anthropogenic climate change. Among other things, natural areas and green infrastructure increase water infiltration, reduce surface runoff, reduce the heat island effect, and sequester carbon. It is possible that the development of Exhibition Park can include open green spaces and protected forested areas to maximize the benefits caused by these natural features.

Green Network Plan

Created with the intention of providing land management and community design direction to promote the long-term sustainability of the Region, the Halifax Green Network Plan (HGPN) establishes an interconnected open space network, outlines ecosystem functions and values, and provides strategies to manage open space. Within the plan, there are five themes which define the importance and function of open spaces in the region; Ecology, Working Landscapes, Community Shaping, Outdoor Recreation and Cultural Landscapes.

The landscape of Exhibition Park is classified by the HGPN as having low to high ecological value, minimal working value, and medium socio-cultural value. When summed, the total landscape value for the majority of the Exhibition Park is medium, as per Map 4 of the HGPN. This designation is higher than most areas within urban Halifax and largely stems from the nearby provincial and municipal protected park areas as well as the cultural significance of the exhibition centre. While the

development of Exhibition Park could lower the site's socio-cultural value through the loss of the exhibition centre, the development will also likely include the creation of public and open spaces that enable community-building, recreation, wellbeing, and active transportation, therefore increasing the overall landscape value of the site in other categories.

Additionally, the plan identifies the area in and around Exhibition Park as parks with an important corridor running through the Western Common. This "important corridor" designation applies to areas that connect natural habitats but whose loss would be unlikely to impact regional connectivity. Thankfully, no important or essential corridors run across the site of Exhibition Park. Additionally, the Western Common and Long Lake Provincial Park meet both north and south of Exhibition Park, making the risk of disconnecting the landscape through development low.

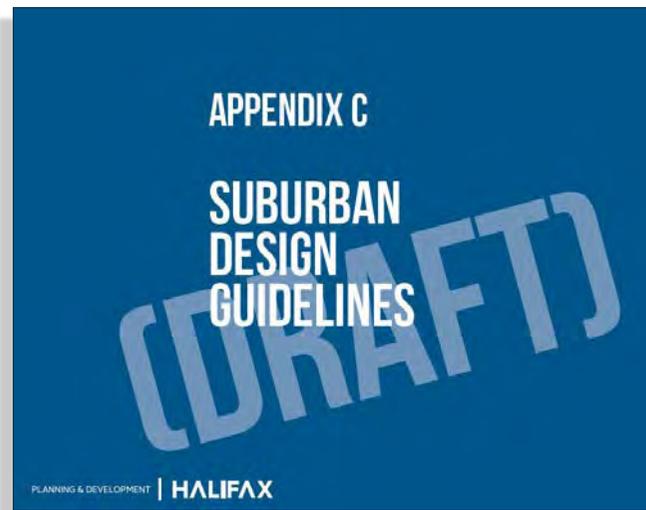
Draft Suburban Design Guidelines

In addition to the nine plans listed above, the draft suburban design guidelines (SDG) from the regional plan review were also reviewed. Being only a draft document, the various ways in which the SDG support the development of Exhibition Park should be taken lightly as they are subject to change in the future.

The conceptual plan for Exhibition Park is compliant with criteria 4 and 5 from the Site Planning and Design section of the draft SDG document. Criterion 4 explains that buildings and open spaces should be located in a way that optimizes pedestrian comfort related to weather both on and around the site while criterion 5 promotes locating utilities, services, and parking in ways that mitigate negative impacts on the public realm and neighbouring properties. All of the mid- and high-rise buildings in the conceptual plans for the site feature stepbacks and recesses that

mitigate the effects of downdrafts and other harsh winds, thus improving the overall pedestrian experience. The conceptual site plan also places parking lots and underground parking entrances in the rear of most buildings in order to protect the experience within the public realm along the right-of-ways.

The proposed site plan also meets a number of criteria from the section regarding open space design. Criterion 3 promotes open spaces that are used as amenity spaces and designed to optimize pedestrian comfort and interaction. Further, criterion 4 promotes open spaces that are designed to incorporate sustainable landscape practices. Exhibition Park's conceptual plan features a variety of large landscaped open spaces and trails that meet various needs of both residents and the surrounding area including outdoor recreation and stormwater management.



Draft Regional MPS - Phase 4

The second five-year review of the Regional Municipal Planning Strategy began in 2020 and although the updated plan has yet to be adopted, the draft document for community engagement was released in June 2023. The updated plan includes a series of new policies and visions aimed at guiding the growth of the municipality towards an eventual population of one million people. While there are a significant number of changes in this document compared to its predecessor, many of the policies in the Draft Regional MPS support the development of Exhibition Park.

Two of the main principles listed in chapter one are the need to direct housing and employment to strategic locations in the municipality as well as the need to increase housing supply across the region to meet the needs of a diverse population. The development of Exhibition Park would more than meet both of these goals. The subject area is situated near a growing industrial hub (Ragged Lake Business Park) as well as the commercial and industrial areas around Bayer's Lake. The site is also situated near the intersections of Highways 102 and 103, giving Exhibition Park easy access to the rest of the municipality, further added to its strategic location. At the same time, development of the site will take the form of a variety of different housing types, enabling residents from a diverse array of incomes and backgrounds to inhabit the site, further meeting the principles of the plan.

Under the Draft Regional Plan, Exhibition Park falls under the "Rural Commuter" designation for land use. This term refers to areas within the regional municipality that are within commuting distance of the Regional Centre but still located in rural areas that benefit protecting existing natural resources and preserving the traditional rural community character. Within this designation the plan seeks to focus development in a series of rural clusters. While Exhibition Park is not named as one of the rural clusters, many of the principles of these clusters are still relevant to its development.

Rural centres are areas in which compact development patterns can support village main streets and a range of mobility options, including active transportation and public transit. The conceptual plan for Exhibition Park contains a variety of dense forms of housing alongside pedestrian

and active transit links to both the neighbouring provincial park and Prospect Road. Additionally, the history of public transit service to the site paired with the dense nature of the proposed community may serve as justification to re-extend transit service to the site. The importance of the rural clusters is further emphasized in chapter eight of the plan when discussing economic prosperity.

The draft plan also introduces a chapter with policies specific to community infrastructure like parks. The proposed development features a large central community park that will be handed over to the municipality following construction as well as a series of smaller private parks that will still be publicly-accessible. The site will also feature a number of conservation areas abutting Long Lake Provincial Park with some having direct access to the park. This spectrum of green and open spaces is important for community wellness and active living, as described by the draft regional plan. The proposed park network meets a series of the goals outlined in this chapter, including policy CL-1.

The significant development potential of the Halifax Exhibition Centre Lands has not gone unnoticed by HRM and as with the existing Regional Plan, the subject area is classified as an Opportunity Site under the Draft Regional MPS. It is one of two suburban opportunity sites located within the municipality and is subject a series of criteria prior to the undertaking of the neighbourhood planning process.

03
03
03



Master Plan & Built Form

Master Plan Context

On October 23, the Province of NS released its five-year housing plan, "Our Homes, Action for Housing". The plan represents a projected \$1-billion investment and highlights targets to create the conditions for more than 40,000 new housing units from one end of the province to the other. Housing new and existing residents in the province represents one of the greatest challenges for the next decade and one of the biggest limiting factors to achieve the province's goal for doubling its population to 2 million people by 2060.

In response to the need to accommodate the substantial growth needed in HRM, the Municipality is considering a wide range of potential future growth nodes around the municipality. This is one of those growth nodes. The site is very close to municipal water and sewer services, it is on a major collector highway, it is close it is adjacent to the Ragged Lake Urban Reserve in the new Regional Plan, and it has no surrounding single family homes that would be impacted by it. In short, this is an ideal area for future development.

Master Plan

The master plan for this 109 acre site includes a broad range of unit types including townhomes, stacked townhomes, a cluster development, multi-unit housing and ground floor commercial uses. The low density uses are found to the very north of the site with 2 road connections to the Provincially owned land to the north. These connections could be used for trailheads into the Provincial Park, or they could extend as residential development at some point in the future. The low density area to the north will be accessible via the already constructed intersection for the PetroCan Station.

The higher density core for this new development is found in the vicinity of the existing Exhibition Centre building. A looped collector road is proposed around the existing building allowing the Exhibition Centre to operate until which time it is removed and replaced with high density multi-unit towers. A modern 5.25 acre 'village square' is located in the geographic centre of the development surrounded by mixed use towers ranging in height from 12-storeys to 24 storeys. This park will be dedicated to HRM as part of the parkland dedication. The parkland represents 5% of the overall property size, though almost 20 acres of the 109 acre site will be reserved for conservation.

The ground floor of some of the buildings surrounding the village square will be commercial to provide local commercial services to people within the development and the to the surrounding communities of Goodwood and Hatchet Lake. A looped collector road encircles the village square and will include on-street parking and sidewalks on both sides of the street. The intersection of the new looped road is in the general vicinity of the existing driveways into the Exhibition Centre. The looped road will likely be used by transit in the future once the development is partially built out.

Fig 17. — Pro Forma

Exhibition Park - Pro Forma

Plate Efficiency 80%
Avg Unit Size 80 m²

Building	Comm GFA	Sched Height Max (m)	Total Storeys	Lowrise (4-storeys)		Midrise (6-storeys)		Towers			Total Res GFA (m ²)	Units	Height (m)
				Storeys	Lowrise GFA	Storeys	Midrise GFA	Storeys	Tower 1 GFA	Storeys			
A		25	8	4	2166	4	1846				16,048	160	25.5
B		25	8	4	5224	4	4519				38,972	390	25.5
C		19	6	3	1055	3	877				5,796	58	19.5
D		19	6	4	1928	2	1643				10,998	110	19.5
E		19	6	4	1928	2	1643				10,998	110	19.5
F		19	6	4	1928	2	1643				10,998	110	19.5
G		25	8	4	2728	4	2243				19,884	199	25.5
H		25	8	4	1928	4	1643				14,284	143	25.5
I		19	6	3	1850	3	1550				10,200	102	19.5
J		25	8	4	1928	4	1643				14,284	143	25.5
K		25	8	4	2028	4	1828				15,424	154	25.5
L		50	14	4	2473	2	1967	8	900		21,026	210	43.5
M	1154 m ²	50	14	4	4615	2	3757	8	900	6	38,574	386	43.5
N	706 m ²	50	14	4	2825	2	2325	8	900		23,150	232	43.5
O		99	20	4	2650	2	900	14	900		25,000	250	61.5
P		50	14	4	1500	2	1300	8	900		15,800	158	43.5
Q		50	14	4	2688	2	2480	8	900		22,912	229	43.5
R		99	24	4	2610	2	2410	18	900		31,460	315	73.5
S		99	24	4	2610	2	2410	18	900		31,460	315	73.5
T	706 m ²	99	20	4	2825	2	2325	14	900		28,550	286	61.5
U	706 m ²	99	20	4	2825	2	2325	14	900		28,550	286	61.5
V	706 m ²	99	14	4	2825	2	2325	8	900		23,150	232	43.5
W		99	20	4	2650	2	900	14	900		25,000	250	61.5
X		50	14	4	2688	2	2480	8	900		22,912	229	43.5
Y		25	8	4	1728	4	1528				13,024	130	25.5
Z		25	8	4	1928	4	1643				14,284	143	25.5
AA		25	8	4	2728	4	1588				17,264	173	25.5
BB		50	16	4	2157	4	1500	8	900		21,828	218	49.5
Townhomes			10								4,560	38	
Stacked Townhomes			10								10,800	108	
Total	3979 m²										587,190	5,867	

Total Lot Area	4,752,396 m ²	109.08 acres	Value of Development	
Density	44.2 UPA		Buildings @ \$3500/sm	\$ 2,055,165,000.00
Conservation	69,636 m ²	17.21 acres	Roads (3.1km)	\$ 15,000,000.00
Linear Park	2,600 m ²	0.64 acres	Underground parking garages	\$ 154,008,750.00
Village Square	23,800 m ²	5.88 acres	Parks	\$ 6,000,000.00
Total Park Area	26,400 m ²	6.52	Total	\$ 2,230,173,750.00

The anticipated buildout for this development will include:

- 5867 units including 146 townhomes, and 5721 multi-units
- A total park area of 6.52 areas (6% parkland)
- Approximately 4,000 m² of ground floor commercial
- 17 acres of conservation land
- An overall density of 44 units per acre.
- The value of the development in 2023\$ will be about 2.2 billion.

BANC - EXHIBITION PARK DEVELOPMENT PLAN GOODWOOD, NOVA SCOTIA



Reserve as gateway into the Long
Lake Provincial Reserve.



Fig 18. — Site Master Plan

Fig 19. — View of Town Centre





Fig 20. — View of Public Open Space Connector

Fig 21. — View oVillage Centre



Fig 22. — View of Townhome clusters



Fig 23. — View of Village Centre







Built Form Requirements

The proposed built form of the Exhibition development is divided among two different land use designations: Low Density Neighbourhood (LDN) and Neighbourhood Centre (NC).

The LDN Zone

The LDN zone (Schedule B) will primarily feature a less intense level of development, likely in the form of single detached, semis, townhouses and/or stacked townhomes. This area could also accommodate a cluster style development where each unit doesn't necessarily have to include road frontage for every unit. Cluster type developments are ideally suited for deep lots that might otherwise require frontage on a road. Clusters still have to meet the fire code requirements despite their lack of road frontage. In areas where parking can be accommodated behind the units, these lots can potentially accept stacked townhomes formats which allows for additional density. Stacked townhomes will require rear yard parking whereas traditional townhomes can accommodate the parking between the street and the unit.

The LDN zone would have the following built form requirements:

1. A maximum height limit of 12m for all dwelling types. Chimneys are excluded from the height limit.
2. A Minimum lot frontage of :
 - a. 4.8m per townhouse or stacked townhouse unit
 - b. 8m per semi unit
 - c. 12m per single detached unit
 - d. Notwithstanding the frontage requirements above, a cluster style development only requires at least 20m of frontage for a cluster of no more than 24 units, but the individual units do not require any road frontage.
3. Sideyard setbacks for all units types shall not be less than:
 - a. 0.0 metre along a common wall between each townhouse or semi units, or
 - b. 3.0 metres elsewhere;
4. Rear yard = 6m min.
5. Front Setback = 6m min., 10m maximum
6. Attached garages, if present, must be setback no less than 2m from the main building front or covered veranda
7. Detached garages, if present, shall not be closer than 1.5m to any sideyard or rear yard and are not permitted in any front yards.
8. Lot coverages shall not exceed 50% for any unit type.
9. Cluster style developments must include a central shared open space no less than 120m² fully landscaped and designed by a registered landscape architect. The value of this finished landscape shall not be less than any single unit in the cluster and the cost of implementation shall be confirmed in writing by a landscape architect.
10. Parking requirements for this zone include:
 - a. Parking lots are not permitted between the street and the building anywhere in this zone.
 - b. parking spaces for any under/over style unit (e.g. stacked townhome or duplex) must be located in the sideyard or rear yard, except for groundfloor units where driveway parking is permitted in the front yard
 - c. no more than 60% of any townhouse/stacked townhouse front yard shall be used for parking, the remainder shall be landscaped
 - d. no more than 50% of any semi/duplex front yard shall be used for parking, the remainder shall be landscaped
 - e. no more than 40% of any single detached front yard shall be used for parking, the remainder shall be landscaped
11. Townhouse units shall not exceed 6 adjacent units.
12. All streets must include a minimum 1.5m wide sidewalk on at least one side of the street, and street trees spaced no less than 15m apart.

The NC Zone

The NC zone will accommodate development of a much denser scale, with all buildings being some type of mixed-use or dedicated multi-unit construction.

The built form requirements for the LDN designation have been heavily influenced by the Centre 2 (CEN-2) zone in the Regional Centre Land Use By-Law as well as the Port Wallace Centre (PW-CEN) and Higher Order Residential (PW-HR) zones from the Dartmouth Land Use By-Law. These designations correspond to a urban environment and level of density that fit exceptionally well within the vision for the development of the Exhibition Park. Table 1 details some of the proposed built form requirements for buildings in the LDN zone along with the same requirements from similar designations.

While the maximum height within the proposed development is varied (see Schedule A), the tallest proposed height among any of the areas of the site is 99m. This enables a higher level of density to be achieved on this important site next to the Long Lake Provincial Park. When interpreting building height, one storey is considered to be generally equal to 3m for all floors in a building except for the ground floor, which is considered to be 4-4.5m.

Some buildings could feature multiple tower portions atop one podium. To prevent this type of building from being too imposing or too repetitive on the surrounding area, buildings with two towers will have one of their towers restricted to a height of no less than 4-storeys lower than the maximum 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 area of 1,100m² in some of the Port Wallace zones.

The proposed streetwall height for Exhibition Park is 4 storeys (approximately 19m). However, rather than being a single height streetwall, the developer can chose to vary the streetwall on either the 3rd or 4th storey with a minim stepback of 2m for buildings up to and including 6-storeys, and 4m for buildings over 6-storeys. Buildings that

exceed 8 storeys are subject to the tower provisions which limit the tower plate size to 900m², and for all tower building types, the maximum height for the midrise below the tower will be set at 6-storeys while still including a 3-4 storey streetwall. The maximum building length of the midrise (up to 6-storeys) and tall midrise (6-8 storeys) is set at 90m to maintain the ideal design proportions of the building. 8-storey (tall midrise) buildings are only permitted when there is no tower. The maximum tower separation will still be 25m and 12.5m from any side or rear yards. The streetwall stepbacks will be required for no less than 70% of each building's street facing facade.

Table 1 also details the side and rear setback distances for developments within the proposed LDN zone. Across most of the example zones, these setback distances are highly variable and depend on factors including abutting zones, building height, and lots ownership, among other factors. For simplicity purposes, the figures for the LDN zone in Table 1 only correspond to the most basic setback for a high rise building though the various exceptions and rules from the CEN-2 zone and Port Wallace zones are likely to be featured in the final DA submission.

In terms of minimum separation distances and maximum building dimensions, Table 1 divides the figures up by their typology. If built to the maximum allowable height in Schedule A, buildings in the LDN zone would only fall under the "Tall Mid-Rise" and "High-Rise" typologies as defined by the Regional Centre Land Use By-Law. While the minimum separation distances align exactly with the example zones, the LDN zone proposes building dimensions that are somewhat larger than the allowable dimensions in the CEN-2 zone but still on par with that of the Port Wallace zones.

The massing model that was used to generate the pro forma for this development employs all of the built form criteria in Table 1.

Neighbourhood Centre (NC) Zone Comparison

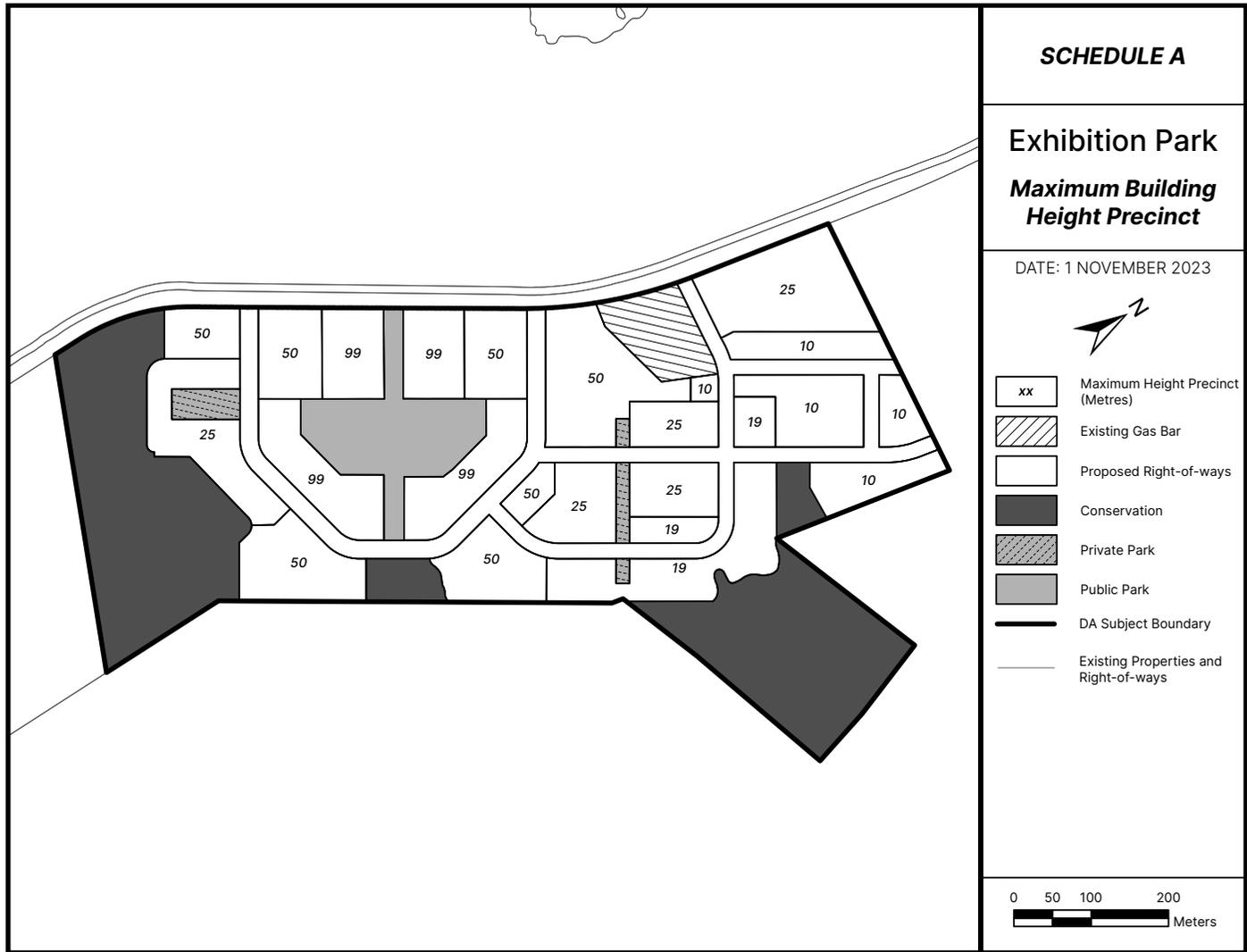
	Port Wallace Centre (PW-CEN)	Port Wallace Higher Order Residential (PW-HR)	Centre 2 (CEN-2)	Exhibition Park Neighbourhood Centre (NC)
Maximum Height	50m (Variable within Schedule B-2)	50m (Variable within Schedule B-2)	90m (Variable within Map 4)	72m (Variable within Schedule A)
Minimum Side Yard Setback	0m-6m for the base of high-rise buildings, 6m-12.5m for the tower of high-rise buildings	0m-6m for the base of high-rise buildings, 6m-12.5m for the tower of high-rise buildings	0m-6m for the base of high-rise buildings, 6m-12.5m for the tower of high-rise buildings	0m for townhomes/stacked 4m for lowrise detached 4m for townhome end units 6m for mid- to high-rise Buildings 12.5m for all towers >8-storeys
Minimum Rear Yard Setback	0m-6m for the base of high-rise buildings, 6m-12.5m for the tower of high-rise buildings	0m-6m for the base of high-rise buildings, 6m-12.5m for the tower of high-rise buildings	0m-6m for the base of high-rise buildings, 6m-12.5m for the tower of high-rise buildings	6m min for all Buildings 12.5m for all towers >8-storeys
Front Yard Setback				6m min for all Buildings
Maximum Streetwall Height	14m	14m	11m	9-12m variable for no less than 70% of the street frontage
Minimum Streetwall Stepback	3m for tall mid-rise buildings, 4.5m for high-rise buildings.	3m for tall mid-rise buildings, 4.5m for high-rise buildings.	3m for tall mid-rise buildings, 4.5m for high-rise buildings.	2m for midrise (up to 6 storeys) 3m for tall midrise (6-8 storeys) 3m for towers above 8-storeys
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/Tall Mid-Rise: 12.5m Tall Mid-Rise/ High-Rise: 12.5m High-Rise/High-Rise: 25m	Tall Mid-Rise/Tall Mid-Rise: 12.5m Tall Mid-Rise/ High-Rise: 12.5m High-Rise/High-Rise: 25m	Tall Mid-Rise/Tall Mid-Rise: 12.5m Tall Mid-Rise/ High-Rise: 12.5m High-Rise/High-Rise: 25m
Maximum Building Dimensions (Width x Length)	Low rise: 120m x 120m Mid-rise: 90m x 90m Tall mid rise: 40m x 46m High-rise: 36m x 38m	Low rise: 120m x 120m Mid-rise: 90m x 90m Tall mid rise: 40m x 46m High-rise: 36m x 38m	64m x 64m for low-to mid-rise portions, 35m x 35m for tower portions	90m x 90m for mid-rise to tall-midrise portions, 45m x 45m for tower portions
Max Tower Floorplate Area	1,100m ²	1,100m ²	750m ²	900m ²

The NC Zone Built Form Requirements

The NC Zone built form requirements include:

1. A maximum height schedule for individual parcels within the zone following the maximum height schedule outlined in Schedule A with a maximum height of 99m for 2 lots facing on the central community green space. Heights shall exclude the rooftop exclusions identified in Table 8 of the LUB.
2. Minimum Front or Flanking Setbacks= 6m on any internal streets and 12m along route 333.
3. Sideyard and rearyard setbacks = 6m min. for any building below 9-storeys. Above 8 storeys, the tower portion shall be setback from rear or side yards by no less than 12.5m
4. Underground parking structures are not required to have a minimum rear setback, providing they do not protrude more than 0.6 metre above the average finished grade in any rear yard
5. Any main building's maximum required streetwall height shall be:
 - a. no greater than 13m in height and may be met at either the 3rd or 4th storey or any combination.
 - b. The maximum required streetwall height may be exceeded by 1.5 metres to permit a clear glass guard and railing system or a parapet.
6. Any main building shall have a minimum required streetwall stepback of:
 - a. 2.5 metres for mid-rise buildings less than 7-storeys in height;
 - b. 3.0 metres for tall mid-rise buildings between 7-8-storeys in height; or
 - c. 4.5 metres for high-rise buildings.
 - d. No streetwall stepback is required for a maximum of 30% of the length of any main building facing each streetline or a transportation reserve.
 - e. the total combined width of all cantilevered and recessed portions within any streetwall that have a depth of 4.0 metres or greater shall not exceed 30% of the width of the streetwall. Recessed balconies are excluded.
7. a 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.
8. For retail groundfloor uses, the minimum required groundfloor height shall be 4m.
9. Every grade-related dwelling unit shall have a required minimum of one exterior pedestrian entrance.
10. Above the streetwall height, any portions of the same main building shall be separated by a minimum required distance of:
 - a. 6.0 metres between a mid-rise typology and another mid-rise typology;
 - b. 6.0 metres between a mid-rise typology and a tall mid-rise typology;
 - c. 12.5 metres between a mid-rise typology and a high-rise typology.
 - d. 12.5 metres between a tall mid-rise typology and another tall mid-rise typology;
 - e. 12.5 metres between a tall mid-rise typology and a high-rise typology; or
 - f. 25.0 metres between a high-rise typology and another high-rise typology.
11. Tower portions of two or more main buildings on the same lot shall be separated by a minimum required distance of 25.0 metres.
12. Excluding any structure below 0.6 metre above the average finished grade or any public building use, any main building shall not exceed:
 - a. a building width of 90.0 metres; and b. a building depth of 90.0 metres.
 - b. The tower portion of any high-rise building shall not exceed the following maximum building dimension requirements of 40mx40m and a floor area of 900 square metres per storey.
13. Parking is not permitted between any building and the street unless on a sideyard or no more than 20 spaces per lot.

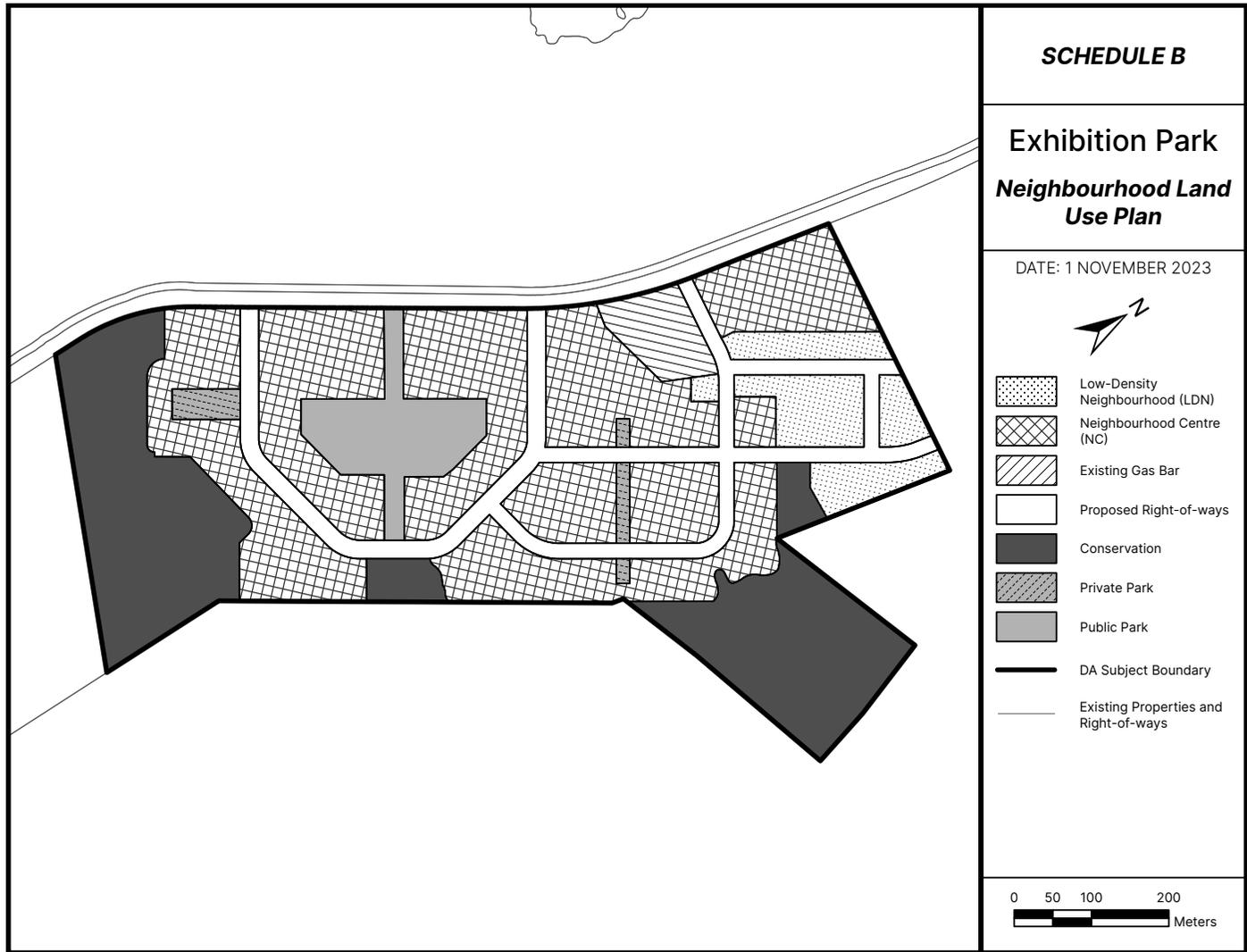
Schedule A - Maximum Height Precincts



Schedule A depicts the different maximum height precincts around the proposed development. These maximum heights range from 10m in the low-density neighbourhood zone to 99m around the central park. Density is staggered from north

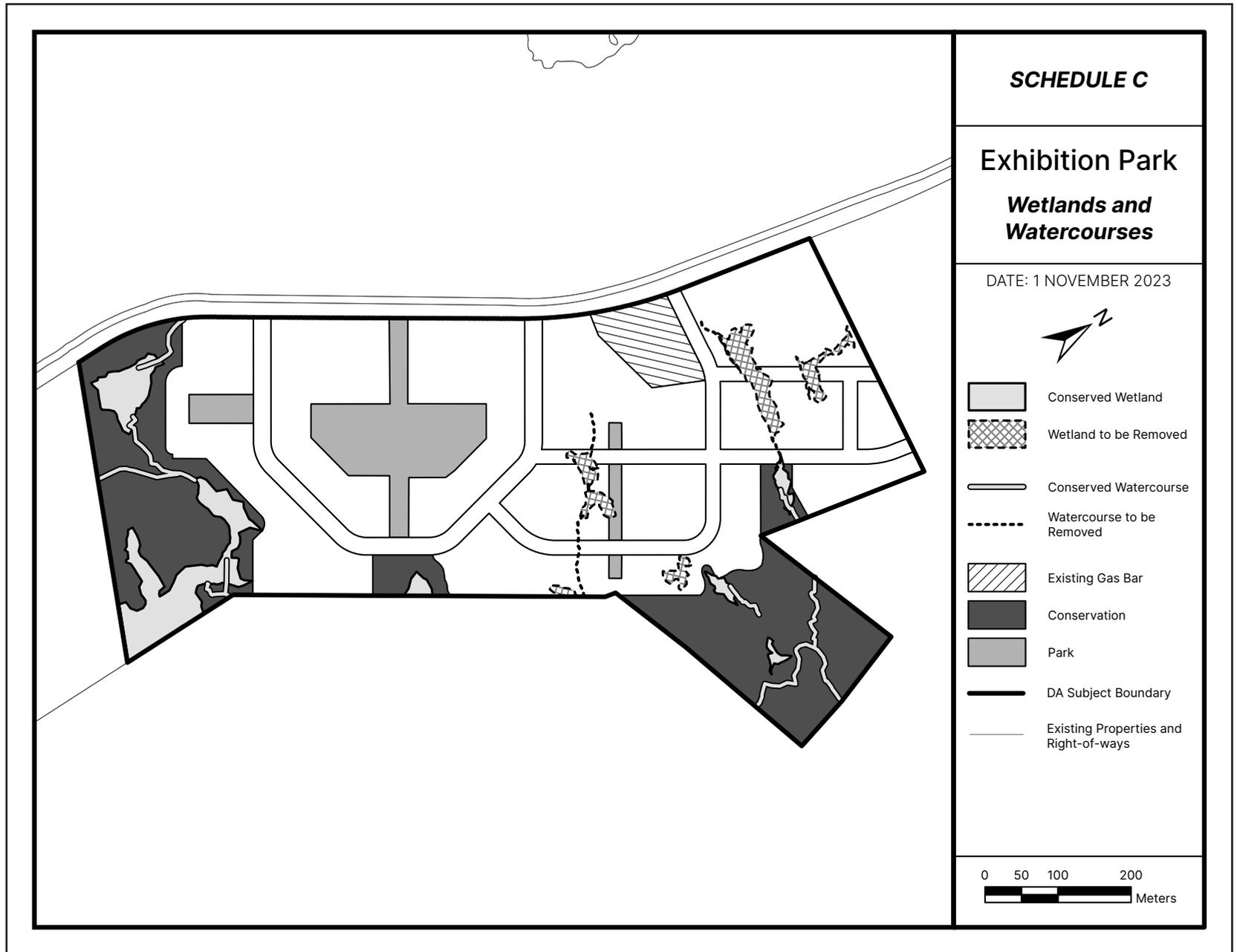
to south, creating a more gradual transition from the lowest densities to the highest densities. Conservation areas, public parks, and private parks are also depicted in various shades of grey.

Schedule B - Neighbourhood Land Use



Schedule B depicts the different land use designations within the Exhibition Centre Lands. The two main residential designations are Low-Density Neighbourhood (LDN) and Neighbourhood Centre (NC). The majority of the residential

areas are zoned NC while the less common LDN designation is concentrated along the site's northeastern corner. Non-residential zones like the conservation areas, public parks, and private parks are also depicted in various shades of grey.



Schedule C - Wetlands & Watercourses

Schedule C depicts the delineated wetlands and watercourses overlaid on top of the proposed site layout for the exhibition park lands. The wetlands and watercourses that are set to be protected are shaded in light grey. They are primarily located in the southern portion of the site as well as the northeastern section that extends into Long Lake Provincial Park.

In total, over 2.21 hectares of wetlands will be preserved within the established conservation areas while 0.87 hectares of wetlands will be removed to accommodate

the development. Similarly, almost 925m of on-site watercourses will be protected within the conservation areas while 337m of watercourses will need to be removed.

Once the plan is adopted in principle by HRM, the owner will commence the wetland/watercourse compensation process.



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