ATTENTION

THESE ARE DRAFT AMENDMENTS, ARE SUBJECT TO CHANGE, AND HAVE NO LEGAL STANDING

REGIONAL CENTRE SECONDARY MUNICIPAL PLANNING STRATEGY

HALIFAX

REGIONAL CENTRE SECONDARY MUNICIPAL PLANNING STRATEGY

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THIS IS TO CERTIFY that this is a true copy of the Regional Centre Secondary Municipal Planning Strategy which was passed by a majority vote of the Council of the Halifax Regional Municipality at a duly called meeting held on the 26th day of October, 2021, and reviewed by Municipal Affairs and Housing on the 19th day of November, 2021, and is in effect as of the 27th day of November, 2021, which includes all amendments thereto which have been adopted by the Halifax Regional Municipality and are in effect as of the 23rd day of April, 2025.

GIVEN UNDER THE HAND of the Municipal Clerk and under the Corporate Seal of the Halifax Regional Municipality on this _____ day of _____, 20____.

_____

Municipal Clerk

PREFACE

The Halifax Regional Municipality (Municipality) is located in the Sipekni'katik and Eskikewa'kik districts of Mi'Kmak'i, the traditional and ancestral lands of the Mi'Kmaq First Nations. Halifax, including the Regional Centre, in general is commonly known to the Mi'Kmaq as K'jipuktuk, meaning Great Harbour.

The Regional Centre is the political, cultural, and economic heart of the Municipality. The Regional Centre Secondary Municipal Planning Strategy (Plan or this Plan) applies to lands identified on Map 1, which includes the "Centre Plan Area", and the "HRM By Design Downtown Plan Area" (Downtown Halifax) of the Municipality, as defined in the *Halifax Regional Municipality Charter* (*HRM Charter*). The Plan's boundary also includes Lakeshore Park Terrace and Wallace Heights, which fall outside the Centre Plan Area as defined by the *HRM Charter,* as these areas can only be accessed from the Regional Centre Plan Area.

The Regional Centre area includes a wide mix of land uses and building types. Concentrated commercial districts are located within walking distance of established residential neighbourhoods, and within an easy reach of parks and community facilities. Future development in the Regional Centre is key to the ongoing social and economic health of the Municipality and the Province. The overall goal of this Plan is to provide a planning framework that enables the Regional Centre to become one of the healthiest, and most diverse and accessible communities in Canada.

The *HRM Charter* provides Council with the power to establish planning policy with respect to a broad range of activities including future development, land use, public lands, transportation, municipal services, coordination of public programs, and any other matters related to the physical, social, or economic development of the Municipality. The Regional Municipal Planning Strategy (RMPS or Regional Plan) identifies the Regional Centre as a desirable location for future growth at an appropriate density and scale. The Regional Plan's vision for the Regional Centre is that of a prosperous and resilient community that supports the needs, health, and well-being of a diverse and growing population. The goals of this Plan are to accommodate growth in strategic locations, foster diverse and complete communities with access to multiple services and attractions, and place pedestrians first in a human-scaled built environment.

This Plan is a planning document under the *HRM Charter,* which guides decisions about the location, type, and form of future development. The policies contained in this Plan are guided by the Regional Plan, background technical studies, and an extensive community engagement process. All policies in this Plan should be read together, and not in isolation. Any future amendments to this Plan will require a public consultation process.

This Plan identifies development review mechanisms for various categories of development proposals, including development permits, site plan approval, development agreements, and Land Use By-law amendments. This Plan also provides direction for completing more detailed neighbourhood-scale planning processes, including proposed Heritage Conservation Districts.

This Plan will be implemented and administered through the companion Regional Centre Land Use By-law (Land Use By-law), as well as the Regional Subdivision By-law, Municipal Priority Plans, and other municipal programs and capital initiatives that may be adopted by Council over time. This Plan includes the following Parts and Appendices:

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Part (1) - Introduction

Part (2) - Urban Structure

Part (3) - Urban Design

Part (4) - Culture and Heritage Resources

Part (5) - Housing

Part (6) - Economic Development

Part (7) - Mobility

Part (8) - Environment

Part (9) - Implementation

Appendix (1) – Key Performance Indicators

Appendix (2) – Regional Centre Urban Design Manual

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PART 1: INTRODUCTION

1.1 REGIONAL CONTEXT

The Halifax Regional Municipality (Municipality) is located in the Sipekni'katik and Eskikewa'kik districts of Mi'Kmak'i, the traditional and ancestral lands of the Mi'Kmaq First Nations. Halifax, including the Regional Centre, in general is commonly known to the Mi'Kmaq as K'jipuktuk, meaning Great Harbour.

The Regional Centre area is the most urban and densely populated area of the Municipality, and is comprised of distinctive communities that have evolved over thousands of years through use and settlement. This evolution has been influenced by a wide range of economic, cultural, environmental, and social factors, and continues to be reflected today in the physical form and character of communities and neighbourhoods. The Regional Centre has also been the point of entry and often the ultimate home for waves of settlers and immigrants, including the Black Loyalists, the Jamaican Maroons, and other Black refugees, the Quaker Whalers, Scottish and Irish stonemasons, the Lebanese, Kosovar and Syrian refugees, and many more who have left their unique mark on the cultural identity of the region.

Currently, the Regional Centre includes a wide mix of land uses, landscapes, neighbourhoods, parks and public spaces, building types and designs, industries, services, and attractions. Most concentrated commercial districts are located within a walking distance of established neighbourhoods and communities, and within an easy reach of parks and open spaces. Also, the Halifax Harbour remains an important asset that facilitates the growth of commercial, industrial, and institutional activities in the region.

1.1.1 HISTORICAL SETTLEMENTS

The Mi'Kmaq First Nations of K'jipuktuk established permanent villages and also moved in seasonal rounds from coastal regions in the summer where they fished and hunted, to inland areas in the wintertime. There is evidence of permanent settlements dating as far back as 10,000 years in locations such as Turtle Grove, which is a Mi'Kmaq settlement on the Dartmouth side of the Halifax Harbour, now known as Tufts Cove[1].

The first Europeans to arrive to the Atlantic region were likely Basque fishermen from the Bay of Biscay, who began whaling and fishing around 1525[2]. In the period between 1534 and 1600, early French settlers made voyages to the Atlantic east coast and landed in the Maritimes, and established alliances with Indigenous peoples in the area. Those alliances and relations emphasized peace and collaboration in trade[3].

In 1746, the British government sponsored the first settlement plan in Canada, focused on present-day Halifax, and established the Town of Halifax in 1749[4]. The design of the settlement was laid out in the typical British military manner of the time, with a regular grid system protected by military fortifications. In the same year, many warships were decommissioned and converted to transporter vessels of settlers. In 1750, the ship Alderney arrived and disembarked new settlers on the east side of the Halifax Harbour, who took up residence in what is now known as downtown Dartmouth[5].

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[1] Coulter, A., Ruitenbeek, I., & Rutgers J. (2019). The Story of Turtle Grove. Retrieved July 20, 2020, from signalhfx.ca/the-story-of-turtle-grove/
[2] Bélanger, R. (2006). Basques. Retrieved July 20, 2020, from thecanadianencyclopedia.ca/en/article/basques
[3] Wallace, S. (2018). Peace and Friendship Treaties. Retrieved on July 20, 2020, from thecanadianencyclopedia.ca/en/article/peace-and-friendship-treaties
[4] Mccann, L. (2012). Halifax. Retrieved July 20, 2020, from thecanadianencyclopedia.ca/en/article/halifax
[5] Kernaghan, L. (2012). Dartmouth. Retrieved July 20, 2020, from thecanadianencyclopedia.ca/en/article/dartmouth

The establishment and evolution of the Town of Halifax resulted in escalated tensions and war over land rights with the Mi'Kmaq, the original inhabitants of the lands, and led to the deportation of the French-speaking Acadians in 1755. Between 1725 and 1779, the British Crown signed a series of treaties with the Mi'Kmaq First Nations, and various Indigenous nations living in different parts of what are now the Maritimes and neighbouring areas. Commonly known as the Peace and Friendship Treaties, these agreements were mainly designed to prevent war and facilitate trade. While these treaties contained no monetary or land transfer provisions, they guaranteed hunting, fishing, and land-use rights for the descendants of the Indigenous signatories[6]. The Peace and Friendship Treaties remain in effect today.

In 2015, the Federal Government of Canada, the Provincial Government of Nova Scotia, and Council of the Municipality issued various official Statements of Reconciliation to acknowledge a new approach and commit to reconciliation with the Indigenous Peoples of Canada, the First Nations, Inuit, and Métis[7]. These statements act as a commitment to learning from the lessons of the Truth and Reconciliation Commission, and to taking action to ensure the needs and aspirations of Indigenous peoples are fully recognized.

1.1.2 URBAN DEVELOPMENT

Economic development and settlement patterns in Halifax and Dartmouth were affected and shaped by conflicts such as the Napoleonic Wars (1793-1815), the American Revolutionary War (1775-83), World War I (1914-18), and World War II (1939-45). This resulted in direct military investment that supported many associated shipbuilding and military supply businesses. Essentially, wartime activity maintained the local economy in the region as Britain needed a supply of timber and established a sawmill in Dartmouth.

The development of the railway system in Dartmouth and Halifax in the late 1880s and early 1900s also opened new lands for development, and improved connections to communities in Nova Scotia and Canada. As such, economic growth based on privateering, international shipping, and trade expanded wealth and population, which resulted in the prosperity of the region in the mid- to late 1800s. This late19th-century economic spurt in Halifax and Dartmouth included the building of a cotton mill, two sugar refineries, and a ropework and railcar plant. The commercial prosperity continued until the Halifax Explosion in 1917, which had significant impacts on many businesses and industries, as well as development patterns[8]. The Halifax Explosion levelled many areas in the North End of Halifax and portions of Dartmouth. This destruction, in part, led to the realignment of various street grids in Halifax and Dartmouth [9].

In the post-World War II years, most of the Regional Centre's housing stock was built to accommodate returning servicemen and their families. With the advent of the automobile, construction of the highway system, and extension of trunk water supply lines, development spread outward from the Regional Centre. Twentieth-century wartime activity (1914-18 and 1940-45) increased the strategic role of the Municipality as the city became a major port for shipping supplies to Europe[10]. However, the steady development and economic growth since the 1950s mostly stemmed from wholesale distribution, transportation, and specialized institutions. By the end of the 1950s, most lands within the Regional Centre were developed.

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[6] Wallace, S. (2018). Peace and Friendship Treaties. Retrieved on July 20, 2020, from thecanadianencyclopedia.ca/en/article/peace-and-friendship-treaties
[7] Moran, R. (2015). Truth and Reconciliation Commission. Retrieved July 22, 2020, from thecanadianencyclopedia.ca/en/article/truth-and-reconciliation-commission
[8] Mccann, L. (2012). Halifax. Retrieved July 20, 2020, from thecanadianencyclopedia.ca/en/article/halifax
[9] Kernaghan, L. & Foot, R. (2011). Halifax Explosion. Retrieved on July 21, 2020, from thecanadianencyclopedia.ca/en/article/halifax-explosion
[10] Mccann, L. (2012). Halifax. Retrieved July 20, 2020, from thecanadianencyclopedia.ca/en/article/halifax

The urban renewal movement that included intensive commercial and industrial expansion during the 1950s had a devastating effect on Africville, the African Nova Scotian community located on the edge of the Bedford Basin[11]. The community had been home to Black residents of Halifax since the mid-19th century. In the mid-1950s, Africville was identified as a suitable site for industrial development, and central water and sewer services, as well as other municipal services were not extended to the community[12]. In 1961, Council voted to remove the residents to make way for industrial development and the construction of the A. Murray MacKay Bridge, connecting Halifax Peninsula to Dartmouth. The residents were evicted and displaced, Africville was demolished, and the land was converted into a municipally owned park. In 1996, the site was recognized as a National Historic Site as it continues to serve as a symbol of the Black Nova Scotian cultural identity, and past racial injustices[13]. In 2010, Council issued an apology for the destruction of Africville, and the eviction and displacement of its residents. A non-profit society, known as the Africville Heritage Trust Society, was established in 2012 to be the governing body intended to own and operate a museum and a community church, known as the Seaview Baptist Church and Africville Interpretive Centre[14].

1.1.3 OTHER EVENTS TO SHAPE THE REGIONAL CENTRE

The economic growth and development of the region is currently reflected in the diverse communities and neighbourhoods in the Regional Centre, in addition to other events that influenced planning and development, which include:

- the designation of areas of land for common use and recreation in the late 1700s, which are currently known as the Dartmouth Common and the Halifax Common;
- the construction of the Naval Dockyard in 1759, which occupied a site in the North End of Halifax Peninsula;
- the construction of important institutional and residential buildings in the style of Georgian architecture, such as the Grand Parade and St. Paul's Anglican church in 1750, the Government House in 1800, and the Province House in 1818;
- the creation of Point Pleasant Park in 1866, which was once a military reserve;
- the creation of the Public Gardens in 1867, which are modelled after British garden designs;
- the creation of the Master Plan for the City of Halifax in 1949;
- the opening of two Halifax Harbour Bridges, the Angus L. MacDonald Bridge in 1955, and the A. Murray MacKay Bridge in 1970, to connect the former cities of Dartmouth and Halifax;

[11] Tattrie, J. (2014) Africville. Retrieved July 22, 2020, from thecanadianencyclopedia.ca/en/article/africville
[12] Nova Scotia Archives. (2007). Gone but never forgotten. Retrieved March 3, 2021, from archives.novascotia.ca/africville/
[13] McRae, M. (n.d.). The Story of Africville. Retrieved July 22, 2020, from humanrights.ca/story/the-story-of-africville
[14] A.L. Arbic Consulting and Genesis Consulting. (2010). *Seaview Church & Africville Interpretive Centre: Update to December 2006 Feasibility Study/Business Plan.* Halifax Regional Municipality.

- the preservation and gradual restoration of Halifax Citadel in 1956 by Parks Canada, followed by the adoption of selective view planes and ramparts (views from within the Citadel walls) to preserve the historic setting and views from the Citadel;
- the adoption of a system of international and intermodal freight transport using shipping containers in the 1960s transformed the Port of Halifax, including opening of the South End Container Terminal in 1969, which shifted development patterns and opened much of the urban waterfront for re-development;
- a number of urban renewal projects in the 1960s and 1970s, which resulted in:
    - large-scale re-developments of various blocks in Downtown Halifax,
    - the acquisition of land for social housing under the *National Housing Act*, and
    - the demolition of Africville, and the displacement of the African Nova Scotian community to clear lands for industrial uses and the construction of A. Murray MacKay Bridge;
- the partial construction of the Harbour Drive Highway project along the Halifax waterfront, which included the Cogswell Interchange, between 1969 and 1970;
- the creation of the Halifax Municipal Planning Strategy (Halifax Plan) in 1978;
- the creation of the Dartmouth Municipal Planning Strategy (Dartmouth Plan) between 1960 and 1978;
- the development of suburban shopping centres, increased reliance on the private automobile, and changes in household size, which impacted development patterns in the Regional Centre between the 1960s and 1990s;
- the creation of the Halifax Regional Municipality in 1996 that amalgamated the former municipalities of the Town of Bedford, County of Halifax, City of Halifax, and the City of Dartmouth into one Municipality;
- the adoption of the Downtown Dartmouth Secondary Municipal Planning Strategy (Downtown Dartmouth Plan) in 2000;
- the impact of Hurricane Juan, a significant tropical cyclone that heavily damaged parts of Atlantic Canada and made landfall on September 29, 2003, on the west side of the urban core and resulted in large-scale disruptions, flooding, and the loss of substantial tree canopy;
- the adoption of the Regional Municipal Planning Strategy in 2006, and updating it in 2014;
- the adoption of the Downtown Halifax Secondary Municipal Planning Strategy (Downtown Halifax Plan) in 2009, as well as the Barrington Street Heritage Conservation District;
- the development of approximately 45 to 50 mixed-use development projects consisting of commercial and residential uses within Downtown Halifax between 2010 and 2020 as a result of the Downtown Halifax Plan;
- the adoption of the Schmidtville Heritage Conservation District in 2018, and the Old South Suburb Heritage Conservation District in 2019;
- the adoption of the Regional Centre Secondary Municipal Planning Strategy (Package A lands within the Regional Centre) in 2019; and

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- the COVID-19 Pandemic, which began in March 2020, and may impact the long-term growth trends, including demand for downtown office space and commuting patterns.

The Regional Centre continues to be one of the more compact and densely populated urban communities in Canada[15]. Recent years have seen renewed interest in living and investing within the Regional Centre. A major objective of this Plan is to provide an updated and context-specific planning framework for the Regional Centre to help manage and accommodate this growth.

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[15] School of Urban and Regional Planning Department of Geography and Planning. (2018). *Still Suburban? Growth in Canadian Suburbs, 2006–2016 Council for Canadian Urbanism Working Paper #2.* David L.A. Gordon with Lyra Hindrichs and Chris Willms. http://canadiansuburbs.ca/files/Still_Suburban_Monograph_2016.pdf

1.2 REGIONAL CENTRE: STRENGTHS, CHALLENGES, AND OPPORTUNITIES

Today, the Regional Centre is considered the political, cultural, and economic heart of the Municipality and the Province. It is home to a mix of private and public services, trade, health care and social services, national historic sites, parks, art galleries, national and provincial museums, educational and financial institutions, and public administration. The Regional Centre also includes industrial uses such as container ports, break-bulk cargo facilities, shipbuilding yards, and industrial parks.

In 2016, there were 97,120 people living and 94,000 people working in the Regional Centre. There was also a total of 55,332 dwelling units in this Plan area[16]. While the Municipality's overall annual population growth has typically hovered at 1%, between 2016 and 2020, population growth increased to between 1.6% and 2.3% per year[17].

The 2014 Regional Plan sets a target for at least 25% of the Municipality's new housing units to be constructed in the Regional Centre. However, based on recent development trends and a study conducted by Stantec on the costs and benefits of various development patterns[18], and the Integrated Mobility Plan (2018), up to 40% of regional growth is now encouraged to occur in the Regional Centre. The increased emphasis on accommodating population growth in the Regional Centre responds to a shift in urban living and housing preferences, and the economic and environmental benefits that can be attained by strategically focusing growth around existing services and amenities.

Based on 2017 population growth and development projections, it is estimated that 18,000 new residential units or approximately 33,000 new residents will be housed in the Regional Centre by 2031. This will increase the Regional Centre's population from 97,000 in 2016, to approximately 130,000 by year 2031. To ensure sufficient capacity and support the higher than average population growth observed in recent years, this Plan identifies areas that can accommodate the development of new complete communities beyond 2031, in addition to developments enabled by this Plan.

Planning for this growth can build on the current strengths and opportunities of the Regional Centre, as well as addressing current and foreseen challenges.

1.2.1 PEOPLE

- **Population Growth:** The population of the Municipality continues to grow as the Regional Centre attracts people from within Nova Scotia, Canada, and abroad. In addition to growing Indigenous, African Nova Scotian, and newcomer populations, national and international student enrollments in various universities and colleges has also been on the rise. This growing and diverse population will contribute to the Regional Centre's growth and economic development in the years to come.

[16] Government of Canada, Statistics Canada. (2019). Census Profile, 2016 Census Canada
[17] Government of Canada, Statistics Canada. (2019). Census Profile, 2020 Census Canada
[18] Stantec (2013) Quantifying the Costs and Benefits of Alternative Growth Scenarios.

- **Demographic Changes:** Although the Regional Centre has a relatively youthful population in comparison to the rest of the Municipality and the Province, like the Province more generally, its overall population is aging. Smaller households, young households, seniors on fixed income, and lone-parent households, are also among those who are the most vulnerable to changes in housing and living costs, as well as mobility and accessibility issues. Urban planning practices and policies to establish complete communities need to consider the needs and aspirations of diverse populations.

- **Diversity, Inclusion, and Equity:** The Halifax Diversity and Inclusion Framework defines diversity as more than race, ability, sexual orientation, language, gender, or any other descriptive category. Diversity means understanding and utilizing different views, ideas, life experiences, skills, and knowledge. By recognizing diversity as a core value, the Municipality aspires to represent the communities that it serves. This framework prioritizes the most vulnerable and affected members of the community, many of whom are already confronting other social, economic, and environmental changes. This Plan considers the needs of diverse and underrepresented communities through inclusive and meaningful ways of engagement, and a greater integration of land use, housing**,** and transportation policies. Social equity, as well as diversity and inclusion outcomes, can also be addressed through investments in community development, infrastructure, facilities, program design, and implementation.

- **Health and Well-being:** In addition to providing healthier mobility choices, communities can be designed to provide access to clean air, water, and land. Access to safe and affordable housing, healthy foods, green spaces, public places, and accessible facilities that invite community interaction are essential to both individual and population health. Communities and neighbourhoods in the Regional Centre can be designed, developed, and supported to protect the wellness of residents, and help them make healthier choices.

- **Culture and Heritage:** A rich and diverse cultural history is reflected within the Regional Centre in unique and landmark historic buildings and streetscapes, cultural landscapes, public art, open spaces, and many cultural spaces, venues, and events. The history and evolution of the Municipality and the Regional Centre has been influenced by a wide range of economic, environmental, and social factors, which had a significant impact on the Mi'Kmaq First Nations, the African Nova Scotian community, and other marginalized communities. The future development of the Regional Centre provides ample opportunities to tell, remember, and interpret the rich history of the Municipality and its many communities.

- **Affordable Housing:** Housing affordability has become an increasingly widespread issue across the Regional Centre and the Municipality more broadly. While the provincial government provides services to support those in need of housing, the Municipality plays a significant role in determining where and how housing can be developed. To help improve housing affordability, planning policies can support diverse housing options that meet the needs of a variety of households.

1.2.2 ECONOMY

- **Downtowns:** The downtown areas of Dartmouth and Halifax are considered the urban core, and part of the cultural, civic and economic heart of the Municipality.

- **Waterfront:** The Halifax Harbour Waterfront is a hub of culture, commerce and industry with two container ports, bulk cargo facilities, shipbuilding yards and an industrial park that connect the Municipality and the Province to global markets. The waterfront is the focus for the province's ocean and tourism economy with its mix of year-round and seasonal businesses, museums, farmer's

markets, year-round events, and emerging urban developments. The downtown boardwalk or harbour walk and trail are a focal point for public art, leisure activities, placemaking pilot projects, and connection to transit. Public access and views to the ocean are defining features of the Regional Centre.

- **Institutions:** The Regional Centre is home to many major public institutions, including institutions of higher learning, which are the centres of innovation, invention, entrepreneurship, and professional development opportunities. Clustering of institutions within compact geographies multiplies the effectiveness of innovation districts, helping to create and spread innovative ideas and new industries. The Regional Centre also contains many smaller institutions, such as community centres, libraries, and places of worship that provide important social support to communities.
- **Commercial Development:** In a fast-changing global marketplace, the Regional Centre needs to stay competitive and flexible to maintain its vitality. Two regional shopping malls, numerous smaller shopping centres and the revitalization of downtown Dartmouth and Halifax will benefit from the increased density of residents, employees, and tourists. As the Regional Centre develops, a balance needs to be maintained between new housing, commercial uses, and other employment opportunities.
- **Employment Lands:** Although the Regional Centre contains significant land holdings dedicated to institutional and industrial uses, the expansion of residential uses can put increased pressure on those lands to convert to residential uses and address land use conflict issues. Protection, intensification, and planned expansion of employment lands is a key component of maintaining the economic vitality of the Municipality.

1.2.3 INFRASTRUCTURE

- **Mobility**: Development patterns and investment priorities since the 1950s have favoured low density and segregated land uses, which continue to feed the reliance on the private automobile over other modes of transportation. However, there is new momentum towards travel options that are more sustainable, enjoyable and healthy. Walking, active transportation routes, all-day ferry service, and an extensive network of transit routes provide a growing number of mobility options and foster transit supportive lifestyles. Enabling more people to walk, cycle, take transit and use other sustainable modes of transportation requires rethinking not only the design of our transportation system, but also the design of our communities.

- **Parks, Open Spaces and Community Facilities:** The Regional Centre has access to numerous parks, open spaces, recreation facilities, and waterways including the Halifax Harbour, the Northwest Arm, additional parks and natural areas just beyond the Regional Centre, and various lakes in Dartmouth. These assets provide numerous opportunities for outdoor recreation, environmental stewardship, connection to nature, civic events, and other cultural activities. As the population of the Regional Centre increases, parks, open spaces and public community facilities will experience additional demands and will require further investment and expansion. To support the resiliency of the Regional Centre, green infrastructure, such as the urban forest, must be maintained, diversified, and expanded.
- **Water and Sewer Infrastructure:** As one of the oldest urban areas in Canada, the Regional Centre is challenged with aging water, wastewater, and utility infrastructure. Investment in this infrastructure is critical to supporting new growth. While new development is largely expected to pay for needed

infrastructure upgrades, the overall cost of development fees charged by the Municipality in the Regional Centre must be comparable to the rest of the Municipality to support overarching regional planning goals aimed at encouraging development within the Regional Centre.

1.2.4 GLOBAL CHALLENGES

- **Sea Level Rise:** As a coastal area, the Regional Centre is vulnerable to extreme weather events and sea level rise. Extreme water levels are a combination of sea level rise, storm surge, tide levels, and seasonal ocean variability and have historically caused extensive damage to our coastal areas. As storm events continue to increase in intensity and frequency, the impact on our coastal infrastructure will also continue to increase. In 2020, Council approved the HalifACT — Acting on Climate Change Together Plan, the Municipality's long-term climate action plan to reduce emissions and help communities adapt to a changing climate. This Plan provides measures to increase the safety of future development along the coast.

- **COVID-19 Pandemic:** The COVID-19 Pandemic has had an unequal impact on traditionally underrepresented groups, and those with underlying health conditions. These impacts further demonstrate the need for planning policies that support complete communities where residents can access services and amenities within walking distance, including public open spaces, active transportation networks, and a variety of shops and services. Long-term regional growth trends may also be impacted, including commuting patterns and demand for downtown office space.

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1.3 PURPOSE OF THIS PLAN

Land use planning seeks to order and regulate land use to ensure an efficient and strategic use of land, to safeguard natural resources, to reduce land use conflicts, to integrate mobility with a wide range of land uses, and to support other social, economic, and environmental goals. Guided by a vision for the future, it is also concerned with providing for the current and future needs of residents by building sustainable, vibrant, safe, and walkable communities and neighbourhoods. Land use plans include policies and regulations to guide growth and change in the community.

This Plan is designed to achieve the vision and guiding principles for the Regional Centre as set out in the 2014 Regional Plan. Based on further community engagement, the vision has been refined and supported by four core concepts of Strategic Growth, Complete Communities, Pedestrians First, and Human-Scale.

Achieving a great Regional Centre requires that attention is paid to all four of these interconnected and mutually supportive core concepts.

The purposes of this Plan are to:

1. Express a Vision: this Plan outlines a vision for the future development of the Regional Centre based on the input of diverse communities and stakeholders, and provides opportunities for the public's ongoing engagement in the implementation of this Plan;
2. Guide Municipal Decisions: this Plan provides direction for municipal decision making on development proposals and provides policy support for municipal initiatives related to the Regional Centre. It also provides guidance for municipal investments and future updates to this Plan that support the Plan's vision and key objectives, or respond to new challenges and opportunities;
3. Provide Clarity for Strategic Growth: this Plan provides direction with respect to growth and change, and how it can be supported while balancing protection of parks and open spaces, heritage resources, and existing neighbourhoods. It also provides direction and clarity for businesses, land owners, developers, organizations, community groups and residents regarding future development;
4. Guide Urban Design: this Plan provides Urban Design Goals to inform more specific built form regulations and design requirements for shaping public spaces, building design, and developments in heritage contexts; and
5. Provide for Clear and Efficient Development Approval Processes: this Plan enables a variety of planning tools available in the *HRM Charter* to both simplify and modernize land use policies and regulations.

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1.4 REGIONAL CENTRE'S VISION STATEMENT, CORE CONCEPTS, AND URBAN DESIGN GOALS

1.4.1 VISION

The Regional Plan established a Vision and eight guiding principles for preparing this Plan. The Vision for the Regional Centre is as follows:

The Regional Centre is the civic, cultural and economic heart of the Halifax Regional Municipality. It is a prosperous and resilient community that supports the needs, health, and well-being of a diverse and growing population. New growth is located strategically to support the creation of complete communities, human-scale design, and pedestrian comfort. The Regional Centre is the core of the best mid-sized city in Canada that welcomes all who want to live, work, play and learn here.

1.4.2 CORE CONCEPTS

In support of the guiding principles and vision, this Plan focuses on the following four Core Concepts which were established through the extensive public consultation:

Complete Communities

Complete communities support people of all ages, backgrounds, abilities, and incomes to sustainably live, work, shop, learn, and play near one another. This diversity of people and activities helps communities to be physically, socially, and economically vibrant. This Plan provides land use and design policies to promote pedestrian supportive, mixed-use developments that allow safe and convenient access to transit, and the goods and services needed in daily lives that are located within walking distance.

The Regional Centre is comprised of many distinctive neighbourhoods, some of which are already complete communities, and others with some components of complete communities in place. It is the intent of this Plan to strengthen existing communities, and enhance the elements that make a community complete. This will be accomplished by establishing higher density mixed-use areas, and by encouraging infill and a range of housing forms. Directing growth close to established commercial community nodes and existing schools can help support a variety of businesses, community centres and parks. When these amenities are located close to where people live and work, people are more likely to walk, cycle, and use public transit.

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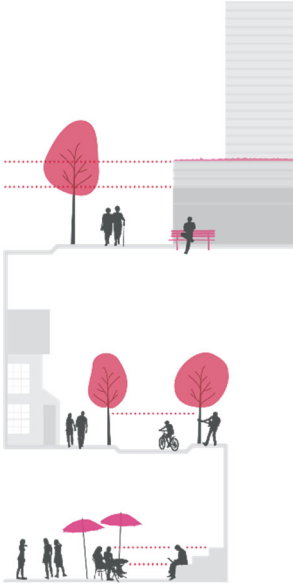
Human-Scale Design



Human-scale design is focused on building and streetscape design that makes people feel more at ease and allows them to relate to their surroundings. It refers to a relationship between the size, shape, and design of components in the urban environment that matches the pace of pedestrians. Buildings and streets, as well as elements like trees and street furniture, all contribute to providing a scale that is comfortable for people. This Plan provides direction for the built environment that respects the human scale.

While human scale is typically associated with low-rise and mid-rise buildings, taller buildings can also provide a human-scale experience through design that provides stepbacks for the upper storeys, low streetwalls with architectural detailing, weather protection, and frequent entrances. These can work together with narrow streets, short blocks, plazas and other open spaces to create an intimate environment and comfortable experience for an average person to enjoy. Human-scale design makes urban environments more interesting, encourages exploration, and draws more people to local shops and services.

Pedestrians First

Pedestrians first policies prioritize the needs and comfort of pedestrians. The intent of this Plan is to create safe, comfortable and enjoyable environments in all seasons for people of all ages and abilities. Pedestrians first design makes walking, as well as all other forms of sustainable transportation a more convenient and viable transportation choice. It leads to community benefits, such as emission reductions, improved accessibility and improved public health.

This Plan seeks to provide an inclusive form of pedestrians first policy that benefits all forms of personal mobility. Pedestrian-oriented design elements include connected streets, short blocks, four-way intersections, hard surfaced pathways, lively storefronts, and an extensive sidewalk network. Sidewalks, paths, and other pedestrian connections should link to key destinations such as retail and services, employment centres, schools, and public transit stops.

Urban trees, accessible parks and other open spaces, and places to rest and visit promote access for persons with disabilities and can also make personal mobility easier and more enjoyable. Thoughtful design can ensure that sidewalks and pathways are wide enough to accommodate commercial activity and community interaction while allowing people to move unobstructed. Since everyone is a pedestrian at some point, placing pedestrians first improves the urban environment for everyone.

Placemaking is a key component of pedestrians first design, and when successful can result in quality public spaces that support people's health and well-being. Placemaking strengthens the connection between people and the places they share by paying attention to the physical, cultural, and social identities that define a place and support its ongoing evolution. Placemaking is an approach for improving a neighbourhood, city, or region and is a key component of site design.

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Strategic Growth

To encourage socially, economically and environmentally responsible growth, this Plan is designed to accommodate at least 40% of the Municipality's total growth within the Regional Centre by the year 2031. Increasing the density and diversity of people, shops and services in the Regional Centre will strengthen the appeal, resilience and safety of our communities.

It is the intention of this Plan to distribute growth throughout the Regional Centre in context-specific forms. Most of the growth is enabled to occur within the Downtown, Centre, Corridor, Higher-Order Residential, and Future Growth Node Designations, by allowing a mix of uses within a variety of building forms. It is the intention of this Plan to implement its overall vision through policies related to the four Core Concepts.

1.4.3 URBAN DESIGN GOALS

The Urban Design policies are intended to focus and implement the Vision and Core Concepts of this Plan. The following Urban Design Goals guide the urban design policies and Land Use By-law regulations applied to different contexts and areas within the Regional Centre. This Part follows the progression of the design process on a site, starting with an understanding of the broader Regional Centre context, followed by the site context, and ending with the detailed design of structures on the site.

a) Contextual Design

Urban Design creates and reinforces elements of a complete community and community character by:

- incorporating and celebrating a neighbourhood's history, culture, and sense of place;
- incorporating the natural systems that underlie and surround the site;
- considering connections to regional and community scale features, such as the transportation network, natural landscapes, and the Halifax Harbour;
- recognizing and complementing the natural, built, and cultural character of the area around the development project;
- establishing or reinforcing a sense of place by highlighting distinctive elements of a site;
- supporting the creation of distinctive buildings, vibrant public spaces, and natural areas;
- supporting both modern development techniques and materials, as well as traditional designs that blend with a development's context; and
- ensuring that built heritage in the Regional Centre continues to be a vital part of existing streetscapes, and that new construction is sensitive to the context set by existing heritage buildings.

b) Civic Design

Urban Design inspires civic pride and creates public realm that encourages openness, equity and diversity by:

- improving universal accessibility and openness that encourage public use;
- designing parks, streetscapes and waterfronts and other public realm spaces to welcome people of all ages and abilities;

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- enhancing the quality of the built environment through high-quality, durable, and sustainable development practices and materials;
- supporting the creation of vital street-life by promoting diverse and active ground floor uses;
- creating a sense of security and comfort through a vibrant fabric of buildings and open spaces;
- reflecting a diversity of ways of living and promoting inclusivity; and
- encouraging civic engagement and an overall positive view of the Regional Centre.

c) Human-Scale Design

Urban Design focuses on human-scale design by:

- reflecting and complementing the scale and walking pace of pedestrians in the design of streetwalls and the ground floor of buildings;
- creating safe, comfortable, interesting and welcoming pedestrian environments;
- designing buildings, and public and private open spaces that encourage walking, gathering and social interaction;
- prioritizing public views of the Harbour; and
- prioritizing safe and accessible pedestrian connections.

Policy VCU-1

This Plan shall apply to the Regional Centre area, as identified on Map 1. The Municipality shall implement the Plan's Vision, Core Concepts, and Urban Design Goals through the policies and maps contained in this Plan, the Regional Centre Land Use By-law, and the Regional Subdivision By-law. Investments in public spaces and infrastructure to support current and future growth in the Regional Centre shall be guided by this Plan.

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1.5 RELATIONSHIP TO OTHER PLANS

The Regional Plan is the overarching planning document guiding the growth and development of the entire Municipality. This Plan is a more detailed planning document that implements the goals and objectives of the Regional Plan for the Regional Centre at the community and neighbourhood scale. This Plan is also intended to implement, and be supported by, municipal priorities plans, such as the Economic Growth Plan, the Urban Forest Master Plan, the Integrated Mobility Plan, the Halifax Green Network Plan, and HalifACT. Updated or new priorities plans are encouraged to consider the Urban Structure and growth of the Regional Centre. This Plan may also need to be adjusted to support updates to the Regional Plan and priorities plans.

Areas covered by this Plan were previously included in the Municipal Planning Strategy for Halifax (Halifax Plan), portions of the Municipal Planning Strategy for Dartmouth (Dartmouth Plan), the Secondary Planning Strategy for Downtown Dartmouth (Downtown Dartmouth Plan), and the Secondary Municipal Planning Strategy for Downtown Halifax except for the approved Old South Suburb Heritage Conservation District and the Barrington Street Heritage Conservation District. This Plan replaces these plans in the areas identified on Map 1.

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1.6 PROVINCIAL ROLE IN PLANNING

Statements of Provincial Interest contained in the Nova Scotia Municipal Government Act (MGA) outline the province's vision for protecting Nova Scotia's land and water resources, and growth of communities. They are adopted as regulations under the MGA and apply to all municipalities. The statements are intended to help provincial government departments and municipalities make land use decisions that support the principles of sustainable development. Municipal planning documents must be reasonably consistent with the statements. The six statements include the:

1. Statement of Provincial Interest Regarding Drinking Water;
2. Statement of Provincial Interest Regarding Flood Risk Areas;
3. Statement of Provincial Interest Regarding Agricultural Land;
4. Statement of Provincial Interest Regarding Infrastructure;
5. Statement of Provincial Interest Regarding Housing; and
6. Statement of Provincial Interest Regarding the Development of the Nova Centre.

This Plan considers and is consistent with the following Statements of Interest as described below.

Provincial Statement (1): Drinking Water

The drinking water supply for the Regional Centre is supplied from lakes located in surrounding rural areas and, therefore, there are no water supply watersheds located within the area covered by this Plan. The protection of these water supply watersheds is addressed by the Regional Plan.

Provincial Statement (2): Flood Risk Areas

Some low-lying areas within the Regional Centre may experience flooding from intense weather events. This Plan includes policies and regulations on ocean storm surge protection, landscaping and green roof requirements, and watercourse buffers to reduce and mitigate the risk of flooding through policies contained in Parts 4 and 9.

Provincial Statement (3): Agricultural Land

By enabling strategic growth in the Regional Centre, this Plan provides for a variety of housing and development opportunities in urban areas where services already exist, thereby reducing development pressure on agricultural lands in other parts of the Municipality. This Plan also provides for opportunities for urban agriculture in the Regional Centre through policies contained in Parts 3 and 9.

Provincial Statement (4): Infrastructure

This Plan supports the efficient use of municipal infrastructure by enabling the densification of areas where municipal water, sewer and transit services exist, and accommodating up to 40% of regional growth. The Centre Plan also focuses growth in Downtown Dartmouth, Downtown Halifax, Centres, Corridors, Higher-Order Residential Areas, and Future Growth Nodes located strategically along major transportation and transit corridors. A 2013 study by Stantec (Quantifying the Costs and Benefits of Alternative Growth Scenarios) estimated significant infrastructure cost savings if Regional Plan growth targets could be

achieved or exceeded. This statement is mainly addressed by policies contained in Parts 3, 8 and 10 of this Plan.

Provincial Statement (5): Housing

This Plan permits a variety of residential forms and uses, including grade-related units, work-live units, shared housing, and secondary and backyard suites. Policies in this Plan also support a mix of unit sizes within high-density developments and built form regulations to support accessibility. This Plan also provides support for affordable housing through incentives such as incentive or bonus zoning, minimal parking requirements, provisions for the adaptive re-use of heritage properties, and support for ongoing partnerships, through policies in Parts 3, 4 and 9.

Provincial Statement (6): Development of the Nova Centre

This Plan recognizes the publicly-sponsored convention centre with associated retail, hotel, residential, and office uses as the Nova Centre (NC) Special Area, as shown in the Land Use By-law.

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1.7 DEVELOPMENT OF THIS PLAN

This Plan is the result of a planning process that included extensive analysis of the Regional Centre's physical, social and economic structure, and public engagement. Creating this Plan was first directed by the 2006 Regional Plan, given the age of the existing municipal planning strategies. The development process of this Plan included the following phases:

1. Regional Centre Urban Design Study (HRMbyDesign) (2006-2007): articulated a design strategy to foster quality development and vibrant public spaces through the creation of new policies and tools such as design guidelines, improved development approval processes, and resulted in a vision statement for the entire Regional Centre.

2. HRMbyDesign Downtown Halifax planning process (2007-2009): recognized the economic and cultural importance of this area, made significant improvements to heritage conservation measures (including adoption of the Municipality's first Heritage Conservation District) and resulted in Council approval of the Secondary Municipal Strategy and Land Use By-law for Downtown Halifax.

3. Centre Plan Package A planning process (2015-2019): resulted in the Regional Centre Municipal Planning Strategy and Land Use By-law for Downtown Dartmouth and mixed-use growth areas of the Regional Centre.

4. Centre Plan Package B planning process (2019-2021): resulted in a comprehensive plan for the Regional Centre, including Downtown Halifax, Downtown Dartmouth, established residential areas, parks, open spaces, community facilities, mixed-use growth areas, and employment lands. It also incorporated the Schmidville Heritage Conservation District. The Barrington Street and Old South Suburb Heritage Conservation Districts require further administrative amendments to be fully incorporated as part of this Plan.

During the preparation of the Downtown Halifax Plan, Council endorsed a vision statement and guiding principles for the Regional Centre. Further, the following objectives for the Regional Centre were included in the 2014 Regional Plan:

1. Adopt a Regional Centre Plan, which achieves the vision statement and guiding principles endorsed by Council;

2. Adopt heritage plans and programs that further preserve and enhance the viability of heritage properties, streetscapes, and districts;

3. Prepare capital and operating expenditure programs that enhance development within the Regional Centre, with emphasis of resources on Downtown Halifax and Downtown Dartmouth, and take advantage of opportunities to strategically leverage other public and private sector investments; and

4. Create financial and regulatory incentives to stimulate desired growth.

The process to develop this Plan included several distinct phases of public engagement focused on the vision and key concepts, alternatives for growth, proposed urban structure, and planning policies to guide land use regulations. This included numerous presentations, open houses, pop-ups, community and

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stakeholder workshops, neighbourhood walking tours, a storefront location, development industry consultations, and updates to Community Councils and Standing Committees of Council. The process was also guided by the Community Design Advisory Committee (CDAC) comprised of community volunteers, and Councillors.

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1.8 PLAN ORGANIZATION

This Plan establishes policies which are implemented through the land use regulations of the companion Regional Centre Land Use By-law. While this Plan is organized into nine (9) distinct parts, for any part to be properly understood, it must be read in the context of the whole document, and the Regional Centre Land Use By-law. It must also be read in the context of the Regional Plan and municipal priorities plans, such as the Economic Growth Plan, the Urban Forest Master Plan, the Integrated Mobility Plan, the Halifax Green Network Plan, and HalifACT.

This Plan is divided into the following Parts:

Part 1 - Introduction sets the overall context of this Plan, explains the background of this Plan and the areas to which it applies, the purpose, scope, linkages to other plans, and articulates the general vision for the future of the Regional Centre organized around four Core Concepts.

Part 2 - Urban Structure sets out Urban Structure Designations and provides the policy support for the Land Use By-law for zoning, permitted and prohibited uses, the planning tools that may be used, and key built form outcomes related to directing growth, managing change, and integrating land use, mobility, and built form.

Part 3 - Urban Design sets out the policy framework for site and building design, including Urban Design Goals, and their implementation through discretionary approvals, site plan approval process, and development permit process. This includes matters such as the density of new developments, building siting and massing, streetwalls, public realm, pedestrian-oriented commercial streets, Waterfront View Corridors, Citadel View Planes and Ramparts Sight Lines, Dartmouth View Planes, landscaping, and other urban design elements.

Part 4 - Culture and Heritage Resources sets out policies for protecting a wide range of cultural resources that reflect the heritage and culture of diverse communities and identifying existing and future Heritage Conservation Districts and cultural landscapes, and related programs and incentives.

Part 5 - Housing sets out overall land use policies aimed at increasing the variety and accessibility of housing choices throughout the Regional Centre, increasing access to housing that is affordable to low and moderate-income households, increasing options for the location of shared housing, and for other incentives and partnerships related to housing.

Part 6 - Economic Development sets out policies related to fostering an economic climate that supports growth and development, maintaining and expanding key institutions, supporting innovation districts, removing land use barriers to entrepreneurial activities, and other actions set out in the Halifax Growth Plan.\

Part 7 - Mobility sets out overall land use policies that support the Integrated Mobility Plan, including policies that support pedestrian and cyclist safety and comfort, public transit, movement of goods, development near railways, transportation reserves, and higher-order transit.

Part 8 - Environment sets out policies for implementing the environmental directions contained in the Regional Plan, as well as policies supportive of the urban forest, urban agriculture, and parks and

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open space planning consistent with the Halifax Green Network Plan, the Urban Forest Master Plan, and HalifACT.

Part 9 - Implementation sets out the approach to implementing this Plan through community engagement, future reviews and amendments to this Plan, the Land Use By-law, development approval processes, policies to guide future local planning and development agreements, incentive or bonus zoning, variations to the Land Use By-law, investments to support this Plan, and transition to this Plan.

Appendix 1 - Key Performance Indicators guides this Plan's monitoring and review process.

Appendix 2 - Regional Centre Urban Design Manual guides the review of certain development agreement proposals enabled by this Plan and considered in discretionary decision-making processes.

1.8.1 MAP TERMS AND ORGANIZATION

This Plan uses the following terms in policy and related mapping to identify areas where different land use policies apply.

- **Urban Structure Designation -** The Urban Structure Designations, shown on Map 1, establish the high-level land use framework to guide the growth and development for the Regional Centre, as well as the policy framework and directions for establishing zones and other land use regulations in the Land Use By-law.

- **Zones -** Each Urban Structure Designation establishes one or more zones to implement the policies for the designation in the Land Use By-law. While this Plan contains policies that guide the placement of zones, the locations of zones are only shown in the Land Use By-law.

- **Precincts -** Precincts identify sub-geographical areas contained within the Urban Structure Designations, where certain policies apply. This mechanism is used to tailor land use, development, and urban design policies within a designation, and establish maximum building heights and density requirements. Precincts are shown on various maps contained in this Plan.

- **Special Areas -** A number of special areas are established through policy directions in this Plan to identify the sub-geographies where land use and development regulations contained in the Land Use By-law are intended to apply. These special areas are used to implement policies for different precincts and other policy items, where land use regulations are tailored to specific and unique sub-geographies. Special areas are only shown on schedules in the Land Use By-law and may overlap with multiple zones and other special areas.

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1.9 INTERPRETATION

This Plan is written in the active voice to indicate purposeful direction for future development and outcome. Under the provisions of the *HRM Charter*, a Municipality cannot regulate directly from a Municipal Planning Strategy; rather, it must regulate from a Land Use By-Law adopted by the Municipality to carry out the intent and direction of this Plan.

Implementing the actions, initiatives, and programs identified in this Plan will need to be reviewed against the priorities and municipal financial capacities of current and future Municipal work plans, as well as other existing plans.

1.9.1 KEY TERMS

This Plan uses the following key terms:

- **Affordable housing** means housing that meets the needs of a variety of households in the low to moderate income range;
- **Municipality** means the Halifax Regional Municipality;
- **municipality** denotes the physical area of the Municipality;
- **Pedestrian** means a person moving by any means of non-motorized active transportation and includes the use of assisted mobility devices such as wheelchairs;
- **Pedestrian-Friendly** means a built environment that emphasizes and is conducive to pedestrians moving between destinations. A pedestrian-friendly environment may include sidewalks, street trees, benches, awnings, fountains, transit stops, pedestrian-oriented signs, lighting, public art, and buildings that are visually interesting with high levels of transparency and articulation;
- **Public Realm** means the parts of a place that are available for everyone to see, use, and enjoy, including streets, plazas, squares, and parks. It also includes the features and amenities within those lands such as benches, lights, landscaping and sidewalks; and
- **Streetscape** means the elements within and along the street that define its appearance and character, identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks, and pavement treatments, among others.

In this Plan, there are four used terms found in various policy statements:

- **"between"** is used to set a range for FAR, the FAR includes both numbers;
- **"may"** denotes permissive action, and when used in policies, the Municipality is not obliged to undertake future action;
- **"shall"** denotes mandatory action, and when used in policies, the Municipality must implement the policy through the applicable implementation tools; and
- **"shall consider"** when used in policies, the Municipality is required to consider, but not obligated to undertake, any action or expend any money.

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The diagrams, sketches, and photos in this Plan are provided for illustrative purposes only. Maps and appendices are part of this Plan.

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PART 2: URBAN STRUCTURE

2.1 URBAN STRUCTURE DESIGNATIONS

Population growth is important to the economic and social development of the Regional Centre, as well as the maintenance and renewal of essential services and amenities. In the Regional Centre, services such as transit, wastewater, and water distribution already exist, or can be efficiently expanded. This Part of the Plan implements various directions and policies of the Regional Plan to reinforce the importance of the Regional Centre to the economic growth of the region, capitalize on the benefits of concentrating new growth in strategic locations, and distribute growth in context-sensitive forms.

Growth opportunities within the Regional Centre are informed by population statistics and projections, land development trends, existing and planned transit corridors, and an analysis of existing land uses and local mobility connections. This analysis also includes identifying areas that serve as higher density centres of activities serviced by transit, and the streets that connect centres to each other.

The Urban Structure Designations Map, identified as Map 1, establishes ten (10) land use designations that form the land use framework for managing growth within the Regional Centre. The characteristics of each designation is summarized as follows:

The Park and Community Facility Designation is applied to lands that include public parks, public schools, and community facilities where open space is the predominant use of the land. The intent of this designation is to support the protection, maintenance, and enhancement of the network of parks and open spaces, as well as land uses associated with them as part of the green and social infrastructure of the Municipality. Park and community facility uses will also be permitted in all other designations.

The Downtown Designation is applied to Downtown Dartmouth and Downtown Halifax, which form the cultural, financial, commercial, and civic heart of the Municipality. These lands are major growth areas within the Municipality, where the most intense density, scale, and mix of uses are supported while also respecting the local heritage context and ensuring appropriate transitions to surrounding uses and neighbourhoods.

The Centre Designation is applied to concentrated nodes of commercial and mixed-use developments located along one or more transit corridors that do not typically abut surrounding low-rise neighbourhoods. These lands are major growth areas where new low-rise and mid-rise buildings to high-rise buildings will be accommodated, with transitions to existing low-density residential areas.

The Corridor Designation is applied to lands located along streets containing established or emerging commercial uses, and typically abut low-density residential neighbourhoods in the rear yards. This designation also considers proximity to transit, employment and other amenities. A mix of residential and commercial uses that provide goods and services to surrounding neighbourhoods will be supported in this designation. New developments will be in the form of low-rise buildings to mid-rise buildings, and in some instances, tall mid-rise buildings that provide a transition from high-rise developments in Centres to low-density residential areas.

The Higher-Order Residential Designation is applied to lands where low-rise buildings to high-rise buildings containing multi-unit dwellings with limited commercial opportunities are supported. The designation applies to existing multi-unit dwelling residential neighbourhoods, as well as larger sites at the periphery of Centres and Corridors and may include underutilized lands. While lands within this designation

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offer opportunities to accommodate growth, the allowable scale of new development is tailored to the surrounding residential context.

The Established Residential Designation is applied to existing predominately **low-rise** residential neighbourhoods. The intent of this designation is to recognize the character of these neighbourhoods while allowing more opportunities for different **low-rise** housing types and forms. **(RC-May23/24;E-June 13/24)**

The Future Growth Node Designation is generally applied to large commercial, industrial, vacant or otherwise underutilized lands. The intent of this designation is to accommodate significant residential and mixed-use growth based on master neighbourhood plans. While some Future Growth Nodes have completed master neighbourhood plans and are ready to be developed, others require detailed master planning exercises before large-scale development is enabled. The objective of the master neighbourhood planning process is to guide new growth in strategic locations, and ensure the development of complete communities with supportive public infrastructure, access to transit, active transportation routes, roads, and public parks.

The Institutional Employment Designation is applied to major institutional land uses such as university and college campus areas, hospitals, and military lands, as well as smaller institutions such as schools, libraries, recreation centres, community facilities, and religious institutions that support the local needs of residential communities. The intent of the designation is to recognize, maintain, and support the availability of land for these institutional uses as the population of the Regional Centre grows and evolves.

The Industrial Employment Designation is applied to areas predominantly used for light industrial, harbour-related industrial, and larger-scale commercial uses located close to industrial areas within the Regional Centre. The intent of the designation is to maintain, protect, and support the growth of harbour-oriented, light industrial, and compatible commercial uses, as well as limit conflict with residential uses.

The Water Access Designation is applied to water lots on Lake Banook, Lake Mic Mac, and on the east side of the Northwest Arm. The intent of the Water Access Designation is to control development on infilled lots and preserve the environmental, aesthetic and recreational qualities of waterfronts.

Within the Urban Structure Designations, a number of character precincts are established to tailor land use and built form policies to support the unique characteristics of different areas. The precinct descriptions detailed in this Part articulate the unique characteristics, identities, and long-term visions for certain areas and are implemented as Special Areas and other land use controls in the Land Use By-law. These precinct descriptions may also tailor policies related to land uses, building height, building massing, heritage protection, urban design, park and open spaces or other matters.

Policy US-1

Council shall establish the Urban Structure for the Regional Centre by creating the following designations: Downtown, Centre, Corridor, Higher-Order Residential, Established Residential, Park and Community Facility, Future Growth Node, Institutional Employment, Industrial Employment, and Water Access, as set out on Map 1.

Policy US-2

Council shall, through the Land Use By-law, develop regulations based on the Vision, Core Concepts, Urban Design Goals, and policies of this Plan to recognize and support the distinctive characteristics, functions, and needs of each Urban Structure designation.

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Policy US-3

Park and community facility uses, utility uses, water access structure uses, historic sites and monuments, and temporary construction uses are consistent with the intent of all designations and shall be permitted in all zones.

Policy US-4

Adult entertainment, construction and demolition facilities, salvage and obnoxious uses are inconsistent with the intent of any designation in this Plan, and shall be prohibited in all zones.

Policy US-5

Automobile-oriented uses, such as auto repair uses and dealership uses, are inconsistent with the intent of the majority of Urban Structure designations and shall be only be permitted in the zones enabled within the Industrial Employment Designation.

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2.2 PARK AND COMMUNITY FACILITY DESIGNATION

The Park and Community Facility Designation, shown on Map 1, is intended to protect and support a connected public park and open space network that satisfies diverse and evolving community needs, support natural ecosystems, and help shape future growth consistent with the direction contained in the Regional Plan and the Halifax Green Network Plan. The Designation is applied to all existing public parks and open spaces, cemeteries, conservation lands, and waterfronts used for recreation or leisure activities. This designation is also applied to public schools, community facilities and club recreation uses located within predominantly park and open space settings.

As the population of the Regional Centre grows, these public park and recreation assets will experience additional demands and may require further investment and expansion. Providing equitable access, and continuous improvements to these spaces are key components of healthy and complete communities. Future park planning projects are encouraged to consider the policies and objectives of this designation, including equitable access to park space and outdoor recreation amenities, the socio-economic factors, and make-up of the area being served. The importance of greenspaces for biodiversity, food security, carbon sequestration, local climate, and stormwater management are also key considerations.

The Park and Community Facility Designation recognizes the distinct roles of regional and local parks and open spaces by establishing two (2) zones:

- **Regional Park (RPK) Zone** is applied to public parks and open space of regional or national significance given their importance to natural ecosystems, cultural landscapes, scenic beauty, vistas, or recreational value. These regional parks are identified in the Regional Plan.
- **Park and Community Facility (PCF) Zone** is applied to municipal parks and community facilities, and club recreation uses located in a predominately open space setting. These community parks have different scales and include various facilities serving local to municipal-wide recreational needs.

Public parks and open spaces, as well as other informal spaces that are not part of this Designation, are considered assets within the Regional Centre and are encouraged and permitted in all designations and zones.

Increasingly, parks also contain a wide variety of accessory uses such as urban agricultural uses, farmers' markets, food and beverage retail, club recreation, and community facilities. These accessory uses are supported in this Designation to encourage diverse users and activities. Built form and urban design for community facility and institutional uses are addressed in Part 3 of this Plan.

Objectives:

1. Protect and expand the open space network and improve connections within the Regional Centre and to surrounding communities.

2. Protect and improve public access to water bodies, active waterfronts, and shorelines.

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3. Provide equitable access to park space and outdoor recreation amenities, which considers socio-economic factors.
4. Support biodiversity and environmental stewardship.
5. Enable urban agricultural uses.
6. Support the connectivity of all public parks and open spaces, including connections to public streets and walkways.
7. Support active and healthy lifestyles.

Policy PCF-1

The Land Use By-law shall establish two (2) zones within the Park and Community Facility Designation to maintain and protect a network of publicly accessible parks, open spaces and community facilities in the Regional Centre:

a) The Regional Park (RPK) Zone shall apply to parks of regional or national significance identified in the Regional Plan. The RPK Zone shall permit a range of park and community facility uses, and accessory uses.

b) The Park and Community Facility (PCF) Zone shall apply to municipal parks, community facilities and club recreation uses located within a predominantly park and open space setting. The PCF Zone shall permit a range of park and community facility uses, institutional uses, and accessory uses.

Policy PC-2

The RPK Zone and the PCF Zone may be applied within any designation.

Policy PCF-3

The Land Use By-law shall enable incentive or bonus zoning for parkland acquisition and improvements, as set out in Part 9 of this Plan.

Policy PCF-4

The Municipality shall consider developing a Parks and Open Space Plan for the Regional Centre to support the objectives of this Plan and the Halifax Green Network Plan. The Regional Centre Open Space Plan may consider:

a) the goals and objectives of this Plan, the Regional Plan, and the Halifax Green Network Plan;

b) the Urban Structure Designations identified in Map 1, and the growth patterns within the Regional Centre;

c) the connections between parks and open spaces, freshwater bodies and the Atlantic Ocean for recreational purposes;

d) developing level of service standards and policies based on distance to parks and parkland per capita;

e) **developing a parkland acquisition strategy based on level of service standards;**

f) **promoting and designing parks for health, well-being, sense of community and overall quality of life;**

g) **improving the accessibility, quality, and diversity of facilities in parks;**

h) **incorporating year-round recreation infrastructure when planning parks;**

i) **incorporating cultural and heritage values in park plans;**

j) **supporting community gardens and other forms of food production in parks; and**

k) **preparing policies and procedures to incorporate naturalization and green infrastructure in parks.**

2.2.1 DARTMOUTH COMMON AND HALIFAX COMMON

The Dartmouth Common and the Halifax Common are two important park and open space areas in the Regional Centre that are highly used and valued by residents. The Dartmouth Common is approximately 120 hectares in area and was set aside by government in the late 18th century for common use and continues to be recognized and protected by provincial legislation. The Halifax Common designated by surveyors following the settling in 1749. Both parks represent the 18th century traditional British land use practice of establishing communal grazing lands. These parks are identified as important cultural landscapes in Part 4 of this Plan.

Perceptions and cultural values around the best use of common land have evolved over time and influenced land use and management decisions for the Dartmouth Common and the Halifax Common. The public open spaces that remain today are significantly smaller than the original commons, as some lands were sold and others dedicated for roads, institutional, and non-public uses. This Plan continues to recognize the importance of the existing and traditional boundaries of the Dartmouth Common and the Halifax Common as identified in previous planning documents, including the 2010 Dartmouth Common Master Plan, and the 1994 Halifax Common Master Plan.

Policy PCF-5

The Municipality shall continue to preserve, maintain, and enhance the Dartmouth Common and the Halifax Common.

Policy PCF-6

Where opportunities arise, Council may consider land acquisitions to reclaim lands located within the traditional boundaries of the Dartmouth Common and the Halifax Common.

Policy PCF-7

The Land Use By-law shall require large landscaped front yards for lands surrounding the Halifax Common to support the park setting, consistent with the Built Form Framework and Landscaping policies contained in Part 3 of this Plan.

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2.3 DOWNTOWN DESIGNATION

The Downtown Designation, shown on Map 1, is intended to support development in the core of the Regional Centre where the largest scale and most intense mix of uses are encouraged. The Designation is applied to Downtown Dartmouth and Downtown Halifax, and provides a vision for the character and growth aspirations for those distinct areas.

Downtown Dartmouth and Downtown Halifax form a part of the cultural, financial, commercial, and civic heart of the Municipality. Together, these downtown areas are important employment centres and contain numerous service and retail shops, services, and attractions for residents and tourists. This area will continue to accommodate population growth, various housing types, and mixed-use developments.

The Downtown Designation supports diverse land uses, as well as the quality and character of existing buildings within the core of the Regional Centre. While large-scale developments and a wide mix of land uses are supported, this Plan focuses on design controls of buildings to ensure a sustainable and balanced approach to land development and growth that respects the local heritage context and transitions to surrounding low-density residential neighbourhoods.

As the core of the Regional Centre, land uses supported within the Downtown Designation include commercial, institutional, cultural, recreational, and residential uses, as well as unique uses associated with the tourism and marine industries along the waterfronts. Given the increasing number of residents and tourists who are living or visiting within the area, existing and new marine-related uses will be permitted, but new industrial uses are encouraged to locate in other appropriate designations.

Objectives:

1. Promote compact, intensified, and accessible downtowns.

2. Create diverse downtowns of distinct neighbourhoods, including a variety of housing choices that are supported by essential services and amenities, pedestrian-friendly streetscapes, and park and open space amenities that are active year-round.

3. Maintain distinctive downtowns by preserving, reinforcing, and commemorating history, culture, and a unique natural setting.

4. Support civic pride, character, and inspiring qualities in the design, improvement and construction of streets, open spaces, and buildings.

5. Strengthen the visual and physical connections between historical and natural assets, and civic and open spaces in the downtowns.

6. Create connections to surrounding districts and neighbourhoods outside the downtowns, especially along major transit nodes and corridors.
7. Encourage a broad mix of land uses, required infrastructure and essential services, and the necessary critical mass of people to support a vibrant economic, cultural, and social community.

8. Increase residential and commercial densities, as well as employment opportunities to support transit services.

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Policy D-1

The Land Use By-law shall establish two (2) zones that apply to lands within the Downtown Designation, except for the Cogswell Lands (CL) Precinct shown on Map 2, with the intent to reinforce economic growth and support local and regional residents, visitors, businesses, and government agencies, and support unique built form and urban design regulations in those areas. The zones shall permit a wide range of land uses, including residential, commercial, institutional, cultural, park and community facility, and urban agricultural uses. The zones are detailed as follows:

a) **The Downtown Dartmouth (DD) Zone shall apply to lands located in the Downtown Dartmouth area of the Regional Centre; and**
b) **The Downtown Halifax (DH) Zone shall apply to lands located in Downtown Halifax area of the Regional Centre.**

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2.3.1 WATERFRONT DEVELOPMENT

The waterfronts along Downtown Dartmouth and Downtown Halifax are significant public resources that define the cultural and civic identity of the Municipality. The Dartmouth and Halifax waterfronts are uniquely characterized by a diverse built form with opportunities for intensification and redevelopment. More design discretion is required to respond to this unique development pattern and ensure future waterfront development responds to public interest in the Harbour's edge.

The shorelines of Halifax Harbour include a number of water lots that were created prior to Confederation in 1867. Most undeveloped lands along the Dartmouth and Halifax waterfronts are owned by Develop Nova Scotia, the provincial crown corporation responsible for purchasing, consolidating, redeveloping, and revitalizing lands around Halifax Harbour, among other responsibilities. Develop Nova Scotia works with public and private sector partners to facilitate sustainable development of high potential property and infrastructure such as waterfronts to drive inclusive economic growth in Nova Scotia. There are also undeveloped lands along the waterfronts that are owned by the Municipality and private interests. Approval for infilling water lots may be required by the Federal Government or Provincial Government. The Municipality regulates development on infilled lands.

The Harbour's edge and the terminus of the east-west Harbour streets are important components of the open space network for the downtowns, as are the goals of public and visual access to the water. It is also critical for public safety reasons that new development along the waterfront includes design measures to mitigate the impacts of sea level rise. These considerations are addressed as part of the building design requirements in the Land Use By-law, and environmental policies contained in this Plan.

In recognition of the shared mandate for planning the public use of these lands, the Municipality will work with Develop Nova Scotia, the Halifax Port Authority, and other landowners to carry out the following objectives for the Downtown Dartmouth and Downtown Halifax waterfronts:

- Encourage a wide range of housing options, including low-rise buildings to high-rise buildings at appropriate locations and massing that will enhance the waterfront experience through well-designed architecture and inclusive public spaces;
- Encourage linear building forms perpendicular to Lower Water Street that step down in height as they approach the water's edge;
- Ensure visual and public access to the water's edge and views of the Harbour through the extensions of east-west streets as public open space, and a continuous public boardwalk along the water's edge;
- Establish appropriate funding arrangements for capital improvements in the public realm, including high quality open spaces on the water suitable for hosting a wide range of civic events;
- Develop and support a multi-use linear trail and greenway system that extends along the water's edge in Dartmouth from the MacDonald Bridge to the Alderney Ferry Terminal, through Dartmouth Cove to the Woodside Ferry Terminal, also known as the Dartmouth Waterfront Trail;
- Maintain and improve the leisure activities within the Dartmouth and Halifax waterfronts to provide an active and family focus on the waterfronts;
- Develop additional public recreational docking space and attraction of small tour boat operators;

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- Improve public infrastructure and amenities in the Canal-Maitland Street area;
- Develop interpretive opportunities related to the industrial heritage of the rail and shipyards;
- Complete connections to the Trans Canada Trail;
- Support a continuous, pedestrian-scale streetwall along the east side of Lower Water Street that respects waterfront view corridors;
- Encourage the redevelopment of surface parking lots and restrict future surface parking;
- Ensure development mitigates the impacts of climate change and where possible, incorporates sustainable design principles;
- Support tourism development;
- Support innovative marine-oriented employment uses;
- Regulate land use on infilled water lots; and
- Consider future potential transit access to, and within, downtown waterfront areas.

Policy D-2

The Land Use By-law shall establish the Dartmouth Waterfront (DW) Special Area and the Halifax Waterfront (HW) Special Area and apply them over portions of the DD and DH Zones located adjacent to the Halifax Harbour to address the following matters:

a) **flexibility in the design and form of development;**

b) **integration of development with public park and open spaces;**

c) **maximize sky views, sun penetration to public spaces and streets, and both visual and physical public access to the water;**

d) **flexibility in land uses and building forms that reinforce the orientation of development to the Halifax Harbour;**

e) **ensure public access to the water's edge through the use of setbacks and other controls;**
f) **ensure water lots that are infilled are subject to the requirements of the abutting zone and maintain public access to the water's edge; and**
g) **ensure development considers measures to mitigate the effects of sea level rise and increasing frequency and intensity of storm events.**

Policy D-3

It shall be the intention of the Municipality to support Develop Nova Scotia and other provincial and federal government agencies in continuous planning and investment in infrastructure, public realm improvements, transportation, and programming to ensure the sustainable and inclusive economic development of the Regional Centre's waterfronts.

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2.4.2 DOWNTOWN DARTMOUTH PRECINCTS

The Downtown Dartmouth area is one of the oldest settled areas of the Municipality, and has retained much of its character, with a traditional street pattern and many historically-significant properties, including the Shubenacadie Canal system. Downtown Dartmouth also includes waterfront lands, which are a valuable resource for the community and the region**.** Alderney Gate is considered a service hub that includes a public library, performing arts centre, farmers market, outdoor stage and event venue, and a ferry terminal. The Dartmouth Common, the Ferry Terminal Park, and the TransCanada Trail along the water's edge connect Downtown Dartmouth to the regional open space network. The vibrant commercial streets are an attractive destination, offering a range of services, activities, and small retail operations. Marine-related businesses contribute to the working character of the waterfront in the downtown.

The following vision for the growth and development of Downtown Dartmouth guides this Plan's policies towards public investments:

Downtown Dartmouth is an attractive and safe community with a lively business district, quiet and stable neighbourhoods, and an accessible and beautiful waterfront for all to enjoy. The community has retained a strong sense of its heritage and culture, provides a broad range of quality housing choices for all, and assures that all lifestyles can be met through an abundance of park and recreation facilities, and employment opportunities.

To help achieve the above vision, Downtown Dartmouth features four (4) distinct character Precincts, as shown on Map 2, each with varying character, functional identities, and building forms. The objective of defining these Precincts is to help focus and direct land uses, define appropriate character for development, protect heritage, direct public investment, and guide future amendments to the Land Use By-law. Precinct-specific character descriptions articulate long-term goals for these areas, as well as their unique characteristics.

Overall, Downtown Dartmouth can accommodate increased density in mid-rise buildings to high-rise buildings integrated with existing development. Higher densities can also support the downtown's function as a primary employment and cultural centre for the broader region. Density will be regulated by a maximum Floor Area Ratio (FAR), and with a maximum height of 90 metres. The area can largely accommodate growth by infilling existing vacant and under-utilized lands.

Policy D-4

Downtown Dartmouth is divided into the following four (4) Precincts, as shown on Map 2, based on the unique characteristics of each precinct:

a) **Historic Dartmouth (HD) Precinct;**

b) **Alderney and Central Waterfront (AC) Precinct;**

c) **Irishtown and Canal (IC) Precinct; and**

d) **King's Wharf (KW) Precinct.**

These unique characteristics shall guide planning policies and land use regulations regarding built form, heritage preservation, public realm, public investment, and future amendments to this Plan and the Regional Centre Land Use By-law.

Policy D-5

The Land Use By-law shall establish built form, and maximum FAR regulations for the DD Zone within the Downtown Designation, consistent with Map 3 and the policies in Parts 3 and 4 of this Plan. Low-rise buildings, mid-rise buildings, tall mid-rise buildings, and high-rise buildings shall be permitted, and built form requirements may differ in accordance with the Precincts' descriptions detailed in this Part.

2.4.2.1 HISTORIC DARTMOUTH PRECINCT

The Historic Dartmouth (HD) Precinct, as shown on Map 2, includes properties along Portland Street and Ochterloney Street between Victoria Road and Alderney Drive, with the exception of a few vacant lots, and properties facing Alderney Drive that have limited historic value. This Precinct is considered the historic and commercial heart of Downtown Dartmouth that supports a revitalized shopping area with a wide range of shops, boutiques, cafés, restaurants, and services. It also contains a concentration of registered heritage properties, as well as other significant buildings and properties that contribute to the unique character of the area. This area is identified as a potential Heritage Conservation District in Part 4 and Map 20 of this Plan.

Portland Street is the traditional main street of Downtown Dartmouth and has retained a historic and cohesive streetscape. It also serves as a major pedestrian route providing a direct link to the ferry terminal, the waterfront, and the Alderney Gate – Alderney Landing service hub. The historic streetscape of lower Portland Street between Dundas Street and Alderney Drive is intended to be preserved. The built form includes a mix of historic and modern buildings, and the challenge for future development opportunities is to integrate and complement the historic fabric of the street.

Due to the historic nature of this Precinct, a large portion of this area will only enable maximum FAR values and regulations that support low-rise buildings. As for maximum FAR values that support mid-rise buildings to high-rise buildings, those will be enabled at the north and south ends of Portland Street, the area north of Dundas Street, and on vacant lots in the vicinity of Queen Street and Alderney Drive. Low-rise streetwalls with stepbacks and weather protection measures that support a main street pedestrian environment are particularly important in this Precinct. In addition, regulations relating to streetwall design and articulation will support the historic nature of this Precinct.

Policy D-6

The Land Use By-law shall establish maximum FAR values for the Historic Dartmouth (HD) Precinct between 1.75 to 4.0, and on a limited number of vacant or under-utilized sites within the Precinct, the maximum FAR value shall be 6.25, as shown on Map 3.

Policy D-7

The Land Use By-law shall establish maximum FAR values for the Portland Street (PS) Special Area consistent with Map 3 and the policies contained in Parts 3 and 4 of this Plan.

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2.4.2.2 ALDERNEY AND CENTRAL WATERFRONT PRECINCT

The Alderney and Central Waterfront (AC) Precinct, as shown on Map 2, is bounded by the Halifax Harbour and lands on both sides of Alderney Drive from Park Avenue to Dundas Street, with the exception of the historic streetscape of Alderney Drive between Portland Street and Queen Street. Alderney Drive is an important transportation corridor, a boulevard and gateway to Downtown Dartmouth. This Precinct also supports several large mixed-use developments, integrated with valuable public open space. This area also includes the Alderney Gate - Alderney Landing hub of services, which includes a major transit facility, and community and cultural facilities.

Public access and public views to the Halifax Harbour are a key feature of this Precinct, and future developments must improve physical and visual linkages with the water. To achieve this, view corridors to the Harbour will be protected, and consideration may be given to providing additional public view corridors.

A diverse range of buildings types is supported in most of this Precinct, which includes low-rise, mid-rise , tall mid-rise, and high-rise buildings, with a built form stepping down to the Halifax Harbour, low-rise neighbourhoods, and the Historic Dartmouth Precinct. There are development opportunities for high-rise buildings along Alderney Drive, where current parking lots and vacant lands are encouraged to be redeveloped with a focus on architectural design with appropriate building streetwalls, setbacks, and stepbacks that support an active and engaging pedestrian environment. Support for narrow, fine-grained, and articulated grade-oriented premises are also important to fostering a pedestrian-oriented environment.

Future investments in transit, as well as pedestrian and bicycle-friendly infrastructure will aid in improving accessibility and safety along Alderney Drive for pedestrians and cyclists, to support its role as a regional transportation link as envisioned in the Integrated Mobility Plan. Capital improvements and year-round maintenance and programming can continue to animate the Alderney Ferry Terminal plaza and provide improved connectivity to the nearby parks, open spaces and trails.

Policy D-8

The Land Use By-law shall establish maximum FAR values for the Alderney and Central Waterfront (AC) Precinct of between 4.0 to 8.0 based on the local context and consistent with Map 3, and the policies contained in Parts 3 and 4 of this Plan. Built form regulations for buildings in this Precinct shall ensure transition to the Halifax Harbour, low-rise residential neighbourhoods, and the Historic Dartmouth (HD) Precinct.

2.4.2.3 IRISHTOWN AND CANAL PRECINCT

The Irishtown and Canal (IC) Precinct, as shown on Map 2, includes lands generally bounded by Victoria Road, Alderney Drive, and properties along Ochterloney Street and Portland Street near Dartmouth Cove. Distinct features of this Precinct include the Shubenacadie Canal System and Greenway, and Starr Park. Recent investments have been made to enhance the Shubenacadie Canal System and Greenway, including the partial daylighting of the Sawmill River and the restoration of the cultural landscape of the Shubenacadie Marine Railway.

This Precinct contains architecturally significant and historic buildings, but also offers opportunities for developments that recognize, celebrate and complement the Historic Dartmouth Precinct, the Shubenacadie Canal, surrounding neighbourhoods, and connection to Sullivan's Pond Park.

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This Precinct will enable FAR values that support a wide range of densities, including low-rise buildings to high-rise buildings. To encourage the development of vacant and underutilized properties, tall mid-rise buildings and high-rise buildings shall be limited to the eastern portion of the Precinct between Irishtown Road and Victoria Road. Built form regulations, detailed in the Land Use By-law, will encourage new developments to utilize quality materials, and include three-storey streetwalls, setbacks, and stepbacks that support an active pedestrian-oriented environment.

Policy D-9

The Land Use By-law shall establish maximum FAR values between 1.75 to 6.75 for the Irishtown and Canal (IC) Precinct based on the local context and consistent with Map 3, and the policies contained in Parts 3 and 4 of this Plan.

2.4.2.4 KING'S WHARF PRECINCT

The King's Wharf (KW) Precinct, as shown on Map 2, includes lands that extend from the Alderney Drive and King Street intersection to the Halifax Harbour. It has been developing comprehensively in accordance with an approved development agreement under policies contained in the former Downtown Dartmouth Plan (2000). The area is developing into a mixed-use pedestrian-oriented neighbourhood with major residential and commercial developments, including a marina, public open spaces, and public access to the Harbour. This Precinct provides pedestrian and bicycle connections to adjacent areas, the Trans-Canada Trail, and the regional transportation network. Mid-rise buildings and high-rise buildings are designed to mitigate wind impacts on pedestrians.

Development in this Precinct has the potential to enhance the public realm, as well as complement both the Historic Dartmouth (HD) Precinct and other neighbouring Precincts. As such, the King's Wharf lands will be established as a Special Area in the Land Use By-law that provides a longer timeline for this large and multi-stage development to be completed.

Policy D-10

Within the King's Wharf (KW) Precinct, the Land Use By-law shall establish the King's Wharf (KW) Special Area consistent with Map 2, to enable development agreements or amendments to development agreements for King's Wharf that have been received by the Municipality on or before September 5, 2029, to be considered by Council in accordance with the policies in effect on August 24, 2019.

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2.4.3 DOWNTOWN HALIFAX PRECINCTS

The Downtown Halifax area includes the commercial and business core of Downtown Halifax, as shown on Map 2. This area functions as the business and the financial centre of the Municipality, and possesses a wide mix and intensity of land uses within the region. The area is framed by the Halifax Citadel National Historic Site and the Halifax waterfront, and consists of the historic settlement's original block and street pattern, and a number of heritage and cultural landmarks in a distinctive landscape setting.

The following vision for growth and development of Downtown Halifax guides this Plan's policies towards public investments:

Downtown Halifax is envisioned to become a thriving urban environment with a strengthened historic heart. A mix of housing types will increase living and working opportunities for the Municipality's residents and will appropriately transition in scale, density, and design to surrounding neighbourhoods and cultural destinations. The streetscape experience will be improved through redevelopment and reinvestment that incorporates active street level shops and activities. Infill development and redesigned streetscapes will encourage a culture of walking.

The character of Downtown Halifax will be defined by eight (8) distinct precincts that reinforce the downtown as a civic, cultural, and economic destination. All precincts complement one another and are visually connected. The Halifax Harbourwalk will be celebrated as one of the best attractions of downtown Halifax.

Downtown Halifax's built heritage will be conserved through its registered municipal heritage properties, and heritage conservation districts.

To help achieve the above vision, Downtown Halifax features eight (8) Precincts, as shown on Map 2, each with varying character, functional identities, and building forms. The objective of defining these Precincts is to help focus and direct land use, define appropriate character for development, protect heritage, direct public investment, and guide future amendments to this Plan and the Land Use By-law.

The overall goals for this area include fostering a positive downtown development climate, making a beautiful public realm, improving heritage protection, investing in public spaces, promoting high-quality architecture and well-designed streetscapes. Given the influence of Halifax Citadel View Planes and Rampart Sight Lines on Downtown Halifax, which protect views from the Halifax Citadel National Historic Site to the Halifax Harbour, built form will continue to be regulated by maximum heights.

Policy D-11

Downtown Halifax is divided into the following eight (8) Precincts, as shown on Map 2, based on their unique characteristics:

a) **Southern Waterfront (SW) Precinct;**

b) **Spring Garden Road (SGR) Precinct;**

c) **Lower Central Business (LCB) Precinct;**

d) **Upper Central Business (UCB) Precinct;**

e) **Historic Properties (HP) Precinct;**

f) **Cogswell Lands (CL) Precinct;**

g) **North End Gateway and Scotia Square Complex (NSS) Precinct; and**

h) **Purdy's Wharf (PW) Precinct.**

The unique characteristics of the identified Precincts shall guide planning policies and land use regulations regarding permitted uses, built form, heritage preservation, investments in the public realm, and future amendments to this Plan and the Land Use By-law.

Policy D-12

The Land Use By-law shall establish built form and maximum building height regulations for the DH Zone within the Downtown Designation, consistent with Map 4 and the policies in Parts 3 and 4 of this Plan. Low-rise buildings, mid-rise buildings, tall mid-rise buildings, and high-rise buildings shall be permitted, and built form requirements may differ in accordance with the Precincts' descriptions detailed in this Part.

2.4.3.1 SOUTHERN WATERFRONT PRECINCT

The Southern Waterfront (SW) Precinct, as shown on Map 2, includes lands located on the southern end of Lower Water Street and bounded by the Halifax Harbour, and the Old South Suburb Heritage Conservation District within the Downtown Halifax Secondary Municipal Planning Strategy.

New infill developments in this Precinct are encouraged to take the form of mid-rise buildings to high-rise buildings with a mix of land uses, while closing the gaps in the southern waterfront streetscape. These developments will continue to support the link between the central downtown area and the Precinct's southern boundary. Building on the existing residential character and heritage resources, new developments will create an integrated high-density neighbourhood with a pedestrian-oriented street level that will include a variety of storefronts.

Defining landmark developments and improvements include the adaptive reuse of an integrated power plant facility, and a landmark development at the southern terminus of Lower Water Street. Future open space and streetscape improvements will establish a link between the Halifax Harbourwalk and the Peace and Friendship Park, and contribute to the pedestrian-focused activities throughout the area.

Policy D-13

The Land Use By-law shall establish built form regulations, including maximum building heights, for the Southern Waterfront (SW) Precinct, as shown on Map 2 and Map 4, and consistent with the policies in Parts 3 and 4 of this Plan.

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2.4.3.2 SPRING GARDEN ROAD PRECINCT

The Spring Garden Road (SGR) Precinct, as shown on Map 2, is one of Downtown Halifax's most active mixed-use area centered on the Spring Garden Road commercial street, with proximity to major health and academic institutional complexes, the Halifax Central Library, and surrounded by green open spaces. Additional streetscaping enhancements will strengthen the Precinct's pedestrian environment as a link between Downtown Halifax, and the institutions and neighbourhoods to the west.

Residential, commercial, and mixed land uses located in low-rise to high-rise buildings will continue to support pedestrian activity while providing for greater access to the surrounding public open spaces. New, large-scale developments will include a focus on pedestrian activity on Spring Garden Road and ensure minimal shadow for significant periods throughout the day. In recognition of these functions, special built form provisions will be established to ensure developments are further stepped back on the south side of Spring Garden Road between Queen Street and South Park Street to provide adequate sunlight penetration to the street. Increased step backs will also be required on the east side of South Park Street between Spring Garden Road and Sackville Street adjoining the Public Gardens.

Existing and future developments along Clyde Street will reinforce its residential character while providing for developments that transition in height from mid-rise, tall mid-rise, and high-rise buildings along Spring Garden Road, to the existing low-rise buildings of Schmidtville Heritage Conservation District to the south. The mixed-use nature of the buildings along Clyde Street will also provide a transition in intensity of use from the active retail required along Spring Garden Road to the primarily residential uses in Schmidtville.

Defining landmark developments and improvements will include the enhancement of Spring Garden Road as a key downtown pedestrian connection that links the Public Gardens to the Barrington Street Heritage Conservation District, as well as the Schmidtville Heritage Conservation District. It also includes infilling vacant sites with a mix of uses that will serve to fill the major 'gaps' in the Precinct, while complementing adjacent neighbourhoods. Major opportunities for this Precinct include the redevelopment of the former Spring Garden Road Memorial Library, and investments in the Spring Garden Road streetscape.

Policy D-14

The Land Use By-law shall establish built form regulations, including maximum building heights, for the Spring Garden Road (SGR) Precinct, as shown on Map 2 and Map 4, and consistent with the policies in Parts 3 and 4 of this Plan.

Policy D-15

The Land Use By-law shall establish the South Park Street (SPS) Special Area and the Spring Garden Road (SGR) Special Area. New developments located on the south side of Spring Garden Road between Queen Street and South Park Street, and along the east side of South Park Street between Sackville Street and Spring Garden Road, shall be required to meet specific built form requirements to ensure adequate sunlight penetration to the street and the adjoining Public Gardens.

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2.4.3.3 LOWER CENTRAL BUSINESS PRECINCT

The Lower Central Business (LCB) Precinct, as shown on Map 2, fronts on the central waterfront, and consists of a large concentration of downtown office towers, hotels and major regional attractions, that will continue to serve as the primary regional hub for finance, commerce, culture, and tourism. The gaps along the waterfront are encouraged to be infilled with a mix of land uses that support pedestrians, accommodate transit users, integrate parking facilities and are focused around a series of distinctly designed waterfront plazas at the ends of the streets leading to the Halifax Harbour. The most significant of these plazas is the promenade that links the waterfront, Grand Parade, and the Halifax Citadel National Historic Site along George and Carmichael Streets. Streetscaping measures and programming will continue to enhance the pedestrian-oriented environment.

New tall mid-rise and high-rise developments along the waterfront will step down in height to ensure a low-rise frontage along the Halifax Harbourwalk. Infill development within the existing historic block and street pattern will be designed with proportional relationships to the depths of the blocks and widths of the streets. In addition to major new office complexes, new high-density residential developments will help to balance the mix of uses in the Precinct, and ensure an active street life throughout the day and in all seasons.

Defining landmark developments and improvements will include the infill of major vacant sites to the south of the Precinct, and along the waterfront, the redevelopment of the ferry terminal to create an identifiable civic landmark, and major enhancements to the public realm that include key streetscape improvements, new plazas and public art installations.

Policy D-16

The Land Use By-law shall establish built form regulations, including maximum building heights, for the Lower Central Business (LCB) Precinct, consistent with Map 2 and Map 4, and the policies in Parts 3 and 4 of this Plan.

Policy D-17

Within the Lower Central Business (LCB) Precinct, the Land Use By-law shall establish the Lower Central Downtown Halifax (LCDH) Special Area to establish specific built form requirements, including requiring the streetwalls of all new developments to extend the full width of the streetline.

2.4.3.4 UPPER CENTRAL BUSINESS PRECINCT

The Upper Central Business (UCB) Precinct, as shown on Map 2, fronts on the Citadel, and adjacent to the Barrington Street Heritage Conservation District, and includes a wide range of existing uses in the hospitality and entertainment industry. The fine-grained historic block and street pattern lends well to the concentration of pedestrian-oriented shops, restaurants, bars, night clubs, sidewalk cafes, and cultural venues such as performing arts theatres. Infill and redevelopments continue to intensify this area's distinct function as the downtown's arts and entertainment district by accommodating complementary uses such as hotels, offices for creative related ventures, galleries and artist studios. This Precinct is also known for the publicly-sponsored convention centre, known as the Nova Centre.

New mid to high-rise buildings will be designed to ensure proportional relationships to the depths of the blocks and widths of the streets. Streetscape improvements will accommodate the area's high pedestrian volumes of activities, outdoor events, and festivals. Many buildings fronting on George, Argyle, and

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Carmichael Streets provide an active pedestrian frontage. New developments are also encouraged to feature commercial spaces, narrower frontages, and architectural detailing that supports a pedestrian-focused environment.

Policy D-18

The Land Use By-law shall establish built form regulations, including maximum building heights, for the Upper Central Business (UCB) Precinct, as shown on Map 2 and Map 4, and consistent with the policies in Parts 3 and 4 of this Plan.

Policy D-19

Within the Upper Central Business (UCB) Precinct, the Land Use By-law shall establish the Nova Centre (NC) Special Area over the portion of Grafton Street bounded by Prince and Sackville Streets to permit the convention centre, including spaces for retail, hotel, residential or office uses, underground parking space, and a vehicular and pedestrian passageway extending from Prince Street to Sackville Street.

2.4.3.5 HISTORIC PROPERTIES PRECINCT

The Historic Properties (HP) Precinct, as shown on Map 2, consists of a contiguous heritage environment that will continue to serve as a major attraction and hub of social and commercial activity in Downtown Halifax. This Precinct is bounded by the waterfront and the Granville Street Pedestrian Mall, and the Cogswell Lands and Lower Central Business Precincts. It is also defined by low-rise and mid-rise heritage buildings, small-scale retail uses, a market, restaurants, bars, institutional uses, galleries, and hotels. The function of this Precinct will be further strengthened with the transformation of the Cogswell Interchange, which places this Precinct in a central position to serve as an area focus and primary pedestrian linkage to newly developed areas to the north.

Sensitive adaptive re-use, additions and infill will help to revitalize the Precinct while reinforcing its historic character. The Granville Street Pedestrian Mall will be further enhanced by the development of the site to its north, which will reinforce the low-rise street wall and provide a complementary landmark feature to mark its north view terminus. Enhancements to the streetscapes, as well as a potential plaza to the north, will help to strengthen east-west pedestrian connections and links to the waterfront.

The HP Precinct is identified as a proposed Heritage Conservation District (HCD) Study Area in Table 4 of Part 4 of this Plan, and as shown on Map 20, and may be expanded through the heritage conservation planning process.

Policy D-20

The Land Use By-law shall establish built form regulations, including maximum building heights, for the Historic Properties (HP) Precinct, as shown on Map 2 and Map 4, and consistent with the policies in Parts 3 and 4 of this Plan.

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2.4.3.6 COGSWELL LANDS PRECINCT

The Cogswell Lands (CL) Precinct, as shown on Map 2, encompasses the current Cogswell Interchange and lands around Barrington Street, Hollis Street and Upper Water Street from the eastern terminus of the Granville Mall to Proctor Street. The Cogswell Interchange was first identified as an area that presents a significant opportunity for transformation and requires detailed master planning in 2009, with formal community engagement and consultation for the renewal of the Cogswell Interchange area dating back to 2013.

The dismantling of the Cogswell Interchange will enable the transformation of the area into a mixed-use Precinct that will reconnect Downtown Halifax with Halifax's North End**.** This area is envisioned to accommodate a significant density of office, commercial and residential uses.

In 2019, Halifax Council approved a 90% construction design plan for roads, infrastructure, and open spaces following a public engagement process conducted in 2018. That process focused on public spaces and overall urban design of the Cogswell District.

This Precinct is envisioned as a complete community with supportive transit services, pedestrian-oriented streets, a mix of uses and services, multi-use trail connections, bike lanes and greenways linking this area to existing neighbourhoods to the north, and providing connections through to the waterfront. To support investments in new streets and improved alignments that will enhance pedestrian connections to the waterfront and to Halifax's North End neighbourhoods, this Plan establishes a Transportation Reserve along Proctor Street in the Cogswell Lands Precinct, as identified on Map 5. Future development will include mid-rise to high-rise buildings, with towers landing on low-podiums that reinforce human-scaled streetscapes. Maximum building heights will respect designated Halifax Citadel View Planes and Halifax Citadel Ramparts Sight Lines, as shown on Map 6 and Map 7.

The Municipality is committed to moving forward with the planning and design work for the redevelopment of the Cogswell Interchange lands. A Special Area will be established to ensure that the development of this area considers the result of previous consultations, and builds on the master planning process to date. Amendments to this Plan and the Land-Use By-law may be required following those actions.

Policy D-21

The Land Use By-law shall establish the maximum building heights for the Cogswell Lands (CL) Precinct, as shown on Maps 2, 4, and 5, and consistent with the policies in Parts 3 and 4 of this Plan, and shall respect the Halifax Citadel View Planes and Halifax Citadel Ramparts Sight Lines identified on Maps 6 and 7.

Policy D-22

The Land Use By-law shall establish the Cogswell Lands (CL) Special Area to enable application of the DH Zone upon the closure of the Cogswell Interchange, and completion of the road network and subdivision process.

Policy D-23

It is the intention of the Municipality to implement a public infrastructure plan and complete a master neighbourhood planning process for the Cogswell Lands (CL) Precinct prior to initiating future land use redevelopment. This shall include a public engagement process and consideration of

amendments to this Plan and Land Use By-law to determine appropriate future land uses, built form framework, urban design requirements, pedway connections, and any other provisions unique to the Cogswell Lands (CL) Precinct.

2.4.3.7 NORTH END GATEWAY AND SCOTIA SQUARE COMPLEX PRECINCT

The North End Gateway and Scotia Square Complex (NSS) Precinct fronts onto the Citadel and interfaces with the existing historic neighbourhoods of the north end. It is within close proximity to the Halifax Common and the services and shops of Gottingen Street. This area's role as a major gateway into the downtown will be signified with open space and public art installations. Signature architecture will be located at the prominent corner framed by Cogswell Street, Rainnie Drive, and Gottingen Street. The transformation of Cogswell into an active boulevard and the treatment of Rainnie Drive will serve to provide this Precinct's residents, businesses, and visitors with a wide range of services and amenities, while enhancing these important pedestrian connections into the downtown from the surrounding areas. Maximum building heights will not protrude into the Halifax Citadel View Planes and Halifax Citadel Ramparts Sight Lines, as shown on Map 6 and Map 7.

Existing civic and recreational facilities are encouraged to be integrated into mixed-use developments that frame the streets while providing architectural features to enhance important north-south view corridors from the areas to the north. Building massing and material quality will provide for a complementary transition to the distinct character of the neighbourhood to the north. Gottingen Street's intersection with Cogswell Street, and its link to Rainnie Drive, will become an important civic focus for the area that will extend the 'main street' character to the Citadel area.

Policy D-24

The Land Use By-law shall establish built form regulations, including maximum building heights, for the North End Gateway and Scotia Square Complex (NSS) Precinct, as shown on Map 2 and Map 4, and consistent with the policies in Parts 3 and 4 of this Plan.

Policy D-25

The Land Use By-law shall establish the Scotia Square Complex (SSC) Special Area to establish built form regulations to recognize the unique size and grade changes of the site.

2.4.3.8 PURDY'S WHARF PRECINCT

The Purdy's Wharf (PW) Precinct, as shown on Map 2, fronts on the northern portion of the waterfront, and includes a mixture of major commercial uses and attractions similar to those in the LCB Precinct that continue to serve as a hub for finance and commerce. This Precinct is adjacent to the HP and CL Precincts, as well as the Halifax Harbour, and includes Purdy's Wharf, Casino Nova Scotia, and the Downtown Halifax Link pedway system.

The existing Purdy's Wharf complex is an office development built over the water at the edge of Halifax Harbour in the late 1980s. It consists of two office towers, and a smaller office structure called Purdy's Landing. The complex also contains a seven-storey multi-level parking structure, as well as pedways connecting the complex to Casino Nova Scotia, the Marriott Hotel, and the Downtown Halifax Link system.

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Potential redevelopments and improvements within this Precinct may include major enhancements to the public realm through streetscaping projects, new waterfront plazas, and public art installations.

Policy D-26

The Land Use By-law shall establish the built form regulations, including maximum building heights, for the Purdy's Wharf (PW) Precinct, as shown on Map 2 and Map 4, and consistent with the policies in Parts 3 and 4 of this Plan.

2.4.3.9 DOWNTOWN HALIFAX CENTRAL BLOCK DEVELOPMENT

Heritage character and context that currently exist in Downtown Halifax will have priority consideration where impacted by a new development. These resources are a legacy of the area's rich and proud history and comprise the most significant aspect of the downtown's distinct character. Culture and Heritage policies in Part 4 govern heritage conservation, while the purpose of this section is to:

(a) ensure heritage streetscapes and potential Heritage Conservation Districts are reinforced with compatibly scaled and designed developments; and

(b) ensure that development of heritage resources in the area provide appropriate transitions based on the significance of the heritage resource.

One of the defining elements of the urban design character of Downtown Halifax is the historic grid of the blocks that define much of the original settlement block pattern, designated as Central Blocks on Map 8. On these blocks, the scale of new developments will be proportional to the modest depths of the blocks and narrow street widths. Special built form provisions will be established in the Land Use By-law in consideration of the historic block pattern.

Policy D-27

Council shall designate the historic grid identified as Central Blocks as set out on Map 8. The Land Use By-law shall establish the Downtown Halifax Central Blocks (DHCB) Special Area and require all new developments in the DHCB Special Area to meet built form provisions intended to maintain the historic block development pattern and continuous streetwall.

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2.5 CENTRE DESIGNATION

The Centre Designation, shown on Map 1, is intended to strengthen various mix-use areas as destinations for all, and accommodate much of the housing and population growth targeted for the Regional Centre. Lands within the designation contain a variety of commercial and residential buildings and are located along transit priority corridors identified in the Integrated Mobility Plan. There are many sites within the Centres that are vacant or underutilized, and offer development opportunities that could include diverse housing choices, offices, retail, and entertainment venues.

- **Fenwick Street and Lucknow Street, Halifax; (RC-May23/24;E-June13/24)**
- Gottingen Street, Halifax;
- Highfield Park Drive, Dartmouth;
- Quinpool Road, Halifax;
- Robie Street and Young Street, Halifax;
- Spring Garden Road, Halifax; and
- Wyse Road, Dartmouth.

> The Centre Designation can support a wide mix of land uses, including commercial, residential, institutional, cultural, and recreational. Built form massing will be regulated by the FAR tool, and support low-rise buildings to high-rise buildings that transition to adjacent Corridor Designations and low-density residential areas. Subject to maximum FAR values, buildings may be a maximum of 90 metres **or 40 storeys in height based on local context**. **(RC-May23/24;E-June13/24)**

Development regulations within the Centre Designation also consider landscaping treatments along the public realm to support a pedestrian-oriented environment, and View Terminus Sites, which identify engaging views at the ends of specific streets, and provide opportunities to create urban design interest. New developments are required to respect the historic character of certain identified areas, and contribute towards a variety of housing types.

The Centre Designation establishes two zones to support strategic growth, while creating a built form that is safe and comfortable for pedestrians, and transitions to low-density residential areas. The zones are as follows:

- **Centre 2 (CEN-2) Zone** is applied to areas that are separated from low-density areas, **with some exceptions based on existing high-density context,** and permits higher maximum FAR values and a broad range of residential, commercial and intuitional land uses; and **(RC-May23/24;E-June13/24**)
- **Centre 1 (CEN-1) Zone** is applied to areas that are abutting low-density areas, and allows for lower maximum FAR values and have less permissive land uses.

In both the CEN-2 and CEN-1 Zones, land uses that are incompatible with the overall mixed-use function of Centres, and the desired pedestrian and human-scale environment will be prohibited.

Objectives:

1. Support intensification of mixed-use areas that offer a variety of housing opportunities, a variety of goods and services, and access to frequent transit service.

2. Encourage complete main streets within Centres that prioritize pedestrian comfort and transit mobility through building and streetscape design.

3. Establish a built form framework that supports growth, is sensitive to existing character and surrounding context, and allows for an effective transition to adjacent low-density residential neighbourhoods.

4. Enhance the transportation network to prioritize pedestrians, cyclists, and public transit over personal vehicles, and improve connections to other communities.

Policy C-1

The Land Use By-law shall establish two zones within the Centre Designation as follows:

a) The Centre 2 (CEN-2) Zone shall apply to lands within the Centre Designation with frontage on major commercial streets, with some exceptions based on existing high-density context (RC-May23/24;E-June13/24), some of which may be designated as Pedestrian-Oriented Commercial Streets. The CEN-2 Zone shall permit a wide range of residential, commercial, park and community facility, cultural, institutional and urban agricultural uses that support both local and regional needs. Limited light industrial uses and service uses that are compatible with the intent of the Designation may also be permitted; and

b) The Centre 1 (CEN-1) Zone shall apply to all remaining lands within the Centre Designation, and especially those located adjacent to low-density residential areas. The CEN-1 Zone shall limit the scale and range of permitted uses to support developments that are compatible with abutting low-density residential areas. All industrial uses and commercial uses that are not compatible with abutting low-density residential areas shall be prohibited.

Policy C-2

The Land Use By-law shall establish maximum FAR values and built form regulations for the following areas in the Centre Designation, as shown on Map 1:

a) Fenwick Street and Lucknow Street, Halifax; (RC-May23/24;E-June13/24)

aa) Gottingen Street, Halifax;

b) Highfield Park Drive, Dartmouth;

c) Quinpool Road, Halifax;

d) Robie Street and Young Street, Halifax;

e) Spring Garden Road, Halifax; and

f) **Wyse Road, Dartmouth.**

Built form requirements may differ both within a Centre and between Centres to permit various land uses and control the design of low-rise buildings, mid-rise buildings, tall mid-rise buildings, and high-rise buildings, consistent with Map 3 and the policies in Parts 3 and 4 of this Plan.

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2.5.1 GOTTINGEN STREET CENTRE

The Gottingen Street Centre includes lands around Gottingen Street from Cogswell Street to Cunard Street and Prince William Street, and generally the area between Brunswick Street and Creighton Street, as shown on Map 1. This Centre also includes lands bounded by a portion of Cogswell Street where it intersects with Gottingen, Brunswick, and Barrington Streets. Gottingen Street and surrounding streets have a rich history of being the commercial and entertainment hub of Halifax's North End. This Centre builds on this history and supports a variety of businesses, market and non-market housing, as well as many health, social support, and cultural organizations serving a diverse population. Gottingen Street is well-served by transit, and within close proximity to Downtown Halifax, and the planned redevelopment of the Cogswell Interchange.

Gottingen Street is a relatively narrow street with narrow lot widths, and is flanked by a grid of diverse and rapidly changing residential neighbourhoods that contain registered heritage properties, and properties with heritage value. The proposed Creighton's Field Heritage Conservation District, as shown on Map 20 and included in Part 4 of this Plan, is also part of this Centre. Lands facing Creighton Street and portions of lands along Maitland Street are generally zoned as CEN-1 to allow a wide range of land uses while maintaining a low-rise built form.

Policy C-3

The Land Use By-law shall, within the Gottingen Street Centre, establish the following maximum FAR values, consistent with Map 3 and the policies in Parts 3 and 4 of this Plan:

- **(a) maximum FAR values of between 4.5 and 9.5(RC-May23/24;E-June13/24) on lands zoned CEN-2 that abut Cogswell Street and Gottingen Street; and**
- **(b) maximum FAR values of between 1.75 and 3.5(RC-May23/24;E-June13/24) on lands zoned CEN-1 that abut Creighton Street, Cunard Street, Falkland Street, and Maitland Street.**

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2.5.2 HIGHFIELD PARK DRIVE CENTRE

The Highfield Park Drive Centre is generally bounded by Highway 111, Highfield Park Drive, and Victoria Road, as shown on Map 1. It is located near the Burnside Industrial Park, Highfield Park Transit Terminal, several schools, and a combined library and community centre. This Centre and the surrounding neighbourhood contain multi-unit dwellings, including market and non-market housing, which serves a diverse population. The current road network and block pattern is oriented to automobiles and isolates this Centre from the surrounding community. Apart from multi-unit dwellings, this Centre also includes large car-oriented commercial uses. The area provides some services to the neighbouring Dartmouth North community and additional services would contribute to a complete community.

The former Pinecrest-Highfield Park Secondary Planning Strategy, adopted in 1991 under the Dartmouth Municipal Planning Strategy, focused on the social and economic development of the area while limiting development in much of the surrounding neighbourhood. This Plan recognizes the community's efforts and partnerships to continue the social, environmental, and economic development of the Dartmouth North community while providing additional opportunities to re-invest in the area, including infill development on vacant and under-utilized lands. Due to the current road network and large lot sizes, this Centre may benefit from further subdivision that support improved pedestrian and transit connections, and more diverse and human-scale developments.

Future developments in this Centre are envisioned to consist of mixed-use low-rise to high-rise buildings that consider the community's needs, and the impact on overall affordability and accessibility of the area. This can be achieved by improving access for pedestrians, cyclists, and transit users. Additional services, amenities and housing choices will support the livability of the surrounding neighbourhood.

Improvements in pedestrian access, street grid, and open space connectivity are encouraged to support the development of this area as a complete community. New built form requirements that require buildings to be located closer to the streetline can improve the safety and comfort of pedestrians. New developments are encouraged to consider connectivity to the surrounding context, and incorporate appropriate setbacks from Highway 111.

Policy C-4

The Land Use By-law shall, within the Highfield Park Drive Centre, establish maximum FAR values between 4.50 and 6.0(RC-May23/24;E-June13/24), consistent with Map 3 and the policies in Parts 3 and 4 of this Plan.

Policy C-5

Through the implementation of the Integrated Mobility Plan, the Municipality shall consider additional street and pedestrian connections from the Highfield Park Drive Centre to the surrounding community, and to the Burnside Industrial Park.

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2.5.3 QUINPOOL ROAD CENTRE

The Quinpool Road Centre includes lands on both sides of Quinpool Road, from Oxford Street in the west to Robie Street near the Halifax Common in the east, as shown on Map 1. The focal point of this Centre is the intersection of Quinpool Road and Robie Street. It also includes secondary streets such as the north side of Pepperell Street, the south side of Yale Street, as well as Quingate Place and the former Saint Patrick's High School site. Quinpool Road is a mixed-use commercial hub with many ground floor businesses with residences above. The size of land parcels and the scale of existing buildings along Quinpool Road transition from larger parcels and taller buildings at the eastern end, to smaller parcels and low-rise buildings near the more residentially focused western end.

Future development of the Quinpool Road Centre will maintain the areas existing development pattern by supporting the development of mid-rise buildings on Quinpool Road at Oxford Street, gradually increasing to high-rise buildings where Quinpool Road intersects with Robie Street. Creating mobility connections through larger blocks, improving access to parks, and supporting local businesses through increased foot traffic are also priorities for this Centre.

Policy C-6

The Land Use By-law shall, within the Quinpool Road Centre, establish the following maximum FAR values, consistent with Map 3 and the policies in Parts 3 and 4 of this Plan:

a) **maximum FAR value of 8.0 in the eastern part of the Quinpool Road Centre, transitioning to a maximum FAR value of 6.0(RC-May23/24;E-June13/24) in the western part of the Centre based on the local context and the character of lands zoned CEN-2; and**

b) **maximum FAR values of between 1.75 and 3.5(RC-May23/24;E-June13/24) on lands zoned CEN-1 on the north and south side of the Quinpool Road Centre to provide transition to established residential neighbourhoods.**

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2.5.4 ROBIE STREET AND YOUNG STREET CENTRE

The Robie Street and Young Street Centre generally includes lands bordering North Street, Agricola Street, Almon Street, Robie Street and Young Street, with the exception of lands designated as the Young Street Lands Future Growth Node, as shown on Map 1. There are significant development opportunities in this Centre, including vacant and under-utilized commercial and institutional lands.

The goal for this Centre is to create a pedestrian-oriented environment by connecting the existing street grid and improving pedestrian movement through new and expanded mobility connections. This Centre would also benefit from additional public parks, open spaces, and community facilities that serve the growing population of this area.

New developments will introduce human-scale buildings and articulated streetwalls that are inviting to pedestrians. Grade-oriented premises in multi-unit dwelling developments can contribute to a human-scale environment. A mix of housing and unit types, services and employment opportunities will support the development of this Centre into a complete community. Low densities will be maintained within the vicinity of Fern Lane to maintain the existing low-rise form of the area. This Centre also supports the evolution of Robie Street and Young Street into major transit and transportation links for the Peninsula.

Policy C-7

The Land Use By-law shall, within the Robie Street and Young Street Centre, establish the following maximum FAR values, consistent with Map 3 and the policies in Parts 3 and 4 of this Plan:

a) **maximum FAR values of between 3.5 and 10.0(RC-May23/24;E-June13/24), between St. Alban's Street and Livingstone Street, with higher FARs generally concentrated along Robie Street and Young Street;**

b) **maximum FAR values of between 3.0 and 4.50(RC-May23/24;E-June13/24) between St. Albans Street and North Street, with lower FARs generally focused along Agricola Street; and**

c) **maximum FAR values of between 1.75 and 3.5 along Fern Lane.**

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2.5.5 SPRING GARDEN ROAD CENTRE

The Spring Garden Road Centre includes lands along Spring Garden Road from Robie Street to Summer Street and between College Street and the Camp Hill Cemetery, as shown on Map 1. The area is characterized by multi-unit residential buildings that are set back from the street, and 2-3 storey buildings containing residential and commercial uses. The Centre is adjacent to registered heritage buildings, the Carlton Street Heritage Streetscape and two historical open spaces, the Halifax Public Gardens and Camp Hill Cemetery. The Centre is also located near to Dalhousie University, the Victoria General Hospital site, and the IWK Health Centre.

This Centre supports the development of high-rise buildings to enable new housing and businesses to leverage the area's strategic location. New development will respect the existing heritage context. Redevelopment along Spring Garden Road should also include grade-oriented premises to draw additional pedestrian activity and active uses into the Centre.

Policy C-8

The Land Use By-law shall, within the Spring Garden Road Centre, establish maximum FAR values between 1.75 to 10.0(RC-May23/24;E-June13/24), consistent with Map 3 and the policies in Parts 3 and 4 of this Plan.

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2.5.6 WYSE ROAD CENTRE

The Wyse Road Centre runs along Wyse Road in Dartmouth from approximately Thistle Street to Boland Road, and along Nantucket Avenue, as shown on Map 1. Wyse Road transitions from a narrow two-lane street in the north, to a wide median-divided road as it intersects with Nantucket Avenue, which connects to the Halifax Transit Bridge Terminal as well as the Angus L. Macdonald Bridge approaches. The scale of buildings varies from a tall office tower to one-storey commercial and recreational buildings. The current development pattern favours private automobiles over pedestrian and other active transportation mobility.

This Centre offers significant development opportunities that can support pedestrian, bike, and transit mobility choices, given its strategic location that anchors the Dartmouth end of the Macdonald Bridge bikeway and walkway, and proximity to the Zatzman Sportsplex, and Halifax Transit Bridge Terminal. Future development in this Centre should establish the area as an attractive gateway to Dartmouth, and Downtown Dartmouth. Over time, this Centre will develop a new pedestrian-oriented character as new pedestrian-oriented buildings, pedestrian connections, and streetscape changes are implemented.

Policy C-9

The Land Use By-law shall, within the Wyse Road Centre, establish maximum FAR values of between 2.25 and 10.0(RC-May23/24;E-June13/24) with higher FAR values focused around the intersection of Nantucket and Wyse Road, and provide for a transition in built form, from commercial streets to low-rise residential areas in the vicinity of Pelzant Street and Green Road, consistent with Map 3 and the policies in Parts 3 and 4 of this Plan

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2.5.7 FENWICK STREET AND LUCKNOW STREET CENTRE

The Fenwick Street and Lucknow Street Centre generally includes lands along South Street, Queen Street, Fenwick Street, and Victoria Road as shown on Map 1. It is adjacent to the Victoria Road and Fort Massey Proposed Heritage Conservation District Study Areas. Properties identified as part of these proposed study areas have been excluded from the Centre designation. This Centre is characterized by a mix of traditional two-storey dwellings, a big-box retail store with a large surface parking lot, and mid-rise to high-rise buildings. This Centre is within walking distance to Dalhousie University, the Victoria General Hospital, and Downtown Halifax.

This Centre supports the development of mid-rise to high-rise buildings to enable new housing and businesses. New developments will introduce articulated streetwalls to reconnect streetscapes that have been interrupted by surface parking lots, making the area more pedestrian friendly. Consideration needs to be given to the Halifax Citadel view planes and ramparts sight lines, established in Part 3 of this Plan, which will be a determining factor for maximum building height in this Centre.

Policy C-10
The Land Use By-law shall, within the Fenwick Street and Lucknow Street Centre, establish maximum FAR values between 6.0 and 6.5, consistent with Map 3 and the policies in Parts 3 and 4 of this Plan. (RC-May23/24;E-June13/24)

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2.6 CORRIDOR DESIGNATION

The Corridor Designation, shown on Map 1, is intended to support the intensification of key transportation links with a mix of residential and commercial uses at a lower scale and land use intensity than the Centre Designation. The Designation is applied along the following streets, that are not part of the Centre Designation:

- Agricola Street, Halifax;
- Barrington Street – Inglis Street, Halifax;
- Chebucto Road, Halifax;
- Gottingen Street – Isleville Street – Young Street, Halifax;
- Lady Hammond Road, Halifax;
- Oxford Street – Bayers Road, Halifax;
- Pleasant Street, Dartmouth;
- Portland Street, Dartmouth;
- Prince Albert Road – Braemar Drive, Dartmouth;
- Prince Albert Road – Pleasant Street, Dartmouth;
- Queen Street **– Victoria Road, Halifax (RC-May23/24;E-June13/24)**
- Quinpool Road, Halifax;
- Robie Street – Cunard Street, Halifax;
- Victoria Road – Primrose Street, Dartmouth;
- Windmill Road, Dartmouth;
- Windsor Street, Halifax; and
- Wyse Road, Dartmouth.

The Corridors connect Centres and Higher-Order Residential areas, as well as other smaller commercial and community nodes. Lands within this Designation contain a mix of residential and commercial uses, and typically abut low-rise residential areas in the rear yard. Table 1 details the characteristics of each Corridor.

The Corridor Designation seeks to introduce mid-rise density to support transit use, while maintaining the integrity of adjacent low-rise residential areas and integrating new development with the existing character of each Corridor. To support this objective, the Designation limits the scale of buildings to low-rise and mid-rise forms, with tall mid-rise forms permitted in certain local contexts, subject to transition and buffering requirements when abutting low-rise residential areas. In addition, the placement of the Designation is generally limited to one lot deep, or the depth of the majority of first lots within a block abutting the commercial street, to prevent the intrusion of commercial uses and larger buildings into low-rise residential areas. **In certain cases, the Designation extends beyond the limits of one lot deep or the depth of**

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the majority of first lots within a block abutting the commercial street to ensure a lot fabric that will feasibly accommodate development. (RC-May23/24;E-June13/24)

This Designation establishes a corresponding Corridor (COR) Zone that supports a mix of land uses, including residential, commercial, institutional, recreational, open space, and urban agricultural uses. The Corridor (COR) Zone is intended to be more permissive than the CEN-1 Zone, but less permissive than the CEN-2 Zone as it is typically applied to areas that back on or are adjacent to low-rise residential areas. Automobile oriented land uses, and commercial uses that are incompatible with adjacent low-rise residential neighbourhoods will be prohibited.

Objectives:

1. Support a mix of residential and commercial uses that offer a variety of housing opportunities and provide goods and services to meet the community's needs.

2. Support a built form that reflects the existing character and allows for transition to adjacent low-rise residential neighbourhoods.

3. Create a public realm and built form environment that support transit services.

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2.6.1 CORRIDOR CHARACTERISTICS

The following key characteristics of each Corridor are intended to inform the built form policies of this Plan:

Table 1: Corridor Characteristics	
Corridor	**Corridor Characteristics**
Agricola Street, Halifax	This Corridor extends from Cunard Street to Young Street and includes properties on the eastern portion of Willow Street. It connects the Halifax North Common to the Hydrostone neighbourhood and the Young Street/Robie Street Centre. A defining characteristic of Agricola Street is the simple box form houses, most of which are constructed of wood, that are modest in design. Those are generally no more than two to three storeys in height. Buildings in this area are also characterized by small stoops or stairs at the front, and a fine-grained and regular urban fabric. As older buildings are restored, the street will take on a colourful and traditional aesthetic. While some of the buildings have commercial uses on the ground floor, others continue to contain residential uses. South of Willow Street, the street is characterized by short blocks, and a regular and shallow lot fabric that supports a low-rise and regularly patterned built form. The different character of the street north and south of Willow Street will be supported. North of Willow Street, the east side of the Corridor maintains a small and regular lot pattern typical of traditional box form houses and small business development. Future development will continue to support the fine-grained streetwall of the historic streetscape.
Barrington Street – Inglis Street, Halifax	This Corridor extends from Bland Street to Green Street and includes the Inglis Street Park. The Inglis Street area includes a fine-grained lot fabric, traditional wood building construction, and some registered heritage buildings. This Corridor includes a mix of residential, commercial and mixed-use buildings in low-rise and mid-rise forms. Lands abutting Barrington Street include new construction in the form of mid-rise multi-unit dwellings, low-rise commercial uses and vacant lots that abut railway lands. These large parcels do not abut low-rise residential areas and can accommodate mid-rise–and tall mid-rise buildings that are set-back from the rail line.
Chebucto Road, Halifax	This Corridor generally extends from Oxford Street to Connaught Avenue. It includes some commercial uses that are adjacent to low-rise neighbourhoods, as well as vacant and under-utilized lots which can support infill development. A mid-rise built form containing additional commercial uses can provide services to the surrounding neighbourhood.

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Table 1: Corridor Characteristics	
Corridor	**Corridor Characteristics**
Gottingen Street – Isleville Street - Young Street, Halifax	This Corridor includes the west side of Gottingen Street from Cunard Street to Uniacke Square Street, from Bloomfield Street to Young Street, including Kaye Street, **and the west side of Novalea Drive from Duffus Street to Vestry Street (RC-May23/24;E-June13/24),** and parts of the Historic Richmond and Hydrostone proposed Heritage Conservation District. This Corridor includes low-rise and mid-rise residential and commercial uses and new developments on previously vacant lands, and registered heritage properties.
Lady Hammond Road, Halifax	This Corridor includes lands along Lady Hammond Road from Agricola Street to Massachusetts Avenue. It includes one and two-storey residential buildings interspersed with commercial uses that often contain significant amounts of surface parking. The parcels on the north side of the street back onto established low-rise residential neighbourhoods, while the south side of the street backs onto multi-unit residential uses, commercial lots, and institutional uses at the eastern tip.
Oxford Street-Bayers Road, Halifax	This Corridor extends from **George Dauphinee Avenue to Windsor Street, as well as from (RC-May23/24;E-June13/24)** Bayers Road to Liverpool Street, including two large under-utilized lots on the north-east corner of Bayers Road and Oxford. **It connects the West End Mall Future Growth Node and the Young Street Future Growth Node and has been identified as a potential Transit Priority Corridor by the Integrated Mobility Plan (RC-May23/24;E-June13/24).** It is characterized by regular short blocks, a regular lot pattern, and emerging **mid-rise residential and (RC-May23/24;E-June13/24)** commercial uses that support pedestrian movement.
Pleasant Street, Dartmouth	This Corridor generally extends from Tupper Street to **Atlantic** Street **(RC-May23/24;E-June13/24)**. It connects the Newcastle Street Park and a Higher-Order Residential Designation area to the Nova Scotia Community College's Ivany Campus. Buildings are typically low-rise and are located close to the street. Pedestrian movement is supported by short regular blocks except for a large vacant parcel between Prince Arthur Avenue and Cuisack Street. Future development of this site provides an opportunity to introduce short blocks, pedestrian connections, and buildings located close to the streetline. Where shallow and irregular lot patterns exist, additional lots that do not front directly onto Pleasant Street are included in the Designation. Land uses include a mix of residential, commercial, institutional and recreation uses, including properties with significant heritage value. The proximity to the Woodside Ferry Terminal, the Woodside Industrial Park, the Dartmouth General Hospital, the Nova Scotia Community College Campus, and the Irving Oil Halifax Harbour Terminal make this Corridor an important and strategic connector.

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Table 1: Corridor Characteristics	
Corridor	**Corridor Characteristics**
Portland Street, Dartmouth	This Corridor extends from Gaston Road to Brenton Street **(RC-May23/24;E-June13/24)**. This Corridor is well-served by transit and experiences high pedestrian traffic. While some buildings are located close to the street, the streetwall is broken up by larger setbacks, parking lots and vacant lots. **(RC-May23/24;E-June13/24)** This Corridor can further be developed into a mixed-use community node located along the high-frequency transit corridor that provides a wide range of housing and amenities. Pedestrian connections to local green open spaces and the Dartmouth South Academy are encouraged.
Prince Albert Road - Braemar Drive, Dartmouth	This Corridor extends from Celtic Drive to the Circumferential Highway (111), and includes the Lake Banook Regional Park and Kiwanis Grahams Grove Park. The low- to mid-rise area is characterized by a mix of residential and commercial uses that are generally located close to the street, and some under-utilized lands. Portions of this Corridor are included in the Lake Banook Canoe Course Maximum Building Height Precinct (Map 18).
Prince Albert Road – Pleasant Street, Dartmouth	This Corridor extends from Pleasant Street to Eaton Avenue and connects Downtown Dartmouth to significant parks and open spaces. Noteworthy features include Starr Park, Sullivan's Pond Park, and the daylighted Sawmill Creek. This Corridor currently includes low-rise residential and commercial uses.
Queen Street **– Victoria Road,** Halifax **(RC-May23/24;E-June13/24)**	This Corridor extends from South Street to **Inglis Street (RC-May23/24;E-June13/24)** in the southern part of the Halifax Peninsula. It includes a mix of commercial and residential uses, some vacant and under-utilized properties, and is surrounded by Higher-Order Residential **and Established Residential (RC-May23/24;E-June13/24)** uses.
Quinpool Road, Halifax	This Corridor extends from the Quinpool Street Centre at Oxford Street to Beech Street, and only on the north side of Quinpool Street to Poplar Street. The corridor includes a wide range of commercial uses. New mixed-use developments should transition to the adjacent low-rise residential neighbourhoods.

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Table 1: Corridor Characteristics	
Corridor	**Corridor Characteristics**
Robie Street – Cunard Street, Halifax	Robie Street is one of the main arterial streets connecting the north and south ends of the Halifax Peninsula, and has been identified as a potential Transit Priority Corridor by the Integrated Mobility Plan. This Corridor extends from North Street to Coburg Road, except where it intersects with the Quinpool Road Centre. It connects the Young/Robie Centre, the Quinpool Road Centre and the Spring Garden Road Centre, as well as the Halifax Common, the Halifax Infirmary, the Camp Hill Veterans Memorial Building and the Dalhousie University campus. The street cross-section and adjacent land uses vary considerably along this Corridor. Many existing developments retain relatively small lot fabric and small building setbacks from the streetline, which is typical of older development forms. While **tall(RC-May23/24;E-June13/24)** mid-rise development is generally supported on lands abutting the Corridor, low-rise development is identified as the desired form for certain blocks containing potential heritage resources. The increased range of uses permitted in the Corridor will support its further development as a pedestrian street.
Victoria Road-Primrose Street, Dartmouth	This Corridor extends **between Cherry Drive and Robert Burns Drive(RC-May23/24;E-June13/24)** in Dartmouth North. Victoria Road is a major transit and mobility connector, with some parts characterized by small and shallow residential lots, and others taking on a commercial form on larger lots. North of Albro Lake Road, the Corridor does not include adequate and safe pedestrian infrastructure or safe road crossings. Due to the irregular lot parcel size and pattern, some lots that do not front onto Victoria Road are included in parts of the Corridor. The Pinecrest Drive and Brule Street intersection includes a commercial and community node, which can benefit from additional built form and land uses.
Windmill Road, Dartmouth	This Corridor includes lands along Windmill Road between **Jamieson Street(RC-May23/24;E-June13/24**) and Fernhill Drive. It connects Higher-Order Residential Neighbourhoods to the Burnside Industrial Park and the Shannon Park Future Growth Node. Lot fabric is typically larger and less regular than other corridors. Current land uses include a range of low-rise and mid-rise buildings containing residential uses, as well as commercial uses that are set back away from the street. Some street frontages are dominated by parking lots. Infill mid-rise development will be supported in this corridor to support the current commercial uses and provide additional housing opportunities.
Windsor Street, Halifax	This Corridor extends along Windsor Street from Welsford Street in the vicinity of the Quinpool Road Centre and the Halifax North Common, to the intersection of Young Street and Bayers Road**, including properties on Almon Street, providing connections(RC-May23/24;E-June13/24**~~)~~ to the Young Street Lands Future Growth Node **and the Robie Street and Young Street Centre (RC-May23/24;E-June13/24)**. Windsor Street is a major connector on the Halifax

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Table 1: Corridor Characteristics	
Corridor	**Corridor Characteristics**
	Peninsula, and includes a range of residential, institutional and increasingly commercial uses.
Wyse Road, Dartmouth	This Corridor is the extension of the Wyse Road Centre, from Boland Road to Albro Lake Road. Noteworthy features include high pedestrian traffic due to its proximity to the Halifax Transit Bridge Terminal, Dartmouth Common, Northbrook Park, Howe Park, two schools, and a major regional recreational facility. This corridor abuts both low-rise and mid-rise residential neighbourhoods and commercial uses. Between Boland Street and Elmwood Avenue, buildings are set back from the streetline and the streetscape is dominated by surface parking lots. Part of the Corridor between Elmwood Avenue and Albro Lake Road includes a regular and fine-grain lot fabric with narrow blocks, buildings located close to the streetline, and low-rise streetwalls that are pedestrian-scale.

Policy CO-1

The Land Use By-law shall establish a Corridor (COR) Zone and apply it to all lands within the Corridor Designation. The COR Zone shall permit a variety of residential, commercial, institutional, and park and community facility uses that achieve the objectives of the Corridor Designation.

Policy CO-2

The Land Use By-law shall establish the maximum height and built form regulations for the COR Zone, consistent with Map 4 and the policies in Parts 3 and 4 of this Plan. Built form may vary within and between Corridors to permit low-rise buildings, mid-rise buildings and tall mid-rise buildings based on local context as described in the Corridor Characteristics Table (Table 1).

Policy CO-3

Maximum building heights shall not exceed 3 storeys(RC-May23/24;E-June13/24) in the Agricola Corridor on lots facing Agricola Street between Harris Street and Cunard Street (RC-May23/24;E-June13/24)to maintain the current scale and character of the streetscapes.

Policy CO-4

The Land Use By-law shall establish the Agricola Street (AS) Special Area over the Agricola Street Corridor to specify maximum streetwall height regulations consistent with policies in Parts 3 and 4.

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2.7 HIGHER-ORDER RESIDENTIAL DESIGNATION

The Higher-Order Residential Designation, shown on Map 1, is intended to recognize existing multi-unit dwellings, while providing opportunities for new multi-unit dwelling developments and compatible commercial uses. The Designation is applied to individual properties or groups of properties that are characterized by a concentration of multi-unit dwellings that are sometimes inter-mixed with low-rise housing forms.

Lands in the Higher-Order Residential Designation include some of the most densely populated areas of the Regional Centre. Many of these neighbourhoods are served by transit, and located close to places of employment and the goods and services needed for daily living. Existing multi-unit dwellings range in size between low-rise, mid-rise, and tall mid-rise buildings based on the scale and character of the neighbourhood.

The Higher-Order Residential Designation supports additional housing opportunities by allowing for the development of new multi-unit dwellings at a scale that is compatible with surrounding neighbourhoods. Existing buildings that are out of scale with the surrounding context are not considered to be precedent setting and the built form and design of new developments will prioritize a pedestrian and human-scale environment. While some commercial uses are supported, including home offices and work-live units, this Designation is primarily intended to maintain the residential character of these areas. Improved connections to transit, active transportation infrastructure, public parks and amenities are supported to strengthen Higher-Order Residential Designated areas as complete communities.

The Higher-Order Residential Designation established two zones to support the development of multi-unit dwellings at differing scales. The zones are as follows:

- The Higher-Order Residential 2 (HR-2) Zone is applied to self-contained blocks that are separated from low-rise residential neighbourhoods. It supports the development of low to tall mid-rise buildings, and a range of commercial uses; and
- The Higher-Order Residential 1 (HR-1) Zone is applied to areas that are located next to low-rise residential neibhourhoods. It supports the development of low to mid-rise buildings, with tall mid-rise buildings permitted in certain locations. The HR-1 zone also permits a more limited scale and range of commercial uses.

Objectives:

1. Protect and increase housing choices.
2. Support a built form that reflects and integrates with the surrounding context, and allows for transition to adjacent residential neighbourhoods and commercial areas.
3. Allow home offices, work-live units, daycares, grocery stores and other commercial uses that support complete communities.
4. Improve access to pedestrian, active transportation and transit networks.

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Policy HO-1 (RC-May23/24;E-June13/24)

The Land Use By-law shall establish two (2) zones within the Higher-Order Residential Designation as follows:

a) **The Higher-Order Residential 2 (HR-2) Zone shall apply to lands that contain or can support multi-unit dwelling uses, and that are located within self-contained blocks that do not abut Established Residential zones. This zone shall permit low to tall mid-rise buildings, and a range of commercial and institutional uses that are compatible with residential neighbourhoods; and**

b) **The Higher-Order Residential 1 (HR-1) Zone shall apply to all remaining lands within the Higher-Order Residential Designation. Due to the proximity to low-rise residential areas, this zone shall permit all residential uses in low to mid-rise buildings, with tall mid-rise buildings only permitted in limited locations. This zone shall also permit a limited range of commercial and institutional uses, with more intensive commercial uses only permitted on corner lots.**

Policy HO-2 (RC-May23/24;E-June13/24)

The Land Use By-law shall permit neighbourhood commercial uses in mixed-use buildings for lands zoned HR-1 and HR-2 within the Higher-Order Residential Designation, where at least 75% of a building's floor area is occupied by residential uses.

Policy HO-3 (RC-May23/24;E-June13/24)

The Land Use By-law shall establish the maximum height and built form regulations for the HR-2 Zone and HR-1 Zone, in accordance with Map 4 and the policies in Parts 3 and 4 of this Plan. Built form may vary based on the local context to permit low to tall mid-rise buildings.

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2.8 ESTABLISHED RESIDENTIAL DESIGNATION

The Established Residential Designation, shown on Map 1, is intended to retain the scale of existing **low-rise(RC-May23/24;E-June13/24)** residential neighbourhoods while providing opportunities for additional housing units. The Designation is applied to areas that predominantly contain **low-rise(RC-May23/24;E-June13/24)** residential uses.

This Designation makes up a substantial portion of the Regional Centre's land area. Neighbourhoods within this Designation are supported by parks, schools, transit, places of worship, minor and major institutions, and local commercial uses. Although many of these neighbourhoods are currently characterized by low-density residential uses, including single-unit dwellings and concentrations of registered heritage properties, heritage assets, small-scale multi-unit dwellings and cluster housing in some areas, it is anticipated that these neighbourhoods will be able to accommodate larger concentrations of residential density in the future. (RC-May23/24;E-June13/24)

In recognition of the increased growth in population and recognized housing shortage in the Municipality, the Established Residential Designation will allow for greater flexibility in housing form and density. This will be achieved with a more permissive framework that allows a variety of ground-oriented forms of housing, including low-density uses, backyard suites, townhouses, and low-rise multi-unit dwellings. This will provide substantially more choice and diversity to the housing stock which is needed to support a rapidly growing population. Built form and urban design controls will support the preservation and adaptive reuse of heritage properties and ensure new developments are pedestrian-oriented, reflecting the human-scale and pedestrian first core concepts established in this Plan. Areas that have been identified as having heritage resources will be encouraged to develop in a way that is compatible with the existing building stock. (**RC-May23/24;E-June13/24)** Shared housing will also be allowed to provide a wide range of housing options for individuals with housing needs or preferences that cannot be met by independent living. To support complete communities, a range of compatible uses will be permitted within this designation including home occupations, urban agriculture, small-scale institutional uses, and other related uses. In addition, local commercial uses may be permitted by development agreement on corner lots to provide opportunities for small-scale commercial and community facility uses to locate in residential areas.

The Established Residential Designation establishes five (5) zones to recognize the diverse character of established residential neighbourhoods, the value of heritage assets, and control the location of different low-rise residential housing forms, and related land uses. The following describes these five (5) established residential zones. (RC-May23/24;E-June13/24)

- **The established Residential 3 (ER-3) Zone is applied broadly throughout the designation due to general walkability and connection to transit, except in areas that have been zoned as ER-2. This includes areas that permitted townhouses in former planning documents, as well as areas that were previously limited to single-unit dwellings and two-unit dwellings. The ER-3 Zone permits a range of low-rise residential uses, including low-density residential uses, townhouses, low-rise multi-unit dwelling use up to 8 units for new construction depending on a lot size, with more units permitted through internal conversion. Built form and design requirements in the ER-3 zone will ensure that townhouse and small multi-unit dwellings will provide additional housing options while respecting the context of existing neighbourhoods. (RC-May23/24;E-June13/24)**

- **The Established Residential 2 (ER-2) Zone is applied to areas that are proposed Heritage Conservation District study areas on Map 20, and registered heritage properties in the Established Residential Designation. To retain the character and scale of these existing neighbourhoods including the preservation and adaptive reuse of registered heritage properties, the ER-2 Zone permits single-unit and two-unit dwellings for new construction and allows internal conversion to three-unit, four-unit, and multi-unit dwellings. (RC-May23/24;E-June13/24)**

- **At the time this Plan was adopted, (RC-May23/24;E-June13/24)** the Established Residential 1 (ER-1) Zone is primarily applied to areas that predominately contain single-unit dwelling and that did not traditionally permit other housing forms under former planning documents. To retain the character and scale of these existing neighbourhoods, the ER-1 Zone limits permitted uses to single-unit dwellings. **While this Zone exists in this Plan, the land use by-law no longer applies it to any of the lands in the Regional Centre due to the increased growth in population and recognized housing shortage in the Municipality. (RC-May23/24;E-June13/24)**

- The Cluster Housing 2 (CH-2) Zone is applied to existing mobile home parks. The CH-2 Zone permits mobile home parks and the clustering of other dwelling types containing up to **six(RC-May23/24;E-June13/24)** units per building on the same lot, and may be applied to additional areas through a Land Use By-law amendment process.

- The Cluster Housing 1 (CH-1) Zone is applied to limited areas to provide opportunities to cluster a variety of low-rise residential buildings on a single property where the development of a new public street is not practical or needed to support pedestrian connectivity. The CH-1 Zone permits the clustering of dwellings containing up to ~~four~~ **six** units per building on the same lot, and may be applied to additional areas through a Land Use By-law amendment process.

Objectives:

1. **Provide for a diverse range of housing options to meet different lifestyle needs and encourage affordable housing and housing for vulnerable populations. (RC-May23/24;E-June13/24)**
2. Support opportunities for new housing units through backyard suites, infilling and, where appropriate, townhouses, three-unit, **four-unit, and low-rise multi-unit** dwellings and internal conversions. **(RC-May23/24;E-June13/24)**
3. Support complete communities, access to food through urban agriculture uses, and opportunities for home occupations and local commercial uses.

Policy E-1

The Land Use By-law shall establish five (5) zones within the Established Residential Designation as follows: (RC-Jul 12/22;E-Aug 22/22)

a) **The Established Residential 3 (ER-3) Zone shall apply broadly to lands that have not been zoned as ER-2, including some lands that were formerly zoned ER-1. The ER-3 Zone shall permit low-density residential uses, townhouses, low-rise multi-unit buildings up to 8 units depending on a lot size, backyard suites, and other accessory uses. The ER-3 Zone shall**

also permit existing dwellings at the time of this Plan coming into force to internally convert to a multi-unit dwelling, and shall also allow rear additions to existing buildings to support more units. (RC-May23/24;E-June13/24)

b) The Established Residential 2 (ER-2) Zone shall apply to areas that have been identified as a Proposed Heritage Conservation District Study Area on Map 20, and registered heritage properties in the Established Residential Designation. The ER-2 Zone shall permit single-unit and two-unit dwellings, backyard suites, and other accessory uses. The ER-2 Zone shall also permit existing dwellings at the time of this Plan coming into force to internally convert to a three-unit, four-unit, or multi-unit dwelling, and shall also allow rear additions to existing buildings to support more units. (RC-May23/24;E-June13/24)

c) The Established Residential 1 (ER-1) Zone shall not apply to any of the lands in the Regional Centre due to the increased growth in population and recognized housing shortage in the Municipality. The ER-1 Zone shall permit single-unit dwelling uses, internal conversions to existing dwellings and related accessory uses. (RC-May23/24;E-June13/24)

d) The Cluster Housing 2 (CH-2) Zone shall apply to existing mobile home parks. The CH-2 Zone shall permit mobile home park uses and the clustering of low-density residential buildings on the same property, consisting of dwelling containing up to six units(RC-May23/24;E-June13/24) per building.

e) The Cluster Housing 1 (CH-1) Zone shall apply to limited areas to provide opportunities to cluster a variety of low-density residential buildings on a single property in areas where the development of new public streets is not practical or needed to support pedestrian connectivity. The CH-1 Zone shall permit a maximum of 24 dwelling units on a lot, consisting of dwellings containing up to ~~four~~ six units per building.

Policy E-2

The Land Use By-law shall establish the maximum heights and built form regulations for the Established Residential Designation, consistent with Map 4 and the policies in Parts 3 and 4 of this Plan. Built form requirements may vary between areas within this designation to permit and control the design of low-rise buildings.

Policy E-3

Repealed (RC-May23/24;E-June13/24)

Policy E-4

Council may consider proposals to amend the Land Use By-law zoning map for lands located within the Established Residential Designation to the CH-2 or CH-1 Zones, provided that:

a) the development of low-density dwellings accessed by a shared private driveway, as opposed to a new public street, does not negatively impact neighbourhood connectivity;
b) the cluster housing form is demonstrated to make more efficient use of irregular shaped infill properties that may otherwise be difficult to develop under the ER-2 or ER-3 Zone; and(RC-May23/24;E-June13/24)
c) the proposal meets the general Land Use By-law amendment criteria set out in Policy IM-7 in Part 9 of this Plan.

Policy E-5

Council may consider proposals to develop neighbourhood-scale commercial and institutional uses within the Established Residential Designation by development agreement, such as, but not limited to, restaurants, retail uses, personal service uses, daycare uses, medical clinics, and cultural uses. In considering development agreement proposals, Council shall consider:

a) **the number of existing local commercial or institutional uses in the area, as the intention of the designation is to remain primarily residential in nature;**

b) **if the development comprises a local commercial use, that the use is limited to 200 square metres or less;**
c) **that controls on the hours of operation for the proposed land use are established where needed to mitigate potential land use conflicts with surrounding residential uses; and**
d) **the general development agreement criteria set out in Policy IM-7 in Part 9 of this Plan.**

Policy E-5.5 (RC-May23/24;E-June13/24)

To support residential infills that respect the context of low-rise neighbourhoods, the Land Use By-Law shall establish additional built form requirements for townhouses and multi-unit dwellings, including maximum building dimensions, requirements for entrances, windows, façade articulation, as well as driveways and parking location to support streetscapes that are active and welcoming to pedestrians.

2.8.1 ESTABLISHED RESIDENTIAL PRECINCTS

Established residential areas are comprised of a range of architectural and built form styles. Various social and economic development events that occurred throughout the Regional Centre are frequently reflected in the architectural or construction style of homes. These **low-rise(RC-May23/24;E-June13/24)** neighbourhoods contain a significant portion of the region's built heritage and play a major role in forming the overall identity of the Regional Centre.

The Established Residential Designation features four (4) distinct Precincts, as shown on Map 9, each with varying character and building forms. These Precincts are intended to recognize and reinforce the unique built form context that defines the characteristics of identified neighbourhoods. Precinct-specific character descriptions outline the unique characteristics of identified neighbourhoods and the built form controls, such as lot size and **setbacks(RC-May23/24;E-June13/24)**, that should be tailored as Special Areas in the Land Use-By-law, to ensure that new developments **are compatible with the existing neighbourhood**.**(RC-May23/24;E-June13/24)**

Policy E-6

The Established Residential Designation includes the following four (4) Precincts, as shown on Map 9, that are identified based on their unique characteristics:

a) **South End Halifax (SE) Precinct;**

b) **North End Halifax (NE) Precinct;**

c) **Dartmouth North (DN) Precinct; and**

d) **Historic Dartmouth Neighbourhood (HDN) Precinct.**

The unique characteristics of each Precinct shall guide planning policies and land use regulations regarding built form, and future amendments to this Plan and the Land Use By-law to ensure that new developments are compatible with the existing neighbourhood. (RC-May23/24;E-June13/24)

2.8.1.1 SOUTH END HALIFAX PRECINCT

The South End Halifax (SEH) Precinct consists of several areas with unique built forms including Young Avenue, Armview, and Oakland Road. These areas share similar characteristics of larger-than-average lot areas, frontages, and built form typologies that are frequently reflected in Late Victorian Plan architecture, with many structures borrowing New England shapes and traditions. One exception is the Grant Street area, which includes unique housing and built forms styles that are smaller in scale with a tight-knit lot fabric. The following table outlines additional characteristics.

The SEH Precinct consists of several Special Areas including Young Avenue, Armview, Oakland Road, and Grant Street. The following table includes detailed characteristics:

Special Area	Special Area Description
Young Avenue	The Young Avenue (YA) Special area is established to: • support the existing character of the neighbourhood; • disincentivize the demolition of buildings located on existing large lots; and • maintain the larger than average lot areas, frontages, dimensions, and front yard setbacks present in the area. Characterized by stately large homes, the special area will permit internal conversions to **multi-unit(RC-May23/24;E-June13/24)** dwellings to encourage the preservation of the existing large homes. In addition, dwellings containing up to four units will also be permitted on existing vacant lots with special lot dimension and building design controls that support Young Avenue's unique character. These special controls are intended to carry forward and refine the amendments to the former Halifax Peninsula Land Use By-law that were approved in 2017. The Young Avenue Special area is also identified as a proposed Heritage Conservation District in Part 4 of this Plan.
Armview	The Armview (AV) Special Area is established to maintain the larger than average lot areas, front yard setbacks, and side yard setbacks of the area.
Oakland Road	The Oakland Road (OR) Special Area is established to reflect the larger than average lot areas, frontages, and front yard setbacks of the area. A portion of this Special Area is also identified as a proposed Heritage Conservation District in Part 4 of this Plan.

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Grant Street	The Grant Street (GS) Special Area is established to recognize the traditional cottage-style building typology, smaller than average lot areas, a tight-knit lot fabric, and small front and side yard setbacks. The area includes low-rise and small-scale buildings that are close to the street, creating a framed streetscape effect.

Policy E-7

The Land Use By-law shall establish built form regulations, including maximum building height, for the South End Halifax (SEH) Precinct, as shown on Map 9, and consistent with the policies in Parts 3 and 4 of this Plan.

Policy E-8

The Land Use By-law shall establish the following four (4) Special Areas within the South End Halifax (SEH) Precinct to maintain the unique built form characteristics of those neighbourhoods, as set out in the table above:

a) Young Avenue (YA) Special Area;

b) Armview (AV) Special Area;
c) Oakland Road (OR) Special Area; and

d) Grant Street (GS) Special Area.

Policy E-9

Within the Young Avenue (YA) Special Area, the Land Use By-law shall:

a) Repealed (RC-May23/24;E-June13/24)
b) establish the Young Avenue Sub-Area A (YA-A) to permit the development of multi-unit dwellings, containing up to five (5) dwelling units, on lots that existed and were vacant on September 18, 2019, provided that the lots are:
  i) re-subdivided to reflect the larger than average lot areas, frontage, and dimensions that characterize the area; and
  ii) developed with a built form that resembles one large single-unit dwelling with dimensions, setbacks, and building design that reflect the characteristics of the large homes that distinguish the area.

2.8.1.2 NORTH END HALIFAX PRECINCT

The North End Halifax (NEH) Precinct contains an eclectic combination of architecture styles with a dominant **low-rise(RC-May23/24;E-June13/24)** and small-scale built form. It includes two Special Areas; the North End Halifax 1 (NEH-1) and the North End Halifax 2 (NEH-2).

The North End Halifax 1 (NEH-1) Special Area is characterized by its distinct traditional architecture and narrow side yard setbacks between buildings. The North End Halifax 2 (NEH-2) Special Area includes some of the densest patterns of low-rise residential development in the Regional Centre. The following table includes additional characteristics:

Special Area	Special Area Description

North End Halifax 1 (NEH-1)	The NEH-1 Special Area is established to reflect the narrow side yard setbacks of the area, as well as the varied, but shallow, front yard setbacks found throughout the district.
North End Halifax 2 (NEH-2)	The NEH-2 Special Area is established to reflect the small lot areas and frontages of the area. It also recognizes the frequently narrow side yards and high lot coverages in the area. This area includes a high concentration of semi-detached and townhouse housing forms.

Policy E-10

The Land Use By-law shall establish built form regulations for the North End Halifax (NEH) Precinct as shown on Map 9, and consistent with the policies in Parts 3 and 4 of this Plan.

Policy E-11

The Land Use By-law shall establish the following two (2) Special Areas within the North End Halifax (NEH) Precinct with the intent of maintaining the unique built form characteristics of those neighbourhoods, as set out in the table above:

a) **North End Halifax 1 (NEH-1) Special Area; and**

b) **North End Halifax 2 (NEH-2) Special Area.**

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2.8.1.3: DARTMOUTH NORTH PRECINCT

The Dartmouth North (DN) Precinct is characterized by a unique built form history that is rooted in manufacturing and industry, which occupied the area for decades. The Precinct is established to recognize small building footprints, and lots smaller than the average lot size in the Regional Centre context. Many of the homes and buildings located in the area are single-storey cottages with simple and compact designs.

The DN Precinct consists of two (2) Special Areas, which include the Dartmouth North 1 (DN-1) and Dartmouth North 2 (DN-2). The following table includes detailed characteristics:

Special Area	Special Area Description
Dartmouth North 1 (DN-1)	DN-1 Special Area is established to recognize the small lot areas and frontages of the area, along with front and side yard setbacks, which are intended to maintain the compact and close-knit pattern of development present today.
Dartmouth North 2 (DN-2)	DN- 2 Special Area is established to recognize many of the same aspects as DN-1 Special Area, with side yards fashioned to match existing development in this area.

Policy E-12

The Land Use By-law shall establish built form regulations, including maximum building height, for the Dartmouth North (DN) Precinct as shown on Map 9, and consistent with the policies in Parts 3 and 4 of this Plan.

Policy E-13

The Land Use By-law shall establish the following two (2) Special Areas within the Dartmouth North (DN) Precinct with the intent of maintaining the unique built form characteristics of those neighbourhoods, as set out in the table above:

a) **Dartmouth North 1 (DN-1) Special Area; and**

b) **Dartmouth North 2 (DN-2) Special Area.**

2.8.1.4: HISTORIC DARTMOUTH NEIGHBOURHOODS PRECINCT

The Historic Dartmouth Neighbourhoods (HDN) Precinct is characterized by traditional architecture and built form from the early 19th Century. The predominant lot pattern in the area is small and compact lots laid out in a grid pattern. Most homes are two storeys in height with compact building footprints.

This area is comprised of the neighbourhoods commonly known as Austenville, Hawthorne, and Hazelhurst, all with their own unique built traditions. The Precinct recognizes the reduced lot sizes and frontages of the area, as well as narrow side yards and lower maximum heights. Through the Land Use By-law, the Historic Dartmouth Neighbourhoods (HDN) Special Area shall be created to recognize small lot areas and frontages, reduced side yards and reduced maximum building height to preserve the built form pattern of the area.

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Policy E-14

The Land Use By-law shall establish built form regulations, including maximum building height, for the Historic Dartmouth Neighbourhoods (HDN) Precinct, as shown on Map 9, and consistent with the policies in Parts 3 and 4 of this Plan.

Policy E-15

The Land Use By-law shall establish the Historic Dartmouth Neighbourhooods (HDN) Special Area within the Historic Dartmouth Neighbourhoods (HDN) Precinct to maintain the unique built form characteristics of those areas, as set out in the above Precinct description.

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2.9 FUTURE GROWTH NODE DESIGNATION

The Future Growth Node (Node) Designation, shown on Map 1, is intended to identify large sites that can accommodate significant growth and that require the development of master neighbourhood plans to determine their future land use and densities. The Designation is applied to largely vacant and underutilized lands, including existing and former shopping centers. The Future Growth Node Designation is applied to the following **12 (RC-May23/24;E-June13/24)** sites:

- Dartmouth Cove Lands, Dartmouth;
- Halifax Shopping Centre Lands, Halifax;
- Joseph Howe Rail Lands, Halifax;
- Kempt Road Lands, Halifax;
- Mic Mac Mall Lands, Dartmouth;
- Penhorn Lands, Dartmouth;
- Shannon Park Lands, Dartmouth;
- Southdale Lands, Dartmouth;
- Strawberry Hill Lands, Halifax;
- West End Mall Lands, Halifax;
- **Woodside Lands, Dartmouth and (RC-May23/24;E-June13/24)**
- Young Street Lands, Halifax.

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

This Plan envisions each Node developing in a coordinated manner based on a master neighbourhood plan that considers its environmental, social, cultural, and economic context. Large-sized Nodes are envisioned to develop into complete communities with supportive transit services, pedestrian-oriented streets, a mix of uses, services, parks, open spaces and community facilities, and a blend of high-rise, tall mid-rise, mid-rise, and low-rise buildings. Smaller-sized Nodes are envisioned to contribute to the development of complete communities that are compatible with the surrounding context. These visions generally apply to all identified Nodes with the exception of the Southdale Lands Future Growth Node. While this specific Node is relatively large, its development potential may be limited due to the presence of a large wetland and the site's low-density residential context.

Master neighbourhood planning requirements are implemented by using Comprehensive Development District (CDD) policies and zones. To develop each Node, a master neighbourhood plan must be prepared and incorporated in this Plan through Site-Specific Comprehensive Development District (CDD)

Development Agreement policies to guide the location and design of roads, parks, land uses, and densities. Based on these policies, development agreement applications may then be considered by Council to enable large-scale developments. Over the longer term, once all terms and conditions of the CDD Development Agreements are completed, Council may discharge the development agreement and make the necessary amendments to this Plan and the Land Use By-law to apply appropriate designations, zoning, and built form controls.

The Future Growth Node Designation establishes two zones that permit new large-scale developments only by development agreement. The following zones also allow limited land uses and development opportunities without a development agreement through the as-of-right process, as follows:

- The Comprehensive Development District 2 (CDD-2) Zone is applied to most large-sized Nodes and, without a development agreement, permits all commercial uses under the CEN-2 Zone, with limitation on the height, massing, and scale of new buildings and building additions; and
- The Comprehensive Development District 1 (CDD-1) Zone is applied to Nodes that are intended to accommodate a limited amount of residential developments and, without a development agreement, permits existing uses and all land uses permitted under the ER-1 zone.

Objectives:

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

Policy F-1

The Land Use By-law shall establish two zones that permit new large-scale developments only by development agreement, in accordance Policy F-6. The zones shall permit limited land uses and development opportunities without a development agreement and through the as-of-right process, as follows:

a) **The Comprehensive Development District 2 (CDD-2) Zone shall be applied to sites that are intended to be developed into large-scale mixed-use communities. In this zone, the only developments permitted without a development agreement shall be limited to commercial uses and institutional uses (RC-Jul 12/22;E-Aug 22/22) permitted in the CEN-2 Zone, and any new building or an addition to an existing building shall be:**

    i) **limited to a maximum floor area of 1,000 square metres and a maximum building height, as shown on Map 4, and**

    ii) **located on a lot in existence at the time of the adoption of this Plan; and**

b) **The Comprehensive Development District 1 (CDD-1) Zone shall be applied to sites intended to accommodate limited amount of residential development. In this zone, the only developments permitted without the requirement of a development agreement shall be limited to existing uses and land uses permitted in the ER-1 Zone, and any new building or an addition to an existing building shall be:**

    i) **limited to a maximum floor area of 1,000 square metres and a building height, as shown on Map 4, and**

    ii) **located on a lot in existence at the time of the adoption of this Plan.**

Policy F-2

The Land Use By-law shall establish the Mic Mac Mall Lands (ML) Special Area within the Mic Mac Mall Lands Future Growth Node to allow for building additions to exceed 1,000 square metres in floor area, subject to the to design controls as detailed in the Land Use By-law.

Policy F-3

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

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

b) **the need to enable additional development opportunities in the local area containing the specific Future Growth Node, and in the Regional Centre generally; and**

c) **the readiness of private land owners to proceed with development.**

Policy F-4

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

a) **the Future Growth Node objectives, as identified in Section 2.9 of this Plan;**

b) **the Site Context, and Site Planning and Design sections of the Regional Centre Urban Design Manual, contained in Appendix 2 of this Plan;**

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

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

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

f) **the overall development densities and building massing;**

g) **the classes of land uses permitted;**

h) **phasing of development;**

i) **the use and conservation of energy;**

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

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

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

Policy F-5

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

Policy F-6

(1) Subject to Policy F-5, in considering a development agreement for any lands zoned CDD-2 and CDD-1, Council shall consider the following:

a) **the applicable Site-Specific CDD Requirements set out in Section 2.9.1 of this Plan;**

b) **all applicable policies of the Regional Plan and of this Plan;**

c) **the subdivision of land;**

d) **the phasing of development;**

e) **the proposed development's road and walkway network, and the location of transit facilities;**

f) **the adequacy of public parks, open spaces and community facilities that meet the objectives of this Plan and the requirements of the Regional Subdivision By-law;**

g) **the built form and land use requirements applied to the site through references to appropriate zones and sections of the Land Use By-law, including site plan approval**

provisions, with limited site specific adjustments to meet the applicable Site-Specific CDD Requirements set out in Section 2.9.1 of this Plan;

h) the identification of any Pedestrian-Oriented Commercial Street, Waterfront View Corridor, and View Terminus Site;

i) provisions to exceed the maximum building height framework, provided the proposals(RC-May23/24;E-June13/24) comply with the Pedestrian Wind Impact Assessment Protocol and Performance Standards, and the Shadow Impact Assessment Protocol and Performance Standards of the Land Use By-law and the Citadel View Planes and Ramparts Sight Lines, Dartmouth View Planes, and Waterfront View Corridors; (RC-May23/24;E-June13/24)

j) provisions for incentive or bonus zoning, consistent with Part 9 of this Plan and the method for calculating bonus zoning values set out in the Land Use By-law;

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

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

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

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

(2) Repealed (RC-Jul 12/22;E-Aug 22/22)

Policy F-7

Upon the completion of subdivision and other terms of a CDD development agreement, Council may discharge the development agreement and amend this Plan and Land Use-Bylaw to continue to regulate land use and built-form in the Node over the long term. These Plan and Land Use By-law amendments are intended to apply land use designations, floor area ratio or maximum building height requirements, zoning, and built form controls that are consistent with the approved Site-Specific CDD development agreement policies.

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2.9.1 SITE-SPECIFIC COMPREHENSIVE DEVELOPMENT DISTRICT (CDD) DEVELOPMENT AGREEMENT REQUIREMENTS

Based on previous master neighbourhood planning exercises, Site-Specific CDD Development Agreement Requirements are completed for the following Future Growth Nodes:

- Shannon Park Lands, Dartmouth;
- Penhorn Mall Lands, Dartmouth;
- Young Street Lands, Halifax; and
- Dartmouth Cove Lands, Dartmouth.

2.9.1.1 SHANNON PARK LANDS

Shannon Park is a former military community located on the eastern shore of the Halifax Harbour that is bordered by a rail line, the A. Murray MacKay Bridge, and the Tufts Cove Power Generating Plant. Now predominately vacant, the 34-hectare site is intended to be developed into a compact, mixed-use community of approximately 3,000 dwelling units. Given the isolated nature of the site, special attention is required to connect the community to transit, surrounding neighbourhoods, and employment centres.

Policy F-8

When considering a development agreement for the Shannon Park Lands Future Growth Node, Council shall consider Policy F-6 and the following:

a) The Land Use Concept, as illustrated on Map 10, including the general location of proposed land uses, road network and road connections, and parks and multi-use trails;

b) Site and building design that supports a compact, mixed- use neighbourhood by providing:

i) a mix of mid-rise buildings, tall mid-rise buildings and high- rise buildings, including grade-related dwelling units ,

ii) commercial and institutional uses located within mixed-use buildings and primarily clustered along the ground floor of pedestrian-oriented commercial streets, and

iii) pedestrian-oriented building facades and designs;

c) Parks and open spaces that provide the full range of recreation and open spaces needed to serve the dense community by including:

i) a waterfront park that is a destination for both residents and surrounding communities,

ii) a centrally located multi-use park primarily designed to serve the outdoor recreation needs of the local community, and

iii) **other small park parcels that may be needed to facilitate pedestrian connections within the community and to surrounding areas;**

d) **A transportation network that prioritizes walking, the use of mobility devices, cycling, and transit use by considering:**

i) **the location of a centrally located transit facility located close to shops and services that provides a comfortable space for people to wait and gather,**

ii) **multi-use trails through the site that link to planned multi-use trail routes located on Windmill Road, Baffin Boulevard and near the Mackay Bridge, and**

iii) **the location of potential future commuter rail and ferry services during the phasing and design of development blocks;**

e) **The design and location of buildings and public infrastructure to mitigate potential climate change and storm surge risks in vulnerable areas by:**

i) **designing new buildings to meet the storm surge/sea level rise elevation requirements established in this Plan and the Regional Plan, and**

ii) **designing and locating roads, parks and other public infrastructure to comply with engineering standards to minimize risks of damage caused by future sea level rise and storm surges;**

f) **Development is designed to coordinate with adjacent lands and neighbourhoods by:**

i) **coordinating road, park, servicing and trail designs with the anticipated development of the lands owned by the Millbrook First Nation,**

ii) **considering development next to the railway and the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations,**

iii) **ensuring land uses and buildings transition to existing and planned development located on Windmill Road,**

iv) **incorporating the Shannon Park School site into the design of the community, while also enabling the school lands to be readily integrated into the neighbourhood design should it be closed in the future,**

v) **considering the proximity to the Tufts Cove Power Generating Plant and related infrastructure and any measures needed to mitigate potential land use conflicts, and**

vi) **considering the scale and separation of buildings adjacent to the A. Murry Mackay Bridge and its approaches, to mitigate noise impacts and potential land use conflicts; and**

g) **The design and location of neighbourhood features reflect the historic use and community connections to the site including:**

i) **scenic views,**

ii) **historic connections to the Halifax Harbour and Mi'Kmaq First Nations settlements,**

iii) **past community and military use of the site, and**

iv) **the results of an archeological assessment.**

2.9.1.2 PENHORN MALL LANDS

A Community Vision for the Penhorn Mall Lands was approved in principle by Council in October of 2009, which envisioned the area as a mixed-use area clustered around the transit terminal on Portland Street. The redevelopment concept includes pedestrian and transit-oriented spaces and corridors, and a range of low, medium, and high-density housing choices containing approximately 1,500-1,750 dwelling units.

Public amenity spaces including Penhorn Lake and Brownlow Park will support the development of this community, and additional open spaces and connections will be provided. Protection of the water quality of Penhorn Lake is a key objective, and will be considered during the development and construction phases of the site. Four areas are identified in this Future Growth Node:

- Area 1: this area abuts the Manor Park neighbourhood, and Penhorn Lake Park and Brownlow Park. Future development will maintain and enhance the existing vegetative buffer. Low-rise residential buildings are supported in this area due to its proximity to an existing low-rise residential neighbourhood.

- Area 2: this area abuts Area 1 and the Penhorn Lake Park. Future development will maintain and enhance the existing vegetative buffer through landscaping. Predominantly residential low-rise buildings and mid-rise buildings will be supported in this area to provide transition between the low-rise residential of Area 1, and the more dense and mixed-use Area 3. Part of this area also abuts the Circumferential Highway where a multi-use trail is planned to connect the transit facility to Area 3 and Penhorn Lake Park.

- Area 3: this area is intended to be the mixed-use centre of the Penhorn Future Growth Node. Mid-rise buildings, tall-mid-rise buildings and high-rise buildings clustered around a transit facility is supported in this area. A mainstreet pedestrian-oriented development is envisioned for this area, providing a focal point for commercial activity and supporting public amenities for this dense community. A multi-modal active transportation greenway connects and provides a transition between this area and Area 2, and connects the two key parks that exist on the site.

- Area 4: this area is nestled between the Manor Park low-rise residential area, Brownlow Park, low-rise Area 1, and the mixed- use centre of Area 3. This area is facing Portland Street and is in close proximity to the transit facility. This area may develop into low- to high-rise mixed-use development, and additional park space adjacent to Brownlow Park may also be considered for this area.

Policy F-9

When considering a development agreement for the Penhorn Lands Future Growth Node, Council shall consider Policy F-6 and the following:

a) **That the general location of proposed land uses, road network connections, parks, and multi-use trails is reasonably consistent with Map 11;**

b) **That site and building design supports a compact, mixed-use neighbourhood by:**

i) **planning for a mix of low to high-rise buildings as illustrated on Map 11,**

ii) **transitioning the height of new development down to existing low-rise residential buildings and public parks,**

iii) **locating commercial and institutional uses within mixed-use buildings up to the third floor, and primarily along the ground floor of pedestrian-oriented commercial streets,**

iv) **providing pedestrian-oriented building facades and designs,**

v) **prohibiting new drive-through facilities,**

vi) **providing substantial landscaping around the perimeter of the site, and adjacent to all buildings, and**

vii) **providing a mix of units, including grade-related dwelling units and ground-oriented premises;**

c) **That environmental protection, water quality and Urban Forest Master Plan objectives are supported by:**

i) **designing on-site stormwater management that emphasizes low impact development measures to maintain water quality in Penhorn Lake, with consideration given to the Analysis of Regional Lakes Water Quality Data (2006 - 2011) prepared by Stantec in 2012, and Surface Water Quality Monitoring – 2017 Final Report prepared by AECOM,**

ii) **considering a water quality monitoring program during and following development to ensure that the water quality objectives of the Regional Plan are satisfied, and**

iii) **preparing a landscaping and vegetation plan as part of site development to support the canopy target for the Manor Park Neighbourhood as referenced in the Urban Forest Master Plan;**

d) **Parks and open spaces provide the full range of recreation and open spaces needed to serve the dense community by:**

i) **locating public amenity spaces near the transit terminal on Portland Street,**

ii) **retaining, and where feasible, enhancing vegetative buffers around Penhorn Lake,**

iii) **establishing setbacks from municipally-owned lands around Penhorn Lake,**

iv) **only permitting pervious landscaping materials within the setbacks from municipally-owned lands around Penhorn Lake, and**

v) **planning for public park spaces to be aligned with, and to be visible from existing parks and the multi-modal pathway linking the Penhorn Lake area and Brownlow Park; and**

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e) **That the transportation network prioritizes walking, the easy use of mobility devices, cycling, and transit use by:**

   i) **providing a minimum of two street access points to Portland Street, as illustrated on Map 11,**

   ii) **planning for a multi-modal greenway that links the Penhorn Lake area and Brownlow Park, and accommodates public spaces, trees, and an off-road active transportation route,**

   iii) **designing wide pathways to access the back half of the site and intersect with the greenway to give priority to pedestrians and active transportation, and**

   iv) **designing pedestrian pathways to connect the transit facility, existing neighbourhoods, Brownlow Park, Penhorn Park, and the proposed Penhorn Lake trails.**

2.9.1.3 YOUNG STREET LANDS

Young Street Lands are an extensive urban block bordered by Young Street, Robie Street, Almon Street, and Windsor Street. It includes a portion of the Halifax Forum site, an important North End landmark, and is also close to the Hydrostone neighbourhood. This site contains several large underutilized properties with a broad range of building types including a large Canada Post processing facility, warehouses, and big box retail stores.

A priority for this Node is to create a more pedestrian-friendly environment by introducing a formalized and fine-grained block pattern, improving walkability through new and expanded mobility connections, and creating vibrant pedestrian streets. Once developed, this area will act as an extension of the Young Street/ Robie Street Centre and contain approximately 4,500 -5,000 dwelling units.

Policy F-10

When considering a development agreement for the Young Street Lands Future Growth Node, Council shall consider Policy F-6 and the following:

a) **The general location of proposed land uses, road network connections, and walkways is reasonably consistent with Map 12;**

b) **New parks and open spaces provide the full range of recreation and open spaces needed to serve the dense community and act as a focal point for key areas, intersections, and active transportation connections; and**

c) **Site and building design support a compact, mixed-use neighbourhood by:**

   i) **planning for a variety of residential building forms including low to high-rise buildings that transition to low-rise residential areas,**

ii) **focusing tall mid-rise and high-rise buildings along Young Street, Robie Street, and Windsor Street, with lower buildings along Almon Street adjacent to low-rise residential areas,**

iii) **requiring ground floor commercial uses on properties that front on Pedestrian-Oriented Commercial Streets as identified in the master neighbourhood planning exercise,**

iv) **supporting a wide range of uses, including office, retail, service, restaurant, cultural and entertainment uses that serve both local and regional needs,**

v) **incorporating scenic views and connections to the Halifax Forum and the Hydrostone neighbourhood into the design and location of neighbourhood features, and**

vi) **considering heritage contexts.**

2.9.1.4 DARTMOUTH COVE LANDS

Dartmouth Cove Lands include the lands between Alderney Drive and Maitland Street, and between the rear of the properties abutting Portland Street and Halifax Harbour. These Site Specific CDD Development Agreement Requirements are based on the Dartmouth Cove Comprehensive Plan (2012), which planned for a community of approximately 1,000 dwelling units. Given the multiple property ownership of these lands, more than one development agreement process may be considered on this site.

The vision for Dartmouth Cove is to create a new and appealing mixed-use neighbourhood with strong relationships to the waterfront, open spaces, trails, Downtown Dartmouth and adjacent neighbourhoods. Dartmouth Cove will become an extension of the Downtown and provide a variety of housing, employment, shopping, and recreational opportunities to accommodate and appeal to diverse demographics. It also has the potential to develop into an “Innovation District” as an extension of the neighbouring Centre for Ocean Ventures and Entrepreneurship (COVE) lands. It will be a transit supportive and pedestrian-oriented community, setting a new benchmark in sustainability and design excellence for the Municipality and beyond.

Future development should maintain, protect and reinforce the distinct sense of place, which is defined by the marine industrial history, the Shubenacadie Canal, and the human-scale character of Portland Street and adjacent historic neighbourhoods. Four (4) precincts are identified for this Future Growth Node:

- Canal Street (Precinct 1): This precinct is framed by Dartmouth Cove, and serves to provide a strong visual and physical connection through the entire neighbourhood, while providing a central focus area for the development of Dartmouth Cove.

- Canal Side (Precinct 2): This precinct defines the areas fronting onto Martin’s Park and the Shubenacadie Canal. This precinct is an important interface between Dartmouth Cove, King’s Wharf and the rest of the Downtown, strengthening visual and physical connectivity between these areas.

- Maitland Street (Precinct 3): This precinct provides a view corridor to the mouth of the Harbour and the most direct public link to the waterfront, and is the interface between Dartmouth Cove, Portland

Street and adjacent established low-rise residential neighbourhoods. Reinforcing the view corridor and the connection to the water's edge must underpin future design and development. Part of this precinct, west of Newcastle Street can continue to accommodate commercial and industrial uses.

- Harbourside (Precinct 4): This precinct provides connection and interface between the Dartmouth Cove Future Growth Node and the waterfront. This must include careful design and grading near the rail line, especially where streets or paths cross the rail line. It is anticipated that the Harbourfront lands will continue to accommodate marine industrial functions, but through redevelopment they may also accommodate a range of commercial, retail and cultural uses. Residential uses may also be considered, but only if conflicts with industrial uses are minimal and provisions are made for sea level rise and storm surge protection.

Policy F-11

When considering a development agreement for the Dartmouth Cove Future Growth Node, Council shall consider Policy F-6, and the following:

a) The proposed layout of streets, precincts, pedestrian paths, view corridors, and open spaces is generally consistent with Map 13;

b) The transportation network prioritizes walking, the easy use of mobility devices, cycling, and transit use by creating a street and pedestrian pathway network through the development of new public roads, public pathways and private amenity space, as generally shown on Map 13;

c) Buildings and public infrastructure are located to mitigate potential sea level rise and storm surge risks in vulnerable areas by:

i) designing and locating roads, public parks and other public infrastructure to minimize risks of damage caused by future sea level rise and storm surges,

ii) improving geotechnical conditions, providing development sites, and raising the elevation of developments in response to sea level rise,

iii) providing gentle slopes wherever possible, and

iv) minimizing the use of retaining walls and the view of retaining walls from public parks and streets;

d) Site and building design support a compact, mixed-use neighbourhood, generally consistent with built forms illustrated on Map 13, and by:

i) generally meeting the built form regulations as set out in the Land Use By-law,

ii) Repealed (RC-Jul 12/22;E-Aug 22/22)

iii) preserving or creating views of St. James's Church View Terminus Site and of the Harbour, and any waterfront view corridors identified in this Plan,

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iv) **providing appropriate setbacks from Martin's Park, and building and open space designs that provide active edges to the park,**

v) **providing wider setbacks along the length of Maitland Street to preserve or create views of the Harbour, and**

vi) **considering risks, impacts and opportunities associated with the active rail line and Harbour-related businesses;**

e) **New or improved public parks and open spaces provide:**

i) **a focal point for the community,**

ii) **space for a diverse range of activities, and**

iii) **connections to existing active transportation networks;**

f) **Green stormwater infrastructure is incorporated in site design by:**

i) **providing porous paving, roof gardens and street level rain gardens, and**

ii) **landscaping and tree planting to support the Urban Forest Master Plan tree canopy objectives;**

g) **For Precinct 1, the development:**

i) **supports continuous pedestrian-oriented commercial uses such as retail and restaurants with patios along the ground floors facing Canal Street to stimulate pedestrian movement between the waterfront and Portland Street; (RC-Jul 12/22;E-Aug 22/22)**

ii) **identifies opportunities for public art sites,**

iii) **protects space for a potential transit shelter where Canal Street intersects with the rail line,**

iv) **locates mid-rise, tall mid-rise and high-rise buildings to provide a sense of enclosure and to encourage optimal use of the greenway, and**

v) **steps building heights down to the waterfront and to Portland Street;**

h) **For Precinct 2, the development:**

i) **provides for pedestrian-oriented commercial uses within buildings that frame the street and support access to the Canal,**

ii) **provides grading that minimizes steep slopes and enables further development on nearby parcels,**

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iii) **enhances Martin's Park including a new trail link, new public art sites, and an opportunity for pedestrian-oriented commercial uses overlooking the Canal,**

iv) **provides commercial uses along the pathway abutting Martin's Park, including retail, restaurants with patios, as well as work/live units, and**

v) **provides access to the Canal;**

i) **For Precinct 3, the development:**

i) **provides trees, to reinforce the view corridor and to provide a safe and appealing path to the waterfront,**

ii) **retains the landscaped hillside to the east of Maitland Street,**

iii) **provides a pier and waterfront park at the end of Maitland Street that may include a boat launch, beach, open green, and interpretive signage,**

iv) **creates a pedestrian pathway along the precinct border, as shown on Map 13, (RC-Jul 12/22;E-Aug 22/22)**

v) **permits mixed-use mid-rise and tall mid-rise buildings, but steps down in building height towards the water and adjacent low-rise residential neighbourhoods, and**

vi) **permits low-rise to mid-rise buildings in the part of the precinct east of Maitland Street; and**

j) **For Precinct 4, the development:**

i) **provides for a mix of light industrial, residential, and commercial uses in mid-rise to high-rise building forms with building heights that step down to the waterfront, (RC-May23/24;E-June13/24)**

ii) **maintains views of the Harbour, by providing a multi-use square at the terminus of Canal Street and Maitland Street that may be used as an event space, a market, or other similar uses, (RC-May23/24;E-June13/24)**

iii) **retains and enhances the two existing private rail crossings, and addresses emergency safety and access for the development across the rail line, and (RC-May23/24;E-June13/24)**

iv) **creates a continuous boardwalk or trail along the waterfront in conjunction with a sea wall that reinforces the area's protection in the event of sea level rise and storm surges. (RC-May23/24;E-June13/24)**

k) **Within Precincts 1, 2, 3, and 4 light industrial and research and development uses may be permitted provided potential conflicts with residential uses are managed through controls related to the size, nature, building design, and hours of operation of the proposed light industrial uses; (RC-May23/24;E-June13/24)**

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and

l) The permitted density for each precinct Precincts 1, 2, 3 and 4 (RC-May23/24;E-June13/24) shall be reasonably consistent with the maximum floor area ratios contained on Map 13;

m) Repealed (RC-May23/24;E-June13/24)

n) Development on any infilled lands in the Halifax Harbour abutting the Dartmouth Cove area shall be considered under this policy.

2.9.1.5 SOUTHDALE LANDS

The Southdale Lands are adjacent to Highway 111, Mount Hope Avenue interchange, 101 Research Drive, and the terminus of Lynn Drive, in Dartmouth. The majority of the area is undeveloped and consists of woodland and a large wetland. This Future Growth Node was designated as a "Special Planning Area" by the Province of Nova Scotia in 2022.

The Woodside Vision and Action Plan, approved in principle by Regional Council in 2012, identified the need for residential development in a manner sensitive to the wetland and forested areas. Informed by additional master planning and community engagement completed under this Plan's Future Growth Node policies, the Southdale Lands are intended to develop as a compact, walkable residential community that prioritizes pedestrians, supports access to transit, and protects the wetland. The entire site can accommodate approximately 1,875 residential units as well as employment, commercial and institutional uses to support the new, complete community. Area 1 and 2 are envisioned to accommodate approximately 875 residential units in total, with Area 3 envisioned to accommodate approximately 1,000 residential units.

Sensitivity to the importance of the wetland is a key policy objective. Future development will maintain the existing wetland and vegetated watercourse buffer around the wetland as protected open space and include stormwater management measures to protect water quality and to infiltrate runoff. The development will balance the need for a multi-use pathway, servicing and road network requirements with these objectives.

The Southdale Lands will be connected to the surrounding area by new public streets with sidewalks, a multi-use pathway and pedestrian pathways. Three areas are identified in this Future Growth Node on Map 25:

- **Area 1: this area abuts Highway 111, the wetland, the Woodside Industrial Park, Lynn Drive, and Maple Ridge Estates. Predominantly low-rise residential development is supported in this area, with some mid-rise, mixed-use buildings supported on strategic sites. A mix of housing types including "ground oriented" units and multi-unit dwellings is supported in this area. Residential blocks will be connected by new streets, a multi-use pathway, and other pathways and trails. The wetland and adjacent watercourse buffer will be protected as open space. The area will also feature a public park as a focal point, and a new public street and multi-use path connection to Gaston Road is envisioned to support access to transit and the surrounding community.**

- **Area 2: this area abuts Highway 111, Mount Hope Avenue, the Woodside Industrial Park, and the wetland. Tall mid-rise, mixed-use development is supported in this area. A vegetated buffer will be required next to the wetland. The area will be connected to the rest of the development and surrounding community by a public street, a trail, and Mount Hope Avenue. Public transit is envisioned to connect this area to Area 1 and the Woodside Ferry, and pedestrian and cyclist safety will be considered as a priority in the design of Mount Hope street crossing. Land use and built form transitions will mitigate potential conflicts with the adjacent highway interchange and Woodside Industrial Park.**

- **Area 3: this area abuts the wetland, Fenwick Street, Dartmouth South Academy public school, Research Drive and the Woodside Industrial Park. Area 3 is divided into two sub-areas, Sub-area 3A and Sub-area 3B, to recognize different development potential. Low-rise to tall-mid-rise development is supported in this area that transitions to existing established residential neighbourhoods, and Dartmouth South Academy School. The area is intended to allow for residential uses while encouraging opportunities for employment and mixed uses. The wetland and adjacent watercourse buffer will be protected as open space and include trail connections to the surrounding areas. The area will be connected to Area 2, the nearby neighbourhood and school through active transportation connections, and by a public street that connect the Woodside Industrial Park to Fenwick Street.**

It is envisioned that Area 1 and Area 2 will proceed under one development agreement, while Area 3 may proceed under a separate development agreement.

Policy F-12

When considering one or more Development Agreements for the Southdale Future Growth Node, Council shall consider the following:

1. **That the transportation network within the site prioritizes pedestrian safety and comfort, walking, the easy use of mobility devices, cycling, and transit use, by creating a street and pedestrian pathway network as generally shown on Map 25;**
2. **Site and building design that supports a compact, mixed-use neighbourhood, with built forms and land uses as generally shown on Map 25 and by:**
    - **i) generally meeting the built form and land use regulations as set out in the Land Use By-law,**
    - **ii) building and open space design that complements parks and open spaces and contributes to an active and vibrant public realm;**
    - **iii) identifying strategic view terminus sites to enhance prominent sites;**
    - **iv) providing pedestrian-oriented site and building design including a walkable transportation network and buildings with prominent pedestrian-oriented entrances; and**
    - **v) permitting a mix of uses;**
3. **New parks and public spaces that enhance the public realm and provide access to recreational opportunities and open space by:**
    - **i) locating parks and open spaces as focal points for the community to support the retention of natural space adjacent to the wetland, as generally shown on Map 25; and**
    - **ii) providing space for a mix of programmed and passive activities, naturalized areas that support stormwater objectives, and connections to existing active transportation networks and the wetland via paths and trails;**
4. **That environmental protection and climate resiliency objectives are supported by:**
    - **i) protecting and preserving the on-site wetland and required watercourse buffer as passive open space by applying a Protected Area Zone and considering municipal ownership of the wetland and buffer space;**
    - **ii) creating a site-specific approach to the watercourse buffer which, under certain conditions, exceeds the required watercourse buffer width under the Land Use By-law while providing flexibility for construction near challenging grades, reinstated slopes, trails and stormwater management;**
    - **iii) reinstating native vegetation in any areas of the watercourse buffer removed during the construction of public roads, trails, utilities and infrastructure;**
    - **iv) developing water quality objectives for the design of on-site stormwater management with the goal of maintaining wetland function;**

v) **ensuring that any roads through the wetland allow for the throughflow of water and maintain wetland functions as identified in the baseline Wetland Ecosystem Services Protocol (WESP) assessment;**
vi) **a landscaping plan that supports stormwater capture and filtration, natural vegetation retention, and the tree canopy targets of the Urban Forest Master Plan;**
vii) **minimizing impermeable surfaces to support stormwater management and to infiltrate runoff;**
viii) **managing the effects of the urban heat island effect by reducing hard surfaces, providing landscaping near buildings and in parking areas, encouraging tree retention; and**
ix) **providing educational signage or commemorative features on-site containing information on wetlands, climate change, environmental stewardship or the area's history;**

5. **Supporting housing needs in the municipality by:**
   i) **requiring a mix of housing types including semi-detached, four-unit, townhomes and mid-rise to tall mid-rise multi-unit dwellings;**
   ii) **allowing for reduced lot frontage, lot area, yards, setbacks and parking requirements;**
   iii) **permitting variations to built form requirements in the land use by-law for maximum building dimensions, streetwalls, ground floor requirements and grade-related dwelling units to support compact, ground-oriented development;**
   iv) **permitting a portion of the required incentive or bonus zoning public benefit to be provided as on-site affordable housing or land contributions; and**
   v) **collaborating with other levels of government and the private sector on delivering specific housing outcomes;**
6. **That Area 1:**
   i) **consists primarily of low-rise residential uses with mid-rise mixed-use development permitted on select sites that meet the maximum height requirements of *Canadian Forces Base Shearwater Airfield Zoning Regulations*;**
   ii) **includes variation in the design of low-density dwellings;**
   iii) **provides a landscaped buffer between Highway 111 and the development;**
   iv) **provides built-form transitions to adjacent development in existing neighbourhoods;**
   v) **manages surface parking and driveways to prioritize pedestrian movement and safety;**
   vi) **provides pedestrian access to the wetland for passive recreation;**
7. **That Area 2:**
   i) **consists of mid-rise to tall mid-rise buildings that meet the maximum height requirements of *Canadian Forces Base Shearwater Airfield Zoning Regulations*;**
   ii) **creates a gateway to the development by orienting buildings towards the street and locating buildings close to the streetline;**
   iii) **includes a public road connection between Area 1 and Mount Hope Avenue; and**
   iv) **mitigates potential land use conflicts with Highway 111 and nearby industrial uses with through landscaped buffers and setbacks;**
8. **That Area 3:**
   i) **consists of low-rise buildings near Dartmouth South Academy and nearby neighbourhoods and mid-rise to tall mid-rise buildings closer to the Woodside Industrial Park;**
   ii) **provides a culture and heritage assessment that identifies and evaluates culture and heritage resources located on or adjacent to the lands;**

iii) **provides neighbourhood-supportive uses to increase walkability, provide goods and services to residents and offer employment opportunities by permitting a mix of uses in all multi-unit buildings;**
iv) **manages potential conflicts between the Woodside Industrial Park and residential buildings through controls of building design, landscaped buffers, and setbacks;**
v) **requires height transitions to adjacent low-rise neighbourhoods;**
vi) **consists of approximately 750 units in Sub-area 3A, and approximately 250 units in Sub-area 3B; and**

i) **phases development to ensure that a public road connection and public parkland dedication, as shown on Map 25, are provided in early phases of the development, allowing only limited subdivision and development without the public road connection and parkland dedication. (TF-Oct 18/22;E-Nov 9/22)**

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2.10 INSTITUTIONAL EMPLOYMENT DESIGNATION

The Institutional Employment Designation, shown on Map 1, is intended to support the use and expansion of the many thriving institutions located in the Regional Centre. The Designation is applied to large scale institutions, including the universities, colleges, hospitals, and the Department of National Defense lands, as well as smaller institutions that support complete communities, such as religious institutions, libraries, fire stations, police stations, recreational clubs and community facilities, schools, cultural facilities and similar uses.

These institutions are major employers in the Regional Centre and provide a wide range of services and economic, social, and cultural benefits to the Municipality and the Atlantic region. The clustering of these facilities in the Regional Centre plays a critical role in fostering partnerships and the development of innovative technologies and services. Local and small-scale institutions can act as hubs for a range of community services.

Universities and colleges are an integral part of the urban landscape and regional economy. These institutions serve as anchors for research, innovation and economic activity, and are encouraged to continue to locate and expand in the Regional Centre. The university and college campuses located in the Regional Centre have diverse built forms, with some characterized by buildings grouped in an open space setting, and others developed in a more compact urban form.

While the Municipality has limited jurisdiction over provincial and federal institutions, coordination of planning efforts can support mutually beneficial goals, and a high level of service provision. The Institutional Employment Designation supports investment and intensification in existing institutional areas, while considering the relationship to Municipal infrastructure and nearby neighbourhoods, including transit service, active transportation and impacts on the public realm. Institutional developments are also encouraged to demonstrate leadership in supporting the Core Concepts and Urban Design Goals of this Plan.

The Institutional Employment Designation establishes five (5) zones to recognize and support the diverse range of institutional uses as described below:

- The Institutional (INS) Zone is applied to small-scale institutional and community uses, such as religious institutions, libraries and schools;
- The University and College 2 (UC-2) Zone is applied to university and college campuses located in a dense urban setting, such as the Dalhousie University Carleton and Sexton campuses;
- The University and College 1 (UC-1) Zone is applied to university and college campuses located next to low density areas that are characterizes by large patches or networks of open space;
- The Hospital (H) Zone is applied to existing public hospitals; and
- The Department of National Defense (DND) Zone is applied to military lands.

Objectives:

1. Maintain and protect existing areas of institutional employment.

2. Support the intensification and orderly growth of major institutions, including governmental, educational, cultural and health sectors.

3. Improve access to major and small-scale institutions that support complete communities.

4. Maintain and protect existing small-scale institutional areas.

5. Support the adaptive re-use of small-scale institutions that support complete communities.

6. Facilitate the use of active transportation and public transit by employees, students and clients.

Policy IE-1

The Land Use By-law shall establish five (5) zones within the Institutional Employment Designation as follows:

a) **Institutional (INS) Zone shall apply to lands that contain smaller institutional uses and shall permit a wide range of institutional and community uses, including shared housing, mulit-unit dwellings, religious institutions, emergency services, daycares, libraries, schools, and other similar uses; (RC-May23/24;E-June13/24)**

b) **University and College 2 (UC-2) Zone shall apply to lands that contain university and college campuses located in a dense urban setting to recognize and continue to permit the development of high-density building forms, and shall permit university or college uses, uses permitted in the INS Zone, and a limited range of complementary commercial uses;**

c) **University and College 1 (UC-1) Zone shall apply to the university and college campuses located next to low-density areas to support their continued expansion, while managing the scale, density and design of buildings and open spaces, and shall permit university or college uses, uses permitted in the INS Zone, and a limited range of complementary commercial uses;**

d) **Hospital (H) Zone shall apply to existing public hospitals and shall permit public hospitals, medical clinics, emergency services and related uses; and**

e) **Department of National Defense (DND) Zone shall apply to military lands and shall permit military uses and related uses.**

Policy IE-2

The Land Use By-law shall establish built form regulations for all Institutional Employment zones, in accordance with Map 4 and the policies in Parts 3 and 4 of this Plan. Built form regulations shall support the unique functions of institutional buildings, while supporting pedestrian-oriented urban design.

Policy IE-3

The Land Use By-law shall establish the following Special Areas to tailor built form regulations within the UC-1 and UC-2 Zones:

a) **the Dalhousie Sexton Campus (DSC) Special Area to support higher maximum streetwall heights along Queen Street; and**

b) **other Special Areas within the UC-1 Zone to address lot coverage for distinct college and university campuses to enable lot coverage requirements to apply to the collection of properties that make up the identified blocks of university campus.**

Policy IE-4

Council recognizes that institutional employment uses may need to expand beyond the Institutional Employment Designation to support growth and investment opportunities. Therefore, the implementation policies contained in Part 9 of this Plan shall provide opportunities to expand Institutional Employment zones into abutting designations through a Land Use By-law amendment process.

Policy IE-5

Council may consider partnerships with the provincial and federal governments to support:

a) **the orderly development of major institutional uses;**

b) **connections to public transit and active transportation infrastructure; and**

c) **building designs that support the Urban Design Goals of this Plan and the direction set out in the Regional Centre Urban Design Manual contained in Appendix 2 of this Plan.**

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2.10.2 LANDMARK BUILDINGS

The INS Zone is applied to a variety of small-scale institutional uses, such as religious institutions, libraries, community centres and schools. Some of these institutional uses are located in prominent buildings that contribute to the character of the surrounding community. Identified as landmark buildings, this Plan recognizes that some existing institutional buildings may need to be re-purposed for other uses in response to changing demographics and social interests. To support the preservation and adaptive re-use of these landmark buildings, this Plan enables landmark buildings to be re-developed for residential or mixed residential and commercial uses.

Policy IE-6

The Land Use By-law shall identify landmark buildings located in the INS Zone to support the preservation and adaptive re-use of prominent institutional buildings. These landmark buildings shall be permitted to convert to residential, mixed-use, and commercial uses provided that the size and design of the buildings are substantially maintained.

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2.11 INDUSTRIAL EMPLOYMENT DESIGNATION

The Industrial Employment Designation, shown on Map 1, is intended to support the use and retention of lands for industrial development. The Designation is applied to existing industrial, mixed commercial and industrial, and harbour-related industrial areas.

The Regional Plan recognizes the importance of industrial lands, business parks, and lands on the Halifax Harbour to the long-term economic growth and development of the Municipality. The Halifax Harbour plays a strategically important economic role in the Municipality, and the Province of Nova Scotia, for shipping, shipbuilding, naval operations and other port related industries. These industries are important contributors to the regional economy.

The Industrial Employment Designation seeks to preserve these areas and prevent the introduction of incompatible residential and commercial developments that may create land use conflicts and limit future industrial development opportunities. Built form regulations in the Land Use By-law will recognize the unique functions of these employment lands by establishing flexible building design requirements. Given the proximity of current industrial uses to residential areas, only light industrial and harbour-related industrial will be supported under this Designation.

The Industrial Employment Designation establishes three (3) zones to support industrial uses, as follows:

- The Light Industrial (LI) Zone is applied to lands that contain or can support light industrial uses and is applied to the Woodside Industrial Park and other industrial areas;
- The Harbour-Related Industrial (HRI) Zone is applied to lands that contain or can support marine-related industrial uses on the Halifax Harbour; and
- The Commercial Light Industrial (CLI) Zone is applied to lands that are accessible to transit service and that contain or can support a mix of light industrial and complementary commercial uses, and that provide a buffer between industrial and residential areas.

Objectives:

1. Ensure that there are sufficient lands available along the harbour, rail freight corridors, and in business parks to support economic development opportunities;

2. Support the growth of the industrial sector, including harbour-related uses, light manufacturing, and warehousing.

3. Support access to transportation networks, and local, regional, and global economic markets.

4. Provide a buffer and transition between existing residential areas and industrial uses.
5. Support a range of commercial uses in area served by transit that complement and support industrial uses.

Policy IC-1

The Land Use By-law shall establish three (3) zones within the Industrial Employment Designation to protect, maintain and provide transition to industrial activities as follows:

a) **The Light Industrial (LI) Zone shall apply to lands that contain or can support a broad range of light industrial and related uses. The zone shall also permit limited commercial, institutional and urban agricultural uses;**

b) **The Harbour-Related Industrial (HRI) Zone shall apply to lands that contain or can support marine-related industrial uses on the Halifax Harbour. The zone shall also permit a range of light industrial uses, cruise ship terminals, and compatible institutional uses; and**

c) **The Commercial Light Industrial (CLI) Zone shall apply to lands that are accessible by transit service and that provides a buffer between industrial and residential uses. The CLI Zone shall permit light industrial uses enclosed in buildings, commercial uses that complement industrial uses, and limited institutional uses.**

Policy IC-2

The Land Use By-law shall establish built form regulations for all Industrial Employment zones, in accordance with Map 4 and the built form policies in Parts 3 and 4 of this Plan. Built form regulations shall support the unique function of industrial and commercial buildings.

Policy IC-3

The Land Use By-law shall not permit residential uses in the Industrial Employment zones and shall require buffering with adjacent residential zones through the use of setbacks, landscaping, fencing, and limits on outdoor storage.

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2.11.1 MIXED INDUSTRIAL COMMERCIAL SPECIAL AREA

Within the Industrial Employment Designation and Harbour-Related Industrial (HRI) Zone, certain areas can support both harbour-related industrial uses and commercial uses that complement industrial businesses and support public access to Halifax Harbour. Located next to Downtown Halifax, the Halifax Seaport is an active arts and cultural district found at the south end of the Halifax waterfront that serves both residents and the many visitors to Halifax. Extending from Piers 19 to 23, it includes artisans, retailers, cruise terminals, event facilities, cafés, galleries, offices, a museum, a university and a farmers' market. Similarly in Dartmouth, the Centre for Ocean Ventures & Entrepreneurship (COVE) is a hub for local and global ocean technology businesses, post-secondary institutions, researchers, and marine-based and service businesses that support the ocean sector. Within these areas, the HRI zone will continue to permit industrial uses, while also permitting a broad range of commercial and institutional uses.

Policy IC-4

The Land Use By-law shall establish the Mixed Industrial Commercial (MIC) Special Area over the Centre for Ocean Ventures & Entrepreneurship and Halifax Seaport to permit all uses permitted in the DD and DH Zones, with the exception of residential uses and service station uses, in addition to industrial uses permitted in the underlying HRI Zone.

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2.12 WATER ACCESS DESIGNATION

The Water Access Designation, shown on Map 1, is intended to protect the unique character and environment of waterfront neighbourhoods. **(RC-Jan 9/24;E-Feb 12/24)** The Designation is applied to water lots located in the Northwest Arm of Halifax Harbour, Lake Banook and Lake Mic Mac. **On Lake Banook and Lake Mic Mac, the Designation limits the development of infilled water lots. In the Northwest Arm, the Designation restricts water lot infilling and limits the development of infilled water lots. (RC-Jan 9/24;E-Feb 12/24)**

While waterfront property ownership now typically stops at the shoreline, a number of lots exist around these waterbodies that were created prior to Confederation in 1867. Known as pre-confederation water lots, these lots can be infilled if approval is granted by the Federal Government on the Northwest Arm, or by the Provincial Government on Lake Banook and Lake Mic Mac.

In 2007, a Water Access Designation and related zone were first established for the Northwest Arm area of the Halifax Harbour under former planning policies and land use regulations that were in effect at the time. The intent was to preserve the unique character and environment of the shoreline, and support recreation opportunities. While infilling of water lots could not be prevented, the designation and zone discouraged infilling by limiting development on infilled areas to park and recreational uses. Under this Plan, the Water Access Designation and related zone are maintained for the Northwest Arm of the Halifax Harbour, and extended to water lots located on Lake Banook and Lake Mic Mac.

In 2023, Justice Canada indicated on behalf of Transport Canada a willingness to recognize or otherwise permit a limited jurisdiction for the Municipality over infilling on the Northwest Arm. Staff of the department have indicated a willingness to recommending to the Minister the issuance of conditional approvals under the *Canadian Navigable Waters Act* (CNWA), over water lot infilling activities on the Northwest Arm. This approach would see Ministerial approvals require applicants to be compliant with the Municipality's municipal land use regulations. (RC-Jan 9/24;E-Feb 12/24)

Policies under this designation provide direction and framework to control development on lands that abut water lots by establishing Special Areas regulations in the Land Use By-law. Each of these Special Areas will establish reference lines that approximately represent the existing shorelines, which will be used for calculating minimum lot area and setbacks. To support recreational development, an exemption is made for existing boat clubs.

Objectives:

- **Deleted -(RC-Jan 9/24;E-Feb 12/24)**

1. **Protect the unique character, environment and recreation opportunities of the community around the Northwest Arm of Halifax Harbour by restricting water lot infilling and limiting development on infilled water lots.**
2. **Protect the unique character, environment and recreation opportunities of the communities around Lake Banook and Lake Mic Mac by limiting development on infilled water lots. (RC-Jan 9/24;E-Feb 12/24)**

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Policy W-1

The Land Use By-law shall establish the Water Access (WA) Zone and apply it over all water lots located within the Water Access Designation. The WA Zone shall limit permitted uses to parks, water access structures, public infrastructure, and accessory uses.

Policy W-2

The Land Use By-law shall establish the Northwest Arm (NWA) Special Area, the Lake Banook (LB) Special Area, the Lake Micmac (LM) Special Area, and the Boat Clubs (BC) Special Area over the WA Zone and abutting zones and properties. These special areas shall:

a) establish the shoreline reference line and additional land use permissions and requirements related to setbacks from the shoreline reference line, structures and land uses permitted in those areas;

b) prohibit the inclusion of the area of infilled water lots when calculating minimum lot area, setbacks from the shoreline reference line, and rear lot setbacks; (RC-Jan 9/24;E-Feb 12/24)

c) establish exemptions for shoreline reference line setbacks for the Boat Clubs (BC) Special Area; and (RC-Jan 9/24;E-Feb 12/24)

d) restrict water lot infilling activities in the Northwest Arm (NWA) Special Area to those related to the following developments:

(i) public infrastructure,
(ii) utility uses,
(iii) publicly owned or operated ferry terminals,
(iv) parks on public land,
(v) municipal, provincial, and national historic sites and monuments, and
vi) retaining walls. (RC-Jan 9/24;E-Feb 12/24)

Policy W-3

The Municipality shall encourage the respective provincial and federal approval authorities to refer any marine related infrastructure or water lot infilling requests and applications occurring within the Northwest Arm (NWA) Special Area, the Lake Banook (LB) Special Area, and the Lake Micmac (LM) Special Area to the Development Officer for review of compliance with the Land Use By-law. (RC-Jan 9/24;E-Feb 12/24)

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PART 3: URBAN DESIGN

3.1 INTRODUCTION

The urban environment affects the way we live, work, and travel. Urban design, which is the process of designing and shaping the physical features of cities, can support a sense of place, social and cultural contexts, environmental sustainability, and economic growth.

Within the Regional Centre, urban design takes into consideration the elements that support people of all ages, abilities, backgrounds, and incomes, and help those communities to be physically, socially, and economically vibrant. This approach encourages a compact and human-scale design that promotes a wide range of mobility choices, encourages the efficient use of municipal infrastructure, and maintains the viability of neighbourhood businesses. A “people-first” urban design supports human-scale building designs that foster distinct neighbourhoods and community character.

This Part builds on the Vision, Core Concepts, and Urban Design Goals to inform specific built form regulations and design requirements for shaping building design. It provides details on the design process including understanding the broader Regional Centre context, identifying the site’s local context, and designing the structures on the site, as follows:

a) **Regional Centre Context:** This includes elements such as the site’s connection to transportation networks, neighbourhoods, cultural landscapes, and the Halifax Harbour. The protected views from the Halifax Citadel Hill and Dartmouth Common, and along Waterfront View Corridors can also influence built form.

b) **Site Context and Characteristics:** These inform the site’s organization and design, which may include site history, abutting uses and heritage properties, proximity to watercourses, sloping conditions, streetline location, vegetation, and public realm such as open spaces. This can influence the location of a building on a lot, the distribution of massing, location and design of open spaces, landscaping, surface parking, pedestrian access, and the incorporation of utilities into the design. This is shaped through land use requirements, which include siting regulations.

c) **Built Form:** This Plan also places emphasis on built form regulations. Built form regulations pertain to the design of buildings, including the overall height and massing, streetwall height, streetwall stepbacks, maximum dimension of the building envelope, and the appearance of the building. The design elements of buildings can include elements such as the design and articulation of a streetwall and the ground floor. In some situations, performances standards are also used to offer protection from wind in the public realm, and to minimize the impacts of shadow in prominent parks.

In this Plan, site design and built form are shaped largely through built form and building design regulations, and site plan variation criteria adopted under the Land Use By-law. This Plan also includes the Regional Centre Urban Design Manual, as contained in Appendix 2, which guides the decision-making process for future Plan amendments and certain development agreement proposals.

Objectives:

1. Implement the Vision, Core Concepts, and Urban Design Goals of this Plan.

2. Design buildings and spaces to support human-scale and pedestrian-oriented environments.

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3. Consider the site and surrounding context when establishing built form controls, including history, use, form, and relationship to the public realm.
4. Identify and support the development of Pedestrian-Oriented Commercial Streets.
5. Ensure that new development incorporates all-season design strategies that maximize human comfort in all weather conditions.
6. Protect key public views and view corridors and enhance view terminus sites.
7. Mitigate wind and shadow impacts of buildings on public parks and streets.
8. Ensure landscaping requirements support the implementation of the Urban Forest Master Plan, Halifax Green Network Plan, and HalifACT.
9. Support a safe, attractive and accessible public realm for people of all ages and abilities.
10. Shape and guide new developments to respond to the unique context and characteristics of the Downtown Dartmouth and Downtown Halifax areas.
11. Reinforce distinct precinct character within Downtowns by identifying desirable unique built form characteristics and guiding new developments to enhance those defining qualities.

Policy UD-1

The Land Use By-law shall establish built form regulations and design requirements that implement the Vision, Core Concepts, Urban Design Goals, and objectives of this Plan.

Policy UD-2

Council shall consider the Regional Centre Urban Design Manual, contained in Appendix 2 of this Plan, when considering Plan amendments and certain development agreement applications enabled in this Plan.

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3.2 BUILT FORM FRAMEWORK

Built form generally refers to the shape, size, pattern, and configuration of buildings and structures that frame streets and open spaces. Built form also refers to building height, massing, scale, envelope, as well as the quality of their materials and construction. The built form framework for the Regional Centre builds on the Vision, Core Concepts, and Urban Design Goals identified in Part 1 of this Plan to guide urban growth and development. The framework also ensures that the development maintains a human-scale element, as well as positive relationships with streets, open spaces, other buildings, and transitions between areas of varying scale and intensity of use. Although the framework considers land uses, its focus is on the character, shape, scale, and design of buildings.

3.2.1 FLOOR AREA RATIO AND BUILDING HEIGHT

This Plan provides clarity and predictability on the density, and scale of developments by establishing maximum floor area ratio and maximum building height framework requirements.

Floor Area Ratio (FAR) is the total floor area of all main buildings located on a lot, divided by its lot size. Maximum FAR requirements establish an allowable building scale, while providing flexibility in how a building floor area is distributed over a lot. It is a tool that supports varied building forms that is appropriate for the DD Zone within the Downtown Designation, and the Centre Designation, and implemented by allocating FAR precincts within these areas, as shown on Map 3.

Building Height is the maximum vertical distance between a structure's average finished grade and its highest point. **The Land Use By-law may measure building height in metres or in storeys.(RC-May23/24;E-June13/24)** Maximum height requirements encourage the distribution of density on large lots. In the DH Zone of the Downtown Designation, and all other zones with the exception of the DD, CEN-2, and CEN-1 Zones, the densities of developments are primarily regulated by establishing maximum building heights together with other built form regulations, as shown on Map 4. The maximum FAR and maximum building height framework are intended to support strategic growth and the Urban Design Goals for the Regional Centre, including:

- protecting the pedestrian-level and human-scale experience to promote sky-views and sunlight penetration to the street;
- reinforcing the existing and desired character of precincts identified in Part 2 of this Plan;
- supporting heritage building and streetscape preservation, as outlined in Part 4 of this Plan;
- transitioning building heights to adjacent low-rise buildings and neighbourhoods, heritage buildings and districts, as well as the Halifax Harbour; and
- respecting Citadel View Planes and Ramparts Sight Lines, Dartmouth View Planes, and Waterfront View Corridors.

Maximum allowable FAR and building height ranges identified for sites within each designation and zone are outlined in Table 2 of this Part. Specific maximum FARs and maximum height precincts are identified on Map 3 and Map 4.

Table 2: Maximum Floor Area Ratio (FAR) Values and Maximum Building Heights in Designations and Zones (RC-May23/24;E-June13/24)

Designation/District	Zones/Special Areas	Maximum FAR Range	Maximum Height Range (metres)
Park and Community Facility Designation	RPK Zone PCF Zone	N/A	11 metres up to a maximum of 17 metres
Downtown Designation -	DD Zone	1.75 - 10.0	Up to a maximum of 90 metres
	DH Zone	N/A	up to a maximum of 66 metres or up to Halifax Citadel View Planes and Ramparts Sight Lines where identified
Centre Designation	CEN-2 Zone	1.75 - 10.0	**Up to a maximum of 40 storeys or 90 metres based on local context**
	CEN-1 Zone	1.75 - 3.5	Up to a maximum of **33 storeys or 90 metres based on local context**
Corridor Designation	COR Zone	N/A	**3 storeys up to a maximum of 7 storeys**, where the COR Zone abuts Established Residential Zones **but not abutting a road with a high-frequency transit route**.
		N/A	Up to a maximum of **9 storeys** in locations within self-contained blocks that do not abut Established Residential Zones **or abutting a road with a high-frequency transit route**.
Higher-Order Residential Designation	HR-2 Zone	N/A	Up to a maximum of **14 storeys** where the HR-2 Zone is within self-contained blocks that do not abut Established Residential Zones.
	HR-1 Zone	N/A	**3 storeys up to a maximumof 7 storeys, and up to 9 storeys** where the HR-1 Zone is within self-contained blocks that do not abut Established Residential Zones.
Established Residential Designation	ER-3 Zone	N/A	Up to a maximum of 11 metres
	ER-2 Zone	N/A	
	ER-1 Zone	N/A	

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	CH-2 Zone	N/A	
	CH-1 Zone	N/A	
Future Growth Node Designation	CDD-2 Zone	N/A	Up to a maximum of 20 metres without a development agreement
	CDD-1 Zone	N/A	Up to a maximum 11 metres without a development agreement
Institutional Employment Designation	UC-2 Zone	**N/A**	11 metres up to a maximum of **90** metres
	UC-1 Zone	N/A	11 metres up to a maximum of **55** metres
	H Zone DND Zone	N/A	Up to a maximum of 70 metres
	INS Zone	N/A	Up to a maximum of 30 metres
Industrial Employment Designation	LI Zone	N/A	Up to a maximum of 20 metres
	HRI Zone	N/A	Up to a maximum of 30 metres
	CLI Zone	N/A	11 metres up to a maximum 20 metres

Policy UD-3

The Land Use By-law shall establish Maximum FAR values for the DD, CEN-2, and CEN-1 Zones, based on local context and consistent with Map 3 and Table 2 of this Plan. The Land Use By-law may exclude certain uninhabitable portions of a building from the calculation of floor area.

Policy UD-4

In cases where a lot has been assigned more than one FAR value or a maximum building height, the transfer of FAR or building heights between different precincts or areas is prohibited.

Policy UD-5

The Land Use By-law shall establish a maximum height of 90 metres for the DD, 40 storeys or 90 metres for the CEN-2, and **33 storeys or 90 metres for the CEN-2, and 33 storeys or 90 metres for the CEN-1 Zones, where the scale of new developments shall not exceed the maximum allowable FAR value and the maximum height. (RC-May23/24;E-June13/24)**

Policy UD-6

The Land Use By-law shall establish maximum building height requirements for all zones except for the DD, CEN-2 and CEN-1 Zones, based on local context and consistent with the maximum heights identified on Map 4 and Table 2 of this Plan. (RC-May23/24;E-June13/24)

Policy UD-7

The Land Use By-law shall establish height exemptions for rooftop building features that:

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a) **are not integral to the form of a building, such as mechanical equipment, antennae and landscaping;**
b) **are needed to access the rooftop, such as penthouses, stairs and railings; and**
c) **enhance the visual interest of building tops, such as parapets, clock towers, and spires**

Policy UD-8

The Land Use By-law shall establish building height transition requirements for mid-rise buildings, tall mid-rise buildings, and high-rise buildings abutting residential low-rise buildings.

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3.2.2 BUILDING ENVELOPE

The building envelope describes where new development is permitted on a lot, including its location, size, and massing relative to lot boundaries, surrounding buildings, and the public realm. Additional building envelope controls include maximum building dimension requirements for different portions of buildings. This Plan supports building envelope controls that:

- reinforce the fine-grained and regular lot pattern that supports pedestrian traffic;
- reinforce 'human-scaled' streetscapes, weather protection, and shorter routes to main entrances;
- provide transitions in scale to low-density residential areas and neighbourhoods, heritage resources and conservation districts, and the Halifax Harbour;
- ensure adequate street-level conditions to minimize wind and maximize sun penetration and sky exposure; and
- balance height and massing relationships.

The building envelopes are organized in the following categories, as defined in this Plan and the Land Use By-law, to reflect the different set of standards that are applicable to different building heights:

a) Low-Rise Building;

b) Mid-Rise Building;

c) Tall Mid-Rise Building; and

d) High-Rise Building.

Buildings of different heights and scale have varying impacts on their surroundings and the public realm as their heights increase, which may require different standards, depending on the local context. Specific building envelope controls include:

- establishing minimum streetline setbacks of between 0.5 metres and 4 metres, with possible variations based on the local context;
- establishing mid-block connections and variety in design through maximum building dimensions and side yard requirements at the street level;
- implementing interior setbacks, streetwall stepbacks for mid-rise buildings, tall mid-rise buildings and high-rise buildings, to mitigate impacts from wind and shadow at the street level; and
- transitioning between large-scale buildings and more intense land uses when located next to parks and low-rise residential areas through the use of side and rear setbacks and stepbacks.

The Institutional Employment Designation, Park and Community Facility Designation, and the Industrial Commercial Employment Designation support land uses that may require unique and larger building designs. Building envelope requirements established for these designations will accommodate flexible

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building designs, while ensuring buildings transition to surrounding land uses, and in some contexts, also support pedestrian activity.

Within the Established Residential Designation, building envelope regulations are intended to promote human-scale and pedestrian-oriented design in low-rise residential neighbourhoods, and may be tailored for the precincts and special areas identified in Part 2. **(RC-May23/24;E-June13/24)**

Policy UD-9

The Land Use By-law shall establish building envelope regulations that support context-specific, human-scaled and pedestrian-oriented environments by:

a) **establishing minimum separation distances for buildings located on the same lot;**

b) **establishing maximum building dimensions for the ER-3,COR, HR-1, HR-2, CEN-1, CEN-2 and DD Zones to encourage variation in building design;**

c) **within the DD, CEN-2, CEN-1, HR-2, HR-1, INS, and UC-1 Zones, establishing**

   i) **a minimum setback of 12.5 metres from the tower portion of the building to the side and rear lot lines, except if the abutting property's development potential is constrained by a view plane, and**

   ii) **maximum dimensions that do not exceed 40.0 metres in building width and 35.0 metres in building depth, or an average floor area of 900 square metres per storey in the tower portion**; **(RC-May23/24;E-June13/24)**

d) **within the UC-2 Zone, establishing maximum floor area and maximum dimensions for the tower portion of high-rise buildings above the streetwall that do not exceed a building depth or building width of 38 metres;**

e) **within the DH Zone, establishing maximum building dimension requirements for any portion of a main building above 33.5 metres high and minimum setbacks as follows:**

   (i) **38.0 metres in building width and 27.5 metres in building depth, inside the Downtown Halifax Central Blocks (DHCB) Special Area, and**

   (ii) **38.0 metres in building width and 38.0 metres in building depth, outside the Downtown Halifax Central Blocks (DHCB) Special Area;**

   (iii) **a minimum setback of 11.5 metres from the tower portion of the building to the side and rear lot lines, except if the abutting property's development potential is constrained by a view plane;(RC-May23/24;E-June13/24)**

f) **establishing minimum front yard setback that support the public realm, pedestrian traffic, access and landscaping;**

g) **establishing minimum side and rear yard setback requirements that transition from higher density zones to lower-density zones, as well as from mixed-use commercial, institutional, and industrial uses to abutting residential and park zones;**

h) **within Established Residential zones, establishing minimum setback, maximum lot coverage, minimum lot area, and minimum lot frontage requirements that promote ground-oriented low-rise buildings**; **(RC-May23/24;E-June13/24)**

i) **tailoring building envelope requirements for the precincts, special areas and other areas identified in Part 2 of this Plan;**

j) **prohibiting pedways that connect main buildings over a street as a built form in all zones;**

k) **prohibiting drive-throughs as a built form in all zones, except for the CLI and LI Zones;**

l) **establishing setback and massing requirements for accessory structures, backyard suites, and shipping containers.**

m) **within the DD, DH, CEN-2, and CEN-1 Zones, establishing a maximum setback that reflects the traditional built form in these areas, and providing alternative design requirements for enhanced landscaping where the maximum setback cannot be met; and (RC-May23/24;E-June12/24)**

n) **establishing minimum streetwall, side, and rear stepback requirements for mid-rise, tall mid-rise, and high-rise buildings where the building typology is enabled by the zone, as follows:**

   (i) **streetwall stepback of 2.0 metres for a mid-rise building, 3.0 metres for a tall mid-rise building, and between 4.5 metres and 6.0 metres for a high-rise building in the DD, CEN-2, CEN-1, HR-2, HR-1, COR, CLI, INS, UC-2, and UC-1 Zones;**

   (ii) **streetwall stepback of 3.0 metres for any portion of the main building less than 33.5 metres in height, and 4.5 metres for any portion of the main building greater than 33.5 metres in height in the DH Zone;**

   (iii) **side and rear stepback of 2.0 metres for a mid-rise building, and 6.0 metres for a tall mid-rise and high-rise building in the DD, CEN-2, CEN-1, and COR Zones;**

   (iv) **side stepback of 2.0 metres for a mid-rise building, between 2.5 metres and 6.0 metres for a tall mid-rise building, and 6.0 metres for a high-rise building in the HR-2, HR-1, INS, UC-2, and UC-1 Zones; and**

   (v) **rear stepback of 2.0 metres for mid-rise building, between 4.5 metres and 6.0 metres for tall mid-rise building, and 6.0 metres for a high-rise building in the HR-2, HR-1, INS, UC-2, and UC-1 Zones. (RC-May23/24;E-June12/24)**

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3.2.3 BUILDING AND STREETWALL DESIGN

Building and streetwall design refers to the visual appearance of buildings, including the design of windows, cladding, entrances and other architectural features. The placement, scale, and design quality of the building's streetwall determines the character of the streetscape and reinforces the importance of a pedestrian-oriented environment and human-scale design. The streetwall is the most prominent and visible portion of a building upon which a tower, tall mid-rise or mid-rise portions of buildings sit, and it is also created by the continuity of adjacent buildings facing a street. For an individual building, it is the distinct vertical plane from the ground to the top of low-rise or mid-rise buildings, or the first stepback in a mid-rise building if it exceeds 4 storeys, tall mid-rise or high-rise buildings.

The following outlines the key components of streetwall design that impact pedestrian experiences:

- **Streetwall Height:** traditional streetwalls in the Regional Centre typically range from two to four storeys along commercial street frontages, with taller buildings stepping their upper elevations back from the top of the streetwall. Streetwall height requirements are important because height is directly linked to human scale and what pedestrians can comfortably observe and enjoy from the sidewalk.

- **Ground Floor Height:** a street is welcoming to pedestrians when it includes commercial spaces that allow pedestrians to easily access building interiors. A minimum ground floor height can support both commercial and residential uses, while ensuring that commercial uses can locate on the ground floor without the need for future building alterations.

- **Articulation:** many of the Regional Centre's commercial streets are defined by streetwalls with fine-grained built form and inherent rhythm and variety. This is achieved through building articulation that reflects the walking pace of pedestrians. Fine-grain articulation includes a clear and legible rhythm of frequent, narrow and diverse shopfronts, at-grade units, or architectural details.

- **Materials:** the detail and quality of materials selected can make a streetwall interesting and inviting. The location, order, texture and extent of materials can also draw the attention of pedestrians to the building. The way materials are arranged can break up the façade of a building, promoting a more articulated and human-scale form. Materials with texture and fine details can provide interest for pedestrians walking by.

- **Human-Scaled Elements:** elements such as signs, lighting, canopies, and other exterior building elements can animate the public realm, provide weather protection and enhance the unique characteristics of the area.

Policy UD-10

The Land Use By-law shall establish streetwall requirements to support human-scale design. The streetwall requirements shall:

a) **apply to the DD, DH, CEN-2, CEN-1, COR, HR-2, HR-1, INS, UC-2, and UC-1 Zones;**

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b) **not apply to buildings located at a specified distance from the street in the INS, UC-2, and UC-1 Zones;**

c) **establish minimum and maximum streetwall heights of between 2 storeys to 3 storeys to support human-scale buildings designs, with flexibility for buildings on sloped lands in which the minimum and maximum streetwall heights may be between 1 and 5 storeys or otherwise indicated in this policy; (RC-May23/24;E-June13/24)**

d) **in the DH Zone, establish a maximum streetwall height of between 11 metres and 18.5 metres to support human-scale design based on the local context;**

e) **in the UC-2 and UC-1 Zones, establish maximum streetwall height of 14 metres to support human-scale buildings designs for university and college buildings, with the exception of the Queen Street Special area established in the Land Use By-law, where maximum streetwall heights may be 18.5 metres to match the larger scale building design controls for the adjacent DH Zone;**

e.5) **in the HR-2 and HR-1 Zones, establish a maximum streetwall height of 6 storeys for a building constructed using a wood-frame construction or encapsulated mass timber construction. (RC-May23/24;E-June13/24)**

f) **tailor maximum and minimum streetwall height requirements for registered heritage properties and some Special Areas as described in Parts 2 and 4 of this Plan;**

g) **establish minimum streetwall stepbacks for mid-rise buildings, tall mid-rise buildings and high-rise buildings to mitigate impacts of wind and shadow on the street;**

h) **establish minimum ground floor height requirements to ensure commercial uses can locate on the ground floor without the need for future building alterations; and**

i) **establish requirements for grade-related dwelling units and grade-oriented premises to support streetscapes that are active and welcoming to pedestrians.**

Policy UD-11

The Land Use By-law shall establish building design requirements for streetwalls to support pedestrian-oriented streetscapes and human-scale design. Specific requirements shall establish standards for:

a) **streetwall articulation;**

b) **pedestrian entrances;**

c) **ground floor transparency;**

d) **site accessibility; and**

e) **weather protection.**

Policy UD-12

The Land Use By-law shall establish general building design requirements to:

a) **prohibit certain cladding materials; and**

b) **control the siting and screening of rooftop mechanical features.**

3.2.4 LARGE LOT DEVELOPMENT

While the urban design policies contained in this Part are intended to effectively control the design of developments in a wide variety of circumstances, in some cases, existing large size lots with unique site conditions may benefit from increased flexibility to better support urban design goals. To provide additional flexibility, the Plan enables the development of existing lots that are a least 1.0 hectare in size located in zones within the Downtown, Centre, Corridor, Higher-Order Residential, and Industrial Employment Designations to be considered by development agreement. The development agreement tool is intended to enable Council to consider limited adjustments to the underlying zone requirements based on a detailed site and context analysis. However, to discourage existing smaller lots from being consolidated into larger properties, this development agreement option will only be available to lots in existence on September 18, 2019.

Policy UD-13

To enable unique and context-specific building designs on large lots, Council may consider development proposals on existing lots that are one hectare or greater in size that were in existence on September 18, 2019, within the DD, DH, CEN-2, CEN-1, COR, HR-2, HR-1, and CLI Zones by development agreement. In considering development agreement proposals, Council shall consider the following:

a) **unless otherwise supported by this policy, that the underlying zone and Land Use By-law requirements are met, including incentive or bonus zoning requirements;**

b) **a site and context analysis, and a design rationale, prepared by the applicant, that demonstrates how each of the design criteria contained in Appendix 2 of the Regional Centre Urban Design Manual has been considered and addressed in the proposed development;**

c) **that the maximum height on Map 4 may be exceeded up to the maximum height or FAR range in Table 2 for a zone**, provided the Pedestrian Wind Impact and Shadow Impact Assessment Protocols and Performance Standards **and the Citadel View Planes and Ramparts Sight Lines** set out in the Land Use By-law are met **and is consistent with the transitional Building Envelope policy under subsection 3.2.2; (RC-May23/24;E-June13/24)**

d) **that on a through lot located in any HR-2 or HR-1 Zone, the maximum building depth below the height of the streetwall may exceed requirements set out in the Land Use Bylaw provided the maximum building depth is 64 metres or less;**

e) **that a minimum of 40% of any private amenity space required by the underlying zoning is provided at grade;**

f) **where the proposed development is located within an established or proposed Heritage Conservation District, that the architectural design supports and complements heritage resources located within the established or proposed Heritage Conservation District;**

g) **that the proposal manages on-site stormwater, using low impact design approach where possible, and manages the quality of runoff through filtration;**

h) **that vehicular access, as well as safe pedestrian access to and through the site is provided, including for mobility assisted devices such as scooters and wheelchairs;**

i) **that maximum streetwall heights do not exceed 5 storeys in the for DD, CEN-2, CEN-1, COR, HR-2 and HR-1 Zones, or 14 metres in the DH and CLI Zones 70% of the width of the streetwall; (RC-May23/24;E-June13/24)**

j) **that the development of any public roads creates block sizes and transportation connections that facilitate pedestrian movement to and through the site;**

k) **in conjunction with any subdivision, that any parkland dedication meets the recreational needs of area residents and the standards contained in the Regional Subdivision By-law;**

l) **that the development agreement contains provisions to enable discharging it in whole or in part upon completion of all applicable terms and conditions; and**

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

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3.3 PUBLIC VIEWS

Public views from key vantage points to Halifax Harbour and other sites are an important part of the Regional Centre's heritage and identity. A series of view planes, ramparts sight lines, and public views were established in previous planning documents to preserve iconic views of Halifax Harbour, and they continue to be highly valued. View planes and ramparts sight lines are meant to ensure that residents and visitors to our region can continue to enjoy unobstructed views of the Halifax Harbour from important public vantage points, and maintain or recreate a sensitive and complementary setting for the Halifax Citadel National Historic Site by controlling the height of new development in its vicinity to reflect the historic and traditional scale of development. Some of the view planes originating from the Halifax Citadel were identified to preserve important historic military visual connections, such as views to George's Island. There are five view planes originating on the Dartmouth Common, and ten originating from the Halifax Citadel. In addition, there are other important public views of prominent development sites that require consideration from a way finding and urban design perspective.

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3.3.1 VIEW PLANES AND CITADEL RAMPARTS SIGHT LINES

View planes originate from specific points on the Halifax Citadel and the Dartmouth Common, and project planes over portions of the Regional Centre. These view planes are intended to restrict the height of new developments to preserve key historic views, including views to the Halifax Harbour, George's Island, and the MacDonald Bridge.

The protection of views from behind the Halifax Citadel Ramparts Sight Lines are intended to recognize and preserve the historical views from Halifax Citadel Parade Square as it would have been experienced by soldiers and visitors in the 19th Century. They originate from 12 viewing positions within the Halifax Citadel Parade Square that provide uninterrupted 360-degree views over the top of the Citadel Rampart walls on the Halifax Citadel.

Policy UD-14

The Land Use By-law shall protect public views from the Halifax Citadel to the Halifax Harbour and George's Island, as shown on Map 6.

Policy UD-15

The Land Use By-law shall protect public views from the Dartmouth Common to Halifax Harbour and the MacDonald Bridge, as shown on Map 15.

Policy UD-16

The Land Use By-law shall protect historic views from the Halifax Citadel Parade Square over the Citadel Rampart walls by:

a) **prohibiting development from being seen over the top of the reconstructed earthworks on the Citadel Ramparts and permanent buildings located in the Halifax Citadel Parage Square from an eye-level of 1.68 metres above ground level in the Halifax Citadel Parade Square of the Citadel, as shown on Map 7; and**

b) **establishing the Halifax Citadel Ramparts (HCR) Special Area, bounded by North Street, Robie Street Inglis Street and the Halifax Harbour, where building height controls for the Halifax Citadel Ramparts Sight Lines shall apply.**

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3.3.2 WATERFRONT VIEW CORRIDORS

A number of view corridors towards the Halifax and Dartmouth Waterfronts were identified under former planning documents to preserve long standing views to the Harbour from public streets, provide links to waterfront amenities such as plazas and open spaces, and maintain opportunities for pedestrians to visually connect with the water.

Policy UD-17

The Land Use By-law shall prohibit certain structures from protruding into Regional Centre Waterfront View Corridors shown on Map 16.

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3.3.3 VIEW TERMINUS SITES AND VIEW LINES

View Terminus sites and view lines are intended to preserve or create interesting and engaging views at the ends of streets. These terminating vistas are important for adding aesthetic appeal to an urban environment, emphasizing important monuments, wayfinding, and supporting a sense of place.

Policy UD-18

The Land Use By-law shall identify view terminus sites and view lines, and establish site and building design requirements to emphasize and enhance views of these sites.

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3.4 PROTECTION FROM WIND AND SHADOW

To support human-scale design and a pedestrian-first experience, it is important to ensure that new developments do not cause discomfort or safety issues from high winds at the street level. Given the importance of open spaces to public health, it is also important to minimize the impact of shadows on prominent public parks located in close proximity to areas of strategic growth. The built form framework set out in Section 3.2 of this Plan establishes building design requirements, such as maximum building height and FAR, building envelope, maximum building dimensions, and streetwall design that are intended to mitigate the impact of wind and shadow on the public realm. However, for taller buildings, additional assessments of wind and shadow impacts on the public realm will be required to ensure that any potential negative impacts are minimized.

Policy UD-19

The Land Use By-law shall establish a Pedestrian Wind Impact Assessment Protocol and Performance Standards for any new buildings or additions to existing buildings that exceed 20 metres in height to ensure that the impacts from wind are assessed and mitigated through the building design.

Policy UD-20

The Land Use By-law shall establish a Shadow Impact Assessment Protocol and Performance Standards to ensure that any new buildings or additions to existing buildings do not result in an excessive amount of shadow on prominent public parks, which benefit from access to sunlight to support plantings, outdoor recreation and community gatherings. The Shadow Impact Assessment Protocol and Performance Standards shall:

a) **apply to any new building or addition to an existing building located within 100 metres of a public park area identified on Map 17;**

b) **apply to any new building or addition to an existing building higher than 26 metres located beyond 100 m from a park area identified on Map 17; and**

c) **exclude buildings 11.0 metres in height or less, and all development located within the Established Residential, and Park and Community Facilities designations.**

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3.4.1 LAKE BANOOK CANOE COURSE

In 2008, a wind impact study for the Lake Banook Canoe Course[19] concluded that taller buildings near Lake Banook may increase winds speeds and make the race course unsuitable for holding national and international regattas. This Plan establishes height restrictions on lands surrounding Lake Banook to protect the canoe course.

Policy UD-21

The Land Use By-law shall restrict the maximum building height surrounding the Lake Banook Canoe Course to 11 metres, consistent with Map 4 and Map 18 of this Plan.

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[19] RWDI (2008), Wind Impact Study – Lake Banook Canoe Course, Dartmouth

3.5 PEDESTRIAN-ORIENTED COMMERCIAL STREETS

This Plan identifies a number of pedestrian-oriented commercial streets that are characterized by a concentration of ground-level retail in close placement to the sidewalk with narrow shop fronts, and extensive clear glazing at sidewalk level. These streets support the clustering of businesses, create informal shopping and entertainment areas, and contribute to community character and sense of place. To support the continued development of pedestrian-oriented commercial streets, this Plan establishes controls on the design and use of buildings to support commercial and pedestrian activity.

Policy UD-22

The Land Use By-law shall establish land use and built form regulations on lands abutting the Pedestrian-Oriented Commercial Streets identified on Map 19 by:

a) **limiting the uses permitted on the ground floor to active commercial, cultural and institutional land uses. For multi-unit residential buildings that begin construction before April 1, 2028, 20% of the ground floor area is required to be active commercial, cultural, and institutional land uses, and the remainder of the ground floor area may contain residential uses;**

b) **requiring a minimum amount of transparent glass glazing on the ground floor;**

c) **setting the maximum width of any grade-oriented premises to support the development of multiple pedestrian-oriented storefronts;**

d) **requiring hard landscaping in the front or flanking yards that is complementary to the abutting sidewalk;**

e) **setting minimum and maximum building setbacks that support pedestrian activity; and**

f) **requiring canopies, awnings or other weather protection measures for pedestrians at the street level.**

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3.6 SITE ACCESSIBILITY

The design and layout of buildings and parking areas can have a significant impact on the ability of people of all ages and abilities to access a site. While building code requirements are the primary tool used to ensure buildings and parking areas meet modern accessibility standards, this Plan establishes additional controls to further support site accessibility.

Policy UD-23

The Land Use By-law shall establish controls to support site and building accessibility by people of all ages and abilities by:

a) **permitting accessibility ramps and structures in required building setbacks;**

b) **ensuring outdoor amenity spaces are accessible by all residents;**

c) **requiring lighting for common entrances, pathways, surface parking lots; and**

d) **requiring pedestrian walkways between buildings and the street, and through accessory surface parking lots.**

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3.7 LANDSCAPING AND SCREENING

Landscaping on and around buildings supports site aesthetics, biodiversity, stormwater management, carbon sequestration, and transitions between buildings of different scales, and land uses with varying intensity. Landscaping can also contribute to residents' access to nature and shade, and help to reduce the urban heat island effect. Additional screening measures may be needed to reduce the visual impacts of loading and outdoor storage areas.

Policy UD-24

The Land Use By-law shall establish landscaping requirements to regulate:

a) **the locations on a lot where landscaping is required;**

b) **the location and types of buffers required to support transitions between land uses, built forms, parking areas and outdoor storage areas;**

c) **rooftop landscaping; and**

d) **the type of plants prohibited to reduce the spread of invasive species.**

Policy UD-25

The Land use By-law may establish screening requirements to control:

a) **the siting and screening of solid waste management areas;**

b) **the siting and screening of outdoor storage areas; and**

c) **the location and design of fences.**

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3.8 PARKING AND DRIVEWAYS

This Plan emphasizes pedestrian-oriented streetscapes and encourages alternative transportation modes to the private automobile. To support these objectives, this Plan reduces minimum parking requirements, establishes maximum parking requirements in some cases, and regulates the location and design of surface parking areas and parking structures to support pedestrian movements and limit the visibility of parking areas from the street.

Policy UD-26

The Land Use By-law shall establish parking and driveway requirements to:

a) **control the location, number and configuration of parking spaces, off-street loading, landscaping, accesses, and pedestrian pathways;**

b) **require parking areas to be located on the same lot as the use it is intended to serve;**

c) **control surface materials;**

d) **require bicycle parking;**

e) **allow for a reduction in the required number of motor vehicle parking spaces where additional or enhanced bicycle parking is provided;**

f) **prohibit standalone surface parking lots in all zones;**

g) **regulate the location, size and design of accessory surface parking lots, including the maximum number of parking spaces that may be provided; and**

h) **regulate the built form of parking structures, including screening of parking structures above ground.**

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3.9 SIGNS

Signs are an integral part of the urban environment that are needed to advertise businesses, direct pedestrian, cyclist and vehicle movements and identify public buildings and places. The size, placement, and design of signs contribute to the design of buildings and can also impact public safety. This Plan focuses on regulating the location, number and design of permanent signs located on sites and buildings as it does not apply to signs located in public streets and temporary signs. Those are regulated by a general application by-law established under the *HRM Charter*.

Policy UD-27

The Land Use By-law shall establish sign regulations to support the Core Concepts and Urban Design Goals of this Plan. Sign regulations in the Land Use By-law may:

a) tailor requirements to the zones established in this Plan to support zone and designation objectives;

b) identify signs that do not require a municipal development permit;

c) identify signs which are prohibited;

d) regulate sign size, height, number, orientation and location of signs on a building or a lot;

e) regulate materials used and illumination by type of sign and type of development;

f) establish required sign setbacks from abutting zones; and

g) regulate signs in heritage contexts.

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INDULGENCE
HUB & GRUB

PART 4: CULTURE AND HERITAGE RESOURCES

4.1 INTRODUCTION

Protection of cultural and heritage resources is a key component of the Vision and Core Concepts of this Plan. The Regional Centre contains many historic buildings, places, and landscapes from different eras that play a role in defining the character of the Regional Centre. These elements are important to recognize and preserve through the policy tools set out in the *HRM Charter* and the *Nova Scotia Heritage Property Act (Heritage Property Act)*.

The culture and heritage policies contained in this Plan are intended to balance the need to accommodate growth with the preservation of significant cultural and heritage assets. These include heritage buildings and properties, and landscapes of cultural significance that reflect community character and cultural diversity. Cultural policies also promote living heritage, which includes the traditions, memories, experiences, objects and places recognized for creating a sense of community and belonging. This is essential to the Regional Centre's sense of place, identity, and future development.

The Regional Plan establishes objectives for culture and heritage, and various other policies that apply throughout the Municipality, including heritage conservation standards and a policy framework for managing heritage and cultural resources. The policies contained in this Part support the Regional Plan, and the heritage policies and by-laws established under the *Heritage Property Act*, and provide further direction for the Regional Centre.

Objectives:

1. Consider built heritage and the impacts of land use and built form regulations on community character.

2. Preserve and enhance built and living heritage including places, sites, structures, streetscapes, archaeological resources, landscapes of cultural significance, traditions and practices which reflect the Regional Centre’s rich and diverse culture.

3. Maintain an inventory of cultural landscapes, heritage sites and buildings, and Heritage Conservation Districts to inform land use and development decisions.

4. Identify and protect a wide range of cultural resources that reflect the heritage and culture of diverse communities.

5. Encourage public and private sector investments in heritage conservation and stewardship of cultural resources.

6. Evaluate heritage and cultural policies, programs, and building regulations to support evolving community values and developing new guiding documents.

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4.2 CULTURAL RESOURCES

The Regional Centre is comprised of diverse and distinctive communities that have evolved over years of use and settlement. It also includes a large concentration of cultural resources that continue to be reflected today in the physical form and character of various landscapes and neighbourhoods. In this Plan, the term cultural resources is used to identify a human work or place that provides evidence of human activity, or has spiritual, artistic or cultural meaning, and historic value. Acknowledging the diverse voices, backgrounds, and life experiences of those communities is critical to ensuring that the Regional Centre recognizes the wide range of cultural resources within it.

Reconciliation efforts to build positive relationships and engagements with the Mi'Kmaq First Nations, Urban Indigenous, African Nova Scotian, Acadian, and other cultural and linguistic communities continue to play an essential role in diversifying and strengthening supports for cultural resources. The Municipality can support these efforts by playing an important role in increasing access and exposure to diverse cultures, as well as preserving and celebrating a wide range of cultural resources.

Policy CHR-1

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

a) **continuing to highlight, build, and broaden the inventory of cultural resources in the Regional Centre to be more inclusive of Mi'Kmaq First Nations, Urban Indigenous, African Nova Scotian, Acadian, and other diverse cultures and communities;**

b) **considering cultural resources when planning for Future Growth Nodes, and considering development agreement proposals and amendments to this Plan;**

c) **protecting cultural resources on municipal properties through conservation management plans, and park and community facility management plans; and**

d) **continuing to explore opportunities to encourage the identification and preservation of cultural resources.**

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4.2.1 LANDSCAPES OF CULTURAL SIGNIFICANCE

Landscapes of cultural significance reflect the interaction between people and nature over time and include landscapes that have been created, used, modified or protected including historic neighbourhoods, open spaces, and scenic views. The Regional Centre Landscapes of Cultural Significance, detailed in Table 3, are based on the findings of the Cultural Landscape Framework Study (2016), the Centre Plan guiding policy document (2017), public feedback, and additional research.

The following landscapes of cultural significance are considered in the Urban Structure policies in Part 2 and the Urban Design policies in Part 3, which will inform the site context analysis of future developments and amendments to this Plan and Land Use By-law. These landscapes of cultural significance may also be further researched, recognized and protected as registered cultural landscapes under the *Heritage Property Act.*

Table 3: Regional Centre Landscapes of Cultural Significance

Dartmouth
1. **Dartmouth Common:** The Dartmouth Common reflects the traditional British land use practice of establishing communal grazing land that has evolved to serve a variety of community needs. The area has been used as a burial ground of Mi'Kmaq First Nations Chiefs, and has also been traditionally used as a viewing and navigation station for Halifax Harbour.
2. **Shubenacadie Canal Waterway:** The Waterway consists of Graham's Grove, Martin's Park, and Lake Banook (Panuk), which are considered major recreational features for the Regional Centre. They are also two links in the chain of water and land resources that make up the Shubenacadie Canal Waterway, integral to inland travel for both the Mi'Kmaq and 19th century commerce. Archaeological evidence found along the canal indicates over 4,000 years of human use and activity along this water highway that connects the Bay of Fundy to Halifax Harbour.
3. **The Avenue:** The Avenue was a small African Nova Scotian community located near Lake Banook, at the end of what is now known as Crichton Avenue. This community was centered around a church founded by Reverend Richard Preston, and date its earliest settlement to the Black Refugees who arrived in Nova Scotia following the war of 1812.
4. **Tufts Cove:** Tufts Cove was the site of a traditional Mi'Kmaq First Nations settlement named Turtle Grove. The Halifax Explosion and subsequent tsunami hit the area and decimated the Mi'Kmaq village. Turtle Grove was not rebuilt, and survivors of the disaster were relocated to other communities. Today, there are efforts to commemorate the site, and the Millbrook First Nations community is working to redevelop Turtle Grove.
Halifax
5. **Halifax Citadel and Halifax Common:** The Halifax Citadel (also known as Fort George), is the primary emblem of British military and colonial settlement in the Halifax region. It lies at the highest point of land in the centre of a town plan that was laid out in 1749. A grid pattern formed the basis for the evolution of the historic commercial, industrial and residential core area and includes the Halifax Public Gardens. The Halifax Common was established in 1763 for pasturage and military purposes and today serves a wide range of cultural and recreation uses.
6. **Africville:** Africville Park, the site of the former African Nova Scotian community of Africville, is nationally recognized for its important links to the 250-year history of Afro-Canadian settlement in Canada, and the devastating effects of racial discrimination and segregation, and urban renewal strategies of the 1960s.

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7.	**Point Pleasant Park and Young Avenue:** Point Pleasant Park is an area of rich cultural and ecological importance dating back to its seasonal use by the Mi'Kmaq First Nations as the location of a yearly feast signaling the arrival of Spring. Two centuries of military history continue to be evident in the park landscape through fortifications from different eras. The park has been a place for recreation and enjoyment of nature through the 20th Century. Young Avenue forms a gateway to Point Pleasant Park and contains a significant Victorian-era residential streetscape that fronts on the historic treed boulevard.
8.	**Connaught Avenue Corridor and Fairview Cemetery:** Fairview Cemetery was designed in the late 19th century on the rural park model, established in North America in 1830 at Mt. Auburn, Massachusetts. Designed with curvilinear roadways, the cemetery contains 121 graves from the Titanic disaster that are laid out to face the rising sun. The northern end of Connaught Avenue begins near the cemetery site and was designed with input from Andrew Cobb as a major green boulevard entrance to Halifax that is lined with Linden trees.
9.	**Halifax Explosion Lands and North Gottingen Corridor:** This area is associated with the establishment of Halifax, the construction of Fort Needham as one of a series of fortifications to protect historic Halifax Harbour in times of war, and the historic Wellington Barracks. The design of the Hydrostone neighbourhood and its construction after the Halifax Explosion is associated with the British Garden City Movement of the late 1800s, as well as the history of residential neighbourhood planning in Canada.
10.	**Northwest Arm:** The Northwest Arm has evolved to include urban parks, many scenic views, walking trails along the shoreline, and views of Jollimore Estate, Sir Sanford Fleming Park, and the landmark Dingle Tower.
11.	**Uniacke Square - Gottingen/Brunswick/Creighton Corridor:** This area includes the comprehensively developed Uniacke Square. It is designed as a rowhouse model with internalized common courtyards and streetscapes that resemble historic merchant's housing of the mid-to-late 1800s Victorian style. This area also includes the open semi-rural character of the grounds of Victoria Hall, Little Dutch Lutheran Church, the former St. Patrick Alexandra's school site, the St. George's Church Complex, and World War II Housing in Mulgrave Park.

Policy CHR-2

Council shall consider the cultural landscapes identified in Table 3 when adopting or amending Site-Specific CDD Development Agreement Requirements for each Future Growth Node, as set out in Policy F-3 of this Plan.

Policy CHR-3

The Municipality may consider working with the Government of Canada, the Province of Nova Scotia, Mi'Kmaq First Nations, Urban Indigenous, African Nova Scotian, and Acadian communities, as well as other diverse cultures and communities, and community organizations to recognize and commemorate the cultural landscapes located on lands that are not managed by the Municipality, including Point Pleasant Park, Tufts Cove, and the Halifax Citadel.

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4.3 HERITAGE PROPERTIES

Heritage properties play an important role in defining the character and identity of communities in the Regional Centre. They illustrate the evolution of local architecture in terms of physical form, setting, assemblies, systems, and materials. When preserved, heritage properties can express cultural, regional, or local heritage, and embody cultural meanings that have evolved over time. They can represent identifiable expressions of the region's diverse population, or the practical durability required by business or industry. Heritage properties support a human-scaled built form with unique architectural detail, and convey a quality of materials and craftsmanship that benefits our streetscapes.

Each heritage property or related groups of buildings are unique in terms of their history and architecture. Proposals to develop in a heritage context must comply with the *Heritage Property Act* and Heritage Conservation Design Requirements established under the Land Use By-law. New development in a heritage context refers to the construction of any additions of a building on a registered heritage property, as well as any new development on a property abutting a registered heritage property.

The key components of Heritage Conservation Design include:

- Character Defining Elements, which consist of a heritage building's form, massing, materials, fenestration, articulation, location and details that contribute to the building's heritage value that must be maintained in order to preserve a building's heritage value; and

- Conserving Character Defining Elements, which refers to preserving those elements that define the character of the heritage building through the repair or the replacement of those elements in a manner consistent with the heritage conservation standards adopted under the Regional Plan. In some cases, conservation means allowing alterations to improve the function and viability of a heritage building while preserving its character defining elements; and

- Ensuring that new construction in a heritage context is complementary, yet distinguishable from heritage buildings in terms of its form, materials and architectural detail.

Outside of the approved Heritage Conservation Districts, Council may consider proposals for greater development opportunities for registered heritage properties by development agreement. The intent of this tool is to:

- support the rehabilitation and adaptive re-use of registered heritage buildings, and
- encourage the registration and protection of potential heritage buildings,

by providing increased land use flexibility and development potential to property owners, provided the heritage value and context of the heritage building(s) and the surrounding neighbourhood is maintained. **(RC-May23/24;E-June13/24)**

Policy CHR-4

Excluding properties located in the Established Residential Designation, the Land Use By-law shall establish Heritage Conservation Design Requirements for all developments located on:

a) Municipally-registered heritage properties; and

b) **Provincially-registered heritage properties.**

Policy CHR-5

The Land Use By-law shall establish Heritage Conservation Design Requirements for properties that abut municipally and provincially registered heritage properties to ensure that new developments include complementary transitions to the registered heritage property. These design requirements shall apply to properties that:

a) **abut registered heritage properties along the streetline; and**
b) **are located in the Downtown, Centre, Corridor, or Higher-Order Residential Designations.**

Policy CHR-6

To support development that is sensitive to the architectural character and heritage value of registered heritage properties located outside of Heritage Conservation Districts, the Land Use By-law shall apply built form regulations for registered heritage properties that do not exceed:

a) **a maximum Floor Area Ratio of 2.25, within the DD Zone;**

b) **a maximum Floor Area Ratio of 1.75, within the CEN-2, and CEN-1 Zones;**

c) **a maximum height of 14 metres within COR, HR-2, and HR-1 Zones;**

d) **a maximum height of 8 metres within the ER-2 Zone; (RC-May23/24;E-June13/24)**

e) **a maximum height of 11 metres within the UC-2 and UC-1 Zones; and**

f) **a maximum height as specified on Map 4 within the DH Zone. (RC-May23/24;E-June13/24)**

Policy CHR-7

On any lot containing a registered heritage building located outside of (RC-May23/24;E-June13/24) any approved Heritage Conservation District, Council may consider a development agreement for any development or change in use not otherwise permitted by the Land Use By-law to support the integrity, conservation and adaptive re-use of registered heritage buildings. This includes development proposals that exceed the maximums floor area ratios or the maximum building heights on Map 3 and Map 4 of this Plan. In considering such development agreement proposals, Council shall consider that:

a) **the development proposal maintains the heritage value of any registered heritage property of which it is part, including a registered heritage streetscape, and does not propose to demolish any registered heritage buildings that exist on the lot;**

b) **the impact on adjacent uses, particularly residential uses, is minimized in terms of intensity of use, scale, height, traffic generation, noise, hours of operation, and such other land use impacts as may be required as part of a development;**

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c) **any new construction, additions, or renovations facing a street substantially maintain the predominant streetwall height, setbacks, scale, and the rhythm of the surrounding properties, especially of registered heritage properties;**

d) **the development complies with Pedestrian Wind Impact and Shadow Impact Assessment Protocol and Performance Standards of the Land Use By-law;**

e) **the level of proposed investment in conservation measures on the property and through the required incentive or bonus zoning requirements is generally proportional with the additional development rights provided through the agreement, especially in cases of new construction;**

f) **any un-registered, historic buildings on the lot that contributes to neighbourhood character are preserved to retain the visual integrity of the lot;**

g) **the development complies with policies relating to the Citadel View Planes and Ramparts Sight Lines, protected public views and view terminus sites; (RC-May23/24;E-June13/24)**

h) **incentive or bonus zoning is provided consistent with the requirements of the Land Use By-law;**

i) **the development agreement requires a waiver under Section 18 of the *Heritage Property Act* to be registered on the property before a development permit is issued for any portion of the development; and**

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

Policy CHR-8

The Municipality shall consider conserving and maintaining registered heritage properties owned by the Municipality in accordance with the heritage conservation standards adopted under the Regional Plan, and shall seek to register additional significant heritage properties owned by the Municipality. The Municipality may consider registered heritage properties in the purchase or lease of space for its own use.

Policy CHR-9

Repealed (RC-May23/24;E-June13/24)

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4.4 HERITAGE CONSERVATION DISTRICTS

The Regional Centre contains neighbourhoods and streets that consist of a number of properties with heritage value. These resources contribute to commemorating and celebrating the diverse culture and heritage of the Regional Centre, creating tourism attractions, and the strengthening the region's economic prosperity.

Heritage Conservation Districts (HCDs) are areas identified by the Municipality as having significant heritage value and character. HCDs are established through a conservation plan and by-law adopted under the *Heritage Property Act*. As a planning tool, HCDs enable the Municipality to conserve the broader context of heritage resources by focusing on the district as a whole and establishing policies, guidelines, and programs that ensure the evolution of the area reinforces key heritage attributes. The *Heritage Property Act* requires that any HCD be preceded by background studies that address a range of issues, including character defining elements, heritage conservation measures, boundaries, the relationship to applicable planning documents, and social and economic impacts. When completed, HCDs typically include:

(a) a heritage character statement, which sets the general parameters that new buildings and alterations should contribute;

(b) a list of the character defining elements of the district, which is essential when designing new buildings in and around the district and to understanding what is important to conserve;

(c) demolition policies, which can establish stronger controls than those that may be applied to registered heritage buildings;

(d) policies and guidelines respecting the design of alterations, additions, and new buildings; and

(e) financial incentives to encourage the retention and restoration of buildings within the district.

Demolition protection for municipally registered heritage properties outside of HCDs is limited under the *Heritage Property Act*. It is only by designating a specific area an HCD, under the authority of the *Heritage Property Act*, where Council can establish stronger policies that improve demolition controls for identified heritage resources.

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4.4.1 PROPOSED HERITAGE CONSERVATION DISTRICTS

A number of proposed HCDs are identified as potential candidates to be protected as conservation districts in the future, based on an analysis of the age, history, cultural associations and architectural styles of the properties in these areas. Table 4 and Map 20 are generally intended to support the identification, prioritization, and establishment of future HCDs, but are not meant to be a complete or definitive list. Priorities for the identification and establishment of HCDs will be determined by Council, and may include areas not identified In Table 4 or on Map 20. Until such time as conservation measures are considered by Council, the land use policies and regulations will encourage development that is sensitive to the architectural character and heritage value of these areas by limiting the scale and density of permitted development.

Table 4: Proposed Heritage Conservation District Study Areas

Dartmouth
1. **Harbourview Area:** The area is generally bounded to the south by Shore Road and to the north by Windmill Road, and has notable harbour views from side streets and lanes. It was developed in the late 19th and early 20th century as a compact, early working-class residential district that supported the surrounding industry and commerce of Downtown Dartmouth.
2. **Downtown Dartmouth:** The sections of Downtown Dartmouth to the southeast of the Dartmouth Common contain a mix of 18th and 19th century residential and commercial buildings where the architecture of the buildings narrates a story of the community's evolution.
3. **Five Corners:** The area where Portland and Pleasant Streets intersect contain a nearly contiguous collection of 19th and early 20th century residences within one of the oldest neighbourhoods in the Regional Centre.
4. **Flower Streets: The area is a grid-pattern neighbourhood with compact building lots and varied styles of working-class, 1.5 to 2.5-storey homes. Development of the area began in the 1870s, when workers from the Eastern Shore were drawn by Dartmouth's prosperous industrial economy. The area offered proximity to industry and small, affordable lots on which to build. These lots were developed gradually over successive decades, reflecting changing tastes in architectural styles, and resulting in a diverse and contiguous collection of Nova Scotian Vernacular, Victorian Plain, Second Empire, Picturesque, Queen-Anne Revival, Arts and Crafts (Cottage, Bungalow, and Four Square) and Colonial Revival homes. (RC-May23/24;E-June13/24)**
5. **Ropeworks: The neighbourhood around Victoria Park contains original workers housing for the Ropeworks built by William J. Stairs and constructed in the late 19th century. The historic contiguous residential neighbourhood surrounding the park contains one-and-a-half storey homes with mansard roof and dormers, and two-storey homes with a low-pitched roof and porch. (RC-May23/24;E-June13/24)**
Halifax
6. **Historic Richmond and Hydrostone District:** The Hydrostone area is an early example of town planning, which was built to house families displaced by the Halifax Explosion of 1917. Richmond is the historic neighbourhood adjacent to Needham Hill that was destroyed by the explosion and reconstructed in a variety of early 20th century architectural styles.
7. **Bloomfield District:** The largely intact and contiguous tree-lined streetscapes of the Bloomfield

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District, west of Gottingen Street in Halifax's North End, contain an important collection of Georgian, Victorian and Edwardian grand residences representing the merchant class of the 19th century.

8. **Brunswick Street District (north of Cogswell Street):** The Brunswick Street area dates to the earliest period of colonial British and German settlement beginning in 1756, and spanning the Georgian period through to the late 19th century residences of merchants and business owners.

9. **Creighton's Field:** This North End neighbourhood is adjacent to the Halifax Common and characterized by intact and contiguous streetscapes of small-scale workers houses dating from the Georgian and Victorian periods of the 19th Century.

10. **Westmount:** Developed after World War II, Westmount is one of two similar communities built by the federal government to house returning servicemen and their families. Its unique attributes include orienting the front entrances of homes towards common greenspaces and walkways instead of the street.

9. **Victoria Road:** This area is generally located south of what was once the Freshwater Brook, which flowed along Victoria Park from the Commons to the Halifax Harbour, near the foot of Inglis Street. Tower Road, Victoria Road and South Park Street were fashionable streets in the late 19th Century that were at that time at the southern fringe of the city. This area includes two registered heritage streetscapes and dozens of mid-to-late Victorian homes that are mainly in very good condition.

10. **Historic Properties:** This area has long been recognized as one of the most cohesive heritage environments in Halifax. The late 18th century waterfront warehouses were designated as a National Historic Site in 1963 and by the mid-1980s, all of the buildings in the three-block area bounded by Duke and former Buckingham Street between the Harbour and Granville Street had been municipally registered heritage properties. In 2006, the entire "Granville Block" between Hollis Street and Granville Street was designated as a National Historic Site.

11. **Oakland Road:** The Oakland Road neighbourhood was originally part of the Cunard family's Oakland Estate. The remaining Oakland Estate Gatekeepers House on Robie Street is considered a gateway into the now densely developed historic neighbourhood, which contains diverse examples of **late 19th to early 20th century residential architecture. The contiguous Victorian architecture along South Street also serves as a transitional gateway into the district**. **(RC-May23/24;E-June13/24)** The contiguous, tree-lined streets, residential character and one-and-a-half to two-and-a-half storey dwellings remain largely intact.

12. **Fort Massey:** The Fort Massey neighbourhood is partially comprised of lands that were formerly part of the 18th Century Fort Massey and blockhouse near the intersection of Queen Street and South Street. Fort Massey United Church currently serves as a landmark in the neighbourhood east of Queen Street, which contains distinct and representative examples of mid-to-late 19th Century Halifax architecture.

13. **Young Avenue:** Young Avenue is a grand public promenade leading to Point Pleasant Park with an evolving character, which includes historic late 19th to early 20th Century estates, landscaped median strip, and a mature tree canopy. Developed during the City Beautiful Movement, these estates were built for influential Halifax residents and reflect unique interpretations of various turn of the century architectural styles, such as Queen Anne, Italianate, Arts and Crafts, Georgian Revival and Classical Revival.

14. **Young-Woodill Divisions: The area is representative of the mid to late Victorian era tenement and middle-income housing. The houses in the proposed district were constructed, primarily between 1870 and 1890, with an architectural symmetrical**

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simplicity. This style is reflective of the housing of the growing middle-income earners of the Late Victorian period. Development pressure along the parallel corridor streets of Robie and Agricola is putting these historic houses at risk of demolition which will dilute the contiguous nature of the built form of this historic neighbourhood. (RC-May23/24;E-June13/24)
15. Jubilee Road: This area consists predominantly of two-storey homes built between the 1880s and 1910s. The area is most notable for its rare collection of brick and concrete masonry row-houses and detached homes built by the prominent local mason and contractor, Edward Maxwell. The area is historically anchored by Caldwell House, an 1840s Regency-style home. The architectural styles exhibited within this district include Victorian and Edwardian masonry styles, and wood-framed Regency, Second Empire, Queen-Anne Revival, Craftsman (Cottage, Bungalow, & Four Square), Victorian Plain, and Halifax Box styles. (RC-May23/24;E-June13/24)

Policy CHR-10

The Municipality may collaborate with community partners, residents, property owners and educational institutions to:

a) create an inventory and assess potential cultural and heritage resources and consider their protection through registration under the *Heritage Property Act*;

b) consider initiating and adopting proposed Heritage Conservation Districts, including those identified in Table 4, and on Map 20;

c) consider regulating developments abutting Heritage Conservation Districts to complement the existing heritage character; and

d) consider adopting conservation measures for identified heritage resources as part of municipal facility and parks master planning and management plans.

Policy CHR-11

To support development that is sensitive to the architectural character and heritage value of proposed Heritage Conservation Districts, as identified in Table 4 and on Map 20, the Land Use By-law shall apply the following regulations to properties located within Proposed Heritage Conservation Districts:

a) a maximum Floor Area Ratio of 1.75, within CEN-2 and CEN-1 Zones;

b) a maximum Floor Area Ratio of 2.25, within the DD Zone;

c) maximum heights between 11 metres and 14 metres, within COR, HR-2, and HR-1 Zones, based on the local context and the recognition of underutilized sites;

d) a maximum height of 22 metres in the Historic Properties Proposed Heritage Conservation District Study Area;

e) a maximum height of 17 metres within the PCF and RPK Zones;

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f) **a maximum height of 11 metres within the ER-1, ER-2, and ER-3 Zones; and**

g) **a maximum height of 14 metres within INS Zone.**

Policy CHR-12

The Land Use By-law shall zone proposed Heritage Conservation Districts, shown on Map 20, that are located within the Establish Residential District as ER-2 (RC-May23/24;E-June13/24) to protect the heritage resources prior to Council's consideration of a potential Heritage Conservation District Plan and By-law.

Policy CHR-13

The Land Use By-law shall establish the Westmount Subdivision (WS) Special Area to address unique building requirements relating to the front and flanking yards, as well as accessory buildings.

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4.4.2 APPROVED HERITAGE CONSERVATION DISTRICTS

4.4.2.1 SCHMIDTVILLE HERITAGE CONSERVATION DISTRICT

Schmidtville is the first private subdivision in Halifax, and one of Halifax's first suburbs outside the wooden palisade. The neighbourhood is valued as a largely intact area of traditional architectural character, and for its association with the early settlement of Nova Scotia.. Schmidtville is also valued for its association with the economic and social history of Halifax, revealed through its existing character. Schmidtville buildings have strong associations with the Georgian and Victorian eras and most buildings exemplify these architectural traditions.

Heritage conservation measures were approved in Schmidtville because of its existing heritage character and the increasing pressure for redevelopment in and around this area. The Schmidtville HCD includes three of the original blocks of Schmidtville that were planned and subdivided in 1830. It also includes additional areas adjacent to the original planned area, but remain an integral part of the historic neighbourhood.

The purpose of the Schmidtville HCD Plan and By-law is to encourage the preservation, rehabilitation, and restoration of Schmidtville's historic buildings and public spaces. The HCD Plan recognizes both the thriving residential community and the historic significance of the built environment in Schmidtville.

To establish the Schmidtville HCD, a Heritage Conservation District Plan and By-law were adopted by Council in 2018 after the completion of a background study. To support the approved Schmidtville HCD Plan and By-law, this Plan establishes related land use policies to ensure that new development conserves and complements the heritage value of the area.

<u>Schmidtville Heritage Conservation District Plan</u>

The Heritage Conservation District Plan identifies three heritage conservation goals:

1. Support a setting that inspires a greater understanding of the cultural heritage values inherent in the District;

2. Facilitate the financial viability of housing to encourage residential use as a character-defining element of the District; and

3. Secure and encourage public and private investments in heritage resources to protect and conserve the traditional character of the District.

<u>Schmidtville Heritage Conservation District By-law (H-700)</u>

By-law H-700 was established to further implement the policy directions of Heritage Conservation District Plan. It provides a regulatory framework to implement those policies of the Plan that require regulatory support.

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Policy CHR-14

This Plan shall complement the Schmidtville Heritage Conservation District Plan and By-law established under the *Heritage Property Act*, identified as the Schmidtville Heritage Conservation District on Map 21.

Policy CHR-15

The Land Use By-law shall establish the Heritage Conservation District - Schmidtville (HCD-SV) Zone, and apply it to the Schmidtville Heritage Conservation District to establish land use and built form regulations that support the conservation objectives of the Schmidtville Heritage Conservation District.

Policy CHR-16

To support existing commercial uses, the Heritage Conservation District-Schmidtville (HCD-SV) Zone shall permit additional residential and commercial uses for Schmidtville Heritage Buildings that existed on July 17, 2018 and are identified in the approved HCD Plan and By-law, and as identified in the Land Use By-law.

Policy CHR-17

The Land Use By-law shall establish the Schmidtville Historic Park and Institutional (SHPI) Special Area within the Schmidtville Heritage Conservation District Boundary, as shown on Map 21. Within the SHPI Special Area, any new building or an addition to an existing building exceeding a gross floor area of 139.5 square metres shall only be considered by development agreement in accordance with Policy CHR-18 provided the proposed land uses are limited to park and institutional uses, such as schools, daycares, and community recreation uses.

Policy CHR-18

When considering development agreement applications under Policy CHR-17 within the Schmidtville Historic Park and Institutional Area (SHPI) Special Area, Council shall consider the following:

(a) the built form requirements in Chapter 2, Part VI of the Land Use By-law;

(b) the design requirements in Chapter 2, Part VIII of the Land Use By-law;

(c) the height of the development is consistent with the height of adjacent buildings and may transition to a height not exceeding five storeys;

(d) that a minimum setback of 12.2 metres from the street is provided for the conservation and planting of trees throughout the property; and

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

Policy CHR-19

Within the Schmidtville Heritage Conservation District, as shown on Map 21, the Land Use By-law shall establish the Morris Queen (MQ) Special Area to permit up to four dwelling units on lots created after the coming into force date of this Plan and Land Use By-law.

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Policy CHR-20

The Land Use By-law shall permit converted multi-unit dwelling uses of up to 10 units on sites identified on Map 22.

Policy CHR-21

The Land Use By-law shall establish maximum permitted building heights within the Schmidtville Heritage Conservation District, as shown on Map 4, and for existing buildings of:

a) **two storeys or less, a maximum height of 8 metres, with additions to existing buildings permitted to match the existing building height; and**

b) **more than two storeys, a maximum height of 11 metres, with additions not exceeding a height of 6.1 metres.**

Policy CHR-22

The Land Use By-law shall establish the Wright Avenue (WA) Special Area, within the Schmidtville Heritage Conservation District, where the development of semi-detached dwellings and townhouse dwellings shall be permitted on through lots that have frontage on Wright Avenue.

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PART 5: HOUSING

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5.1 INTRODUCTION

Access to suitable and affordable housing is fundamental to the health, dignity, and quality of life for all people. This can be supported by providing opportunities for new housing in strategic locations, enabling residents to age within their neighbourhoods, and accommodating a variety of housing choices.

The Regional Centre's population has been shifting with an increase in senior, one-person, renter, immigrant and youth-led households, and is expected to continue to include a large post-secondary student population. These demographic trends impact housing needs with respect to the size, form, and desired location of housing units. While new residential developments are responding to changing market demands with a move towards more multi-unit dwelling developments, the aging housing stock, and a limited supply of modestly priced and accessible housing can limit housing choices. In addition, the availability of emergency and supportive housing will continue to be important to addressing the needs of those who are experiencing housing vulnerability and homelessness.

For the Regional Centre to remain economically competitive and support a high quality of life, a diversity of housing types, sizes, and tenures need to be available. This includes **(RC-May23/24;E-June13/24)**backyard suites, grade-related units, work-live units, and a range of multi-unit dwelling types. Shared housing, where facilities are shared for health, lifestyle, and economic reasons, are also important for supporting an aging population and diverse housing needs. Streamlined development approval processes, a strong focus on affordable housing in incentive or bonus zoning requirements, and continued support for community and inter-governmental partnerships can all contribute to a more sustainable housing system.

Objectives:

1. Increase housing choices that support aging in place, meet diverse needs and have access to transit, services and amenities.
2. Enable a range of housing options for people of all ages, abilities, and income levels including emergency housing, shared housing, cluster housing, multi-unit housing, and grade-related dwelling units.
3. Increase the number of housing units that are affordable in the low to moderate income range.
4. Support neighbourhood planning through community and stakeholder partnerships to support the housing and community development goals of this Plan.
5. Create regulatory and financial incentives, as well as partnerships to maintain and increase the stock of housing that is affordable to a wide range of households, including low to moderate income households.

Policy H-1

To support quality and inclusive residential environments and increased housing options for diverse households, the Land Use By-law shall:

a) **permit a variety of housing forms and types in the DD, DH, CEN- 2, CEN-1, COR, HR-2, HR-1, ER-3, ER-2, ER-1, CH-2 and INS Zones to enable residents to live near commercial areas, employment, active transportation facilities, and transit;**

b) **permit a mix of housing options within various zones to meet the range of housing needs, including multi-residential, semi-detached, backyard suites, shared housing, single and two-unit dwellings, and three- unit dwellings, four-unit dwellings, (RC-May23/24;E-June13/24) townhouses, cluster housing, grade-related dwelling units, low-rise buildings, mid-rise buildings, tall mid-rise buildings and high-rise buildings;**

c) **require new, expanded, or converted high-density dwellings to provide a range of unit sizes to accommodate a variety of household sizes, including:**

   i) **a minimum proportion of two-bedroom units in the DD, DH, CEN-2, CEN-1 and COR Zones,**

   ii) **a minimum proportion of two-bedroom and three- bedroom units in the HR-2 and HR-1 Zones, and**

   iii) **exemptions to unit mix requirements for small scale developments and additions and the internal conversion of dwellings, commercial spaces, and shared housing uses; and (RC-May23/24;E-June13/24)**

d) **require new and expanded high-density dwelling uses to include both indoor and outdoor amenity spaces except for small scale developments and additions, and the internal conversion of commercial spaces. (RC-May23/24;E-June13/24)**

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5.2 AFFORDABLE MARKET HOUSING

The Municipality encourages affordable housing to be provided by the private, public, and non-profit sector. Affordable housing is defined by the *HRM Charter* as "housing that meets the needs of a variety of households in the low to moderate income range."

Based on the 2015 Halifax Housing Needs Assessment, and the Canada Mortgage and Housing Corporation (CMHC) affordable housing standard, the Municipality considers a variety of factors in calculating affordability, including:

- if the dwelling costs a household 30% or less of gross income;
- if the dwelling is priced at or below average market housing rents or average prices for housing within the Regional Centre;
- the number of persons living in the household; and
- if the dwelling is modest in terms of floor area and amenities.

The considerations for affordability can be different for rental and owner households.

There are communities in the Regional Centre that have been experiencing a lack of reinvestment in their housing stock, and others where the rapid pace of new development is affecting the availability of affordable housing choices. Improvements in street grid connectivity, public facilities and public open spaces can improve community health and livability, and help encourage the development of new housing stock. In addition, incentive or bonus zoning requirements will provide a new dedicated funding source for affordable housing that can support the Municipality's response to the Regional Centre's housing needs.

Policy H-2

The Land Use By-law shall enable and prioritize incentive or bonus zoning for affordable housing, as set out if Part 9 of this Plan.

Policy H-3

The Municipality may monitor the rate of housing stock change in neighbourhoods across the Regional Centre, including the extent and impact of development on residential areas, rental markets, and desired affordability levels.

Policy H-4

Council may consider amendments to this Plan to support streamlined planning processes for affordable housing developments, subject to the Province of Nova Scotia amending the *HRM Charter* to enable the Municipality to require and enforce the provision of on-site affordable housing developments.

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5.3 AFFORDABLE NON-MARKET HOUSING

Affordable non-market housing is housing that is built or operated by public agencies including the Federal and Provincial governments, and not-for-profit organizations. The Regional Centre has the greatest concentration of affordable non-market housing in the Municipality. Public subsidies enable lower than average market rents, and serve low-income and vulnerable populations. Affordable non-market housing includes a continuum of housing options including emergency housing, public housing, non-profit housing, some co-operative housing, and publicly funded supportive living facilities. While affordable non-market housing is primarily the mandate of the Federal and Provincial governments, the Municipality can continue to work with other levels of governments to increase and improve the supply of affordable housing.

Policy H-5

To support the maintenance and expansion of affordable non-market housing, the Municipality may:

a) **continue to work with a wide range of community and private sector stakeholders to monitor and support housing needs in the Regional Centre;**

b) **continue to work with other levels of government to increase and improve the supply of affordable housing;**

c) **continue to address barriers to housing affordability;**

d) **support new and existing co-operative housing developments as a housing model that encourages community building and local ownership of housing;**

e) **consider the use of surplus municipal land for affordable non-market housing; and**

f) **encourage the renewal, repair, and upgrade of affordable non-market housing units.**

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5.4 SHARED HOUSING

Shared housing is a broad term that describes housing where a group of individuals share facilities, such as kitchens or bathrooms, and that often includes specialized support services, such as nursing care. Examples of shared housing include residential care facilities, group homes, transitionary housing, and rooming houses. Several forms of shared housing are also licensed by the Provincial or Federal government.

Shared housing serves a broad range of residents including aging populations, students and persons with disabilities and is an important part of a complete community. When integrated into communities, these housing forms promote social inclusion by providing assistance to those in need of support. Shared housing can also enable people to age close to home, and help maintain and expand community social supports.

Policy H-6

The Land Use By-law shall permit shared housing in all residential and mixed-use zones at a scale that is similar to the residential uses permitted in the zone.

Policy H-7

The Land Use By-law shall permit shared housing in the INS, and H Zones to provide opportunities for housing associated with institutional and hospital uses.

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5.5 NEIGHBOURHOOD HOUSING

There are neighbourhoods in the Regional Centre where residents are faced with mobility challenges, social vulnerability or difficulty with accessing essentials such as healthy foods, child care, affordable housing, and jobs. While community-based efforts have been able to achieve positive results, there may be persistent gaps in public infrastructure, mobility connections, and community facilities and services that can benefit from additional municipal support. This municipal support may include data collection, community consultation, and the development of a local vision and action plans that guide community, business and government initiatives and investments.

Policy H-8

To support community and social development, the Municipality may partner with specific neighbourhoods and groups to support greater access to municipal and other services, including:

a) **developing a neighbourhood vision and action plan;**

b) **improving local parks, transit, community facilities, and services;**

c) **improving the public realm, such as street grid connections, streets and sidewalks;**

d) **encouraging improvements to food security;**

e) **supporting improvements to energy efficiency and climate change resilience;**

f) **addressing community safety and access to programs;**

g) **monitoring the existing housing stock;**

h) **supporting the development of new housing;**

i) **improving landscaping and tree planting;**

j) **identifying strategic areas for investment;**

k) **identifying opportunities for the use of municipal lands;**

l) **identifying opportunities and partnerships to increase community engagement; and**

m) **identifying other matters raised through community engagement.**

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PART 6: ECONOMIC DEVELOPMENT

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6.1 INTRODUCTION

The Regional Centre is home to numerous economic sectors and industries including government, military, financial, logistics, education, health care, retail, shipbuilding and repair, and tourism, and has a nearly equal balance of residents to jobs. While several large employers and industries support a significant number of jobs, the Regional Centre's many small businesses and entrepreneurs are also important to its economic diversification and growth.

One of the key objectives of the Regional Plan is to build an engaging, active, and accessible Regional Centre that attracts private investment and more residents. This Plan supports these Regional Plan objectives by increasing opportunities for employment and housing, and encouraging development and investments that helps to attract talent and supports complete communities.

As outlined in Halifax's Economic Growth Plan (2016-2021), the Municipality can support business and innovation within the Regional Centre by ensuring adequate lands for office, retail, institutional and industrial development are available in strategic and accessible locations. The Municipality can also support emerging innovation districts, which connect and cluster research-oriented institutions, high-growth firms, and creative start-ups in well-designed, amenity-rich residential and commercial environments. Strategic public investments, partnerships with businesses, other levels of government and private institutions, and streamlined regulatory processes can further support economic growth and job creation.

Objectives:

1. Build an engaging, active, and accessible Regional Centre that attracts private investment and more residents.
2. Ensure that there are sufficient lands available around the harbour and in business parks to support industrial development opportunities.
3. Collaborate with institutions, businesses, and other levels of government to support the continued success of employers in the Regional Centre.
4. Support businesses and entrepreneurial activities through Municipal programs and initiatives, and by establishing clear and modern land use regulations.
5. Improve the quality of life for the Regional Centre's residents by improving access to community and social services.
6. Promote the Regional Centre as a good place to do business within the Municipality, and as a regional, national and global tourism destination.
7. Maintain a balance between jobs and residents by accommodating both employment and residential developments.

Policy ED-1

Council may consider the strategic growth targets and economic development objectives of this Plan when amending the Land Use By-law.

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Policy ED-2

The Municipality may support businesses and institutional employment by prioritizing strategic improvements to the public realm, and developing strategies to strengthen connections between businesses and institutions with adjoining neighbourhoods and the rest of the Municipality.

Policy ED-3

The Municipality shall consider working with other levels of government and public and private institutions to maintain and expand employment in the Regional Centre, and support synergies between key services and economic sectors.

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6.2 LAND USE AND ECONOMIC DEVELOPMENT

Land use policies that encourage a concentration of employment and retail uses to integrate with residential areas can position the Regional Centre as a hub of economic development, services and innovation. The preservation, restoration and continued use of heritage and cultural assets contribute to the development of the Regional Centre as a preferred location for large and small employers and a destination for tourism and cultural events. Allowing home offices, home occupations and work-live units can also support affordable office and work spaces that may otherwise be difficult to service in the commercial real estate market.

Policy ED-4

To maintain and expand the concentration of jobs and services in the Regional Centre, the Land Use By-law shall:

a) **permit a concentration of office spaces in lands designated Downtown, Centre, and Corridor where frequent transit service is either present, or planned;**

b) **permit a wide range of commercial and institutional uses in the Downtown, Centres, and Corridors;**

c) **establish Pedestrian-Oriented Commercial Streets that can support specialized shopping and entertainment districts;**

d) **permit home offices, home occupations, and work-live units in residential and mixed-use Zones;**

e) **permit makerspace uses in commercial and mixed-use areas;**

f) **permit marine-related uses in Downtown Dartmouth and Downtown Halifax waterfront areas;**

g) **support the maintenance and expansion of parks and open spaces;**

h) **support the retention and intensification of institutional lands;**

i) **support the retention and intensification of industrial lands; and**

j) **support the preservation and continued use of heritage buildings, streetscapes, cultural landscapes, which contribute to the distinct character of the Regional Centre.**

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6.3 HALIFAX GRAIN ELEVATOR

The Halifax Grain Elevator is located in the south end area of the Halifax Peninsula on lands owned by the Halifax Port Authority. Initially constructed in 1924, the Grain Elevator is the only grain elevator on the eastern Seaboard and is considered an essential economic infrastructure. During the early period of grain elevator operations, the surrounding south end area largely consisted of industrial and commercial uses that supported port operations. As the former City of Halifax grew, the area gradually transformed into a desirable mixed-use residential neighbourhood located close to Downtown Halifax, the Halifax waterfront, Point Pleasant Park, and other amenities. With an interest in residential development expected to continue, further studies are needed to understand and manage potential public safety risks associated with the Grain Elevator and its proximity to residential uses. Therefore, as a precautionary measure, further residential development in the area will only be considered by development agreement that considers the results of future risk assessment studies.

Policy ED-5
The Municipality may partner with the Halifax Port Authority to carry out a study that assesses public safety risks associated with the Halifax Grain Elevator and its proximity to existing and future residential uses.

Policy ED-6
The Land Use By-law shall establish the Halifax Grain Elevator (HGE) Special Area on lands surrounding the Halifax Grain Elevator where new or expanded residential uses, which would otherwise be permitted by underlying zoning, shall only be permitted by development agreement to ensure that potential public safety risks are considered. In considering development agreement proposals, Council shall consider the following:

- **a) the results of a risk assessment study completed by the Municipality and the Halifax Port Authority, as outlined in Policy ED-5, or a similar study completed by the proponent;**
- **b) the proposed development is consistent with:**
  - **i) the maximum building height requirements contained in the Land Use By-law,**
  - **ii) the incentive or bonus zoning requirements of the underlying zone; and**
  - **iii) all other applicable Land Use By-law requirements for the underlying zone, unless otherwise required to be adjusted to mitigate public safety risks; and**
- **c) the general development agreement criteria set out in Policy IM-7 in Part 9 of this Plan.**

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PART 7: MOBILITY

7.1 INTRODUCTION

This Plan supports the development of the Regional Centre as a place where pedestrian movement, comfort, and safety are a priority, and where mobility and land use decisions are integrated. The Regional Centre offers opportunities to live within close proximity to employment, shopping areas, and transit. It also includes several streets with accessible spaces for pedestrian movements, short blocks that support varied pedestrian routes, and safe pedestrian crossings.

The integration of transportation planning and land use planning is a key municipal-wide priority supported by the 2014 Regional Plan, and several approved priority plans that guide decisions about transportation in the Municipality. These priority plans include the Making Connections: Active Transportation Plan (2014), the Moving Forward Together Plan (2016), the Integrated Mobility Plan (2017), the Rapid Transit Strategy (2020), and other localized plans.

The 2014 Regional Plan also emphasizes the importance of directing growth to the Regional Centre to achieve regional planning objectives. A study prepared in support of the 2014 Regional Plan concluded that significant cost savings in municipal infrastructure and services could be achieved by increasing growth in the Regional Centre[20]. In 2016, 49% of trips in the Regional Centre area used modes other than cars (20% transit, 26% pedestrian, 3% cyclist). Additional growth could enable more people to choose sustainable mobility options that reduce carbon emissions, and help reduce the need to invest in costly road network improvements.

To promote the use of active transportation and public transit, this Plan supports the recommendations of the Integrated Mobility Plan (2017) by aligning growth areas with the recommended Transit Priority Corridors and the All Ages and Abilities (AAA) Bicycle Network. Regulations enabling the development of these areas will ensure that sustainable mobility options are prioritized. Policies in this Plan also promote a connected grid of streets, sidewalks, and bicycle routes.

Objectives:

1. Prioritize the needs of pedestrians, cyclists, and public transit users.
2. Align growth areas with the Integrated Mobility Plan's Transit Priority Corridors.
3. Support investments in transit and active transportation infrastructure that supports mixed-use areas, accommodates growth, and reduces carbon emissions.
4. Enhance and extend pedestrian corridors and pathways to provide safe and convenient connectivity within, to, and from the Regional Centre.
5. Balance parking demand with the needs of other transportation modes by reducing minimum parking space requirements and controlling the design and location of surface parking lots.

[20] Stantec (2013) Quantifying the costs and Benefits to HRM, Residents and the Environment of Alternative Growth Scenarios

Policy M-1

The Municipality shall direct growth around current and planned transportation and transit service corridors through the placement of Urban Structure Designations, zones and related permitted density.

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7.2 PEDESTRIAN AND CYCLIST SAFETY AND COMFORT

People of all ages and abilities who walk, move by wheelchair, or use other forms of active transportation, such as cycling and skateboarding, need to feel safe and comfortable traveling within the Regional Centre and to other areas of the Municipality. Pedestrian-friendly streetscapes and pathways are also a pre-requisite for supporting transit use, including wide sidewalks, bicycle lanes, and multi-use pathways. Active transportation routes that connect recreation, school, employment hubs, transit, and shopping destinations are important to ease traveling within the Regional Centre without a vehicle. The priority connections identified in the Integrated Mobility Plan will aid in filling the gaps in the current system.

This Plan supports the development of new pedestrian-friendly streetscapes and pathways through the policies that control the development of large sites and Future Growth Nodes. Many built form policies also support pedestrian-friendly streetscapes, including context-specific maximum building heights, human-scaled streetwalls, maximum building dimensions that reflect existing block sizes, and wind and shadow performance standards.

Policy M-2

The Municipality shall consider improvements to existing streets and pathways that support the safety and convenience of pedestrians through ongoing reviews of street design standards, street improvements, street and sidewalk maintenance operations, capital improvements and updates to the Municipal Design Guidelines of the Regional Subdivision By-law.

Policy M-3

The Municipality shall consider establishing new public street connections to support the strategic growth objectives of this Plan, address gaps in the street grid, facilitate efficient transit service, and improve pedestrian access to transit facilities and other key destinations through municipal led infrastructure projects and the development of Future Growth Nodes.

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7.3 PUBLIC TRANSIT

Public transit is an integral part of the Regional Centre's transportation system that includes an extensive network of bus routes, and ferry services between Downtown Halifax and Dartmouth. Land use planning can support public transit by directing growth to where transit already exists and identifying new growth areas that may be candidates for transit service enhancements or expansion. Convenience, consistency, reliability, and accessibility are important factors that strengthen public transit, and attract more people to use it. This in turn helps support higher frequency service and other improvements. To support transit service, this Plan aligns the Urban Structure Designations intended to accommodate growth with the transit priority corridors and nodes identified in the Integrated Mobility Plan and Rapid Bus Strategy.

Policy M-4

The Municipality shall consider the Regional Centre Urban Structure, shown on Map 1, and the objectives and policies of this Plan when updating municipal transit plans and strategies.

Policy M-5

To preserve development opportunities on lands located close to transit corridors, the Land Use By-law shall enable lots located in the DD, CEN-2, and CEN-1 Zones to base maximum FAR requirements on the size of the lot prior to any Municipal acquisition of lands for transportation network improvements.

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7.4 TRANSPORTATION RESERVES

Transportation Reserves are a planning tool enabled by the *HRM Charter* to identify lands that are needed to widen or alter streets or pathways, or to develop new streets or pathways. To support investments in new mobility connections, this Plan establishes Transportation Reserves in the Dartmouth Cove Lands FGN and Cogswell Lands Precinct to enable the development of new public streets. A Transportation Reserve is also established along portions of Robie Street to accommodate future investments in bus rapid transit.

Policy M-6

The Land Use By-law shall establish a Transportation Reserve over lands:

a) **within the Cogswell Lands Precinct, as shown on Map 5, to allow for the creation of a new public street;**

b) **within the Dartmouth Cove Lands Future Growth Node, as illustrated on Map 13, to allow for an extension of Dundas Street from Alderney Drive to Maitland Street, as shown on Map 14; and**

c) **along portions of Robie Street, as shown on Map 23, to allow the street to be widened to accommodate future bus lanes.**

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7.5 RAILWAY OPERATIONS

Railways have played a fundamental role in the settlement and growth of the Regional Centre. While existing rail lines support passenger rail, shipping, and industrial uses, they can also pose challenges related to nuisance and risks to public safety. In May 2013, the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada developed guidelines to assist municipal governments and railway operators in reviewing and addressing safety issues that may arise when people live and work near railway operations. Informed by these guidelines, this Plan establishes setback requirements between residential uses and railways to reduce safety risks.

Policy M-7

The Land Use By-law shall require minimum setbacks from a railway track for any new high-density dwelling use and new main buildings in the CDD-2 and CDD-1 Zones to reduce health and safety risks. Where the required setback distance cannot be provided, the Land Use By-law shall require the submission of a report by a qualified Professional Engineer identifying the measures necessary to mitigate nuisance and safety risks.

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7.6 GOODS MOVEMENT

As a Municipality with an active port and shipping industry, the efficient movement of goods through the Regional Centre and beyond is of strategic importance to both the local and regional economy. Key industries relying on the effective movement of goods include the Halifax Port Authority lands, which consist of the Fairview Cove and South End container terminals, as well as many other wharves and terminals that move a diverse range of products. The Municipality will continue to work cooperatively with Federal and Provincial Governments, and industry stakeholders to facilitate the efficient movement of goods and services, while also minimizing disruptions and safety concerns for individuals and other businesses.

Policy M-8

The Municipality may support improvements to the transportation system to facilitate the efficient movement of goods and services through the Regional Centre by increasing transportation efficiencies and safety, and mitigating any negative impacts on pedestrians, other transportation modes, businesses, and residents.

Policy M-9

The Municipality shall consider the needs of trucks and commercial vehicles in the planning and design of the transportation network. To support truck and commercial vehicle movement, the Municipality may:

a) **develop strategic working relationships with stakeholders in the transportation sector to collaborate on mutual transportation objectives; and**

b) **work with the Halifax Port Authority, CN Rail, and other stakeholders to develop and implement alternatives for trucking through Downtown Halifax and residential neighbourhoods.**

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7.7 CURBSIDE MANAGEMENT

Curbside space is the space where the paved portion of a street used by vehicles and the sidewalk edge meet. While this Plan supports pedestrian-oriented, mixed-use developments with well-define streetwalls, this form of development can also increase the use of curbside space for parking and loading of passengers and goods. On some streets, however, curbside space for private vehicles will increasingly be limited where transit and active transportation corridors are developed to support the direction contained in the Integrated Mobility Plan and the Rapid Transit Strategy. To help manage competing demands for curbside space, this Plan will establish off-street loading requirements that balance urban design goals with the need for larger scale developments to dedicate space for loading.

Policy M-10

The Land Use By-law shall establish on-site loading space requirements, consistent with the policies in Part 3, that:

a) **require on-site loading space for new large-scale developments, including multi-unit residential and commercial uses;**

b) **exempts or reduces on-site loading space requirements for registered heritage properties due to potential impacts on heritage resources; and**

c) **exempts or reduces on-site loading space requirements for developments located in the Downtown Designation given the potential negative impacts on the pedestrian environment and the presence of a fine-grained street grid that can accommodate curbside loading along side streets.**

Policy M-11

The Municipality may manage curbside space to support the effective functioning of the transit corridors and active transportation infrastructure through the development and adoption of curbside management strategies, policies and communication plans.

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PART 8: ENVIRONMENT

8.1 INTRODUCTION

All residents and visitors to the Regional Centre benefit from a clean, healthy and sustainable environment. While the Regional Plan and related priority plans establish many region-wide objectives and policies for protecting the natural environment, this Plan focuses on topics that benefit from specific policy direction for the Regional Centre context. Key environmental topics supported by this Plan include climate change mitigation and adaptation, stormwater management, and urban agriculture.

Objectives:

1. Implement the environmental and open space objectives and policies of the Regional Plan, and support the implementation of the Halifax Green Network Plan, Urban Forest Master Plan, and HalifACT.

2. Require watercourse buffers and measures to support the resiliency of coastal development.
3. Encourage retrofitting of existing buildings to increase their energy efficiency.
4. Support climate change adaptation and flood prevention, the stewardship of fresh water resources, and the health of the Halifax Harbour and the Bedford Basin.

5. Encourage the preservation of significant open spaces on private properties.

6. Improve air and water quality and stormwater management.

7. Reduce the Regional Centre's overall impact on the environment by supporting sustainable building design, district energy, renewable energy sources, composting and recycling.

8. Increase tree canopy coverage within the Regional Centre.

9. Support food security by increasing opportunities for urban food production and harvesting.

10. Support biodiversity through the conservation and restoration of natural areas, and through site design and landscaping.

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8.2 CLIMATE CHANGE

Climate change is an urgent, complex, and global crisis. Addressing the climate crisis requires urgent action, including changes to societal norms and systems, to rapidly transition to a low carbon future. At the same time, forward-looking policies are required to adapt to a changing climate that is expected to include higher temperatures, more rain, and frequent extreme weather events. While municipal policies and action on climate change are primarily set out in the Regional Plan and HalifACT, this Plan supports climate change mitigation and adaption measures that are specific to the Regional Centre.

As the climate changes, global sea-levels are rising, and the Municipality is experiencing more frequent severe weather events, which are causing extreme water levels and increased risks of property damage and public safety. While the Regional Plan establishes minimum coastal elevation requirements for residential uses, this Plan expands these requirements to apply to commercial and institutional uses, given the wide-range of developments located along the marine shoreline in the Regional Centre and the vulnerability of commercial and institutional uses to sea level rise and storm surge events. Marine-related industrial uses, which often require direct water access, will continue to be exempt from coastal elevation requirements. Alternative methods for reducing environmental and public safety risks are also supported in in the Downtown Designation to balance strategic growth and environmental objectives. These requirements, including the specified coastal elevation, may be amended to support more stringent requirements that may be implemented through future updates to Regional Plan and new provincial regulations.

Policy EN-1

In addition to the Regional Plan direction to establish coastal elevation requirements for residential uses, the Land Use By-law shall:

a) **apply coastal elevation requirements to commercial and institutional uses; and**
b) **within the Dartmouth Waterfront (DW) and Halifax Waterfront (HW) Special Areas of the DD and DH Zones, allow commercial and institutional developments to be constructed below coastal elevation requirements provided a report by a qualified Professional Engineer identifies alternative measures to mitigate environmental and safety risks.**

Policy EN-2

Subject to the Urban Design policies contained in Part 3, the Land Use By-law shall allow rooftop solar collectors to protrude above the maximum permitted height for main buildings to reduce potential barriers to on-site renewable energy production.

Policy EN-3

To support renewable energy sources and reduced reliance on fossil fuels in the development of different sites, the Municipality may:

a) **encourage district energy facilities in areas of high growth and density, such as Centres and Future Growth Nodes;**

b) **encourage new development located within an area served by a district energy system to connect to such a system;**

c) **identify opportunities to capture and redistribute waste energy, and encourage combined heat and power systems;**

d) **retrofit and construct municipal facilities within the Regional Centre with climate resilient and net-zero building designs;**

e) **develop, promote, and incentivize climate resilient and net-zero building design practices; and**

f) **consider amendments to this Plan, including incentive or bonus zoning policies, to support renewable energy technologies in buildings that are designed to meet or exceed net zero energy standards, subject to future amendments to the *Nova Scotia Building Code* to establish net-zero construction standards.**

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8.3 STORMWATER MANAGEMENT

The Regional Centre has an extensive shoreline, and contains many rivers, creeks, lakes, and wetlands. Residents and visitors rely on the health and safety of the Halifax Harbour, Bedford Basin, and urban lakes for passive and active recreational activities. While lands within the Regional Centre are largely developed, additional support for low-impact development design, which strives to retain and filter stormwater using natural systems, can help reduce stormwater runoff and pollution.

Policy EN-4

To support the sustainability of water resources in the Regional Centre, the Municipality may:

a) **include Low Impact Development (LID) technologies for stormwater management in municipal capital projects, and in the planning and maintenance of parks and open spaces;**

b) **increase tree canopy cover to help manage stormwater in highly impervious areas;**

c) **encourage the naturalizing and daylighting of watercourses;**

d) **consider monitoring water quality in certain lakes and developing recommendations to maintain water quality, water-based recreational opportunities, and aquatic habitat;**

e) **consider pilot projects, and community and government partnerships to support the management of urban lakes; and**

f) **work with the provincial government and other stakeholders to maintain and restore water quality in lakes, wetlands and watersheds.**

Policy EN-5

Subject to the Urban Design policies contained in Part 3, the Land Use By-law shall establish landscaping requirements to reduce stormwater runoff, the urban heat island effect, and the spread of invasive species.

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8.4 URBAN AGRICULTURE

The Regional Plan supports community food security and access to safe, culturally-acceptable, and nutrient-dense foods through a sustainable food system that supports community self-reliance and social justice. Consistent with these Regional Plan objectives, this Plan supports community food security by permitting a range of urban agriculture uses throughout the Regional Centre, including the processing and sale of foods at an appropriate scale to the local context.

Policy EN-6

Subject to the Urban Structure policies contained in Part 2, the Land Use By-law shall permit the production, processing, and distribution of food at a scale appropriate to the surrounding context, including:

a) **private gardens, community gardens, and accessory food processing and distribution, in all zones, except the WA Zone;**

b) **accessory keeping of bees and egg-laying chickens in all zones, except the WA Zone;**

c) **farmers' markets in all zones, except for the ER-3, ER-2, ER-1, CH, and WA Zones; and**

d) **the use of shipping containers in the Dartmouth Waterfront (DW) Special area and Halifax Waterfront (HW) Special Area for urban agricultural uses.**

Policy EN-7

Subject to the Urban Design policies contained in Part 3, the Land Use By-law shall allow rooftop greenhouses to protrude above the maximum permitted height for main buildings to provide additional opportunities for local food production.

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KAYE STREET
NOVA SCOTIA PAINT WORKS

PART 9: IMPLEMENTATION

9.1 INTRODUCTION

This Plan is the primary policy document used to guide decision-making for development within the Regional Centre and implements the Regional Plan at a community and neighbourhood scale. It provides a Vision, Core Concepts, and Urban Design Goals for land use, built form, design, heritage preservation, and public investments in streets, parks, and other public spaces. The Plan also sets out implementation tools, general strategies, and approaches to be used by the Municipality, land owners, and all community members to support the vision and corresponding concepts and goals.

This Plan is implemented through the administration of the Regional Centre Land Use By-law, the Regional Subdivision By-law, other municipal by-laws and policies, and through the Municipality's annual capital and operating budgets. The development approval processes and planning tools used include development permits, site plan approval to vary certain provisions of the Land Use By-law, development agreements, and incentive or bonus zoning. This Part also provides direction for considerations of reviews and updates to this Plan, amendments to the Land Use By-law, municipal investments, and transitioning policies to support the effective implementation of this Plan.

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9.2 COMMUNITY ENGAGEMENT

This Plan was developed through extensive public and stakeholder consultation using a wide variety of inclusive engagement tools and approaches. The HRM Community Engagement Strategy will guide how the Municipality informs, consults with, and engages the public in developing and implementing its programs and services.

Policy IM-1

The HRM Community Engagement Strategy, as updated from time to time, shall guide how the Municipality:

a) informs, consults with, and engages the public in reviewing, amending, and implementing this Plan; and

b) provides for inclusive opportunities for engaging a diverse range of stakeholders and communities.

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9.3 REGIONAL CENTRE SECONDARY MUNICIPAL PLANNING STRATEGY

This Plan contains detailed policies that guide the development of the Regional Centre, including the HRM By Design Area. It provides a Vision, Core Concepts, and Urban Design Goals for land use, built form, design, heritage preservation, and public investments in streets, parks, and other public spaces. It also sets out strategies and actions to be taken by the Municipality, its citizens, and partners to achieve our shared Vision. As a strategic document, this Plan responds to opportunities and challenges in an evolving social, political, environmental and economic context. Its policies should be monitored to evaluate their effectiveness in achieving the objectives of this Plan.

A comprehensive review of this Plan must be undertaken and reported to the public within 10 years to evaluate the effectiveness of policies and programs and whether there is a need to update the Vision, Core Concepts, Urban Design Goals and objectives of this Plan. Subsequent reviews may be undertaken within ten (10) years. Amendments to this Plan may also be considered periodically to address matters that are consistent with, or further, the Vision, Core Concepts, Urban Design Goals, and objectives of this Plan.

Policy IM-2

Council shall conduct a review of this Plan and report on the review to the public within ten years from the date of adoption. Council may consider subsequent comprehensive reviews of this Plan within ten years from the date of adoption, or from the date that the most recent ten-year comprehensive review process was completed.

Policy IM-3

During the time between ten-year comprehensive reviews, Council may consider topic, neighbourhood, or site-specific amendments to this Plan, as needed, to respond to changing priorities and circumstances. These periodic reviews may consider:

a) **new policies and directions contained in the Regional Plan, the Statements of Provincial Interest, provincial or federal regulations, or a Priority Plan that has been approved by Council;**

b) **new provincial or federal programs that benefit the Municipality;**

c) **new and emerging economic, cultural, environmental, technological, health or social opportunities or challenges;**

d) **new or updated site-specific Comprehensive Development District (CDD) Development Agreement Requirements needed to allow the development of Future Growth Nodes;**

e) **incorporating Future Growth Nodes, which have completed all terms and conditions of approved development agreements, into the Urban Structure of this Plan;**

f) **impacts related to Municipal, Provincial or Federal governments acquisition or development of public parkland or amenities;**

g) **new Heritage Conservation Districts and measures to strengthen the preservation of registered heritage properties and landscapes of cultural significance;**

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h) **increased support for renewable energy technology through the incentive or bonus zoning policies and other measures;**

i) **new opportunities to support affordable housing developments through the use of new planning tools that may be enabled by future amendments to the *HRM Charter*, such as inclusionary zoning;**

j) **the re-use and development of public or institutional lands that are no longer required or viable for a public use;**

k) **improved support for disadvantaged persons or groups; and**

l) **any other matter that may be directed by Council.**

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9.4 REGIONAL CENTRE LAND USE BY-LAW

The Regional Centre Land Use By-Law is the principal tool for implementing the land development policies of this Plan, including permitted uses and built form controls. A degree of flexibility is provided in the Land Use By-law through flexible regulations and the site plan approval process, including the provisions of the Land Use By-law that may be varied by site plan approval. Additional development opportunities and flexibility is provided through incentive or bonus zoning, provisions in the *HRM Charter* regarding variances to certain land use by-law requirements, and protections provided to non-conforming uses and structures.

Policy IM-4

Concurrent with the adoption of this Plan, the Regional Centre Land Use By-law is adopted for the lands shown on Map 1. The Regional Centre Land Use By-law shall prescribe:

a) developments that require a municipal development permit;

b) information required with an application for a municipal development permit;

c) conditions for the approval, expiry and revocation of a development permit;

d) permitted uses and development regulations that are consistent with the policies of this Plan;

e) developments which are subject to the site plan approval process requirements;

f) developments which are only considered by development agreement;

g) where incentive or bonus zoning are required, and the approval requirements;

h) relaxation of the restrictions for non-conforming uses and structures; and

i) other regulations necessary to implement this Plan.

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9.5 DISCRETIONARY APPROVALS

The *HRM Charter* enables Council to consider proposals to enter into a development agreement or amend the Land Use By-law provided the proposals are reasonably consistent with this Plan. This section outlines the circumstance and policy criteria that must be considered by Council when reviewing proposals to amend the Land Use By-law or enter into a development agreement.

(A) Land Use By-law Amendments: From time to time, there may be a need to amend the Land Use By-law to address inconsistencies, new technology, or to respond to specific development proposals. While significant changes to the Land Use By-law are intended to be considered together with reviews and updates to this Plan, this Plan guides the review of proposed amendments to the Land Use By-law that may be considered by Council without amending this Plan.

Within the Land Use By-law, various zones are placed within Urban Structure designations to control the location of different land uses. These zone placements reflect the policy intent for each zone and the development pattern that existed at the time the zones were applied. This Part identifies the types of rezoning proposals that may be considered without an amendment to this Plan including changes to the placement of the Park and Community Facility zones, and Institutional Employment zones to support the potential expansion of park and institutional uses. To support low-density housing options, this Plan also enables any Established Residential zone to be applied within the Established Residential Designation and Higher-Order Residential Designation. To discourage the potential expansion of commercial, industrial and high-density residential uses outside identified areas, this Plan does not allow proposals to expand such zoning without a concurrent amendment to this Plan.

(B) Development Agreement: This planning tool is a legally binding contract between the Municipality and the landowner and is used to enable development that would not otherwise be permitted in a zone. Development agreements can place site-specific conditions on the location and design of development and are registered on the property. This Plan uses the development agreement tool for large or unique development proposals where detailed study, public consultation or site-specific land use controls are warranted. While policies enabling the use of development agreements are identified throughout this Plan, this Part sets out the general policy criteria that Council must consider when considering all development agreement proposals.

Policy IM-5

Subject to Policy IM-7, and excluding amendments to zoning boundaries, Council may consider amendments to the Regional Centre Land Use By-law that carry out the intent of this Plan.

Policy IM-6

Subject to Policy IM-7, Council may consider amendments to the zoning boundary schedule of the Regional Centre Land Use By-law that carry out the intent of this Plan and:

a) rezone the land to another zone enabled within the same designation as the land is located, provided that the lands are located within the Parks and Community Facility, Established Residential, Industrial Employment or Institutional Employment Designations;
b) rezone the land to the PCF, RPK, or INS Zone, provided that the lands are not located within the Water Access Designation;

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c) **rezone lands located within the Higher-Order Residential Designation to any zone enabled in the Established Residential Designation;**
d) **rezone lands zoned INS to any zone enabled in an abutting designation; and**

e) **rezone lands located within any designation, except the Water Access Designation, to any zone enabled within the Institutional Employment Designation, provided that the land subject to rezoning:**
    i) **abuts the Institutional Employment Designation, and**

    ii) **is up to a maximum land area of 2 Hectares.**

Policy IM-7

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

a) **the proposal is consistent with the Vision, Core Concepts, Urban Design Goals, and all applicable objectives and policies set out in the Regional Plan and this Plan;**

b) **the proposal is appropriate and not premature by reason of:**

    i) **the financial capacity of the Municipality to absorb any costs relating to the development,**

    ii) **the adequacy of municipal wastewater facilities, stormwater systems or water distribution systems,**

    iii) **the proximity of the proposed development to schools, parks, and community facilities, and the capability of these services to absorb any additional demands,**

    iv) **the adequacy of transportation infrastructure for pedestrians, cyclists, public transit and vehicles for travel to and within the development, and**

    v) **the impact on registered heritage buildings, heritage streetscapes, and heritage conservation districts;**

c) **the subject lands are suitable for development in terms of the steepness of grades, soil and geological conditions, locations of watercourses, wetlands, and susceptibility to flooding;**

d) **that development regulations in the proposed rezoning or development agreement will adequately mitigate potential conflict between the proposed development and nearby land uses, by reason of:**

    i) **type of use(s),**

    ii) **built form of the proposed building(s),**

    iii) **impacts on adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities, and railway operations,**

    iv) **traffic generation, safe access to and egress from the site, and parking,**

    v) **open storage and signage, and**

    vi) **impacts of lighting, noise, fumes and other emissions.**

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9.6 SITE PLAN APPROVAL

Site plan approval is a planning tool enabled by the *HRM Charter* that can vary Land Use By-law requirements, subject to identified criteria, and require public consultations prior to an application for site plan approval being submitted to the Municipality. Under this Plan, site plan approval requirements are established for requests to vary certain Land Use **By**-law **(RC-Jul 12/22;E-Aug 22/22)** requirements to:

- provide the flexibility that may be needed to resolve potential conflicts between Land Use By-law requirements and applicable heritage conservation requirements for registered heritage properties and approved Heritage Conservation Districts (HCDs);
- allow for unique building designs and alternative approaches to meeting the intent of certain building design regulations; and
- provide the flexibility that may be needed to accommodate expansions to existing buildings, or the development of irregular shaped properties.

Policy IM-8

The Land Use By-law shall establish site plan approval requirements for variations to certain Land Use By-law requirements specified in Policy IM-9, subject to the geographic limitations concerning variations to the external appearance of structures specified in the *HRM Charter*.

Policy IM-9

The Land Use By-law shall identify requirements that may be varied by site plan approval to provide the flexibility that may be needed to accommodate certain land uses. The Land Use By-law requirements that may be varied by site plan approval are as follows:

a) the roof edge setbacks of height-exempted rooftop features, provided the visual impact of the rooftop feature is minimized;

b) the streetwall articulation, where an alternative method is proposed that effectively contributes to the visual interest and appeal of the streetwall from a pedestrian perspective;

c) the maximum width of grade-oriented premises, provided an alternative method is used within the streetwall to activate the street or give the appearance of multiple storefronts;

d) the maximum building dimensions for developments in the CEN-2, COR, or HR-2, or HR-1 Zones (RC-May23/24;E-June13/24), provided that the massing and design of the building is broken up to add variety to the streetscape;

e) the form and design of buildings containing certain institutional, and park and community facility land uses where needed to accommodate unique building functions;

f) the form and design of buildings containing certain institutional, and park and community facility land uses where needed to support unique and innovative building designs;

g) the cornice line height for new main buildings or additions to main buildings on a property abutting a registered heritage property or a heritage conservation district, provided the

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proposed building or addition incorporates proportions and other architectural elements of the abutting registered heritage property; and

h) the building design requirements applicable to new construction on a registered heritage property where needed to address conflicts with the *Heritage Property Act*.

Policy IM-10

The Land Use By-law shall establish site plan approval application requirements including:

a) the form and content of a site plan approval application;

b) the requirements for public consultation that must take place prior to an application for site plan approval being submitted to the Municipality; and

c) the notification area, which may be larger than the minimum specified in the *HRM Charter*.

Policy IM-11

The Municipality may establish an advisory committee to provide advice to the Development Officer respecting the site plan approval applications, and to perform other duties set by Council.

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9.7 INCENTIVE OR BONUS ZONING

Incentive or bonus zoning is a planning tool enabled under the *HRM Charter* that allows the Municipality to require a development to provide public benefits in exchange for relaxing certain requirements. Within the Centre Plan Area identified in the *HRM Charter*, any incentive of bonus zoning requirement must include affordable housing in a development, in addition to other requirements adopted by Council. The intent of this tool is to supplement other municipal investments so that the density enabled under this Plan is accompanied by the amenities and public benefits that are in the public interest by supporting complete and inclusive communities. This Plan seeks to ensure that any incentive or bonus zoning public benefits support the goals and objectives of this Plan, are long-lasting, and are implemented in accordance with the *HRM Charter.*

(A) Incentive or bonus zoning will apply to any development in the Downtown, Centre, Corridor, and Higher-Order Residential Designations that exceeds a total floor area of 2,000 square metres. To support a streamlined development approval process for smaller scale developments, developments under 2,000 square meters will not be required to meet incentive or bonus zoning requirements. The calculation to determine the amount of public benefit will apply to 20% of the total new floor area that exceeds 2,000 square metres. Density bonus rates and districts included in this Plan are based on average market land values within each district, which will be established in the Land Use By-law and updated periodically. The Land Use By-law will also establish a method for calculating the value of incentive or bonus zoning and proposed public benefits, and any other requirements related to the acceptance of public benefits.

(B) Public benefits for the Centre Plan Area include affordable housing, heritage conservation, public art, acquisition and improvements to municipal parks, affordable community cultural indoor spaces, and such other public benefits that may be set out in the Land Use By-law. The Land Use By-law will establish the public benefits where only money-in-lieu will be accepted.

(C) Future Growth Nodes represent a different development situation. In contrast to a typical development project, Future Growth Nodes are expected to be developed in phases and will likely have one or more complex elements to manage, such as site servicing and the development of new public streets and walkways. Therefore, for lands designated as Future Growth Nodes, the value of the incentive or bonus zoning public benefits will be based on the appraised value of the land following the adoption of the development agreement by Council.

Policy IM-12

The Land Use By-law may (RC-Jul 12/22;E-Aug 22/22) require incentive or bonus zoning agreements, or money-in-lieu for any development that exceeds a floor area of 2,000 square metres in:

a) the DD, DH, CEN-2, CEN-1, COR, HR-2, and HR-1 Zones, up to the maximum FAR and maximum building height, as shown on Map 3 and Map 4; and
b) applicable development agreements.

The public benefit value shall be calculated by:

a) multiplying the new floor area that exceeds 2,000 square metres by a coefficient of 0.2; and

b) **multiplying the result of (a) by the applicable bonus rate in dollars per square metre.**

Policy IM-13

The Land Use By-law shall provide the method for determining the value of incentive or bonus zoning public benefits for the development of Future Growth Node comprehensive development districts, based on an appraised land value at the time a development agreement is approved by Council, and multiplied by a coefficient of 0.12.

Policy IM-14

The Land Use By-law shall identify:

a) **the area or areas subject to incentive or bonus zoning requirements, consistent with Policy IM-12;**

b) **the matters that the Development Officer may consider before approving an incentive or bonus zoning agreement;**

c) **the method to be used to determine the contribution for incentive or bonus zoning;**

d) **the density bonus rates and districts based on average market land values in specified areas multiplied by a coefficient of 0.6;**

e) **the method used to annually update local area incentive or bonus zoning rates;**

f) **the method to determine, evaluate and accept the value of the public benefits; and**

g) **the means of administering an incentive or bonus zoning agreement.**

Policy IM-15

The Land Use By-law shall set out the public benefits that are eligible for incentive or bonus zoning, including when money-in- lieu shall be accepted. The public benefit may be in the form of:

a) **affordable housing;**

b) **conservation of a registered heritage property or a property located within a Heritage Conservation District;**

c) **improvements to and acquisition of lands for municipal parks;**

d) **affordable community or cultural indoor space; or**

e) **public art.**

Policy IM-16

Subject to Policy IM-15,

(a) **the majority of the calculated value of the public benefit shall be dedicated toward affordable housing except for registered heritage properties and properties located within a Heritage Conservation District;**

(b) for registered heritage properties and properties located within a Heritage Conservation District, the majority of the public benefit shall be dedicated to the conservation of heritage buildings and part of the remainder of the public benefit shall be dedicated toward affordable housing.

Policy IM-17

The Municipality shall establish policies to administer public benefits provided as money-in-lieu to ensure that the funds are used for the purposes for which they were collected.

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9.8 NON-CONFORMING STRUCTURES AND USES

Existing uses and structures that were lawfully permitted under former planning documents but do not meet current Land Use By-law requirements are considered non-conforming uses and structures and are subject to the protections and restrictions set out in the *HRM Charter*. Such uses and structures are permitted to continue to exist and may repaired, maintained, rebuilt, expanded or altered, subject to the conditions set out in the *HRM Charter*.

Many buildings in the Regional Centre were constructed either before any land use regulations or in accordance with former Land Use By-law provisions and may not conform to the provisions contained in the Regional Centre Land Use By-law. As this Plan focuses growth in areas where a substantial built environment already exists, provisions are made to relax the restrictions set out in the *HRM Charter* regarding the extension, enlargement, reconstruction and alteration of non-conforming structures.

With the adoption of this Plan and associated Land Use By-Law, some existing uses will become non-conforming. To support the affected uses, this Plan relaxes the *HRM Charter* restrictions regarding non-conforming uses by enabling Council to consider the expansion of non-conforming uses through the development agreement process.

Policy IM-18

The Land Use By-law shall relax the restrictions in the *HRM Charter* relating to:

a) **non-conforming structures in all zones, and allow them to be extended, enlarged, or altered, if the extension, enlargement, or alteration does not further worsen any non-conformity with the By-law;**

b) **the extension, enlargement or alteration of structures containing a non-conforming low-density dwelling use in that structure, and permitting the expansion of the non-conforming low-density dwelling use into the addition of that structure; and**

c) **non-conforming residential uses in a structure located in an Established Residential zone, and allow structures containing them to be rebuilt, replaced or repaired if destroyed or damaged by fire or otherwise up to 100 percent of the market value of the building.**

Policy IM-19

Council may, by development agreement, allow non-residential non-conforming uses located on a lot that existing on the coming into force of this Plan to:

a) **expand the structure containing the non-conforming use; or**
b) **change to another less intensive non-conforming use.**

Policy IM-20

Council may, by development agreement, allow a use of land that is not otherwise permitted in the zone provided the proposed use of land enables the relocation of the same non-conforming use that is located on an adjacent lot, or a portion of a lot, that is needed by the Municipality, Halifax Dartmouth Bridge Commission, or the Province for public purposes.

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Policy IM-21

In considering a development agreement under Policy IM-19 and IM-20, Council shall consider the following:

a) **that controls are placed on the development to reduce conflict with and impacts on adjacent residential and other land uses;**

b) **the adequacy of the siting, height, bulk and scale of the development with respect to its compatibility with the existing neighbourhood;**

c) **facilities for parking, loading, vehicular access, outdoor display and outdoor storage are designed to avoid significant adverse effects on adjacent properties;**

d) **the layout and number of parking spaces and loading areas;**

e) **the location of the use on the site;**

f) **the surface treatment and storm drainage;**

g) **that adequate landscaping, screening and buffering is required to reduce impacts on adjacent residential uses;**

h) **the controls on signage;**

i) **the hours of operation; and**

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

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9.9 INVESTING FOR GROWTH

The Municipality is focused on maintaining its assets in a state of good repair, and aligning future investments with growth targets and key social, environmental, and economic objectives. The Municipality invests significant capital resources in upgrading recreation facilities, transit facilities, trails, streetscapes, active transportation routes, municipally-owned registered heritage properties and other Regional Centre infrastructure.

This Plan emphasizes the importance of the public realm in creating an environment that attracts and supports growth. Municipal investments in water, wastewater and stormwater systems, streets, streetscapes, transportation links, public transit, public parks, and other public facilities may be needed to both accommodate and attract new residents and private investments. Incentives to support the preservation of cultural and heritage resources may also be required, as well as other community partnerships that support social, cultural, and economic development that support a greater sense of place and belonging.

The *HRM Charter* and the Regional Plan enable the Municipality to adopt infrastructure charges to recover capital costs of infrastructure needed to service new development. To support growth, other municipal policies or by-laws may be needed to effectively manage noise, loading and other demands on curbside space.

Policy IM-22

The Municipality shall consider conducting needs assessments for parks, community facilities, and cultural facilities to determine the changing needs of the Regional Centre's population, and address anticipated growth pressures.

Policy IM-23

The Municipality may prepare a streetscaping program for consideration in capital budget deliberations that establishes project priorities based on current and desired growth and pedestrian activity, the priorities identified in applicable priority plans, and the location of Pedestrian-Oriented Commercial Streets.

Policy IM-24

The Municipality may prepare master plans for municipal parks to guide decisions concerning improvements to existing, new or expanded parks.

Policy IM-25

The Municipality may establish heritage incentive programs in conjunction with new Heritage Conservation Districts.

Policy IM-26

The Municipality may support the economic and social development of neighbourhoods identified in this Plan through local urban design plans, capital investments, placemaking programs, pilot projects, urban design awards, support for affordable housing initiatives and other means.

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Policy IM-27

Consistent with the Regional Plan, the Municipality, in conjunction with the Halifax Regional Water Commission (Halifax Water), may fund studies needed to determine the adequacy of public water, wastewater or stormwater systems needed to accommodate growth projected by this Plan. If upgrading is needed, the Municipality may pay the costs in whole or in part and Council may consider imposing infrastructure charges in accordance with the policies contained in the Regional Plan.

Policy IM-28

The Municipality may consider establishing one or more arts and entertainment districts to guide municipal investments, support vibrant arts and entertainment areas, and mitigate potential land use conflicts.

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9.10 COMMERCIAL DEVELOPMENT DISTRICT

New growth in commercial and mixed-use areas may impact commercial assessments and related levels of taxation. To allow assessed owners of commercial property time to adjust to unanticipated increases in their commercial property assessments, the *HRM Charter* enables the Municipality to establish commercial development districts to phase in increases in taxable assessed value for eligible commercial properties located within a district. This may help provide commercial businesses with greater predictability on their commercial property taxes and support a more stable and competitive business environment.

Policy IM-29

Council may establish, by by-law, one or more commercial development districts in the Regional Centre to mitigate impacts of increasing commercial property assessment consistent with the provisions set out in the *HRM Charter*.

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9.11 TRANSITION TO THIS PLAN

During the preparation of this Plan, development has continued in the Regional Centre according to the previous plan policies and land use by-law requirements. At the time of adoption of this Plan, discretionary development applications in various stages of review and approval remained in progress. Recognizing these projects were designed within the parameters of the previous policies, that substantial investment was made in the preparation of such applications and that they were submitted in advance of this Plan being given first reading by Council, it is reasonable that provision be made to allow such applications to be considered under the previous policies in effect at the time the completed application was received by the Municipality. Similarly, amendments to approved development agreements should be enabled under the non-substantive amendment provision of the respective agreements.

It is not, however, appropriate that development that is not in conformity with this Plan be afforded longstanding rights relative to time frames for project approval and completion. Developments that are not constructed and completed within a reasonable time period after Plan adoption will be required to comply with the requirements of this Plan, and the Land Use By-law.

Policy IM-30

Complete applications for development agreements on file with the Municipality located in the former Centre Plan Package A area, which were received on or before August 24, 2019, shall continue to be considered under the policies in effect on immediately prior to that date. Where any such application is withdrawn, significantly altered, or refused by Council, any new development applications shall be subject to all applicable requirements of this Plan and the Land Use By- law. Applications that have not proceeded to public hearing within 36 months of September 18, 2019 shall be subject to all applicable requirements of this Plan and the Land Use By-Law.

Policy IM-31

Complete applications for development agreements on file with the Municipality located outside of the former Centre Plan Package A area, which are received on or before the date of the first publication of the notice of the intention of Council to adopt this Plan, shall be considered under the policies in effect on the date immediately prior to that notice. Where any such application is withdrawn, significantly altered, or refused by Council, any new development applications shall be subject to all applicable requirements of this Plan and the Land Use By- law. Applications that have not proceeded to public hearing within 36 months of the adoption of this Plan shall be subject to all applicable requirements of this Plan and the Land Use By-Law.

Policy IM-32

Applications approved pursuant to Policy IM-30 and IM-31 shall include project commencement dates not exceeding three years, and project completion dates not exceeding:

a) **for the King's Wharf (KW) Special Area as identified on Schedule 4 of the Land Use By-law, 20 years from the date the agreement is filed at the Land Registry Office; and**

b) **for all other areas of this Plan, 8 years from the date the agreement is filed at the Land Registry Office.**

Policy IM-33

Applications for non-substantive amendments to existing development agreements shall be considered under the policies in effect at the time the agreement was approved.

Applications for substantive amendments to existing development agreements may be considered under the policies in effect at the time the agreement was approved for the following matters:

- **(a) changes to architectural requirements;**
- **(b) changes to landscaping requirements;**
- **(c) changes to sign requirements;**
- **(d) reduction in motor vehicle parking requirements; and**
- **(e) changes to building lighting and illumination.**

Policy IM-33.5

Applications for substantive amendments to certain existing development agreements may be considered under this Policy IM-33.5 for the following matters:

- **(a) if the built form is substantially the same and the minimum required number of 3-bedroom units is maintained in Building A, changes that allow the re-allocation of units from Building Elements A & B to Building Elements C & E on PID 41503343 (Case 20871);**
- **(b) if the built form is substantially the same and notwithstanding the previous policies of the Municipal Planning Strategy for Halifax, changes that allow an additional 2 storeys above the maximum permitted building height of 8 storeys on 6330 and 6324 Quinpool Road (Case 20520);**
- **(c) if the built form is substantially the same and the ratio of 2-bedroom units, which is at least 25%, is maintained, changes that allow an additional 2 storeys above the maximum permitted building height of 20 storeys on 112 and 114 Wyse Road (Case 22487). (RC-May23/24;E-June13/24)**

Policy IM-34

Applications for amendments to existing development agreements to extend the project commencement and completion dates shall only be considered by Council if:

a) **the project commencement date is proposed to increase by no more than two years;**

b) **the project completion dates proposed to increase by no more than two years; and**
c) **there is only one application per development agreement to be considered.**

Policy IM-35

To support the transition to this Plan concerning the development of the former St. Patrick's High School Site fronting on Quinpool Road, the Land Use By-law shall establish the Quingate (Q) Special Area to enable two tall mid-rise buildings facing Windsor Street to rise up to 30 metres in height and site specific required separation distances above the streetwall height for any portions of the

same main building (RC-Jul 12/22;E-Aug 22/22), consistent with the applicable built form requirements under Centre Plan Package A.

Policy IM-35.5 (RC-Jul 12/22;E-Aug 22/22)

To support the transition to this Plan concerning the development of certain sites in advanced stages of planning, the Land Use By-law shall permit reduced required separation distances above the streetwall height for any portions of the sSame main building for the following properties and identified building typologies:

a) PID 00136341: between mid-rise and tall mid-rise; and
b) PID 00092932: between tall mid-rise and another tall mid-rise.

Policy IM-36

The following municipal planning strategies are repealed:

a) the Secondary Municipal Planning Strategy for Downtown Dartmouth, adopted by Council on July 11, 2000, and all amendments thereto; and

b) the Regional Centre Secondary Municipal Planning Strategy, adopted by Council on September 18, 2019, and all amendments thereto.

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9.12 SITE SPECIFIC DEVELOPMENT AGREEMENT POLICIES

The Regional Centre contains a number of unique areas and development sites. While the development rights under the applicable zones and general development agreement options established in this Plan provide sufficient flexibility to support the development of most areas, site specific policies may be needed for a limited number of sites to manage unique development opportunities and constraints.

9.12.1 ROBIE STREET SPECIAL AREA

This Plan establishes the Robie Street (RS) Special Area to recognize the substantial investment made in preparing a planning application for the site located at 2032- 2050 Robie Street, Halifax, and that the application was submitted in advance of this Plan being given first reading by Council. Within this special area, a development agreement may be considered for a single residential tower no greater than 85 metres in height, located atop a two-storey podium containing primarily commercial uses. Consistent with other transition policies, the project will be required to be commenced and completed within a reasonable timeframe.

Policy IM-37

Council may consider development on the site identified as the Robie Street (RS) Special Area in the Land Use By-law by development agreement, subject to the following requirements:

- **a) the development shall consist of a mix of residential and commercial uses;**
- **b) the tower portion of the development shall consist of a maximum of 22 storeys, located above a 2-storey podium;**
- **c) the development shall be limited to 102 residential units located within the tower portion of the building;**
- **d) a minimum of 43% of the units within the building shall contain 2 or more bedrooms that are a minimum of 75 square metres in size;**
- **e) land uses located at the ground floor of the development, and fronting on Robie Street, shall be primarily commercial in nature to maximize street-level activity;**
- **f) the building shall comply with the following massing and height requirements:**
  - **i) an overall height of 85 metres, inclusive of all mechanical spaces, penthouses, and other structures,**
  - **ii) the development provides a continuous 2-storey streetwall podium with a maximum height of 11 metres for the majority of the Robie Street elevation,**
  - **iii) the ground floor of the building is setback a minimum of 1.5 metres from the front property line, inclusive of stairs, ramps, or other access points,**

iv) **the building is setback a minimum of 6 metres from the rear property line from ground to a height of 6.2 metres, and above a height of 26 metres, and further no portion of the building above grade may be closer than 4.5 metres to the rear property line,**

v) **any portion of the building above a height of 26 metres do not exceed depth and width of 23 metres, and**

vi) **all floors above a height of 26 metres do not exceed a floor area of 523 square metres per floor, and all other floors above the podium do not exceed a floor area of 676 square metres;**

g) **the development shall comply with the Pedestrian Wind Impact Assessment Protocol and Performance Standards in Appendix 1 of the Land Use By-law;**

h) **the external design of the building shall provide visual architectural interest;**

i) **the size and visual impact of utility features such as garage doors, service entries, and storage areas shall be minimized, and other features such as mechanical equipment or similar shall be concealed;**

j) **adequate supply of vehicular parking and bicycle parking shall be provided;**

k) **accessible and usable on-site amenity space shall be provided of a size and type adequate for the occupants of the development;**

l) **the development shall include a landscaping plan;**

m) **suitable on-site solid waste facilities shall be provided and internalized within the building;**

n) **the sewer and water servicing capacity for the development shall be deemed adequate;**

o) **that incentive or bonus zoning is provided in accordance with Part XV of the Land Use By-law; and**

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

Policy IM-38

Policy IM-37 shall only apply to an application for a development agreement that has proceeded to public hearing within 36 months of the adoption of Package A of this Plan (September 17, 2019).

Policy IM-39

A development agreement adopted pursuant to Policy IM-37 and IM-38 shall include a project commencement date not exceeding 3 years, and a project completion date not exceeding 6 years from the date the agreement is filed at the Land Registry Office.

9.12.2 SAINT PATRICK'S ALEXANDRA SITE SPECIAL AREA

This Plan establishes the Saint Patrick's Alexandra Site (SPAS) Special Area to recognize the historic prominence and significance of the former school site in the Mi'Kmaq First Nations, African Nova Scotian, and Halifax's North End communities.

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The land for the school was assembled by the Saint Patrick's Catholic parish, and the school was designed by Andrew Cobb. It was built in 1921 as the St. Patrick's Boys School, and an addition fronting on Maitland Street was later constructed in 1971. The school served many generations of area children, especially from the African Nova Scotian community in the North End of Halifax, including students from the neighbouring Uniacke Square community. Saint Patrick's Alexandra was one of the few schools in Nova Scotia to pioneer and lead Afrocentric learning that focused on the history and values of the Black community, and teaching about many African Nova Scotian leaders and role models.

The school was closed by the Halifax Regional School Board in 2010, and then deemed surplus by the Municipality in 2011. The site is currently owned by a private third party.

While recognizing the history and extensive community feedback about the site provided through past community engagements, as well as discussion with community leaders and organizations, the Centre Plan (Package B) process offered an added engagement opportunity to build on previous consultation and help shape land use policies under the new plan. Feedback received from community consultation sessions included those led by the Municipality, and the many consultations and conversations led by community organizations, leaders, and community members focused on the following key topics and themes:

- Celebrating the physical and cultural identity, and commemorating the history of the Mi'Kmaq First Nations and African Nova Scotian communities in the North End of Halifax;
- Designing for diverse communities in background, abilities, age, interests, households, and income;
- Integrating and connecting the site into the fabric of the surrounding community, both physically and through programming by valuing public spaces and pedestrian-oriented design for the site;
- Providing a range of housing options and services, including affordable housing, food security, and multi-use community and amenity spaces;
- Including a community space that addresses the economic, cultural, and educational needs of the diverse communities in the North End of Halifax;
- Developing a mid-rise scale building with a mix of residential, commercial, and community uses; and
- Preserving the heritage value of the existing building.

Informed by community feedback and land analysis, development in this special area may proceed either through the as-of-right process under the Land Use By-law or through site-specific development agreement policies set out in Policies IM-39 and IM-40. This policy replaces the Large Lot (1 Ha) development agreement policy set out in UD-13 in Part 3. A development agreement may be considered for a mixed-use development, consisting of residential, commercial, and community facility uses that is limited to a maximum of 23 metres in height on a maximum of 25% of the site.

Policy IM-40

Development in the Saint Patrick's Alexandra Site (SPAS) Special Area, as identified in Land Use By-law, shall only proceed either through the current as-of-right allowances under the Land Use By-law or through the development agreement policy for the entire site as detailed in Policy IM-41. The

large lot development agreement policy set out in Policy UD-13, and the development agreement policy for registered heritage properties set out in Policy CHR-7 shall not apply to this site.

Policy IM-41

Council may consider a development agreement to permit a mixed-use development that is limited to a maximum of 23 metres in height on a maximum of 25% of the site consisting of residential, commercial, and community facility uses set out in the HR-1 zone and additional uses of a grocery store use, a minor spectator venue use, and a fitness centre use.

In consideration of a development agreement under this Policy, Council shall consider the following:

a) **that a minimum of 40% of the private amenity space required by the underlying zoning is provided outdoors, such as a landscaped plaza that is accessible from a streetline;**

b) **the requirement for incentive or bonus zoning is consistent with the manner for calculating required benefits set out in the Land Use By-law and provided only in the form of:**

   i) **a minimum of 60% money-in-lieu for affordable housing, and**

   ii) **on-site preservation of registered heritage buildings;**

c) **that the development preserves the entire facade of the existing school building designed by Andrew Cobb that fronts onto Brunswick Street;**

d) **that the development meets all applicable underlying zone and Land Use By-law requirements, unless otherwise supported by this policy;**

e) **the development incorporates features to commemorate the history of the former school and its importance to the Mi'Kmaq First Nations, African Nova Scotian, and North End communities;**

f) **that non-residential uses are primarily located on the ground floor of the development to enhance the pedestrian environment and maximize street-level activity;**

g) **the opportunities for food security on the site, such as providing a grocery store, community gardens, farmers markets, or rooftop gardens;**

h) **the transition of building heights down to the surrounding low-density residential uses, Murray Warrington Park, and abutting heritage properties;**

i) **whether the architectural design and massing of buildings support and complement surrounding heritage resources and streetscapes;**

j) **whether the phasing of development preserves the facade of the existing school building designed by Andrew Cobb in the initial phases of development;**

k) **the development complies with policies relating to protected public views and view terminus sites in the Land Use By-law;**

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l) **that the proposal manages on-site stormwater, using a low impact design approach where possible, and manages the quality of runoff through filtration;**

m) **that a pedestrian access to and through the site is provided in an east-west direction that generally aligns with Prince William Street, including access for mobility assisted devices such as scooters and wheelchairs;**

n) **in conjunction with any subdivision, any parkland dedication shall meet the recreational needs of area residents and the standards contained in the Regional Subdivision By-law;**

o) **the design criteria of the Regional Centre Urban Design Manual, contained in Appendix 2;**

p) **provisions to enable discharging it in whole or in part upon completion of all applicable terms and conditions; and**

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

9.12.3 SPRING GARDEN ROAD – ROBIE STREET (SGRRS) SPECIAL AREA

This Plan establishes the Spring Garden Road – Robie Street (SGRRS) Special Area, which includes Site A and Site B, as identified on Map 24, to recognize Spring Garden Road's important relationship with the Early Victorian Streetscape along Carlton Street, which is designated as a Heritage Streetscape. The area is comprised of seventeen registered heritage buildings constructed between 1860 and 1906 that is valued as an excellent example of a Victorian era residential street. This area lies on what was once part of the South Common and is located on Carlton Street between Spring Garden Road and College Street.

Architecturally, the Heritage Streetscape is valued for its sense of unity in scale, materials, and detail. These homes incorporate and blend elements of the Greek Revival, Modified Gothic, and Second Empire styles. The houses and townhomes range between two and three storeys, which allows for the human element and sense of community to flourish. All of the houses are of wood frame construction. There is a variety in the pitch and type of roof lines, and the buildings' placement offers a vast array of dormers, windows, and bays, decoration, porches, and verandas. Each house commands its own attention while complementing its abutting, opposite, or adjacent structure. The Heritage Streetscape forms part of a larger land block that includes portions of Spring Garden Road, Robie Street, and College Street. Except for four properties along Carlton Street, the block is held in the ownership of two landowners.

In June of 2017, as part of the process for developing this Plan, Council authorized the direction contained in the Centre Plan guiding policy document (2017) as a framework for amending existing planning documents and developing new planning documents. The 2017 Centre Plan guiding policy document identified this block as a future Centre with a mix of Established Residential. At this time, Council provided direction to consider development proposals in this area, subject to the proposals generally aligning with the 2017 Centre Plan guiding policy document.

In July of 2019, Council approved new planning policy within the Halifax Plan for most of this block. These polices placed a strong emphasis on the retention and rehabilitation of municipally registered heritage properties, while also allowing for the consideration of a high-density mixed-use development form

envisioned for Centres. This Plan incorporates the intent of these 2019 policies to continue to support unique built form and design consideration for this prominent block. Development in this Special Area may proceed either through the as-of-right process under the Land Use By-law or through site-specific development agreement policies set out in Policies IM-42, IM-43, IM-44, IM-45, and IM-46.

Policy IM-42

Development in the Spring Garden Road – Robie Street (SGRRS) Special Area, which consists of Site A and Site B, as shown on Map 24, shall proceed (RC-May23/24;E-June13/24) through the as-of-right allowances under the Land Use By-law or through the development agreement policy for Site A and Site B, as set out in Policies IM-43, IM-44, IM-45, and IM-46, or through a heritage development agreement as set out in Policy CHR-7. (RC-May23/24;E-June13/24)

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(A) Development Agreement Policies for Site A

Policy IM-43

Subject to Policy IM-42, to enable comprehensive, unique, and site-specific development of Site A within the Spring Garden Road – Robie Street (SGRRS) Special Area, shown on Map 24, Council may consider mixed-use development proposals by development agreement that meet the following requirements:

(a) that the proposal is a comprehensive plan for the development of all lands identified as Site A, and including phasing of the development;

(b) in accordance with the approval of substantial alterations granted by Council on January 29, 2019, the properties identified as 1478 Carlton Street, 1480 Carlton Street, 1484 Carlton Street and 1494 Carlton Street, shall be altered and subdivided, as proposed in the staff report dated November 9, 2018, titled *Case H00461: Substantial Alteration to municipally registered heritage properties at 1478, 1480, 1484 and 1494 Carlton Street, Halifax*;

(c) following subdivision of 1478 Carlton Street, 1480 Carlton Street, 1484 Carlton Street and 1494 Carlton Street, that resulting parcels (parcels which contain no heritage buildings) be deregistered;

(d) subject to Clause (o), (RC-Jan 23/24;E-Mar 7/24) development of Site A is limited to a maximum Floor Area Ratio of 8.0 and any lot area(s) containing registered heritage properties shall not be included as part of the total lot area calculation;

(e) building heights are limited to a maximum of 90 metres, excluding rooftop features. For additional clarity, a one-storey residential penthouse is considered a rooftop feature under Policy IM-43; (RC-Jan 23/24;E-Mar 7/24)

(f) that the development conforms with the Citadel Rampart Sight Line requirements;

(g) that the proposed building podium and streetwall are setback a minimum of:

(i) 6 metres from any property boundary associated with 1474 Carlton Street,

(ii) 28 metres from the Carlton Street streetline,

(iii) 1.5 metres from the Robie Street streetline, and

(iv) 0.5 metres from the Spring Garden Road streetline,

(h) that the mixed-use development located above the streetwall or building podium, not including secondary elements such as balconies, signature architectural projections, (RC-Jan 23/24;E- Mar 7/24) or window bays, be located west of the Heritage Line, as identified on Map 24 and be stepback a minimum of 11.5 metres from the edge of the building podium facing East (Carlton Street);

(i) that the mixed-use development located above the streetwall or building podium, not including secondary elements such as balconies, signature architectural projections, (RC-Jan 23/24;E- Mar 7/24) or window bays, be setback a minimum of:

(i) 11.5 metres from the south property line, and

(ii) 4.5 metres from the edge of any streetwall,

(j) streetwall height is limited to a maximum of:

(i) 16 metres along Robie Street;

(ii) 13 metres along most of Spring Garden Road; and

(iii) 16 metres along Spring Garden Road, for a total distance of 35 metres travelling northeast from Robie Street, however no portion of the 16 metre streetwall, along Spring Garden Road, shall be located between two towers;

(k) building podium heights are limited to a maximum of:

(i) 13 metres facing East (Carlton Street), and

(ii) 16 metres facing South (College Street),

(l) subject to Clause (o), (RC-Jan 23/24;E- Mar 7/24) a minimum separation distance of 23 metres is provided between any tower portions of the building;

(m) subject to Clause (o), (RC-Jan 23/24;E- Mar 7/24) that any proposed towers, located above the streetwall, not exceed a floor area of 750 square metres per floor;

(n) that a tolerance of two percent be allowed for maximum building heights, streetwall heights, and building podium heights; and (RC-Jan 23/24;E- Mar 7/24)

(o) the Floor Area Ratio set out in Clause (d), the minimum separation distance between any tower portions of the building set out in Clause (l), and the floor area per floor of any proposed towers located above the streetwall set out in Clause (m) may, for the purpose of permitting the additional floor area required to accommodate signature architectural projections only, be decreased and increased to the following minimum and maximum values:

(i) maximum Floor Area Ratio (FAR) of 9.1,

(ii) minimum separation distance between any tower portions of the building of 19 metres, and

(iii) maximum floor area per floor of any proposed towers located above the streetwall of 810 square metres per floor.

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For additional clarity, signature architectural projections , in the context of Policy IM-43, are glazed curtain-wall cladded projections that span the height of multiple storeys. (RC-Jan 23/24;E- Mar 7/24)

Policy IM-44

In considering a development agreement under Policy IM-43 for the lands identified as Site A on Map 24, Council shall consider:

(a) that a mix of residential unit types are provided;

(b) that a landscaped buffer and fencing is provided along the east lot line or any property boundaries which abut a registered heritage property;

(c) the provision of indoor and outdoor amenity space for on-site residents;

(d) streetwall massing, external building design, building materials, design of at-grade residential units, front yard landscaping, outdoor storage, signage, and the planting of vegetation that complements any abutting registered heritage property in a manner that respects its heritage value;

(e) the provision of parking within or under the proposed building;

(f) the provision of appropriate changes in building size and massing, to create appropriate transitions to surrounding built forms;

(g) that the proposed development is oriented toward Spring Garden Road and Robie Street and that the design complements a commercial streetscape, through the provision of commercial units with large, transparent windows and at-grade entrances opening onto the sidewalk;

(h) that the design of driveways and garage entrances minimizes their impact on pedestrians and on the streetscape, by minimizing their size, by setting garage doors back from the street and by using screening or architectural finishes as appropriate;

(i) environmental factors, including sun/shadow and wind conditions are suitable for the intended use of the site;

(j) Policy CH-16 of the Regional Municipal Planning Strategy, which provides guidance for development abutting heritage properties, and all applicable heritage policies as may be amended from time to time;

(k) that incentive or bonus zoning is provided in accordance with Part XV of the Land Use By-law;

(l) the general development agreement criteria set out in Policy IM-7 in Part 9 of this Plan and opportunities for collaboration with a development on the neighbouring site, identified as Site B on Map 24. (RC-Jan 23/24;E- Mar 7/24)

(B) Development Agreement Policies for Site B

Policy IM-45

Subject to Policy IM-42, to enable comprehensive, unique, and site-specific development of Site B within the Spring Garden Road – Robie Street (SGRRS) Special Area, shown on Map 24, Council may consider mixed-use development proposals by development agreement that meet the following requirements:

(a) that the proposal is a comprehensive plan for the development of all lands identified as Site B, including phasing of the development;

(b) in accordance with the approval of substantial alterations granted by Council on January 29, 2019, the properties identified as 1452 Carlton Street, 1456 Carlton Street, 5969 College Street and 5963 College Street, shall be altered, relocated and registered, as proposed in the staff report dated November 9, 2018, titled *Case H00456: Substantial Alterations to municipally registered heritage properties at 5969 College Street and 1452 & 1456 Carlton Street, Halifax;*

(c) that development located west of the Heritage Line as shown on Map 24 is limited to a maximum Floor Area Ratio of 8.0 and lot area(s) associated with 1452 Carlton Street and 1456 Carlton Street, or any lands located east of the Heritage Line, shall not be included as part of the total lot area calculation;

(d) building height is limited to a maximum of 90 metres, excluding rooftop features;

(e) that the development conforms with the Citadel Rampart Sight Line requirements;

(f) that the proposed building podium is setback a minimum of:

(i) 6 metres from any registered heritage property or any property boundary facing East (Carlton Street), and

(ii) 1.5 metres from any streetline,

(g) that the mixed-use development located above the streetwall or building podium, not including secondary elements such as balconies or window bays, is stepback a minimum of:

(i) 6.5 metres from the edge of the building podium facing East (Carlton Street), and

(ii) 4.5 metres from the edge of any streetwall,

(h) that the mixed-use development located above the streetwall or building podium, not including secondary elements such as balconies or window bays, is setback a minimum of 11.5 metres from the north property line;

(i) that a minimum separation distance of 23 metres is provided between any tower portion of the building;

(j) that the floor area of any tower is limited to a maximum of 750 square metres per floor;

(k) streetwall height is limited to a maximum of:

(i) 16 metres along Robie Street,

(ii) 13 metres along most of College Street, and

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(iii) 16 metres along College Street, for a total distance of 18.5 metres travelling east from Robie Street, and

(l) building podium heights are limited to a maximum of:

(i) 13 metres facing East (Carlton Street), and

(ii) 16 metres facing North (Spring Garden Road).

Policy IM-46

In considering a development agreement under Policy IM-45 for the lands identified as Site B on Map 24, Council shall consider:

(a) that a mix of residential unit types are provided;

(b) that a landscaped buffer and fencing is provided along the East lot line or any property boundaries which abut a registered heritage property;

(c) sufficient indoor and outdoor amenity space is provided for on-site residents;

(d) opportunities for ground floor commercial uses along Robie Street and College Street are provided with ground floor commercial uses along College Street located in close proximity (within 18.5 metres) to Robie Street;

(e) streetwall massing, external building design, cladding materials, design of grade-related dwelling units, front yard landscaping, outdoor storage, signage, and the planting of vegetation;

(f) provision of underground parking within the building;

(g) the provision of appropriate changes in building size and massing, to create appropriate transitions to surrounding built forms;

(h) the design of at-grade residential units that balance residents' privacy with the desire for attractive and transparent streetwalls;

(i) that the proposed development is oriented toward Robie Street and College Street;

(j) that the design of ground floor commercial units along Robie Street and a portion of College Street complement a commercial streetscape, through the provision of commercial units with large, transparent windows and at-grade entrances opening onto the sidewalk;

(k) that the design of driveways and garage entrances minimizes their impact on pedestrians and on the streetscape, by minimizing their size, by setting garage doors back from the street and by using screening or architectural finishes as appropriate;

(l) environmental factors, including sun/shadow and wind conditions are suitable for in the intended use of the site;

(m) Policy CH-16 of the Regional Municipal Planning Strategy, which provides guidance for development abutting heritage properties, and all applicable heritage policies as may be amended from time to time;

(n) that incentive or bonus zoning is provided in accordance with Part XV of the Land Use By-law;

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(o) the general development agreement criteria set out in Policy IM-7 in Part 9 of this Plan; and

(p) opportunities for collaboration with a development on the neighbouring site, identified as Site A on Map 24. (RC-Jan 23/24;E- Mar 7/24)

9.12.4 LAKE BANOOK PADDLER'S COVE (LB-PC) SPECIAL AREA

This plan establishes the Lake Banook Paddler's Cove (LB-PC) Special Area at 300 Prince Albert Road, Dartmouth (PID 00209544). The property is the site of Paddler's Cove, a commercial building with a variety of tenants. The land was previously infilled and the shoreline altered before riparian buffer regulations were introduced. The result is a large outdoor space in the rear yard supported above the shoreline by a rock retaining wall. This site is one of the few properties zoned for commercial uses on Lake Banook, and the open space is directly adjacent to an HRM-owned paved walking path that extends around the lake.

Given the opportunities for enhancing the commercial and pedestrian realm at this site with minimal impact on the existing natural shoreline of Lake Banook, this plan establishes an option for a development agreement at the property to allow certain recreational and commercial uses in the riparian buffer area.

Policy IM-47

In the Lake Banook Paddler's Cove (LB-PC) Special Area at 300 Prince Albert Road (PID 00209544), Council may consider a development agreement to permit certain recreational uses and commercial uses in the watercourse buffer.

(1) A development agreement for these lands must meet the following criteria:

a) within the watercourse buffer, only the following uses are permitted: local commercial uses, local drinking establishment uses and club recreation uses;
b) the proposed development shall not encroach on municipal land; and
c) the dimensions of the existing shoreline retaining rock wall shall not be increased or expanded.

(2) In considering a development agreement for these lands, Council shall consider:

a) whether the proposed development is designed in an environmentally sensitive manner, with consideration for natural green space and vegetation, including but not limited to permeable landscaping and trees;
b) water quality protection and mitigation measures to ensure that no polluting runoff or drainage from the site will impact the water quality of Lake Banook;
c) whether proposed structures or uses will negatively impact the use of the Lake Banook Canoe Course; and
d) Policy IM-7 in Part 9 of this Plan.

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9.13 SITE SPECIFIC POLICIES

The Regional Centre contains a number of unique areas and development sites. While the development rights under the applicable zones and general development agreement options established in this Plan provide sufficient flexibility to support the development of most areas, site specific policies and regulations may be needed for a limited number of sites to manage unique development opportunities and constraints.

9.13.1 22 – 24 Brule Street

This Plan removes amenity space requirements at 22 and 24 Brule Street, Dartmouth to recognize the Interim Planning Area Order 183/2025 signed by the Minister of Municipal Affairs on September 11, 2025. No indoor or outdoor amenity spaces will be required for new and expanded residential development. No unit mix will apply as per Regional Plan Policy S-0B.

Policy SS-1

To support the development of affordable dwelling units at 22 – 24 Brule Street, Dartmouth, the Land Use By-law shall exempt any requirements for indoor or outdoor amenity spaces for new and expanded residential development for the following properties:

a) PID 00037176; and
b) PID 00037184.

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APPENDIX 1: KEY PERFORMANCE INDICATORS

***Metrics:** The following metrics will guide the Centre Plan monitoring and review process.

**Where data is only available from the Census, the year is indicated next to the indicator

Core Concept		Indicator	Units	2019	2020
LAND USE & URBAN DESIGN					
Strategic Growth	1.1	Population of the Regional Centre (2016)	People	97,120	
Strategic Growth	1.2	New Housing Units in Regional Centre (per year)	Dwelling Units	1,100	918
Strategic Growth	1.3	New Housing Unit Starts in Centres (per year)	Dwelling Units	225	383
Strategic Growth	1.4	New Housing Unit Starts in Corridors (per year)	Dwelling Units	311	10
Strategic Growth	1.5	New Housing Unit Starts in Future Growth Nodes (per year)	Dwelling Units	0	0
Strategic Growth	1.6	New Housing Unit Starts in Higher-Order Residential (per year)	Dwelling Units	290	327
Strategic Growth	1.7	New Housing Unit Starts in Downtowns (per year)	Dwelling Units	0	1
Strategic Growth	1.8	New Commercial Floor Area in Corridors (per year)	Square Metres	7,720	0
Strategic Growth	1.9	New Commercial Floor Area in Future Growth Nodes (per year)	Square Metres	684	0
Strategic Growth	1.10	New Commercial Floor Area in Higher-Order Residential Areas (per year)	Square Metres	0	0
Strategic Growth	1.11	New Commercial Floor Area in Downtowns (per year)	Square Metres	1,010	0

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Core Concept		Indicator	Units	2019	2020
CULTURE & HERITAGE					
Human Scale	2.1	Municipal Investment in Permanent Public Art (per year)	CAD $	686,000	375,000
Complete Communities	2.2	Total Number of Heritage Conservation Districts	Number of Districts	3	3
Complete Communities	2.3	Total Number of Registered Heritage Properties in the Regional Centre	Properties	382	391
Complete Communities	2.4	Total Number of Heritage Development Agreements	Number	1	2
Complete Communities	2.5	Value of Public Benefit Contributions for Heritage from Incentive or Bonus Zoning	CAD $	0	0
Complete Communities	2.6	Value of Public Benefit Contributions for Community and Cultural Spaces from Incentive or Bonus Zoning	CAD $	0	0
Complete Communities	2.7	Value of Capital Investments in Municipal Heritage Buildings (per year)	CAD $	110,012	636,000

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Core Concept		Indicator	Units	2019	2020*
HOUSING					
Complete Communities	3.1	Average Rent, Two Bedroom Apartment (Halifax CMA, 2019)	CAD $	1,202	1,255
Complete Communities	3.2	Average Rent (Regional Centre, 2016)	CAD $	1,014	
Complete Communities	3.3	Vacancy Rate Two Bedroom Apartment (HRM, 2018)	%	1.0	1.9
Complete Communities	3.4	Rate of Households in Core Housing Need (Owners, 2016)	%	16.4	
Complete Communities	3.5	Rate of Households in Core Housing Need (Renters, 2016)	%	48.1	
Complete Communities	3.6	Housing Units that are Single Unit Dwellings in the Regional Centre (per year)	Dwelling Units	13,170	12,996
Complete Communities	3.7	Housing Units that are Multi-Unit (>3) in the Regional Centre (per year)	Dwelling Units	36,285	42,070
Complete Communities	3.8	Total Housing Units that are Two Unit Dwellings in the Regional Centre (per year)	Dwelling Units	5,470	5,554
Complete Communities	3.9	Median Assessment Value of Single-Detached Houses (Halifax CMA, 2018)	CAD $	241,000	
Complete Communities	3.10	Median Assessment Value Semi-Detached House (Halifax CMA, 2018)	CAD $	179,000	
Complete Communities	3.11	Median Assessment Value Row House (Halifax CMA, 2018)	CAD $	273,000	
Complete Communities	3.12	Median Assessment Value Condominium Apartment (Halifax CMA, 2018)	CAD $	215,000	
Complete Communities	3.13	Median Value of Dwellings (Regional Centre, 2016)	CAD $	331,572	
Complete Communities	3.14	Average Value of Dwellings (Regional Centre, 2016)	CAD $	404,667	
Complete Communities	3.15	% Owner Households (Regional Centre, 2016)	%	34	
Complete Communities	3.16	% Renter Households (Regional Centre, 2016)	%	66	

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Complete Communities	3.17	New Affordable Housing Units (HRM, 2019)	Dwelling Units	3	
Complete Communities	3.18	Value of Public Benefit Contributions for Affordable Housing from Incentive or Bonus Zoning	CAD $	0	$2.3M

*Updates will be included upon availability of data

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Core Concept		Indicator	Units	2019	2020
JOBS AND ECONOMIC DEVELOPMENT					
Strategic Growth	4.1	Employment in HRM	Number of Jobs	237,300	238,900
Strategic Growth	4.2	Value of Construction Permits (Renovations) in the Regional Centre (per year)	$ CAD	93,570,790	84,918,317
Strategic Growth	4.3	HRM Vacancy Rate, Commercial Office Space (per year)	% Vacant	14.87	14.02
Strategic Growth	4.4	Downtown Halifax Vacancy Rate, Commercial Office (per year)	%Vacant	19.98	18.59
Strategic Growth	4.5	Central Dartmouth Vacancy Rate, Commercial Office Space (per year)	%Vacant	12.64	14.43

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Core Concept		Indicator	Units	2019	2020*
MOBILITY					
Pedestrians First	5.1	Total Metres of New Sidewalks Added	Metres	700	1,800
Pedestrians First	5.2	Total Metres of Repaired Sidewalks	Metres	1,807	
Pedestrians First	5.3	Modal Split in Regional Centre- Commute Method (Pedestrians, 2016)	% Mode Share	26	
Pedestrians First	5.4	Modal Split in Regional Centre- Commute Method (Bicycle, 2016)	% Mode Share	4	
Pedestrians First	5.5	Modal Split in Regional Centre- Commute Method (Transit, 2016)	% Mode Share	19	
Pedestrians First	5.6	Modal Split in Regional Centre- Commute Method (Private Car, 2016)	% Mode Share	51	

*Updates will be included upon availability of data

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Core Concept		Indicator	Units	2019	2020
PUBLIC SPACE AND PLACES					
Complete Communities	6.1	Land Area Attributed to Parks in Regional Centre	Hectares	342	342
Complete Communities	6.2	Land Area Attributed to Municipal Recreation Facilities	Hectares	200	200
Complete Communities	6.3	Value of Public Benefit Contributions for Municipal Park Improvements from Incentive or Bonus Zoning	$ CAD	0	0
Complete Communities	6.4	The number of active community gardens on HRM land	Gardens	25	25
Complete Communities	6.5	Functional parkland* per 1,000 people in Regional Centre (2016 population)	Ha/1000	4.6	
Complete Communities	6.6	Proportion of Population in the Regional Centre living within 500m of a municipal park (2016)	%	90%	

*Functional parkland is parkland with at least one built amenity or enough open space for active play or water access. It can be owned by any level of government, or private party if it includes public access.

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APPENDIX 2: REGIONAL CENTRE URBAN DESIGN MANUAL

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REGIONAL CENTER

SECONDARY MUNICIPAL PLANNING STRATEGY

AMENDMENTS

Amendment Number	Policies/Maps	Case No.	Council Adoption	Effective Date
1	**Amended P**olicy E-1; F-1; F-6; F-11; IM-12; IM-35; by deleting text and adding grammar. Section 9.6 – Site Plan Approval **Added** Policy IM 35.5	Case No. 24260-Housekeeping Amendments	RC – July 12, 2022	E – August 22, 2022.
2	**Amend:** Section 2.9 by adding 2.9.1.5 – Southdale Lands **Add:** Map 25: Future Growth Node Land Use Concepts – Southdale Lands	Case 23820 – Special Plan Area Case	Special Task Force – October 18, 2022	E – November 9, 2022
3	**Amend:** Section 2.12 by deleting and adding text; Section 2.12(2) by deleting and adding text in the objective policy W-2 by deleting and adding text. **Add:** Section 2.12, policy W3	Case 2023-01544	RC-January 9, 2024	E – February 12, 2024
4	**Amend:** Policy IM-43 (d), (e), (h),and (i) by deleting and adding text; Policy IM-44 by deleting and adding text; Policy IM-26 by deleting and adding text. **Add: P**olicy IM-43, (n) and (o); Policy IM-44, (m); Policy IM-46, (p)	Case 20218	RC January 23, 2024	E – March 7, 2024

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5	**Amend:** Section 2.1; Section 2.5; Policy C-1, C-2, C-3, C-4, C-6, C-7, C-8, C-9, Section 2.6; Table 1; Policy CO-3; Section 2.7, Policy HO-1, HO-2, HO-3; Section 2.8; Policy E-1, E-4(b); Section 2.8.1; Policy E-6; Section 2.8.1.1; Section 2.9; Policy F-6(1), F-11(j)(k)(l); Policy IE-19(a); Section 3.2.1; Table 2; Policy UD-5, UD-6; Section 3.2.2; Policy UD-9, ED-10, UD-13; Section 4.3; CHR-6, CHR-7, CHR-12; Section 5.1, Policy H-1; Policy IM-9; Section 9.11, Policy IM-42 **Add:** Policy C-2(aa); Section 2.5.7; Policy C-10; Policy E-5.5; UD-9(c)(i)(ii)(e)(iii)(m)(n): Policy ED-10(e.5); Table 4(4, 5, 13, 14, 15); Section 9.11, Policy IM-33.5 **Delete:** Policy E-3; Policy E-9(a); Policy F-11(m); Policy CHR-9	Case 2023-01065 (Housing Accelerator Fund)	RC - May 23, 2024	E - June 13, 2024
6	**Amend:** Maps 1, 4 & 20	MINORREV 2024-01198	RC - March 18, 2025	E - April 23, 2025

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