

2.9.1.5 M District Lands

The M District Future Growth Node is a large commercial site which includes a commercial mall, big box store retail, and commercial office space. These existing land uses are surrounded by expansive surface parking. The Future Growth Node is made up of six parcels owned by two separate entities. The Future Growth Node is well connected to transportation infrastructure with an on-site transit terminal, connections to the Dartmouth active transportation networks, and direct access to Highway 111. The approximately 24-hectare site is intended to be developed into a high-density, mixed-use community with significant commercial space located along a new public street and along pedestrian walkways. The future community will be connected by a network of generous pedestrian walkways and open spaces that promote recreational, social, and commercial activity.

In 2024, a wastewater capacity analysis and a growth area mobility analysis analyzed the impact of 4,612 residential units, a large shared housing with special care facility consisting of up to 280 units, and 138,611 square metres of commercial space on the existing transportation and wastewater infrastructure and identified infrastructure upgrades to support the development. Development is contemplated to take place around the existing mall located at 21 Micmac Boulevard and the existing commercial office space located at 35 Micmac Boulevard. Additional development within the Future Growth Node may be considered in the future, subject to further studies and updates to Map 26 and potential updates to Policy F-13.

Policy F-13

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

- a) That the transportation network within the Future Growth Node prioritizes pedestrian safety and comfort, walking, the easy use of mobility devices, cycling, and transit use by:
 - i) providing generous pedestrian walkways, in the locations generally shown on Map 26, to make mid-block connections and create an active pedestrian realm throughout the Future Growth Node,
 - ii) providing a public street in the location generally shown on Map 26,
 - iii) locating a new transit terminal at the location generally shown on Map 26, which has direct and accessible pedestrian connections to the existing mall and pedestrian walkways;
 - iv) supporting a potential accessible and bike-friendly pedestrian bridge connection across Highway 111, as generally shown on Map 26,
 - v) maintaining and enhancing existing pedestrian pathways that provide connections to lands outside of the Future Growth Node, and

- vi) minimizing surface parking and interruptions to pedestrian mobility;
- b) Site and building design that creates a mixed-use, pedestrian-friendly, and high density human-scale neighbourhood with a variety of built forms and land uses by:
 - i) generally meeting the requirements of the Regional Centre Land Use By-Law, including the built form, siting, and land use regulations applicable to the CEN-2 Zone, except where varied to meet the intent of Policy F-13.
 - ii) supporting the unique functionality of a large shared housing with special care facility,
 - iii) creating visual interest in tower portion massing through varied tower portion dimensions, while maintaining sky-views,
 - iv) allowing for wider podium dimensions where a building abuts a 100-series highway, or provides a significant at grade open space between above grade portions of the building which enhances walkability,
 - v) employing built form and siting requirements that complement parks and open spaces, and contribute to an active and vibrant public realm along public streets and pedestrian walkways, as generally shown on Map 26,
 - vi) identifying strategic view terminus sites to enhance prominent sites,
 - vii) permitting a wide range of commercial, residential, and institutional uses,
 - viii) planning for a mix of mid to high-rise buildings, and
 - ix) allocating building heights up to 120 metres and floor area ratios up to 7 in a way that minimizes the impact of shadow and wind on parks, open spaces, and public streets;
- c) New parks and/or open spaces that enhance the public realm and provide adequate access to recreational opportunities for a high-density neighbourhood by:
 - i) strategically locating parks and/or open spaces to connect, extend, and enhance existing pedestrian networks,
 - ii) designing and locating pedestrian walkways, as generally shown on Map 26, to support opportunities for recreation, shopping, and mobility,
 - iii) providing a public park in the space generally shown on Map 26,
 - iv) providing private open space with a mix of passive and programmed recreational activities,
 - v) requiring that a minimum of 10% park dedication be required for any subdivision within the M District Future Growth Node, and
 - vi) requiring that park dedication be calculated based on the total area of all lots shown to be approved on a final plan of subdivision. Subdivision in this case includes a consolidation of multiple lots;

- d) That environmental protection and climate resiliency objectives are supported by:
 - i) mitigating the effects of the urban heat island effect through landscaping and use of high-albedo materials,
 - ii) contributing to the tree canopy targets of the Urban Forest Master Plan through the re-introduction of naturalized areas, and
 - iii) developing a stormwater master plan that includes water quality objectives with the goal of reducing nutrient loading and sediment run-off into nearby watercourses with consideration given to the recommendations outlined in the Pollution Source Control Study for Lake Banook & Lake Micmac Final Report (2019); and
- e) Supporting housing needs in the municipality by:
 - i) requiring a mixture of units with one-, two- and three-bedroom units,
 - ii) allowing for reduced parking requirements, and
 - iii) Requiring that a minimum of 60% of the required Public Benefit Value go toward money-in-lieu for affordable housing, or for an equivalent value to be provided in the form of on-site affordable housing or land contribution.

Map 26

