


**Harbour East Community Council  
July 7, 2011**

**TO:** Chair and Members of Harbour East Community Council

**SUBMITTED BY:**   
For Paul Dunphy, Director of Community Development

**DATE:** June 23, 2011

**SUBJECT:** **Project 01367 - Downtown Dartmouth Viewplanes & Building Height  
and Form Provisions**

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**ORIGIN**

February 8, 2011 - Motion of Regional Council to initiate the Municipal Planning Strategy (MPS) and Land Use By-law (LUB) amendment process in order to:

- (i) revise and expand the designated view planes from the Dartmouth Common,
- (ii) eliminate the viewplane from Brightwood Golf Course; and
- (iii) review policies and standards pertaining to building height and form in the Downtown Business and Waterfront designations as outlined in this report.

**RECOMMENDATION**

It is recommended that Harbour East Community Council direct staff to:

- (i) Conduct modelling on Views B, C, D and E from the Dartmouth Common as outlined in this report and illustrated on Figures 1, 2, and 3; and
- (ii) Take no action to define either the existing view plane, or any new views, from Brightwood Golf Course.

## **BACKGROUND**

In 2008, Regional Council was advised that the Dartmouth view plane provisions needed to be reviewed, due to concerns with the accuracy of the mapping. In 2010, CBCL Limited was selected through a Request for Proposals process to undertake a technical review. CBCL and HRM have jointly completed several phases of the review project to date:

Technical Review: This review demonstrated that the existing MPS view plane maps for both the Dartmouth Common and Brightwood views are inaccurate.

Initial Public Consultation: A public meeting was held in July 2010 to present the initial findings and get public feedback on the existing protected views and possible amendments.

Sought Direction From Council: Council formally initiated the MPS amendment process, with direction to i) explore various options for Common-based views, ii) remove the Brightwood view plane, and iii) consider needed amendments to policies regarding building height and form in Downtown Dartmouth. This 3<sup>rd</sup> item was to be done after completion of the first two.

Selection of Candidate Views: CBCL and HRM identified 8 candidate views from the Common, based on public comment, a site inventory, and the 1988 Dartmouth View Plane Study. To obtain public feedback on the candidate views, staff took the following actions:

- a) *Public Open House* – The 8 candidate views were presented to the public at an open house session attended by approximately 150 people. Attendees were asked to rank the views in order of preference, to comment on any interesting foreground, midground and background features, and provide comment on key features in each view. A questionnaire was provided for this purpose, and the materials also posted on the HRM website. Each of the candidate views was presented as a broad panorama representing a very broad field of view, of 120 to 140 degrees. The human eye, when fixed on one point in a view, can absorb detail in about a 40 degree arc. Constant scanning of the eyes back and forth, or turning of the head, is needed to absorb all detail within the view. People were asked to not only rank the views, but select the key features in each view in order to help determine what makes the view special. The overall ranking of views based on public input is included in Attachment A to this report
- b) *Online Survey* – An online survey was developed to seek additional input on guiding principles for the Common views, and to enable wider input on the issue of the Brightwood view plane. There were 68 respondents to this survey. The responses to the survey are summarized in Attachment B to this report.

## **DISCUSSION**

The next stage is for CBCL to model development scenarios along the Dartmouth waterfront and determine the precise geometry of the view planes. Prior to this being done, staff is seeking direction from Harbour East Community Council on which views should be modelled.

### **Preferred Views**

Through the public open house session and online information, staff received feedback on the 8 candidate views. The complete ranking of the 8 views is provided in Attachment A. The results indicate that the current view plane, View A as shown on Figure 1 ranked low, at number 7. The top 4 views are as follows:

**1. View B – from the existing observation platform located near the intersection of Wyse and Windmill Roads, and**

**2. View C – from the former heritage museum site**

The views from points B and C (as shown on Figure 2) are essentially the same. This is a broad panorama covering the harbour from the Esso tanker dock at the Dartmouth refinery, MacNab's and George's Islands, the Halterm container facility and the Halifax shoreline to the dockyard. View B does cover a slightly wider angle. Key points in the views as identified by the public are the islands, harbour mouth, the busy expanse of middle harbour, and the Halifax shoreline. View C is somewhat impeded by utility poles and wiring along Alderney Drive/Windmill Road.

**3. View D – from a pathway leading from the museum site to the gazebo**

View D (shown on Figure 3) is framed on the left by the 12 storey Alderney Manor seniors' housing building, and includes George's Island and the Halifax shoreline up to the DND dockyard. The public identified George's Island, Halifax and treed/grassed areas as the main features in the view. Numerous trees, within the Common, currently impede parts of the view.

**4. View E – from an intersection of pathways overlooking the gazebo**

View E (shown on Figure 3) overlooks the historic gazebo, with the left edge defined by Alderney Manor. The view includes the Halifax shoreline from the ocean terminals, to the DND dockyard and is defined on the right edge by both towers of the Macdonald Bridge. Again, as with View D, some tree growth impedes part of the view. One point heard several times at the open house was that people greatly value the trees on the Common, and would like to preserve existing trees as well as undertake additional plantings. If there is to be a policy of maintaining and planting trees as part of an urban forest, the quality of the views will be further diminished over time.

### **Recommended View Planes**

Based on public input and analysis by CBCL and HRM, it is clear that alternative views from the Common should be protected. Under the RFP for the project, CBCL is required to conduct a modelling exercise for up to 4 views. Before proceeding, staff is seeking direction from Council on which views, or portion of a view, should be considered for modelling and ultimately protected.

The modelling exercise will present view plane options based on the view plane design considerations as shown in Attachment C. The exercise will also evaluate the impact of such views on development within each view plane. Potential buildings will be modelled based on the same HRMbyDesign standards used in Downtown Halifax, which set massing and bulk limits for low rise (up to 6 storeys), mid-rise (up to 12 storeys), and high rise developments. The standards

are appropriate for the area along Alderney Drive, as shown on Attachment D. The modelling scenario will reflect principles of the 1991 Dartmouth Waterfront Development Plan, and will be based on restoration of the street grid. The existing short sections of North Street, Church Street and Park Avenue would be retained as public streets, with a new road running parallel to Alderney Drive to increase street frontage. This scenario would represent maximum build out should both the parking lots be developed, and the CN yards be relocated.

A majority of respondents (64%) supported protecting views from more than one point on the Common. This differs from the current situation where there is only one protected view point. To provide a variety of views, staff recommends that modelling be undertaken as outlined below:

- i) **View B** - This broad panorama of 90 degrees from the existing observation platform ranked as the number one preferred view, and should be protected as a defined view plane. This will primarily limit development height on the western half of the CN marshalling yards. Modelling should be undertaken to consider development scenarios along the waterfront, to further define the exact angle of view and determine appropriate building heights.
- ii) **View E** – From a busy pathway/trail intersection just above the gazebo, the Halifax core and the Macdonald Bridge are the key features, each seen as a vista within an angle of 25-30 degrees. The view between these 2 features would be protected by default, if View B is protected. The islands and harbour entrance cannot be seen. From this view point there are therefore 2 vistas that could be protected. Protection of the vista to the Macdonald Bridge is easily achieved by simply maintaining the 35' height limit in the Harbourview neighbourhood. This vista does not need to be modelled. Protecting the vista of the Halifax core behind the gazebo will affect development options for the HRM owned parcel of land between Park Avenue and Church Street, and the CN administration site between Church and North Streets. The extent of impact is not known, the modelling exercise will determine the amount of development and the degree of protection from the view point.

Views C and D which ranked at 2 and 3 respectively would, if View B is protected, be informally protected to a large extent as the fields of view are similar. However, there are potential areas of development which fall outside of views B and E as presented and could impact C and D. The modelling exercise should explore the potential impacts, to determine the degree of protection required and its impact on development.

- iii) **View C** – With protection of View B, the view from the former Museum site would by default also be protected as it is similar. The view of George's Island/harbour entrance/Halifax from this site would be preserved. The portion of the view with MacNab's may be lost if the Alderney parking lots are developed – this needs to be explored through the modelling process.

- iv) **View D** - If View B is protected, the view of the entire Halifax shoreline from this point would also be protected but the impact on Dartmouth's shoreline is unknown. Protecting the view of George's Island from point D may severely impede development on the HRM-owned parking lot between Church Street and Park Avenue, and on the CN yards. As a view of George's Island would be protected from points B and C, it may not be necessary to protect that aspect of this view. However, the modelling exercise will provide additional information and clarify on the degree of impact.

#### **Relationship to Existing Protected View**

As previously noted, the view from the ballfield meant to be protected in 1979 ranked at 7 out of the 8 candidate views and should be discontinued as a designated view plane. However, by protecting View B, most of View A will continue to be informally protected. The George's Island portion of View would not be protected. If Council wished to protect a separate view of George's Island from the ballfield, a portion of View H which ranked at #6 should be considered.

#### **Brightwood**

As outlined in an earlier report to Council, dated January 17, 2011, staff recommended that a view from private property such as the golf course should not be protected. Further, the existing Brightwood view plane is flawed, in that it allows development to block George's Island. Feedback received through public consultation supports the removal of the Brightwood view – 75% of respondents said the view should not be protected. Even if HRM were to acquire part of Brightwood as parkland, there was not majority support to establish a view plane in that circumstance. It should be noted, however, that by protecting views from the Common (which is at a lower elevation) certain views from Brightwood will be informally protected.

#### **BUDGET IMPLICATIONS**

The costs to process this planning application can be accommodated within the approved 2011/12 operating budget for C310 Planning & Applications.

#### **FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

#### **COMMUNITY ENGAGEMENT**

Amendments to the Regional Plan and the Planning Strategies for Dartmouth and Downtown Dartmouth will require extensive community engagement. The engagement process will be consistent with the intent of the HRM Community Engagement Strategy, the Halifax Regional Municipality Charter, and the standard MPS Amendment Public Participation Program.

The level of community engagement is consultation. This has been achieved through a public meeting on July 7, 2010, a public open house held on April 20, 2011, and an online survey up until June 6, 2011. An additional public meeting is required to deal with needed MPS policy

clarifications building form and height – this will be done under a separate case. A public hearing is required before Council can consider approval of any amendments.

The proposed MPS amendments will potentially impact the following stakeholders; advocacy groups, community and neighbourhood organizations, developers, general public, individuals, community leaders, other HRM Business Units and Divisions, property owners.

### **ALTERNATIVES**

1. Council could request staff to undertake detailed modelling for views B, C, D and E as outlined in this report and to confirm it does not wish to consider protecting a view from Brightwood Golf Course. This is the recommended course of action.
2. Council could choose to model other views, and/or retain the existing Brightwood view plane. Such action may require that Regional Council approve additional funding for the project.

### **ATTACHMENTS**

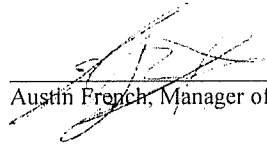
Figure 1	Candidate Dartmouth Common View Points
Figure 2	Views B and C
Figure 3	Views D and E
Attachment A	Ranking of Candidate Views
Attachment B	Results of Online Survey
Attachment C	View Plane Design Considerations
Attachment D	Lands to be Included in View Plane Modelling Exercise

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A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Mitch Dickey, Planner, 490-5719

Report Approved by:

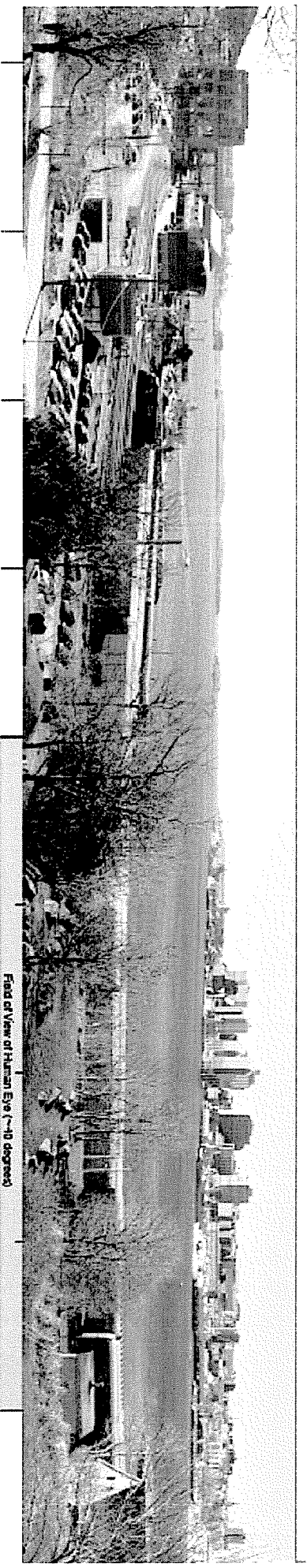
  
Austin French, Manager of Planning Services, 490-6717

**Figure 1**  
**Candidate Dartmouth Common View Points**

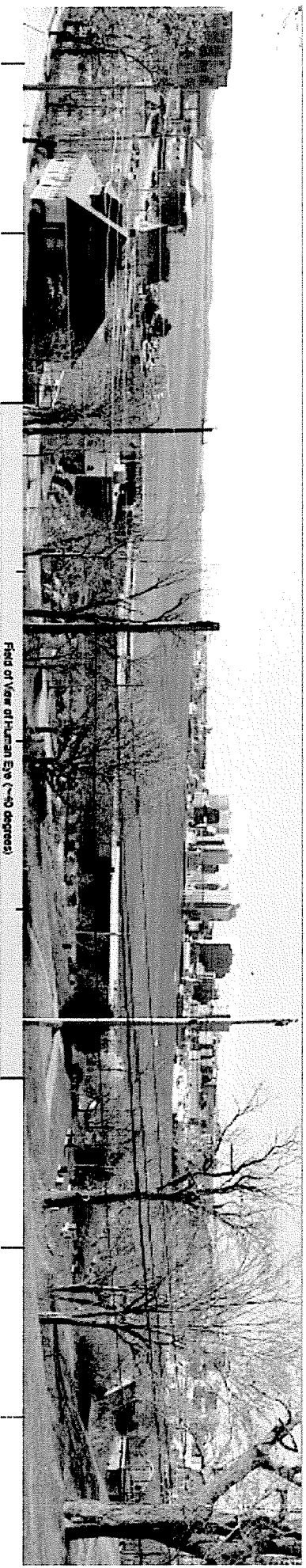




**Figure 2**  
Candidate Views B and C



**View B - From Existing Observation Platform**



**View C - From Former Museum Site**



**Figure 3**  
**Candidate Views D and E**



**View D - From Bench Along Trail**



**View E - Trail Intersection Above Gazebo**

**Attachment A**  
**Ranking of Candidate Views**

**SUMMARY OF PUBLIC INPUT**  
**DARTMOUTH COMMON CANDIDATE VIEWS**

<b>View &amp; Ranking</b>	<b>Question 1 – Notable objects in foreground &amp; midground of view</b>	<b>Question 2 – notable things &amp; their relationship to the background of view</b>
<b>View B</b>  <b>Overall # 1</b>	<ul style="list-style-type: none"> <li>-Railyard obscures shoreline</li> <li>Harbour, Hfx skyline, Pier 21</li> <li>-Rock formation in mid-foreground is interesting. Cut view off at trees to left of rocks. Do not show cars or cemetery. Good view of Hfx</li> <li>-Halifax &amp; George's Island</li> <li>-Parked cars, trains: are ugly &amp; block shoreline</li> </ul>	<ul style="list-style-type: none"> <li>-Harbour mouth, downtown Hfx, George's Island</li> <li>-Panoramic vista of active harbour</li> <li>-Halifax skyline but not seeing Georges Island</li> <li>-George's Island, McNabs, Eastern Passage &amp; seeing all together with harbour</li> <li>-excellent wide angle view</li> </ul>
<b>View C</b>  <b>Overall # 2</b>	<ul style="list-style-type: none"> <li>-Rolling topography to railyard &amp; harbour</li> <li>-Harbour, Hfx skyline, George's Island</li> <li>-Good mid-view of Downtown Hfx, minus railway cars &amp; parking lots</li> <li>-trees on right side, trains block shore, buildings to left, good scale, not monolithic</li> <li>-wires &amp; poles prominent</li> </ul>	<ul style="list-style-type: none"> <li>-Likes relationship between Georges &amp; waterfront</li> <li>-Utility wires obscure view</li> <li>-Harbour mouth &amp; downtown Halifax</li> <li>-Panoramic vista of active harbour</li> <li>-Utility wires &amp; poles, Hfx skyline, Georges Island to harbour entrance</li> <li>-shipping lanes, Halifax &amp; the islands are seen together</li> <li>-telephone poles &amp; wires distract from nice background</li> </ul>

<b>View &amp; Ranking</b>	<b>Question 1 – Notable objects in foreground &amp; midground of view</b>	<b>Question 2 – notable things &amp; their relationship to the background of view</b>
<b>View D</b>  <b>Overall # 3</b>	-Stand of trees & drop from hill -Valley to harbour -Trees in summer would block view of Hfx skyline -Do not really like this view. But do not remove trees. -Trees & grass	-Sweep of harbour and hfx skyline -Mixed horizon & skyline -Georges Island, view to harbour entrance, buildings in Halifax -harbour & Hfx shore with shipping together
<b>View E</b>  <b>Overall # 4</b>	-Gazebo, trees, paths winding down -Alderney Manor -Path, gazebo, skyline, harbour, bridge -Nice picture of park – that is all. -gazebo, grass & pathways. Alderney Manor blocks large amount of view	-Gazebo with skyline behind Downtown Halifax -Bridge, hfx skyline -Line of gazebo roof with skyline is pleasing -harbour & downtown Hfx
<b>View F</b>  <b>Overall #5</b>	-Wide open space with path going down -Common meadow -Grassy areas, trees, buildings -Poor view of Halifax & Downtown Dartmouth -Grass trees & large building	-Trees screen view but suggestion of Hfx buildings interesting -Mouth of harbour, downtown Halifax -Downtown Dartmouth skyline Park, Halifax skyline -This open space needs more trees/shrubs. Little of harbour

<b>View &amp; Ranking</b>	<b>Question 1 – Notable objects in foreground &amp; midground of view</b>	<b>Question 2 – notable things &amp; their relationship to the background of view</b>
<b>View H</b>  <b>Overall #6</b>	-Ballfield, George's Island -Green space, Halifax skyline -Not a good view, just wide open area of ball field. -playing field, very little view	-Horizon -Hfx skyline, greenfield & trees -Macdonald bridge, George's Island -Hfx tall buildings, little else -nice framed view of George's Island
<b>View A</b>  <b>Overall # 7</b>	-Minor importance -Trees, some harbour, buildings -Can't do much to improve view. View of Halifax not very good. Do not remove trees to improve this view. -Out of balance -Skyline, Hfx & Dart -Trees, grass, gazebo	-George's, to harbour mouth & Hfx skyline -Trees & apartment building impede view -Buildings in Halifax to harbor -George's Island, active harbour, Hfx shoreline, Point Pleasant Park
<b>View G</b>  <b>Overall #8</b>	-Common meadow -Park, apt buildings, downtown Dartmouth, harbour entrance -Poor view of Hfx. Likes the park -Would like more trees, shrubs, flower beds. -grass, trees	-Downtown Dartmouth skyline -Not much view – more of a quiet escape from city -little of harbour

**General Comments:**

1. Would not like to see trees in park removed.
2. I don't think we should lose any viewplanes from the Commons.
3. One doesn't stand & look from any one point – all have their own value.
4. The Dartmouth Common is a unique feature in the midst of a very attractive city – to lose any part of this would be a sacrilege.
5. View planes are just a way to prevent development - Dartmouth doesn't need any, it needs investment and people!!
6. Please consider building back from Alderney Drive.
7. Like the idea of framing objects between buildings – makes certain views more dynamic.
8. Do not under any circumstances remove any trees. There should be more trees, shrubs & flower beds.
9. Static presentation of views is not a good representation of the dynamic experience of walking around & looking. The walking is very important to the experience because it is exercise that the view inspires. Exercise is a very important need along with the visual & spiritual lift given by using the Common.
10. You cannot judge view planes from one stationary point. The view is experienced as you walk along therefore I find it impossible to answer your questions as posed.
11. A varied building line allows intrusions into the view plane & ruins it.
12. The Common is not Citadel Hill. A clear field of view for cannon was important from gun batteries to the harbour. The Common is an urban oasis which should become an urban forest. View from existing look off can be preserved due to grades & cemetery – no others needed. Plant more trees elsewhere!

**Attachment B**  
**Results of Online Survey**

<b>Question</b>	<b>Yes</b>	<b>No</b>
The Dartmouth Common is the primary public open space within the Circumferential Highway, with historic significance and key views of the harbour	45 (80%)	11 (20%)
Diverse views from more than one point on the Common should be protected.	36 (64%)	20 (36%)
To ensure accessibility for a wide range of Common users, view points should be located in accessible, high traffic areas on the established pathway system.	44 (79%)	12 (21%)
The view plane review process should consider the potential for redevelopment of the Alderney Drive parking lots and CN yards, from Ochterloney Street to Park Avenue.	46 (82%)	10 (18%)
Should the view plane from the privately owned golf course continue to be protected?	13 (25%)	40 (75%)
If the golf course were ever to be redeveloped for other uses, HRM may be able to acquire parkland on some portion of the site. Would you support the establishment of a new view plane, from such public parkland?	25 (48%)	27 (52%)

**General Comments re Dartmouth Common Views**

- A. 1(c): poorly worded, too broad a statement; agree with accessibility principle, BUT, doesn't allow for a new viewpoint not on a path 1(d): from the current number and length of daily trains, this isn't going to happen soon + aren't the lots now protected by the recent amendments to HRM Charter concerning the Dartmouth Common?
- B. Additional consideration should be given to protecting other potential development sites that are within the view planes as well as those that abut any potential decisions on the location and width of view planes.
- C. Brightwood should also have some view plane protection.
- D. I am not a fan of viewplane restrictions, and they need to be implemented so as not overly restrict development of downtown Dartmouth, as they have in Halifax, which is to the other extreme.
- E. I believe it is important to protect one or two views from the commons. After reviewing the display panels, I believe using the third approach to viewplanes is the best, the varied building height approach. While it is important to protect some key public views of the harbour and city, it is also important to let Dartmouth achieve its potential in density and vibrancy.

- F. I don't think Dartmouth should follow Halifax's example of avoiding development to allow for a view. What does a view mean anyway? Does it create jobs?
- G. I have no problem with the issue of preserving a limited viewplane(s), but this needs to be reasonably balanced with permitting high density development in downtown Dartmouth. I feel strongly that part of this balance is that if we are going to preserve some of these viewplanes that we need to permit significant height/density in areas outside these specific limited planes.
- H. I think we need balance. I would like to be on the Common and have a sense of being near the Harbour and see the Harbour - but at the same time, I know we need to permit develop in Downtown Dartmouth
- I. It is a nice park to visit, but viewplanes from the Dartmouth Commons are unnecessary and just add red-tape.
- J. Let's let this city grow, enough of the view planes!!!!
- K. Let's not be Halifax on this issue and be clear that views of the harbour is what is important!
- L. More housing should be built - have CN move all the tracks. No more Alderney Gates that make a canyon on the street!!
- M. Since Halifax has just about lost its view planes from the Citadel, Dartmouth should try to try to have some view planes without impeding future CN yard development, ie low rise, market, etc.
- N. Surface parking lots are not a beneficial land use in a downtown. High caliber development should be sought here.
- O. The survey is very black and white and allows for little input. While the commons should be protected, the view plains issue is not so clear. Time and things change and the view plains issue is not written in stone, nor should it. We need to be more open and progressive in our thinking when considering potential options.
- P. There is no reason to create view planes from Dartmouth Commons; it is not Citadel Hill, which has too many view plains. This is s city. There are lots of places to see the water here in Nova Scotia, but not necessarily from either location
- Q. Viewplanes in general are excessively limiting and do not take into account the overall economic health of the community.
- R. we are killing the city of HFX with this view plane stuff. If we keep this up we will keep fallowing behind other city's. Lets grow up and show that we in the 2011 and not the year of 1700. If this city wants to live like they once did than lets rip up all the roads take power,



water etc out of HFX and make it like the city was back then. What is next no cars or busses only horses allowed in the city.

**General Comments re Brightwood Views**

- 1) Again, let's start letting this city grow
- 2) Enough already with restrictions... However, I believe HRM has prevented this option from happening when it denied their planned move from School St.
- 3) I answered No but this is really a Maybe. It's hard to answer such a hypothetical question. It would depend on the size & location of the park, and of course, whatever developments have taken place between now & then.
- 4) I believe sight view planes should be protected rather than from one set location. Brightwood does not equal the Citadel in Halifax for sight plane protection. There are, however, many neighbour hoods with view planes that should be protected.
- 5) I can't comment until I see what is being offered. Right now I'm saying neither yes or no to this question.
- 6) I don't have a view plane from my apartment. I can walk to the harbour if I want to see it.
- 7) I think the view planes are important to maintain, but I also recognize that they are a significant impediment to commercial development in the downtown core. View planes that are operating for the public benefit should therefore be maintained while those that benefit private lands should not. There is no proprietary right to a view and I see no reason why Brightwood should be exempt from this principal.
- 8) If the brightwood site was to ever go public then I believe a viewplane would be appropriate, however I do not think the current one is worth keeping. It is too low and covers the entirety of downtown Dartmouth thus cutting off all potential for true density. If this viewplane were to ever be reconsidered in the future it should follow the varied building height approach and perhaps not aim to protect such a wide view as the current viewplane.
- 9) In the event that Brightwood should be redeveloped, then the planners at that time, in considering a park should plan so that the enjoyment should come from the beauty developed within the park.
- 10) It is always nice to see the harbour from the golf course. If this was going to be developed, it would be nice to still be able to see the harbour from a new parkland development.
- 11) It should all be acquired as parkland

- 12) Look at views to Bedford Basin from top of golf course. Won't views the other way already be protected if views from the commons are preserved?
- 13) Once a decision is made to disallow any Brightwood viewplanes to revisit the situation after viewplanes have been established from the Dartmouth Commons would be counterproductive to subsequent development opportunities that would be approved under new Common Viewplanes. Development is long term and it is unfair to developers to change the rules after a few years of planning when Brightwood viewplanes would not have been an issue.
- 14) Residential and parkland only
- 15) The assumption is that the existing view is superior to whatever the view would be if development ever took place. This is fundamentally flawed and such thinking should be discouraged.
- 16) The main viewplane worth protecting is from the top of the existing Dartmouth Common (Leighton Dillan Park?). This view shows the Halifax skyline and the Harbour approaches. Any development on Alderney should take this into account. Brightwood should be discontinued as a viewplane.
- 17) The view from the top of the course to Bedford Basin, and to Lake Banook are great. But they aren't threatened by development.
- 18) There are enough restrictions on growth in the HRM, why are more needed? There are many, many vantage points for views throughout the HRM. A tall observation tower would provide a much better view.
- 19) There is nothing historic about this potentially new viewplane. I am all for a reasonable balance of development, and preservation of some of the historic views, but I do not think that moving towards adding more and more viewplanes for parkland that doesn't even exist right now is an untoward restriction on the ability of this city to move forward.
- 20) View planes from the highest area of Brightwood would be wonderful to maintain if this could be park land.
- 21) While the Dartmouth common land may have use for a viewplane or two (provided they are not a major impedance to development), I don't see any purpose for the viewplane to be kept at Brightwood regardless of the future uses of the land. There is no historical significance to this viewplane and in my opinion serves no greater purpose. I believe with the amount of citadel viewplanes currently in place over downtown Halifax, HRM needs large areas within the core where high density development can occur, and I believe downtown Dartmouth could be a great place for this. The viewplanes only appear to threaten the possibility.

- 22) yes make it into a park but if you have the view plane than you will have killed the city and any growth for ever
- 23) Yes, but this can only be accomplished if options are kept open by maintaining existing view planes.
- 24) Although the course is currently privately owned, this may not always be the case. The course is quite publicly accessible, especially in the off season for golf. The views also enhance the golf course as an attractive asset in Dartmouth and as a potential future open space.
- 25) Brightwood as a long standing semi-private course is open to the public during the off season and I believe is deemed as park land therefore it should not lose all of their view planes.
- 26) Brightwood has already stated it's desire to move. There is nothing to say that this land will not be developed in it's own right, and no private ownership should merit viewplane restriction. It is absurd that it exists as is.
- 27) Haven't you seen it!!! What could be a more significant view in the city!!!
- 28) If the golf course is ever sold and re zoned for residential the land and views of the harbour and lakes would be very desired.
- 29) No question, you only need stand on the golf course and gaze out towards the mouth of our harbour and the ocean beyond to appreciate a sense of open space and one's good fortune to know you live in a city by the sea.
- 30) Once view planes are gone, they are gone forever. The Brightwood view plane should remain. There are too few view planes left in HRM.
- 31) The Brightwood Golf Course viewplane has restricted development in Downtown Dartmouth but is PRIVATE land. There should not be any protection of a view from this land - regardless if it's a golf course or becomes redeveloped for a residential/mixed use purposes.
- 32) The Municipality should acquire Brightwood at some point in the future when it no longer can sustain itself as a private golf course and protect it as recreational space.
- 33) Though privately owned, the golf course is an important community feature. It is enjoyed by local residents, but also by visitors to our community, that we want to come back again.
- 34) We should protect what little beauty of nature we have left. The last thing we want is to become a concrete city with no aspects of beauty left.

35) Where and when possible without preventing reasonable development. Private view planes should not be maintained with public money and for totally private benefit.

36) Will the city protect the view from my yard?? No!

## **Attachment C**

### **View Plane Design Considerations**

#### **Types of View Planes**

Each of the candidate views was shown as a broad panorama. However, a view plane does not have to be a broad panorama. Information presented to the public identified three kinds of views. Public input suggests that a variety of these views be protected.

- Panoramic View – more than 90 degrees wide, providing the observer a great sweeping view of a natural landscape or cityscape.
- Vistas – are 20 to 90 degrees wide which provide the observer a considerable viewing angle, which is defined by natural or man made objects on either side.
- Corridor Views – are 0 to 20 degrees wide and provide narrow angle views with a specific view “terminus”, this being a prominent physical (ie George’s Island), historic (Citadel Hill) or cultural/architectural feature (Purdy’s Wharf). These views are restricted on either side by natural or man-made elements. The Downtown Dartmouth MPS already protects one variation of these - street corridor views, to ensure a view of the harbour.

#### **Skyline Build Out vs. Varied Building Line**

Consideration must be given to how development can take place underneath a protected view. There are two possible approaches, as shown in Figure 3:

Skyline build out - This scenario allows no intrusions into a view plane by development. This results in a flat edge of building roofs underneath the protected view. This is most appropriate within a narrow angle view.

Varied Building Line – This approach allows a small percentage of intrusions into a view, in areas of least impact. This provides for increased feasibility of development by providing the ability to more heavily concentrate height and density. It can also be used to “frame” key features within a view to create dramatic effect. This approach is most suitable in a wide angle view.

## **Attachment D**

### **Alderney Drive Lands**

The current Dartmouth Common view planes generally limit building height on the Alderney Drive lands between Park Avenue and Ochterloney Street to 30' above sea level, effectively prohibiting development. Despite this limit, which was imposed in 1979, some of the lands on the harbour side of the street are identified in the 2000 Downtown Dartmouth MPS as key opportunity sites. This designation recognizes that their development is important in the revitalization of the community. There are therefore differing planning goals which need to be reconsidered. It is important to note that, based on the online survey, there is very strong support (82%) for giving consideration to development of these lands. The lands are described below:

Ochterloney Street to North Street – This lot is about 30,000 square feet and is currently used for rental parking and parking of HRM vehicles. It is an Opportunity Site.

North Street to Church Street – This CN-owned lot is also about 30,000 square feet, and currently contains the administration building for the marshalling yards. A small HRM parcel of under 4000 square feet is also located on this block.

Church Street to Park Avenue – This HRM owned block is about 18,000 square feet, and is not part of the Dartmouth Common, which is on the other side of Park Avenue. It is currently used for monthly parking. It is an Opportunity Site.

CN Rail Yards – The exact size of this several acre parcel is not known. They are currently fully utilized by CN. Should the rail yards ever relocate, the Downtown Dartmouth MPS supports residential and commercial development as envisioned by the 1991 Dartmouth Waterfront Development Plan.