



PO Box 1749  
Halifax, Nova Scotia  
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## MEMORANDUM

TO: Chair and Members of Districts 7 & 8 Planning Advisory Committee

FROM: Melissa Eavis, Urban Designer 1

DATE: May 30, 2016

**SUBJECT: Case 20510 - Regional Council-initiated amendment to the Halifax Municipal Planning Strategy and the Halifax Peninsula Land Use By-law to create a site specific zone for 6067 Quinpool Road, the former St. Patrick's High School property.**

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In July 2014, Regional Council declared 6067 Quinpool Road, the former St. Patrick's High School site, surplus under Administrative Order 50. Staff has been directed to bring forward potential amendments to the Municipal Planning Strategy for Halifax and the Halifax Peninsula Land Use By-Law to address design, building height, mass, density, and use in advance of property disposal. See Attachment A for a copy of the report.

### Location

The subject area is bounded by Quinpool Road, Windsor Street, and Quingate Place. It is approximately 3.53 acres and is comprised of a single property (PID 00140228). See Map 1 contained in Attachment B for further details. The former high school building was demolished in 2015 and the site is currently vacant.

### Regional Council Initiation

The amendment process was initiated by Regional Council on July 22, 2014 as a part of the motion to declare the property surplus, categorized as Economic Development. Under Administrative Order 50, surplus properties categorized as Economic Development should be sold to maximize use or value; attract industry and employment or regenerate a neighborhood; advance development opportunities, and generate financial return to the municipality.

### Policy Context

#### *Halifax Municipal Planning Strategy*

The site is currently designated Community Facilities under Section II of the Halifax Municipal Planning Strategy and falls under the Quinpool Road Commercial Area Plan (Map 2, Attachment B). Section 7.1 of

the Community Facilities policy states that unless clearly inappropriate to the good development of the city, existing community facilities shall be encouraged to remain in their present locations. Further, they are to be protected, maintained and upgraded. Council declared the property surplus to municipal purposes categorized as Economic Development, which suggests that the Community Facilities designation may no longer be appropriate.

#### *Halifax Peninsula Land Use By-law*

The site is currently zoned P (Park and Institutional) under the Halifax Peninsula Land Use By-Law (Map 3, Attachment B). The site is also located within a height precinct of 45 feet (Map 4, Attachment B). In terms of increasing the economic value of the site, the P Zone (Park and Institutional) may no longer be appropriate due to its restrictive nature in terms residential and commercial uses.

#### **Current Proposal**

The existing designation and zoning significantly restrict how this site can be developed which is not consistent with Regional Council's direction to dispose of the property for Economic Development. A potential approach is to re-designate the site to Commercial Facilities which is in keeping with the overall objective of the Quinpool Road Commercial Area Plan found under Section XII of the Municipal Planning Strategy for Halifax. This overall objective encourages commercial and mixed use development that supports the surrounding community and is in keeping with the scale and character of the adjacent residential neighbourhoods. This objective coupled with the goals of the Regional Plan, and the strategic location of the site within the Regional Centre further supports a change in designation to Commercial Facilities that allows more appropriate massing.

A potential site specific zone has been drafted that would implement the policy changes suggested above. The zone would regulate the following:

- Residential, commercial, and institutional uses permitted
- Maximum height requirements ranging from 7 storeys to 18 storeys
- Maximum gross floor area of 41,000m<sup>2</sup>
- Maximum building depth of 30m
- Setbacks ranging from 1m to 3m
- Streetwall heights of 3 – 4 storeys
- Maximum floor plate area of 650m<sup>2</sup> for buildings over 7 storeys
- Parking and Signage provisions

Further details on these provisions are shown in Attachment D.

#### **Public Meetings**

The first presentation and open house was held on July 22, 2015. The intent of this meeting was to discuss design and site planning with the public. Three potential design directions were prepared by project consultants following a detailed background analysis of the site and the surrounding community. The public was presented with the proposed design directions and provided feedback.

A second presentation and open house was held on December 9, 2015, to review feedback from the first open house, and to present proposed land use by-law regulations and plan amendments.

After further revisions based on feedback heard throughout the process and public input received at the second open house, a public meeting chaired by the Districts 7 & 8 Planning Advisory Committee was held on May 9, 2016. At the public meeting staff presented draft regulations and received public input. Copies of the draft regulations that were presented and draft minutes from the meeting are included as Attachment C to this report.

### **Input Sought from the Committee**

Pursuant to the Committee's Terms of Reference, feedback is sought from the Committee relative to the potential amendments. The recommendation will be included in the staff report to Regional Council and Halifax and West Community Council. Specific items that the Committee may wish to address include the following:

- Change in designation from Community Facilities to Commercial Facilities
- Proposed amendments to allow for a site specific mixed use zone
- Regulations that control the mass of the building including height, gross floor area, and building depth

### **Attachments**

Attachment A: July 22, 2014 Regional Council Report, Item No. 11.1.8

Attachment B: Site Context Maps

Attachment C: Public Information Meeting May 9, 2016 – Draft Minutes and Draft Regulations

Attachment D: Current Proposed Regulations

P.O. Box 1749  
Halifax, Nova Scotia  
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**Item No. 11.1.8**  
**Halifax Regional Council**  
**July 22, 2014**

**TO:** Mayor Savage and Members of Halifax Regional Council

**SUBMITTED BY:**

Original signed by   
Richard Butts, Chief Administrative Officer

Original Signed by Director  
Jane Fraser, Director, Planning and Infrastructure

**DATE:** June 16, 2014

**SUBJECT:** 6067 Quinpool Road, Halifax – Administrative Order Number 50

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### **ORIGIN**

This report originates with the transfer of the former Saint Patrick's High School/Quinpool Education Centre property at 6067 Quinpool Road (hereinafter referred to as 'the property') from the Halifax Regional School Board (HRSB) to the Halifax Regional Municipality (HRM); the transfer and Municipality's vacant possession was completed on December 1, 2013.

### **LEGISLATIVE AUTHORITY**

Halifax Regional Municipality Charter, Chapter 39, Section 61(5) The Municipality may (b) sell property at market value when the property is no longer required for the purposes of the Municipality.

Administrative Order Number 50 Respecting The Disposal of Surplus Real Property.

**Recommendations on Page 2**

## **RECOMMENDATION**

It is recommended that Halifax Regional Council:

1. Declare the property at 6067 Quinpool Road, Halifax, as shown in Attachment 1, surplus to municipal purposes;
2. Categorize the property at 6067 Quinpool Road, Halifax, as 'Economic Development', as per Administrative Order 50;
3. Authorize the demolition of the building at 6067 Quinpool Road (a subsequent report will be prepared to outline the funding of these costs as outlined in the Financial Implications Section of this report);
4. Direct staff to initiate the process to consider amending the Municipal Planning Strategy for Halifax and the Land Use By-Law for Halifax Peninsula at 6067 Quinpool Road to address design, building height, mass, density, and use; and,
5. Direct staff to return to Regional Council with the specifics of the disposal method for 6067 Quinpool Road following consideration of amendments to the Municipal Planning Strategy for Halifax.

## **BACKGROUND**

In September 2007, the student population of Saint Patrick's High School was amalgamated with that of Queen Elizabeth High School, culminating in a move to the newly constructed Citadel High School. Saint Patrick's High School was then renamed Quinpool Education Centre, where adult learning and other education continued until 2012. HRSB then announced to HRM that the property was no longer needed.

After a due diligence period, HRM accepted vacant possession of the building in December, 2013. Two environmental reviews and a condition assessment have been conducted as part of the transition process. All previous programming-related tenants had vacated the site and the gymnasium, auditorium, and classrooms were no longer programmed. The building structure is at the end of its service life and in need of, either, complete recapitalization or demolition.

### ***Existing Planning and Zoning***

The subject property is zoned 'P' (Park and Institutional) as per the Halifax Peninsula Land Use By-law. The Halifax Municipal Planning Strategy designates the subject property as 'CF' (Community Facilities) within the Quinpool Road Commercial Plan Boundary.

If the subject property is approved for alternate uses, other than those permitted under the Community Facility designation and 'P' zone, then a planning process will be necessary in order to re-designate the site. Such recommended process would require public consultation and a public hearing.

### ***Property Description***

<b>Owner</b>	Halifax Regional Municipality
<b>Civic Address</b>	6067 Quinpool Road, Halifax ( <i>See Attachment 1 – Site Plan</i> )
<b>Parcel ID No.</b>	00140228

<b>Parcel Area</b>	~1.43 hectares (~3.53 acres)
<b>Building Area</b>	<ul style="list-style-type: none"><li>• Approx. footprint of building: 6,560m<sup>2</sup> (70,611 ft<sup>2</sup>)</li><li>• Approx. total area of building: 24,584m<sup>2</sup> (264,620 ft<sup>2</sup>)</li></ul>
<b>Building Profile</b>	<ul style="list-style-type: none"><li>• One building, two floors (including ground level), one subsurface level</li><li>• Land purchased - 1951</li><li>• Building constructed - 1954</li><li>• Addition constructed on north side of west wing - 1968</li><li>• Renovations -1980 &amp; 1983</li></ul>
<b>Assessed Value (2014)</b>	\$6,764,200.00

### ***Current State of Property***

Within the building envelope are offices, washrooms, a gymnasium, an auditorium, and approximately 42 classrooms (see Attachment 4 for photographs.) The basement, which has been inaccessible to previous users and tenants, accommodates boiler and electrical rooms, a former art room, science and computer laboratories, a shooting range, locker rooms, equipment storage rooms, the cafeteria and kitchen.

HRM staff arranged a building condition assessment in 2013. For purposes of re-use, the property would require extensive repairs to the structure, which is generally in poor condition, characterized by leaking windows, doors, and roof areas, masonry/brick failures, sand stone veneer failures, strong odours suggesting mould, no fire ratings between floors, aged and deteriorated primary electrical, mechanical and heating systems. A large portion of the original structure contains asbestos in the floor and ceiling tiles, lead paint on metal doors, frames and in the shooting range, mercury thermostats and potential PCB lighting ballast/transformers. The newer structure's roofing system is weak and beginning to fail in areas; mechanical, heating and ventilation systems are extensively aged. Main entry stair areas, ventilation and electrical systems, bathrooms, and fire separations require extensive work to meet modern building standards and safety codes. The building's interior and outdoor approach areas do not meet accessibility standards.

Based on the condition assessment, a Class "D" estimate to upgrade this property to meet modern building standards, as well as health and safety codes, is approximately \$9,500,000. This estimate does not include funds required to alter the structure for other uses beyond its original design as an educational institution.

The costs of keeping the vacant building standing, to minimum requirements, are estimated to exceed \$400,000 (i.e., Oil \$290,000, Electricity \$67,000, Water \$10,000, 24/7 Security \$145,000, and Snow Removal \$5,000.)

Demolition Costs are estimated at \$3,500,000. This estimate is based on up-to-date, per-square-foot costs that were extrapolated from other institutional buildings and which are reflective of the building's area of 264,620 ft<sup>2</sup>.

### ***Planning Context***

The property is located in District 8, amidst neighbouring mixed-use properties within the Quinpool Road commercial district (see Attachment 2 for adjacent properties and impending developments.)

Immediately to the west of the subject property is 2-storey Quinpool Tower apartments; bordering the subject property to the north, at 2080 Windsor Street, is 6-storey Saint Vincent's Nursing Home; east of the property and parallel to Windsor Street is Cogswell Park; and on the other side is a neighbourhood of two-and three-storey residences as well as a church, fronting Parker and Welsford Streets.

Regional Council approved a development agreement (Case 17195) on October 8, 2013, respecting 6112 Quinpool Road at the intersection with Vernon Street (southwestern corner). A new 8-storey commercial and residential building has been approved to replace a small commercial mall, which is currently occupied by Cyclesmith, Tim Hortons, and other small service businesses.

An application (Case 18966) for the redevelopment of 6009 and 6017 Quinpool Road (east of HRM's property) seeks to replace the existing 10-storey Armco office building and adjoining parking structure. In addition, HRM received an application (Case 19281) for the redevelopment of 2032-2050 Robie Street (east of HRM's property.)

Separate initiation reports and public engagement processes for the above application cases, including HRM's property at 6067 Quinpool Road, will be forthcoming for Regional Council's future consideration.

## **DISCUSSION**

On April 9, 2013, Regional Council approved Administrative Order 50 for the disposal of surplus real property. Administrative Order 50 provides a regular and comprehensive disposal approach by bringing before Council an inventory of candidate properties for review and decision with respect to: (1) surplus; and (2) category/disposal method. The policy requires that a surplus property report be brought forward to Regional Council.

Under Administrative Order Number 50, the subject property was reviewed in fall 2013, with the following conclusions made in terms of municipal requirements:

### **Gymnasium and Recreation**

HRM staff is in the process of conducting a review of Peninsula Halifax gymnasiums requirements for Regional Council's deliberation. When considering the subject property in context of the gymnasium review (particularly given existing gymnasium opportunities elsewhere on the Peninsula), staff have determined there is no requirement for a gym at this location. Gymnasium user groups that had been using the former Quinpool Education Centre have been absorbed into other existing inventory of Peninsula Halifax without negative impacts.

### **Park and Open Space**

Open space for passive and active recreation in the general area is deemed to be suitable, given existing open space near the property. Specifically, Cogswell Park, located on Windsor Street (directly across from subject property), is a 0.29 hectare (31,000 sq. ft.) neighbourhood passive park. Located approximately 200 metres to the east of the subject property is Halifax Common, a regional open space composed of the North Common (~14.5ha/36ac) and Central Common (~5ha/12ac), among others. Both, North and Central Commons offer passive and active recreational opportunities. It is *not* recommended that parkland be severed from the subject property for retention by HRM.

### **Active Transportation, Rights-of-Way, Urban Design and Streetscaping**

A thoroughfare over the property, connecting Windsor Street and Quingate Place, has been a long-standing use by pedestrians and cyclists. This connection should be formalized.

Such connectivity is also an urban design tenet with the goal of increasing porosity through large blocks and parcels such as this one. The objective is to increase connectivity among neighbourhoods and destinations, and to support Active Transportation (AT) routes. In particular, such connection (approximately 4-5 metres wide) will link recently developed bike lanes on Windsor Street to Vernon Street (and beyond to Universities). This connectivity may be in the form of an easement, deeded HRM ownership, or right-of-way.

Portions of the existing sidewalk along Quinpool Road had been constructed on the property, and not within the street right-of-way. It will be necessary to redraw the property's boundaries before recommended disposal in order to retain ownership of existing sidewalks within HRM's rights-of-way. This will also permit necessary road and sidewalk realignments along Quinpool Road, and at intersections with Quingate Place and Windsor Street if required, pending property survey.

The 2004 Urban Design Project report identified several streetscape improvement plan areas, including Quinpool Road. This resulted in public consultation and options for streetscape design improvements in 2009. Chapter 13 of the 2004 report discusses issues recommended for improvement. With exception of promoting street trees along Quinpool Road, and a pedestrian crossing of Quinpool Road between intersections at Vernon Street/Quingate Place and Robie Street, nothing more specific is proposed for the subject property.

### ***Recommended Categorization of Surplus Property***

Subsequent to HRM business unit reviews, this report seeks Council's approval of the subject property as 'Surplus' with proposed categorization as '*Economic Development*' under Administrative Order 50:

#### ***"Economic Development***

(a) *Strategic properties having Economic Development potential ought to be sold to:*

- i) *maximize use or value;*
- ii) *achieve the attraction of targeted industries and employment or the regeneration of neighborhoods;*
- iii) *to advance development opportunities;*
- iv) *to generate financial return to the Municipality."*

### ***Area Councillor Consultation***

Administrative Order 50 requires staff to advise Community Council of recommended properties deemed surplus to municipal requirements. The local area Councillor was advised and held a meeting to inform the community on May 21, 2014, at the Halifax Forum. Municipal staff attended and supported the presentation. Approximately 50 participants provided comment at break-out tables. Meeting notes appear, transcribed, in Attachment 5 to this report.

### ***Conclusions***

- The former Saint Patrick's High School property at 6067 Quinpool Road is now vacant;
- The building is not needed for municipal purposes;
- Small portions of the property are recommended to be subdivided and retained for purposes of active transportation (~4-5 metres in width, ~approximately 5,000 sq.ft.), sidewalk and intersection realignment;
- Public comment was received, reflecting varied opinion;
- The current structure's state-of-repair is poor. Recapitalization costs are estimated at \$9.5million (not including structural reconfiguration);
- Annual estimated operating (holding) costs exceed \$400,000;
- The building structure should be demolished as soon as possible;
- The property is recommended to be: 1) *surplus to municipal requirements*, and 2) *categorized as Economic Development*;
- To change the Park & Institutional zoning to one that permits mixed-uses, it is recommended that a community planning exercise be initiated to inform community interest, future uses, zoning, integration with the neighbourhood, density, built form, and urban design;
- Following a community planning process, it is recommended that staff report back to Regional Council with the method by which the subject property would be marketed for disposal.



### **FINANCIAL IMPLICATIONS**

- \$400,000 – Minimum annual building operating (holding) costs, funded by Transportation and Public Works' Facilities Operations cost centre;
- \$200,000 – Maximum budget for contract planning services;
- \$3,500,000 – Estimated cost for building demolition and disposal.

The costs for building demolition and planning services are to be funded from Q101, Sale of Capital Assets (Sale of Land) Reserve. Approvals required for the above capital budget will be the subject of a separate report to Audit and Finance Standing Committee and Regional Council.

### **COMMUNITY ENGAGEMENT**

As per Administrative Order 50, the area Councillor was advised of the recommendation to *surplus* the subject property with *Economic Development* categorization. Councillor Watts hosted a public meeting on May 21, 2014, at which public comments were received (see Attachment 5.) Future plan amendments are subject to community consultation and public hearing.

### **ENVIRONMENTAL IMPLICATIONS**

This property is listed as contaminated with Nova Scotia Environment (NSE), and has been the subject of extensive review by environmental consultants. Underground Storage Tanks (USTs) were used onsite to store furnace oil and one UST remains today. An Aboveground Storage Tank (AST) remains in-place in confined space conditions in the basement, which was permitted by NSE until such time that it could be properly decommissioned when the building may be demolished. Past fuel releases have impacted soil and groundwater, but levels today are within applicable guidelines under the current land use. The levels of contaminants onsite will need to be re-evaluated should there be an anticipated change in land use, and further remedial work may be required.

Current outstanding issues of onsite environmental concern also include:

- No readily available documentation exists regarding historic petroleum USTs on other properties up-gradient of the site, and which could be impacting HRM's property;
- Hydraulic fluid is leaking from the elevator into the elevator pit and an adjacent sump has malfunctioned, causing hydraulic fluid to mix with groundwater; and
- Staining on the boiler room floor may be associated with creosote from the chimney.

Given the building's age and materials used at time of construction, several other hazardous conditions exist inside the building, including: asbestos ceiling and floor tiles, asbestos pipe insulation wrap, the presence of mercury, lead, and indications of mould.

The known environmental issues will be further monitored and abated as part of the demolition process (pending Regional Council approval). Environmental risk will be assessed throughout the planning phase once future uses are identified.

### **ALTERNATIVES**

- 1) Halifax Regional Council could instruct staff to **not** declare the subject property as surplus under Administrative Order Number 50, and to retain ownership for alternative municipal purposes, to be determined at a later date. This is not recommended.

- 2) Halifax Regional Council could instruct staff to surplus the subject property but to change the category from Economic Development to another category under Administrative Order Number 50. This is not recommended as the land's condition, size, importance, and mixed-use development opportunity do not meet the fullest extent of criteria specified under any one of the alternate four categories.

### **ATTACHMENTS**

Attachment 1 – Site Plan A (Subject Property)  
Attachment 2 – Site Plan B (Adjacent Properties & Developments)  
Attachment 3 – Administrative Order Number 50  
Attachment 4 – Photographs of Subject Property  
Attachment 5 – Public Comments – Meeting of May 21, 2014

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

Report Prepared by: Rudy Vodicka, Coordinator, Real Estate & Land Management, P&I, 490-5582

Report Approved by: \_\_\_\_\_

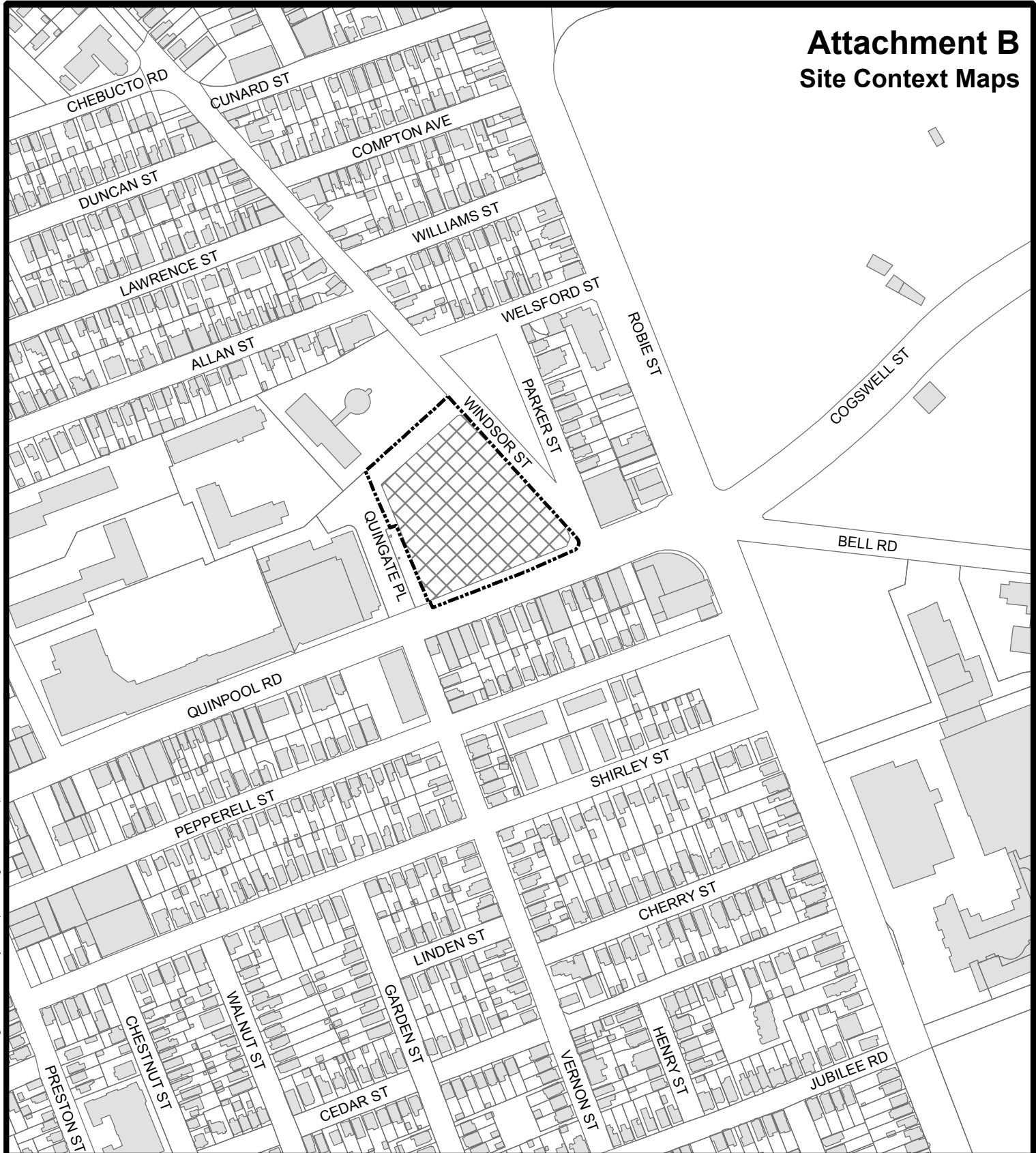
Peter Stickings, Manager, Real Estate & Land Management, P&I, 490-7129

Financial Approval by: \_\_\_\_\_

Greg Keefe, Director of Finance & ICT/CFO, 490-6308



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# Attachment B Site Context Maps



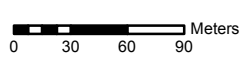
## MAP 1 - SITE MAP

6067 Quinpool Road

-  Subject Property (PID00140228)
-  Proposed Subdivision

**HALIFAX**

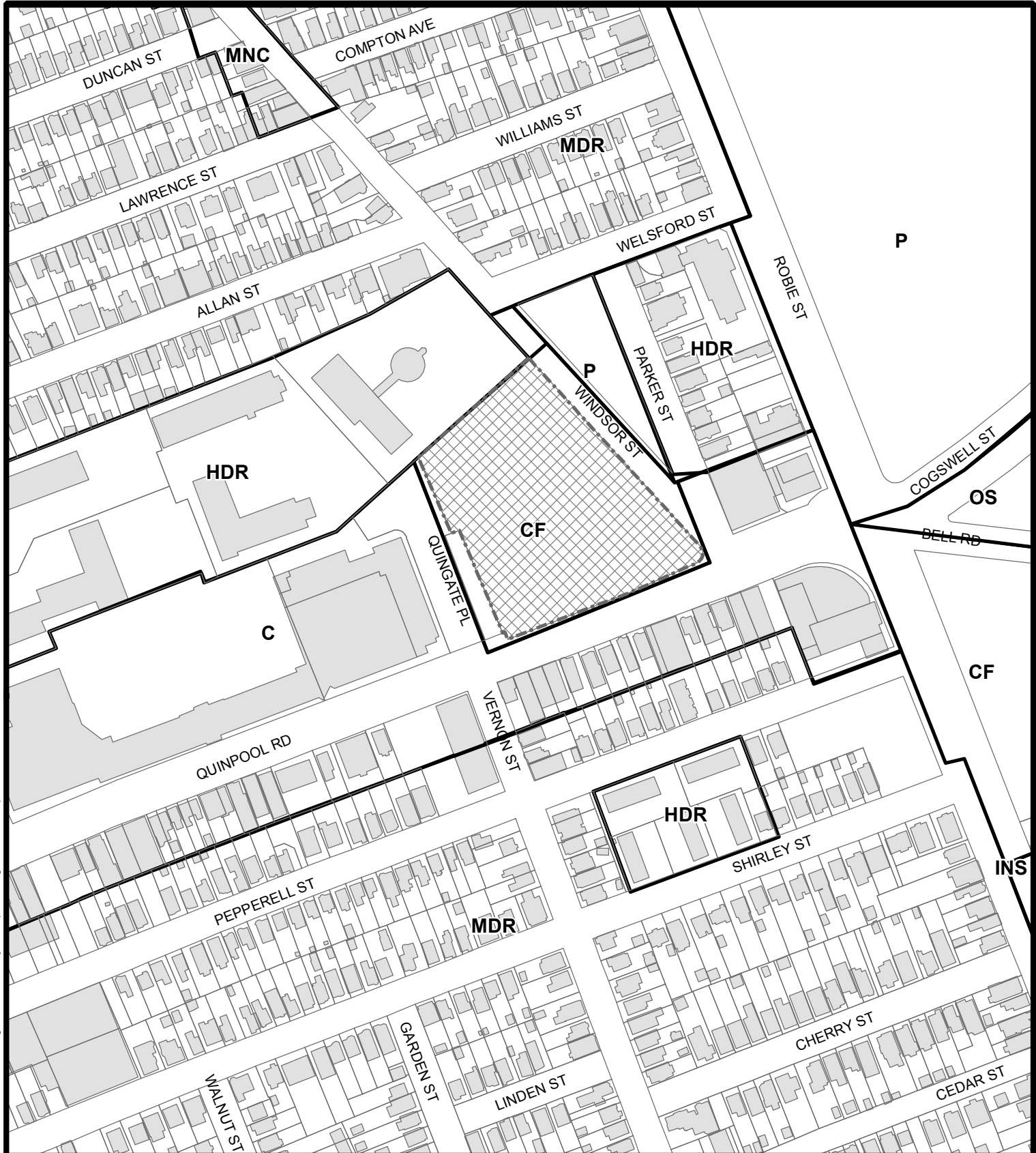
Planning & Development



May 20, 2016

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## MAP 2 - GENERALIZED FUTURE LAND USE

6067 Quinpool Road

 Generalized Future Land Use

CF - Community Facilities  
P - Park and Institutional  
C - Commercial  
OS - Open Space

MNC - Minor Commercial  
INS - Institutional  
MDR - Medium Density Residential  
HDR - High Density Residential

 Subject Property  
(PID 00140228)

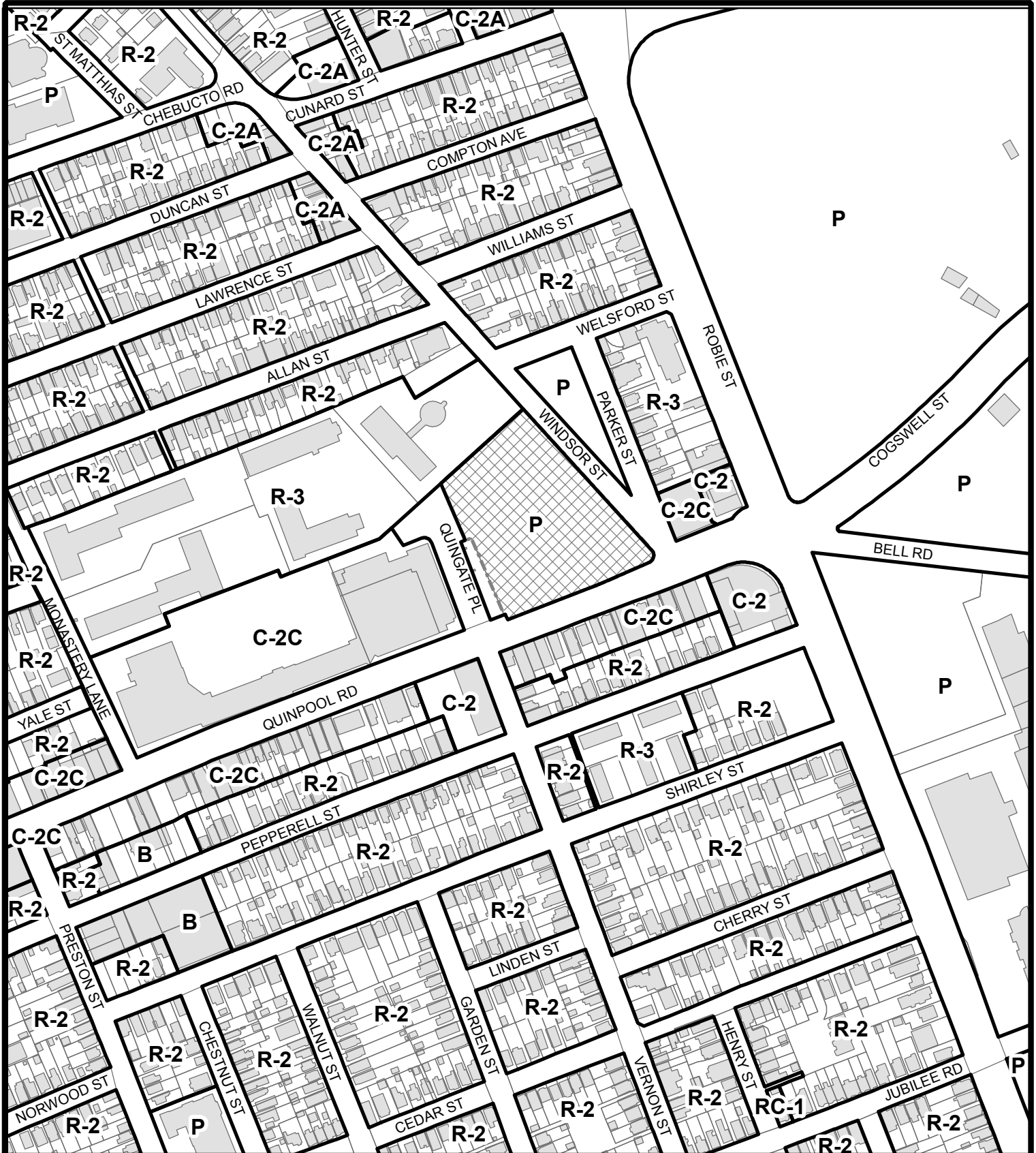
**HALIFAX**

Planning & Development

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### MAP 3 - ZONING 6067 Quinpool Road

B - Bakery

C-2 - General Business

C-2A - Minor Commercial

C-2C - Minor Commercial - Quinpool Rd.



Subject Property (PID00140228)

P - Park and Institutional

R-2 - General Residential

R-3 - Multiple Dwelling

RC-1 - Neighbourhood Commercial

**HALIFAX**

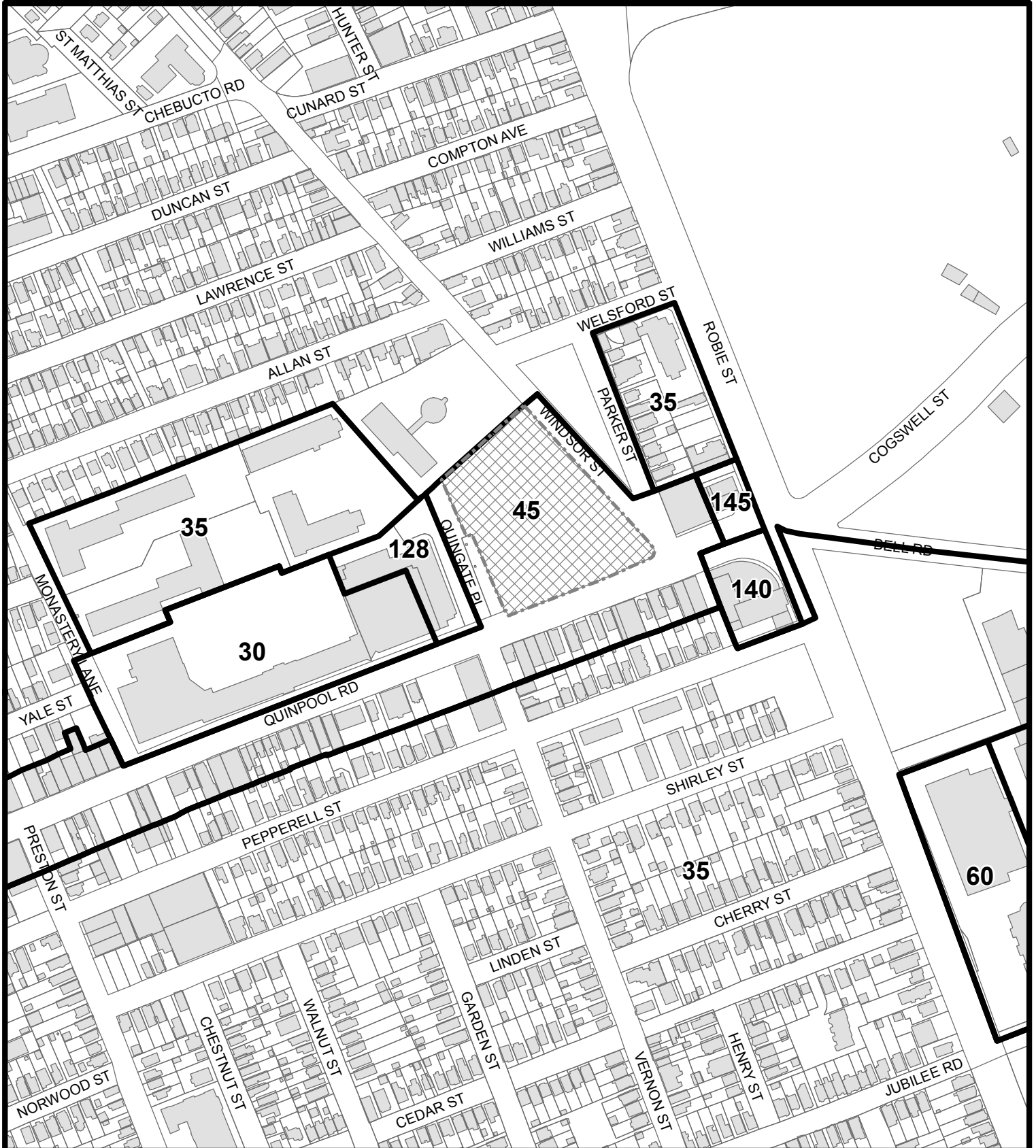
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May 20, 2016

HRM does not guarantee the accuracy of any base map information on this map.



## MAP 4 - EXISTING HEIGHT PRECINCT

6067 Quinpool Road



Subject Property (PID00140228)



Height Precinct - Feet

**HALIFAX**

Planning & Development

0 30 60 90 Meters





**DISTRICTS 7 & 8 PLANNING ADVISORY COMMITTEE  
PUBLIC MEETING MINUTES  
May 9, 2016**

**PRESENT:** Ms. Sunday Miller, Chair  
Mr. Ashley Morton, Vice Chair  
Mr. Michael Bradfield  
Ms. Sarah MacDonald  
Mr. Joe Metlege  
Councillor Wayne Mason  
Councillor Jennifer Watts

**REGRETS:** Ms. Katherine Kitching  
Mr. Grant Cooke

**STAFF:** Ms. Melissa Eavis, Urban Designer 1  
Mr. Jacob Ritchie, Urban Design Program Manager  
Mr. Iain Grant, Planning Technician  
Ms. Krista Vining, Legislative Assistant  
Ms. Cailin MacDonald, Legislative Support

*The following does not represent a verbatim record of the proceedings of this meeting.*

*The agenda, supporting documents, and information items circulated to the Districts 7 & 8 Planning Advisory Committee are available online: <http://www.halifax.ca/boardscom/D78PAC/160509d78pac-agenda.php>*

*The meeting was called to order at 7:02 p.m. and adjourned at 9:00 p.m.*

**1. CALL TO ORDER**

The Chair called the meeting to order at 7:02 p.m. at the Olympic Community Centre, 2304 Hunter Street, Halifax and introduced the Planning Advisory Committee and its purpose in hosting the public meeting.

**2. PUBLIC INFORMATION MEETING**

**2.1 Case 20510: Regional Council-initiated amendment to the Halifax Municipal Planning Strategy and the Halifax Peninsula Land Use By-law to create a site specific zone for 6067 Quinpool Road, the former St. Patrick's High School property**

The Chair invited Mr. Jacob Ritchie, Urban Design Program Manager and Ms. Melissa Eavis, Urban Designer 1 to present Case 20510: Regional Council-initiated amendment to the Halifax Municipal Planning Strategy (MPS) and the Halifax Peninsula Land Use By-law to create a site specific zone for the former St. Patrick's High School property.

Mr. Ritchie stated that staff worked within a framework of the Quinpool Road commercial area plan and described how staff arrived at the proposed new zone which helps to determine: the exact scale and massing, what will be protected and what will be changed. Mr. Ritchie commented that staff wanted to understand from residents more about development in this community and any feedback from residents on the proposed amendment.

Mr. Ritchie described the history of the site as well as its context. He commented that staff undertook preliminary planning which included understanding objectives of the existing commercial area plan, consideration of urban design principles as well as known limitations for the site. He went on to describe the process which included two publicly attended open houses, before reaching the current proposal.

Ms. Eavis explained the shift from this site being designated for community to commercial facilities and the changes affecting the MPS. She commented that the site would shift from a Zone P, park and institutional, to Zone RC-5, Quinpool Residential/Commercial. Ms. Eavis described the accepted and unaccepted land being proposed uses for the site. She commented that the proposal limits the lot coverage to 50 percent above ground and 100 percent for underground. She further commented on the importance of maintaining the human scale of the streetscape along this site, noting that commercial uses are required for 75 percent of the ground floor area of buildings located along Quinpool Road with storefronts no greater than 12 metres in width and that the majority of residential units along Windsor Street and Quingate Place will have individual access. She also outlined the importance of active street frontages as well as reviewed streetwall heights and widths and streetwall setbacks. Ms. Eavis described the options for massing. She commented that height focused on the site's North West corner which would allow 18 storeys while the remainder of the site would allow 10 storeys. She outlined building depth for the site which would help protect the interior of the site. She described the importance of light and air to the site and how this would be achieved. Ms. Eavis explained the significance of public space to this project and outlined the provisions related to open space, landscaping and pedestrian connections. She went on to highlight the proposed parameters around parking and signage.

Mr. Ritchie described the outstanding issues for the site which included: items not addressed in the proposed amendments like density bonusing and detailed design guidelines, subdivision of the property as well as right of way. He also outlined the implications of these issues.

The Chair opened the floor to comments from the public.



**Ms. Janet Stevenson, Central Halifax** shared concerns with having Centre Plan discussions the same week as this Public Information Meeting. She also shared concerns about the conclusions of the report being presented particularly as the development relates to wind. She commented that no standards were identified to manage wind conditions for pedestrian safety and comfort. She asked how the proposal could draw conclusions regarding wind given no modeling had taken place and expressed concerns that the proposal identifies general principles rather than specifics for the site.

Mr. Ritchie explained that wind standards exist for developments within the downtown core; however these standards do not extend to the site in question.

**Ms. Susan Tyrone, Armdale** commented that she believed that the property was originally part of the Halifax Commons and shared her concerns that the Commons has been encroached upon. She went on to comment on the importance of creating welcoming spaces and walkways for passersby to promote inclusivity and not only use of residents within the complex.

**Mr. Anthony Kawalski, Halifax Needham** questioned the internal space of the design and commented that if it will be a park, asked whether the interior frontages would be inner-facing rather than the backs of buildings given the landscaping will be a focal.

Ms. Eavis responded that staff envisioned the space as flexible with potential to be internal-facing commercial space or gardens. Mr. Ritchie added that the proposal does not intend to have buildings all the way around the site to help make it a more viable public space and compel better design.

**Mr. Samir Mansour, Quinpool Road** shared concerns about the high volume of street traffic on Quinpool Road and the surrounding area and noted concerns for emergency vehicles given the site's proximity to a hospital. He also expressed concerns about limited parking available in the area.

**Mr. Steven Parcell, Duncan Street** shared concerns about the municipality's desire to increase density on the peninsula and questioned why there are no target numbers or dates identified. He also questioned how the height and density for the site was determined. Referring to page 51 of the report, Mr. Parcell asked why the Schedule A boundary is being stretched to include this site. He also noted that according to his calculations based on numbers listed in the report, the population density is more than twice what is permitted in this area and more than what would be permitted downtown. Mr. Parcell questioned how staff came to achieve 272 persons per acre. As well, he questioned the neighbourhood compatibility of the proposed height and asked why a maximum six storey height criteria would not be satisfactory. Mr. Parcell shared his concerns that the open space examples referenced on page 100 and 101 of the report are misleading as the areas presented do not reflect the scale of the proposed design. He asked whether the open space would be owned and operated by the municipality as a public park or by the developer as a private space.

Mr. Ritchie commented that staff did not start planning by determining the height and density of the project and explained that they started with the preservation of open space, perforations within the site as well as concentrating most of the height to the back west corner. He also commented that increasing the density of the site was intentional and that staff prioritized floor area over height. Mr. Ritchie acknowledged the height concerns being shared by the community this evening.

In reference to massing, Mr. Ritchie explained that staff intended to put more people on the site than 125 people per acre by creating a balanced build-out of the site and commented that economic development was a factor. He continued to explain the rationale behind the decision to build the site up as well as close to the perimeter as well as maintain an appropriate scale.

In reference to stretching the boundary, Mr. Ritchie explained that staff looked to assess the validity of the site and looked at a different approach to achieving density on the site in relation to the community with an aim to release pressure on the surrounding R2 areas.

In reference to open spaces, Mr. Ritchie commented that the site would not be owned by the municipality.

**Mr. Ian Porter, Welsford Street** echoed concerns about wind, road access and design. He questioned the project's limited mandate and expressed concerns of approaching this development without considering the two other major developments planned for the area. Mr. Porter commented that he supports increasing the density of the site although shared concerns with the proposed tower.

**Ms. Gail Broom, Lawrence Street** shared concerns about open space, significance of wind in the area and vehicle access. She also shared that she would like to see greater than 2-bedroom units be a priority. She shared concern about the quality of the windows given the site's proximity to the hospital as well as visitor parking.

**Mr. Peter Zimmer, Willow Street** commented that he has been attending many consultations for varying projects in and around the area. He commented that he would like to see more innovative technology and ideas be considered for the site given its proximity to the downtown core and ability to serve as a transportation hub. He suggested that the open space be developed as a U-shape rather than accessed by alleyways. Mr. Zimmer suggested considering arcades along the street frontage. He encouraged staff to include public shareable infrastructure in its proposal.

**Mr. Tristan Cleveland, Duncan Street** commented on European design principles and how those could be incorporated into this design. He expressed his support for density on the peninsula. Mr. Cleveland commented that the proposal should articulate clearly what the community and municipality want. He also challenged staff to consider allowing the lot to be subdivided to allow for smaller scale developments.

**Ms. Karen Davidson, Quingate Place** shared concerns with the location of the back-of-house functions as well as vehicle access to the site including commercial servicing of the site. She also expressed concerns with how the density for the site was achieved.

Mr. Ritchie explained that there would be an access point off of Quingate Place and that the creation of a new street would be a secondary option. He also commented that most of the site would be able to be serviced underground. In reference to density, Mr. Ritchie commented that vacancy rates are at 3 per cent. He continued to explain design principles incorporated into the proposal which will help address the wind and the rationale for the height. In reference to the loading bay, Mr. Ritchie commented that the municipality would look to work with delivery companies to find accommodation.

**Mr. Graham Reed, Armdale** commented that he does not support the proposed design. He commented that he would like to see an alternate proposal presented which considers the current planning guidelines. Mr. Reed suggested that the area should be designed similar to the townhouse development between Gottingen and Brunswick Streets or the Hydrostone. He also expressed concerns of the tower height proposed and the preservation of greenspace.

**Ms. Chris Annand, Wellington Street** commented on the Centre Plan process and questioned the approach to this development as site specific zoning. Ms. Annon questioned how this exercise for the St. Pat's site will interact and influence the Centre Plan and expressed concern that many development exercises are happening in tandem with the Centre Plan and decisions are being made before the Plan has been created.

Mr. Ritchie responded by sharing that the urban design team is running both the Centre Plan as well as this project and they are looking for continuity. He commented that the Municipal Planning Strategy has

not been updated since before amalgamation and continued to explain the Centre Plan and site specific amendments processes and how those are fitting in to the Centre Plan.

Ms. Annon further commented that it would be interested to consider the site for uses other than commercial/residential, like a new hospital or the new art gallery. She also expressed concern about the “wedding cake” design and commented that she would like to see better innovative design.

**Ms. Ann Marie McAdams, Windsor Street** commented that she looks forward to seeing the site developed beyond a rental property. Ms. McAdams shared that she would like to see the site developed as a transportation hub and parking garage which would enable carpooling, taxi stands and bixi bikes. She also suggested ways to make the development sustainable and have a greater community feel.

**Mr. Ben Wedge, John Street** shared moderate concerns regarding tower height and expressed support for the style of the design to minimize pedestrian impact. He shared concerns with the density on the site. Mr. Wedge commented that the design could improve the number of family units and he supports the incorporation of townhouses, particularly on the quieter streets which may not be able to support commercial. Mr. Wedge he commented that the bicycle parking requirement was unambitious considering the site’s proximity to biking corridors. He also commented that the proposal should limit storefronts to four, five and six metres to encourage smaller local shops as tenants and suggested having one exception per street front to enable one larger anchor tenant. Mr. Wedge commented that he supports the inclusion car-sharing on the site. He also encouraged that affordable housing for families be incorporated into the proposal.

**Ms. Margie MacDonald, Cedar Street** shared concerns around the density and height being proposed and worried it would be precedent-setting. She echoed concerns around affordable housing and shared the need for more diversity within the neighbourhood.

**Ms. Pat Whitman, Wellington Street** commented on the unique character of Quinpool Road and shared her support of small business. She expressed concerns for reduced parking in the area. Ms. Whitman also expressed concerns with the other proposed developments in the area being considered in isolation. She expressed concern with delivery servicing and commented that it would not be sufficient enough to support businesses. Ms. Whitman also shared that she would like to see public art incorporated into the design.

**Ms. Pam Cooley, Clifton Street** shared that she is a cofounder of Car Share Atlantic. She commented that she would like to see the healthy neighbourhood perspective be a priority for this development and suggested that mobility, in all aspects, plays an important role in achieving this. Ms. Cooley expressed concerns with height being proposed and the precedence that the municipality is setting. She also shared concerns with site specific zoning being accommodated before the completion of the Centre Plan. As well, Ms. Cooley questioned the sustainability requirements for this project.

Mr. Ritchie responded that presently sustainability has not yet been addressed in the Land Use By-law and commented that staff focused on influence of form and mass rather than performance of the development. He shared that staff would look to reconsider the encouragement of a sustainable development.

**Mr. Steve Parcell, Duncan Street** shared his disappointment with the WSP report as well as the changes made to the RC5 provisions. He suggested that the information presented in the proposal could also be summarized in chart form to make it easier to identify what is fixed, variable and missing. He continued to discuss how improvements could be made to the process. He commented that with the current proposal the developer would still be controlling areas of significant impact on the neighbourhood including, population density, unit mix, unit size, total number of units, affordability of units, parking and wind impact. He questioned why the municipality would resign these decisions to a developer.

**Mr. Tristan Cleveland, Duncan Street** shared his disappointment that the project would not provide a density bonus and shared that he would like to see a way to provide for a community benefit. He also expressed concerns of the streetwall height and encouraged that it promote a friendly and walkable experience. Mr. Cleveland also echoed comments made related to sustainability best practices.

**Mr. Ian Porter, Welsford Street** questioned access and parking restriction for this development. He also expressed concerns with the impact of this development on traffic in the area and asked for further clarification.

Mr. Ritchie responded that the intent is to keep traffic to main arterials including Oxford and Quinpool. He acknowledged the high traffic rerouted to Monastery Lane and Allan Street. He continued to discuss measures being incorporated to alleviate traffic congestion in the area.

Mr. Ritchie and Ms. Miller thanked the community for attending the Public Information Meeting.

### **3. ADJOURNMENT**

The Chair adjourned the meeting at 9:00 p.m.

Cailin MacDonald  
Legislative Support

## Proposed RC- 5 Zone Provisions

### 1. Permitted Land Uses

- Residential
- Institutional
- All commercial uses except:
  - a. Adult entertainment
  - b. Junk yards
  - c. Motor vehicle dealers
  - d. Drive through order and pick up windows
  - e. Motor vehicle repair shops
  - f. Billboards

### 2. Lot Coverage

- Maximum of 50% lot coverage
- Maximum of 100% lot coverage for underground parking structures

### 3. Gross Floor Area

- Maximum gross floor area of 47,000m<sup>2</sup>

### 4. Main Floor and Entrances

- Commercial uses are required for a minimum of 75% of the ground floor area of buildings located along Quinpool Road
- Storefronts on Quinpool Road can be no greater than 12m in width
- Majority of residential units along Windsor Street and Quingate Place will have individual access

### 5. Height

- Maximum 18 storeys at north west corner of site
- Maximum of 10 storeys for remainder of buildable area

### 6. Streetwall Setbacks

- Maximum 3m streetwall setback along Windsor Street
- Maximum 1m streetwall setback for all other streetwalls

### 7. Streetwall Height and Width

- Streetwalls along Quinpool Road have a maximum height of 16.5m
- Streetwalls along all other frontages have a maximum height of 13.5m
- For buildings greater than 22.5m in height, the streetwall can be no greater than 60m in width

### 8. Streetwall Stepbacks

- Buildings must stepback a minimum of 3m on all sides above the streetwall height
- The stepback may be reduced for 20% of a building's streetwall

### 9. Floor Plate Area

- For buildings greater than 22.5m in height, the maximum floor plate area above the streetwall height is 650m<sup>2</sup>

### 10. Building Separation

- Buildings must have a minimum separation distance of 15m below the streetwall height
- For buildings over 22.5m in height, the separation distance between buildings is a minimum of 20m for portions of the building above the streetwall height

### 11. Building Depth

- Building depth cannot exceed 30m from a streetline or property line

### 12. Building Materials

- Prohibited materials are:
  - vinyl
  - plastic
  - plywood
  - concrete block
  - exterior insulation and finish systems where stucco is applied to rigid insulation
  - darkly tinted or mirrored glass (not including spandrel panels)

### 13. Open Space, Landscaping, and Pedestrian Connections

- Pedestrian connections to be provided through the site
- Areas not occupied by buildings must be landscaped
- A single building can be located within the landscaped area and must be no larger than 250m<sup>2</sup> and 7.5m in height

### 14. Accessory Buildings

- Accessory buildings are not permitted within the zone

### 15. Parking

- No surface parking is permitted within the site
- Residential parking is required
  - 1 space for every 4 bachelor units
  - 1 space for every 3 one-bedroom units
  - 1 space for every two-bedroom or more units
- Bicycle parking as per the Halifax Peninsula LUB
- Access is prohibited from Quinpool Road and Windsor Street

### 16. Unit Types

- One third of all residential units must be 2 or more bedrooms

### 17. Signage

- No less than 3.1m above the surface of a sidewalk
- No closer than 1.5m in horizontal distance from a curb face
- Fascia signs cannot extend beyond the wall to which they are fixed and they can be no greater than 10% of the total area of said wall
- Area of window signs cannot be greater than 25% of window or glass area
- No signs are permitted on the roof of buildings
- Box signs are not permitted

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  - e. Motor vehicle repair shops
  - f. Billboards

### 2. Lot Coverage

- Maximum of 50% lot coverage
- Maximum of 100% lot coverage for underground parking structures

### 3. Gross Floor Area

- Maximum gross floor area of 41,000m<sup>2</sup>

### 4. Main Floor and Entrances

- Commercial uses are required for a minimum of 75% of the ground floor area of buildings located along Quinpool Road
- Storefronts can be no greater than 12m in width
- Majority of residential units along Windsor Street and Quingate Place will have individual access

### 5. Height

- Maximum 18 storeys at north west corner of site
- Maximum of 7 - 12 storeys for remainder of buildable area

### 6. Streetwall Setbacks

- Maximum 3m streetwall setback along Windsor Street
- Maximum 1m streetwall setback for all other streetwalls

### 7. Streetwall Height and Width

- Streetwalls along Quinpool Road have a maximum height of 13.5m
- Streetwalls along all other frontages have a maximum height of 10.5m
- Any streetwall can be no greater than 60m in width

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- Buildings must stepback a minimum of 3m on all sides above the streetwall height
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