

SCHEDULE 1: Long Term Arena Strategy Update on August 2012 Recommendations

The LTAS was approved by Regional Council in August of 2012, in order to fulfill the analysis required to guide decision making related to aging municipal arena inventory.

The six recommendations approved by Regional Council in August 2012 resulted in a series of tasks undertaken by staff. An update on each of the recommendation is as follows”

LTAS Recommendation 1 & 2 These are specific to consolidation planning, and development of an implementation plan for aging municipal arenas, in the form of multi-pad alternatives.

Update: This staff report is specific to the direction given by Regional Council related to these two recommendations.

LTAS Recommendation 3 This recommendation is related to the implementation of a Centralized Scheduling Process. This complex task is currently carried out annually through face-to-face meetings with arena managers and schedulers as part of a strategic approach for the allocation of ice time to minor sport groups and adult recreational play for regular season ice rentals.

Update: To date, there has been some success with the implementation of an on-line process for the identification of, and access to, available ice time at some arenas. The full automation of this aspect of centralized scheduling is not complete at this time. Management and oversight of the inventory related to Spring and Summer ice seasons has not yet been addressed. Community & Recreation Services staff continue to work closely with Information Communications & Technology staff to move this initiative forward, pending capital budget funding. Council and citizens will be updated as the process continues.

LTAS Recommendation 4 This recommendation related to the implementation of a Community Access Plan.

Update: Staff have completed the implementation of the Community Access Plan in all municipally owned arena facilities. In addition, the five privately owned arenas have participated for the most part, in the sharing of data and information to ensure that overall, a fair and equitable distribution of ice time is taking place in the region. Generally, the implementation has gone well with underserved and minor sport groups achieving better levels of, and more coordinated access to, ice time. The allocation process is carried out every year with all arena user groups and as such, the plan will continue to be refined for better clarity and improved service delivery.

LTAS Recommendation 5 This recommendation related to potential government and private sector partners.

Update: Federal infrastructure funding is now being divided. Currently, there are two separate federal funding programs available to the municipality, the new Building Canada Fund (BCF) and the Gas Tax Fund. However sport & recreation facilities are no longer eligible for BCF Funding. Instead they are eligible for Gas Tax Funds only.

The June 11, 2013 Staff Report entitled Long Term Infrastructure plan Strategy states: “HRM currently directs most of its Gas Tax funding towards transit, which is the largest annual infrastructure expenditure in HRM’s budget. It is recommended that HRM continue to apply any funds received from the Community improvement Fund towards public transit.”

Two external partnership proposals and one alternative proposal were received, and have been fully analyzed in preparation for this report. Although they are not “private sector” partners, two of the proposals offer partnership benefits such as shared capital and operating costs and all three offers some level of synergies that would add value to the overall desired outcomes of this report.

LTAS Recommendation 6 This recommendation is related to a formal acknowledgement of the LTAS Steering Committee members.

Update: Steering Committee members were thanked formally through the approval of the motion by Regional Council, and relayed to the group by staff.

SCHEDULE 2: Recommended Site Maps and Configurations

Peninsula Recommended Site & Configuration:

Connolly Street (CFB Halifax) Proposed Site Plan, 4-Pad Consolidated Arena

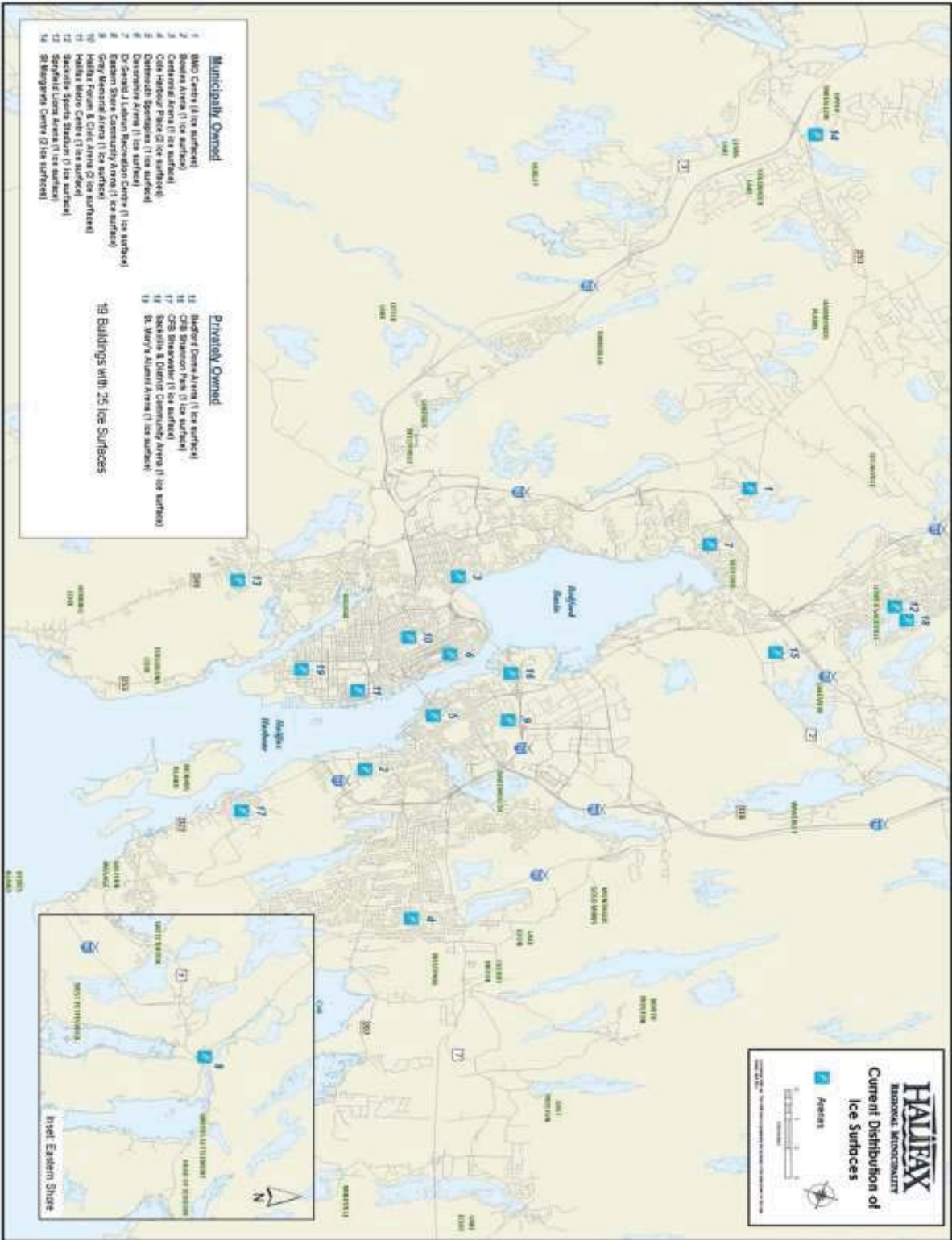


Dartmouth Recommended Site and Configuration:

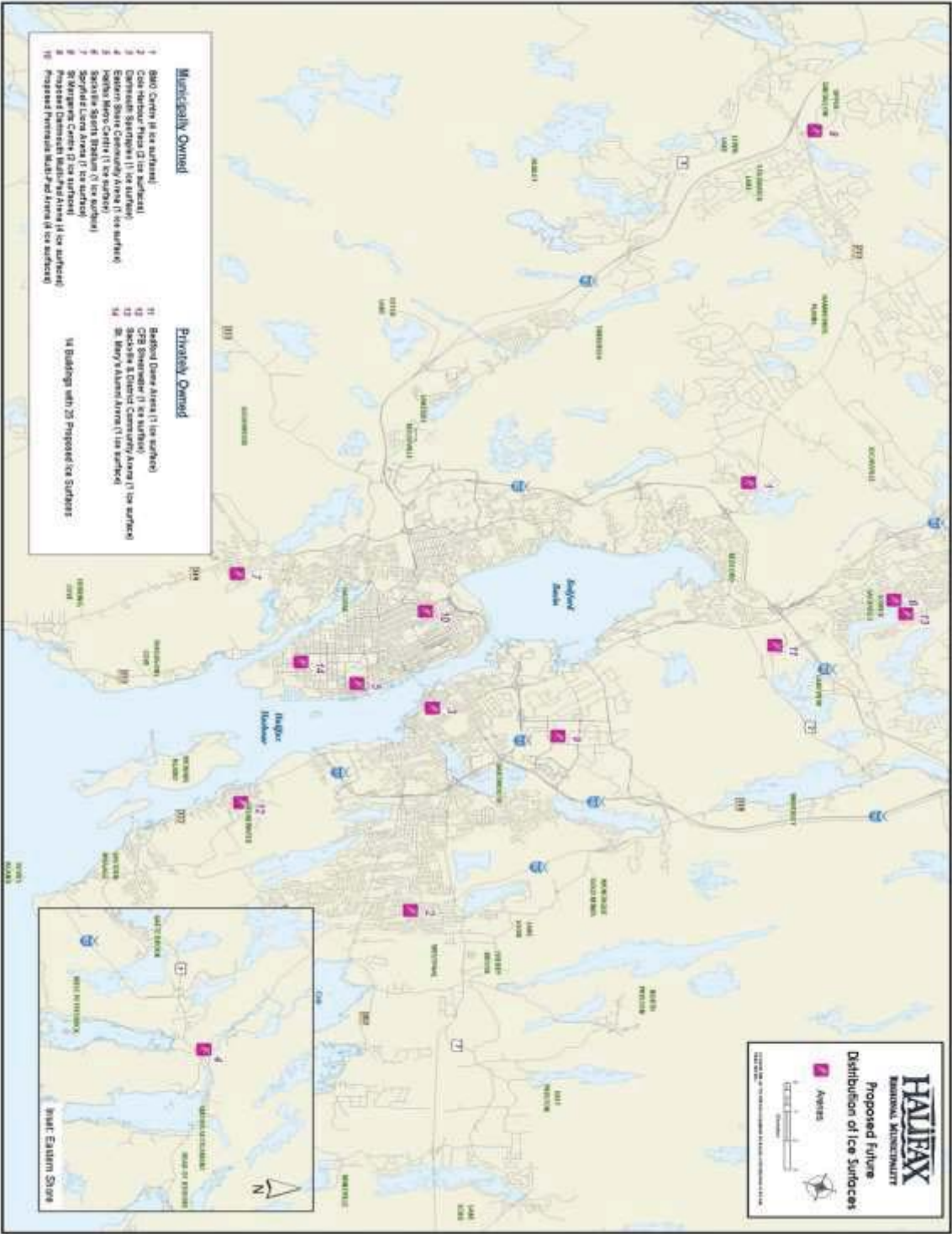
Commodore Drive Proposed Site Plan, 4-Pad Consolidated Arena



SCHEDULE 3: Current Distribution of Ice Surfaces



SCHEDULE 4: Proposed Future Distribution of Ice Surfaces





Personnel Support Programs

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13 January 2014

Draft Conceptual Plan

Windsor Park Arena Partnership

1.0 Introduction

This draft conceptual plan is intended to outline the scope and parameters of a potential partnership between Halifax Regional Municipality and CFB Halifax and meant for discussion only. All information within this document is subject to further analysis and funding approvals.

2.0 Background

CFB Halifax one of the largest Bases in the CF and provides fitness and sports programming for over 7,000 military personnel. Although the majority of the current arena programming is scheduled on the Dartmouth side, at either Shannon Park or Shearwater Arena, almost 80% of CFB Halifax's military members are located on the Halifax side of the harbour. As such, optimum participation in weekday programs for the majority of Military members is limited and a location in Halifax must be considered a determining factor for the exit strategy of Shannon Park.

With a combined Defence population of approximately 12,000 people, the Sports and Recreation program participation places a high demand on current facilities. This demand will increase starting in May, due in part to the newly adopted CF One mandate and associated eligibility regulations. Aging facilities and limited resources has resulted in operational delays and the shifting of programs to accommodate the large Sports and Recreation schedules. It should be noted that all break downs, and resultant closures dramatically affect the local community as well. Surplus ice is rented to local community groups such as Minor Hockey, Ringette and Figure Skating. This provides valuable support to these groups and is reflective of the Canadian Forces desire to being responsible community partners. It is understood that a closure of one Military arena has a dual effect on the community, as capacity becomes a problem and non- military Sport and Recreation programs are eliminated from the second arena as well.

The MARLANT Realty Rationalization plan outlines the consolidation of CFB Halifax infrastructure through the disposal of Shannon Park property holdings. The need for a replacement of the functional capacity of Shannon Park Arena has been identified



Canadian Forces Base Halifax, PO Box 99000, Stn Forces, Halifax, Nova Scotia B3K 5X5



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through several impact analyses (internal and external) and given the revised footprint of CFB Halifax after divestment, it has been determined that Windsor Park is the best location for the construction of the new arena. This strategy also fits well with the 30 year Capital Asset Plan, which identifies CFB Halifax's community hub as Windsor Park because of the proximity to the daycare, Military Family Resource Center, Health Promotion offices, CANEX, Auto club, Curling Club and various other recreational activities.

3.0 Concept and design

With the impending closure of Shannon Park Arena, CFB Halifax has two options:

- Build a single pad in Windsor Park. Given the current fiscal climate and priority placement of operational demands, this option will create a time delay of approximately 10 years between the closure of Shannon Park and the opening of the new facility. It is understood, this will have a significant impact on the community groups who currently rely on Shannon Park.
- Partner with HRM and build a four pad arena that will replace and consolidate the Halifax municipal arenas (Forum, Civic, and Devonshire) with Shannon Park. This partnership will drive the priority and allow for a more aggressive timeline. It will also allow for a more consolidated service delivery approach as well as make it easier for consistent pricing for HRM users. Because this option is using available land, offsite from any of the other arenas the result is no impact on service. In addition to this, as part of the partnership with HRM, CFB Halifax Base Commander has agreed to keep Shannon Park arena open until the new 4 pad is completed.

The conceptual design will be a four pad Arena, with three pads being the standard Canadian size (85x200 and less than 100 seats for spectators) and the fourth pad being a little larger with stadium seating for approximately 1200 spectators. The complex itself will also have a canteen, skate sharpening shop, storage areas, an indoor track built above one of the rinks, and a mini gym that includes weight and cardio equipment.

The idea of including the existing CFB Halifax Curling Club is also being investigated and can be discussed at a further date. However, the inclusion of this building within the arena footprint will significantly increase the land available for parking.

3.1 Location

The proposed location of this 4 pad arena is the area in Windsor Park between Dudley St and Hawk Terr and Connolly St and Maxwell Ave and the Military Family Resource Centre and the CFB Halifax Health Promotion building.

3.2 Facility

The specifications for the facility are still being considered by our engineers, however in addition to the arenas, the concept includes the following desired room sizes:

- Canteen/concession stand: 12m x10m
(with additional 3mx1m storage area)
- Skate Sharpening Shop: 4mx5m
- Indoor track: 3 lanes, 230m per lap
- Weight Room: 600 sq meters
- Cardio room: 400 sq meters
- 12 to 16 change rooms
- Appropriate storage and office space

Please note: Lounge and banquet area for the curling club will be separately determined and not discussed within this plan.

4.0 Nature of the Partnership

A partnership of the type being proposed with the community is not common but consistent with the strategies outlined in the Defence Renewal Plan and the Canadian Armed Forces' encouragement of connectivity with the community. The details of the partnership remain to be determined, but included will be mutually agreed upon capital investment commitments, cost sharing and profit sharing formulas.

4.1 Formal agreement

The partnership would be based on a formal, legally binding agreement developed for this project. Customary policies that have governed community access and use of military facilities at CFB Halifax, and elsewhere, would not govern the nature of community access for this arena. Instead a mutually acceptable agreement will be negotiated by all stakeholders.

4.2 Community access

As noted above, the agreement would dictate both community and military access to the facility. One ice pad would be dedicated solely for the use of CFB Halifax while the other three would be dedicated to HRM's needs. Presumably, the community will be allowed unrestricted guaranteed access

to the facility at all times, with usage of excess capacity by the two partners allocated on as needed basis for all four pads of ice, through the use of temporary use agreements. Should plans for a Curling Rink continue, access will be based on membership only and restricted to DND policy with regards to membership eligibility.

4.3 Ice Allocation

Flexible scheduling and maximized use of all four ice surfaces will be the governing principal, however both the Community Access Policy and DND mandated requirements will be considered when deciding ice allocation.

4.4 Operating model

The proposed operational model is one of a shared responsibility assigned by tasks and allowing for the most efficient and cost effective methods. Given that at most municipally run arenas, many of the day to day operations is contracted to external companies, it is proposed that CFB Halifax, will assume staffing and coordination of facility management, canteen/concession operations, and maintenance of the mini gym, and that the ongoing plant operations and building maintenance would be assumed by the HRM.

5.0 Financial considerations

5.1 Capital costs

Final capital costs associated with this project have yet to be determined, however it is anticipated that CFB Halifax will contribute to the capital costs of one ice pad and the curling rink, should it be determined to include it in the footprint. HRM will be required to contribute to the remaining capital costs for the facility. An application for the Capital Assistance Program will also be made to help assist with the capital cost contributions. Total estimated costs for the facility will be \$45M.

A significant land contribution will be made by DND to this project. It might be in the form of divestment or long-term lease arrangement. The details surrounding the land in question will be further negotiated once approval in principle has been granted and true value can be determined through appraisals.

The following is an aerial view of the land proposed for this use:



5.2 Operating costs

In a facility of this size there are several different areas of operational costs, those that surround the day to day management and those that surround the overall maintenance. This conceptual plan proposes that CFB Halifax will assume the costs associated with the management of the facility: such as all staff, coordination of ice schedules, maintenance and replacement of all cardio and weight equipment, and concession/canteen management. It also proposes that HRM will assume the operation and maintenance costs associated with the ice plant, facility and exterior grounds. Details are to be further negotiated at the time of an actual partnership agreement.

5.3 Profit share formula

The profit share formula will be in accordance with the ownership of the ice pads (75/25). CFB Halifax will bring to this partnership the existing staffing complement already employed at the Shannon Park Arena, which will continue to be paid

through rental agreements. However, a small amount of additional staff will be required in order to manage the additional ice pads. Funding for these staff will come from the rental agreements of the remaining three pads. It is anticipated that this cost will be small and HRM will make an acceptable amount of revenue from the rental agreements.

6.0 Risks and Assumptions

The following assumptions and risks were considered:

- The usage rate of existing facilities and equipment will continue and may increase as a younger, more fitness-conscious generation of military members enter the Canadian Forces.
- Usage of a facility in Halifax would see a marked increase in demand during working hours by military personnel.
- Shannon Park arena remains open as the HRM and CFB Halifax move forward on this partnership.
- Public Funds would remain at current and/or manageable levels.
- A Canadian Forces Central Fund loan will be approved with a promissory note from Public to repay when public funds become available.

7.0 Long-Term Community vision

It is part of CFB Halifax's long term vision to create a community hub in Windsor Park. Centrally located the proposed area is only minutes away from the Windsor exchange, MacKay Bridge and Armdale rotary. It is 5 km from South Park, 4 km from Clayton Park, 11km from Bedford, 6 km from Highfield Park, and 12Km from Keystone village in Dartmouth.

In addition to the proximity to the Military Family Resource Center, Health Promotion offices, CANEX, and several recreation clubs, it is across the street from a large parcel of land that may be divested and has the potential to be developed by HRM into other sports and recreation areas such as soccer and ball fields. With a partnership between CFB Halifax and HRM, this proposal becomes more than just collocation of arenas but instead has the potential to share a vision for future of sports and recreation for both communities.

For more information and further discussion, please contact Lynn Devereaux, PSP Manager, CFB Halifax, 721-1104



Mayor Mike Savage and Members of HRM Regional Council
City Hall
1841 Argyle Street, Main Floor
PO Box 1749
Halifax, NS B3J 3A5

RE: PROPOSED VARSITY ARENAS

On behalf of Dalhousie University and Saint Mary's University, please find enclosed our proposal to Halifax Regional Municipality to jointly develop a twin-pad arena.

Sincerely,

Original Signed

Dr. Richard Florizone
President, Dalhousie University

Original Signed

Dr. J. Colin Dodds
President, Saint Mary's University

PROPOSED VARSITY ARENAS

COLLABORATION PROPOSAL TO HALIFAX REGIONAL MUNICIPALITY

From
DALHOUSIE UNIVERSITY
And
SAINT MARY'S UNIVERSITY



Photo Courtesy of MJM Architects, Toronto



July 26, 2013

Dalhousie University and Saint Mary's University are hereby submitting a proposal to Halifax Regional Municipality to jointly develop a twin-pad arena capable of meeting the needs and expectations of each partner and the constituents they serve. This collaborative opportunity will result in several key benefits to each project participant that would not all be available outside of the Collaboration. These include:

- Cost effective replacement of recreational assets owned by all three parties that are beyond their useful operating life
- Reduction of operating and capital costs of providing arena facilities to serve all three parties by consolidating multiple separate facilities into one modern, energy-efficient two-pad structure
- Utilization of the synergies that exist between the different ice time needs of the parties to optimize use of available operating hours
- Capitalizing upon the potential contribution of real estate to the project by the Provincial Government
- Provide an arena in a location that provides easy access to both universities and the HRM community.

BACKGROUND

Both Dalhousie and Saint Mary's require new arenas to accommodate university programming. Dalhousie demolished the former Memorial Arena in 2012 due to its age and deteriorated condition and Saint Mary's existing arena is nearly 50 years old and has insufficient size and poor functionality. Both universities currently rent ice time at the Halifax Forum (Forum). Continuing to rent time at the Forum does not present an attractive opportunity to Dalhousie due to the physical separation from the campus and the positive impact of recreational facilities for students on / or near campus. Saint Mary's has had a long term successful arrangement with the Halifax Forum for Men's Varsity Hockey but a new arena within walking distance of the University has distinct advantages. The universities understand that HRM requires a replacement for the aging Devonshire Arena, which has been described as "high risk to fail" for several years according to the HRM Long Term Arena Strategy (June 2012). The shared arena will positively impact the HRM Arena system capacity requirements and as well can offer increased flexibility in meeting community arena needs by adding to the mix and location of facilities. This proposal comes pursuant to Regional Council's August 14, 2012 direction to staff to consider partnership opportunities and it presents an opportunity to leverage potential benefits of a joint twin-pad arena while HRM is implementing longer term plans for a 3- or 4-pad arena complex on the Halifax Peninsula.

COLLABORATIVE CONCEPT

Dalhousie and Saint Mary's are committed to developing a collaborative concept that will maximize the opportunities and potential benefit of partnering between Dalhousie, Saint Mary's Universities and Halifax Regional Municipality for the development and operations of a twin pad arena facility. The arena should be capable of accommodating varsity hockey, intramural programs, community rentals as well as the needs of sport club and society uses. As well, the concept could also be

expanded to include the development and delivery of joint programs that conform to and support the Vision Statement of the new facility.

For the purposes of this proposal, the collaborative concept is presented in layers. Each layer describes the key elements of the relationship through which the facility would be developed and operated. The key elements include:

- Shared, Overarching Vision
- Ice Access
- Proposed Ownership and Governance
- Proposed Management/Operator Model
- Conceptual Twin-Pad Arena Design
- Capital Cost Estimate & Proposed Capital Cost Split Principles

SHARED OVERARCHING VISION

Dalhousie and Saint Mary's are committed to developing and adopting a common, shared, overarching Vision Statement with HRM that describes the purpose, philosophy and long-term potential of the project. The Vision Statement will be supported by a series of goals, objectives, operating standards, etc. that clearly define a mutually agreeable and functional approach to the development and operation of the arena facility and the delivery of its programs. It is proposed that a consultant be engaged to assist the Parties in the development of this important foundational work.

ICE ACCESS

Dalhousie and Saint Mary's generated ice usage profiles by reviewing present and projected varsity, intramural, club, and general recreation ice times. The typical university ice usage profile is split approximately 50/50 between non-primetime hours and primetime hours for university uses. The typical ice usage profiles for Dalhousie and Saint Mary's split over two arenas identifies that there is a substantial amount of primetime available to HRM citizen programming since 50% of the university programs occur during non-primetime hours. For the purposes of this proposal, primetime is considered from Monday to Friday 5:00pm to 11:00pm and Saturday/Sunday from 8:00am to 11:00pm. This represents 60 primetime hours per week per ice sheet or 120 weekly total primetime hours. To illustrate a snapshot of the universities ice usage profiles and highlight the available primetime to HRM, a 'mock ice schedule' was prepared (see attached). Based on this 'mock ice schedule', HRM would have greater than one ice sheet of primetime hours available or approximately 62 of 120 hours weekly. This preliminary ice access review suggests that the collaborative ice access is functional for each partner. More detailed scheduling and negotiations are required as the collaborative process proceeds but the foundation of available ice time provides rationale to continue the process.

PROPOSED OWNERSHIP AND GOVERNANCE

It is understood that all partners require a stake in ownership in order to provide capital funding to the project. Given this requirement it is proposed that the parties will enter discussions with respect to the specific form and nature of the legal entity to be established to own the land and building and to govern the collaborative relationship among the parties. Such discussions would be reflective of the contributions being made by each party and will result in a mutually acceptable mechanism for ongoing oversight and governance of the project and continued operation of the proposed facility, including the development of conflict resolution mechanisms.

It is recognized that the partners will be exposed to certain risks inherent with the venture. However, the partners anticipate that the Collaboration would mutually absorb or share in certain amounts of risk commensurate with each organizations investment in and control over the project. A clear understanding of the risk tolerance of each partner will be established in the development of the model.

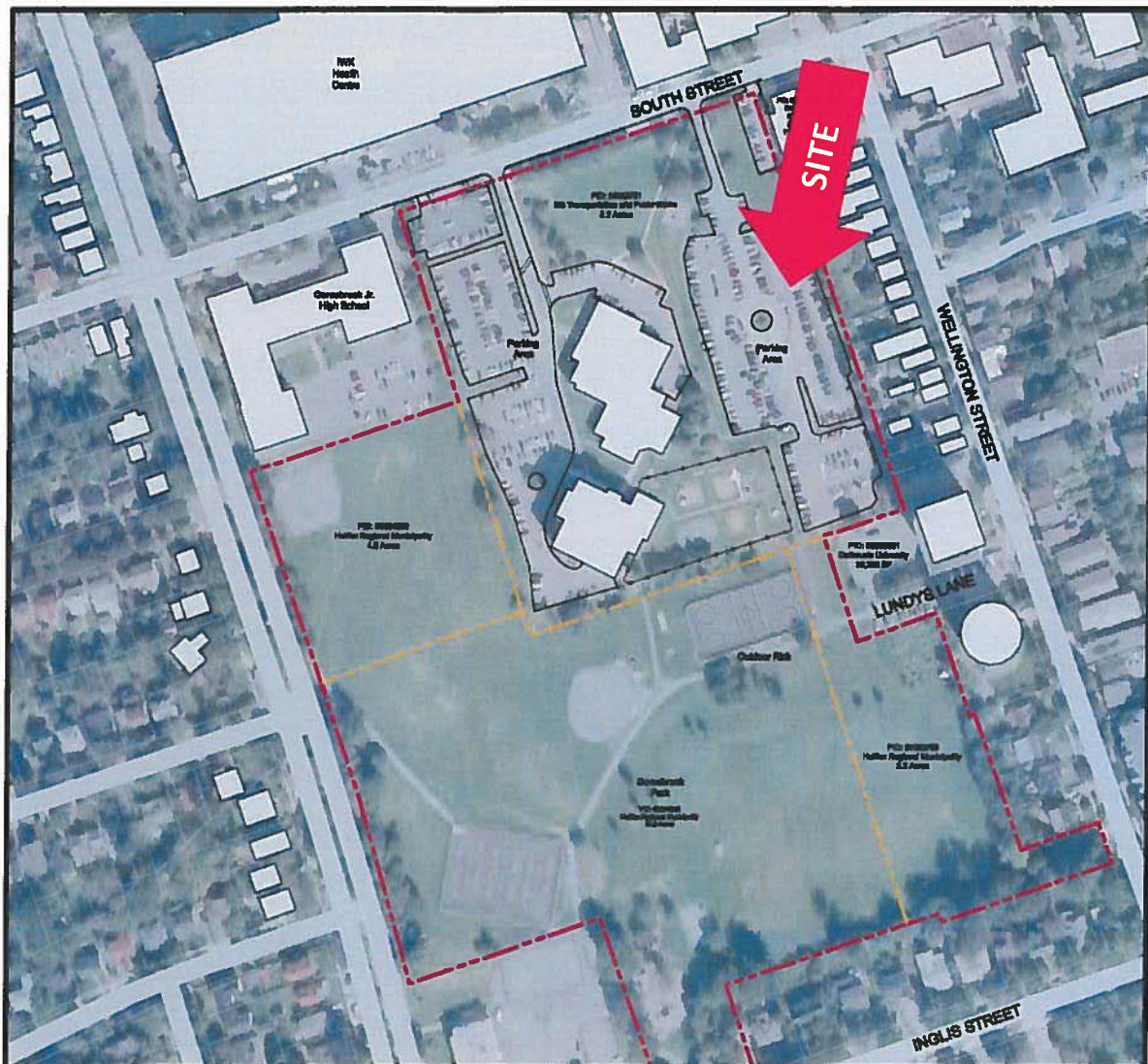
PROPOSED MANAGEMENT/OPERATOR MODEL

It is proposed that a third party operator be retained/contracted by the Collaboration to manage and operate the two-pad arena facility. This Operator Model is currently used by HRM at the BMO Centre where Nustadia operates the facility. The Operator should be required to maintain a capital reserve fund to pay for facility repairs. This fund should provide the Collaboration relief from maintenance cost sharing disagreements. The universities propose that an RFP be issued for the Operator in advance of the design/bid process to allow the Operator input into the design to ensure optimum seating capacity, operational efficiencies and maximum revenue potential.

CONCEPTUAL TWIN-PAD ARENA DESIGN

Site

The proposed site location for the twin-pad arena is at 5490 South Street, Halifax. These lands are currently owned by the Province of Nova Scotia and utilized as a surface parking lot and are identified by the 'red arrow' in image below. The site is a portion of a larger parcel of land which also includes the Atlantic Provinces Special Education Authority buildings (PID: 00053751). This proposal is based on the Province of Nova Scotia providing the land at no cost to the Collaboration.



The site enables access to South Street and Lundys Lane for two access and egress points. A traffic impact analysis will be necessary in the next stages of the site development.

Land Use Planning

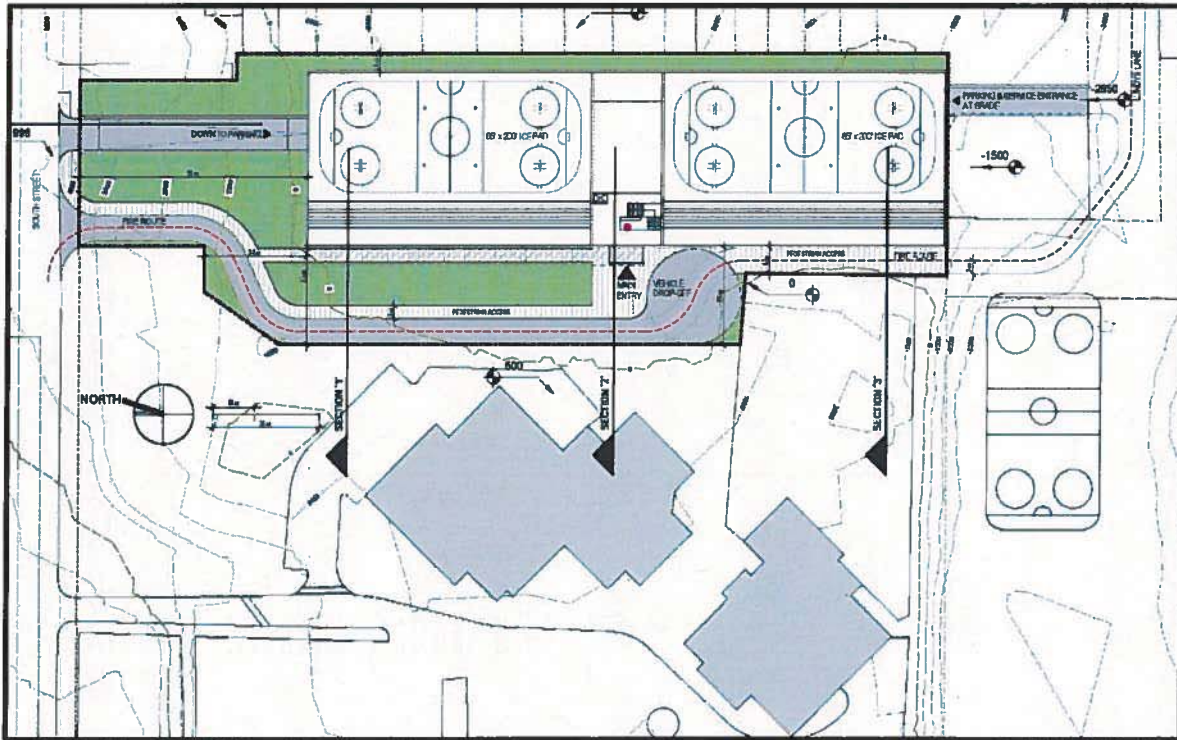
The property at 5940 South Street has a split future land use designation: the northern third of the property (approx.) is designated High Density Residential while the southern two-thirds of the property (approx.) are designated Low Density Residential. Despite the two different land use designations, the entire property is zoned General Residential Conversion (R-2A Zone). This zone permits Single Family Home (R-1 Zone), General Residential (R-2 Zone) and Townhouse (R-2T Zone) uses.

The current zoning and planning policies for 5940 South Street do not support or allow construction of a new arena facility. The Municipal Planning Strategy for the South End Area Plan specifies that university developments must be restricted to the areas only designated for such uses. In order for an arena

facility to be permitted on the property at 5940 South Street (or a portion thereof), a municipal planning strategy amendment and rezoning is required. A planning strategy amendment must demonstrate what circumstances have changed since original adoption of the plan to warrant the amendment. In this case, a probable amendment scenario would involve changing the Low Density Residential designation to Open Space and apply a Park and Institutional (P Zone) to allow for the collaborative arenas to proceed as-of-right. The Municipal Planning Strategy amendment process would be public and is integral to this project.

Conceptual Design

Preliminary conceptual plans illustrate that a two-pad arena (situated end-to-end) can be accommodated on the site located at 5490 South Street. The plans illustrate two NHL-sized ice surfaces of 200' x 85' with team dressing rooms with spectator seating above, lobby and service areas, and viewing areas. Parking is currently proposed beneath the arenas with the site topography providing advantages for accessing the parking at grade from the Lundys Lane entrance.



Based on this preliminary conceptual plan, the base building size is approximately 70,000 SF at ice level and 25,000 SF at the upper level totaling approximately 95,000 SF. The preliminary elevation plans for the building illustrate that the proposed building height ranges from 32 feet (9,700mm) at the parapet to 38 feet (11,700mm) at the upper parapet. Schematic design will further detail the mean grades around the building in every attempt to keep the highest point of the building at or below the 35 foot height maximum.

The Collaboration will naturally consider alternative conceptual layouts for the proposed twin pad arena. The preliminary conceptual plan illustrated in this proposal represents just one possible option in terms of seating, lobby, and service areas. The Shared Vision and input from the operator will provide further insight on the optimum seating capacity and facility layout. This preliminary conceptual plan will be analyzed and refined during schematic design as the partners engage in programming the buildings elements. Further illustrations of the preliminary conceptual plans are attached for reference.

CAPITAL COST ESTIMATE & PROPOSED CAPITAL COST SPLIT PRINCIPLES

Based on a 95,000 SF building at approximately \$300 - \$340 per SF project cost, this building is roughly estimated to cost \$28,500,000 to \$32,300,000, excluding the parking area and site development (i.e. Landscaping). The parking is proposed to be self-financed through the rate structure. This approximate capital cost is subject to further refinement.

Based on the shared, overarching Vision that describes the purpose, philosophy and long-term potential of the project and the mutually agreed series of goals, objectives, operating standards and program delivery requirements. The Collaboration will need to determine jointly what is considered the "mutually agreeable building" for which the capital cost split would apply. If one of the partners wants more than the "mutually agreeable" building, then they would be responsible for that additional capital cost.

The proposed capital cost split for the "mutually agreeable" building is 50% HRM / 25% Dalhousie / 25% Saint Mary's. This proposed cost split is based on HRM getting approximately one ice sheet equivalent of primetime ice access. Our understanding is that HRM is primarily interested in primetime hours to service youth programs. The weighting of the governance model would also be based on this proposed split – 50% HRM / 25% Dalhousie / 25% Saint Mary's. An arbitration process would be necessary for any 'tie-breakers' or governance decision conflicts.

Further to the capital cost split, each partner will be required to purchase ice hours based on a standard hourly rate. The capital contribution does not relieve the partners from purchasing ice time hours, as agreed to by the partners on an annual basis.

CONCLUSION

The proposed two-pad arena would meet the following objectives for each partner:

- Consolidate arenas into one shared 2-pad facility, which will reduce operating, maintenance, and utility costs over separate single pads. Costs to be determined and confirmed at Schematic Design.
- Provide better efficiency of space utilization through a centralized scheduling system.
- Provide a more energy efficient building that is potentially built to LEED standards.
- Assist HRM in implementing their long term strategy on arenas.
- Provide an arena in a location that provides easy access to both universities and the HRM community.
- Demonstrate a successful collaboration among four parties; Dalhousie University, Saint Mary's University, Halifax Regional Municipality, and the Province of Nova Scotia.

ANTICIPATED NEXT STEPS

Given the land use designation on the site and the time required to make amendments, the anticipated next steps for this project are as follows:

September 2013	Decision on collaborative proposal by HRM Regional Council
✓ October 2013	Decision on terms/MOU by Dal/SMU Boards of Governors/HRM
October 2013	Prepare MPS amendment package including traffic study
✓ November 2013	Engage Consultant to assist with development of Shared Vision etc.
November 2013	Engage the Operator to assist in planning process
November 2013	MPS amendment package received by HRM
January 2014	MPS amendment initiation at HRM Regional Council
January 2015	MPS Amendment public hearing decision at HRM Regional Council
January 2015	Initiate Schematic design process
June 2015	Finalize Schematic design and decision by Dal/SMU Board of Governors/HRM
July 2015	Initiate design development
December 2015	Finalize design development
2016	Begin construction

Ice Access - “Mock Ice Schedule”

Mock Winter Ice Schedule

Sheet A - Largely SMU and Dal Use

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
6:00							
6:30	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance		
7:00							
7:30		Mens					
8:00		Varsity					
8:30							
9:00	Women	Women	Women	Women	Women		
9:30	Varsity	Varsity	Varsity	Varsity	Varsity		
10:00	Hockey	Hockey	Hockey	Hockey	Hockey	Ringette	
10:30							
11:00							
11:30							Men
12:00	Intramurals	Staff	Staff	Staff			Varsity
12:30		Skate	Skate	Skate			
1:00				Staff	Intramurals		
1:30				Skate			
2:00	Figure						
2:30	Skating	Student		Student			
3:00		p/u Hock		p/u Hockey		Women	Women
3:30		Faculty				Varsity	Varsity
4:00		p/u Hock		Women			
4:30				Varsity			
5:00					Women		
5:30	Men	Men	Men	Men	Varsity		
6:00	Varsity	Varsity	Varsity	Varsity			
6:30							
7:00							
7:30		Intramural			Women &	Women &	
8:00		Hockey			Men	Men	
8:30					Varsity	Varsity	
9:00					Games	Games	Intramural
9:30	Intramurals	Intramurals	Intramurals	Intramurals	Every 2nd Week	Every 2nd Week	Hockey
10:00							or
10:30					Open		Broomball
11:00					Hockey		
11:30					League		
12:00							

SMU Programs

Ice Maintenance




Dalhousie Programs

Time Available for HRM Programs

Mock Winter Ice Schedule

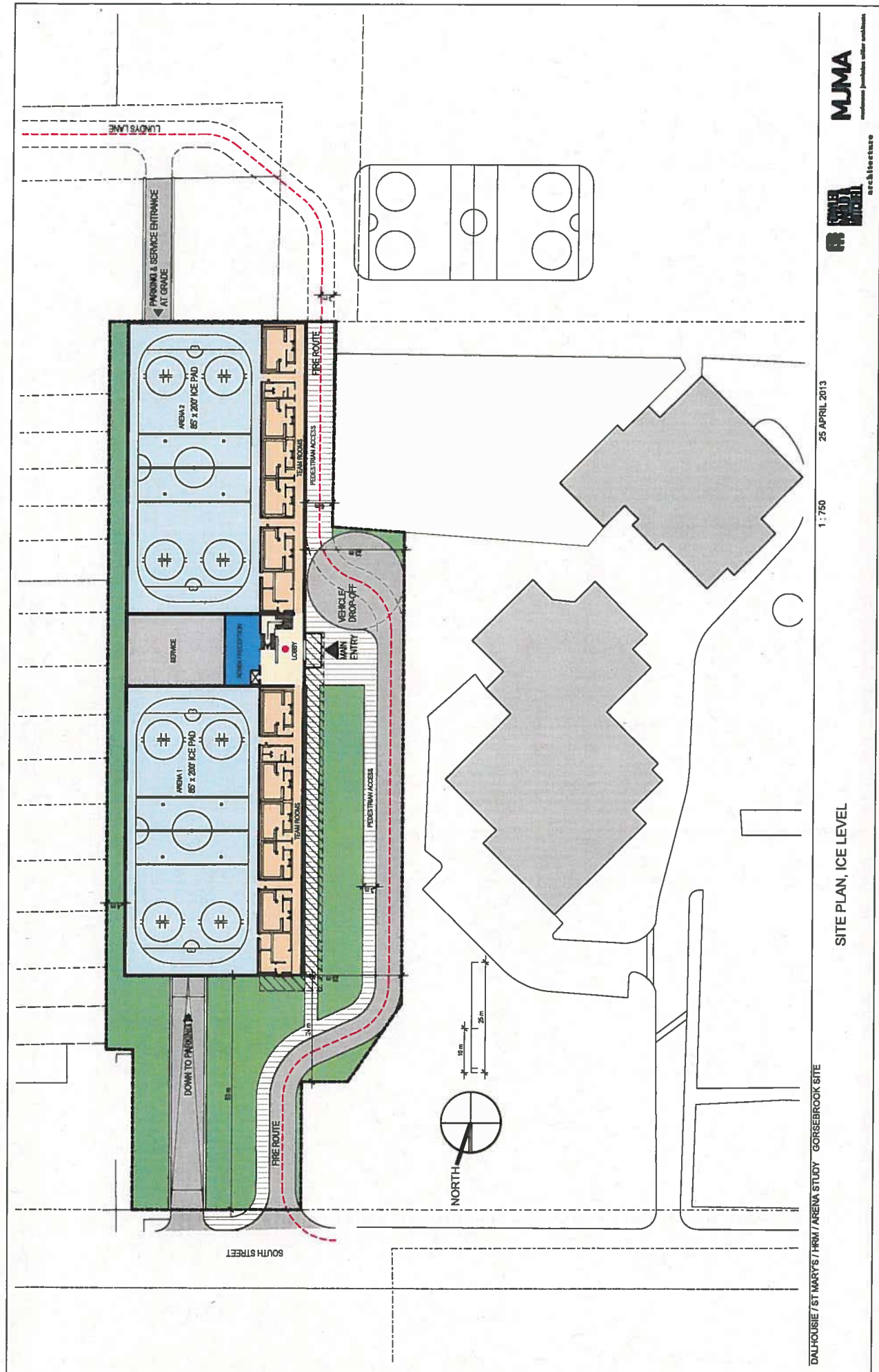
Sheet B - Largely HRM Use

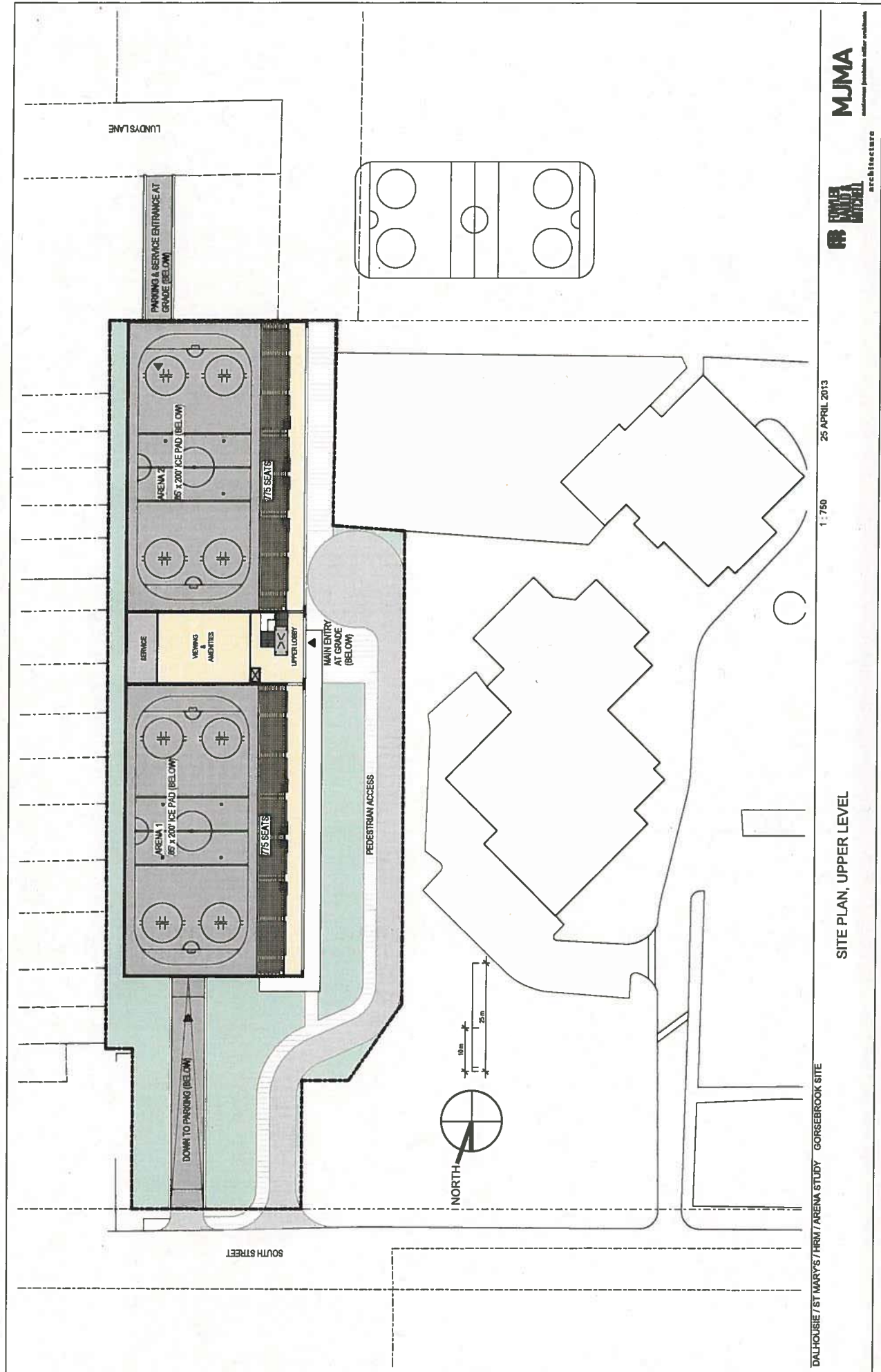
TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
6:00							
6:30							
7:00		Ringette					
7:30	Women's		Women's				
8:00	Varsity		Varsity				
8:30		Figure		Figure			
9:00		Skating		Skating			
9:30							
10:00							
10:30							
11:00							
11:30							
12:00							
12:30							
1:00							
1:30							
2:00	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance		
2:30							
3:00							
3:30							
4:00							
4:30							
5:00	Men	Women	Men	Men			
5:30	Varsity	Varsity	Varsity	Varsity			
6:00							
6:30							
7:00							
7:30					Women &	Women &	
8:00					Men	Men	
8:30					Varsity	Varsity	
9:00					Games	Games	
9:30					Every 2nd Week	Every 2nd Week	
10:00							
10:30							
11:00							
11:30							
12:00							

 SMU Programs
 Ice Maintenance
 Dalhousie Programs

Time Available for HRM Programs

Conceptual Design Details



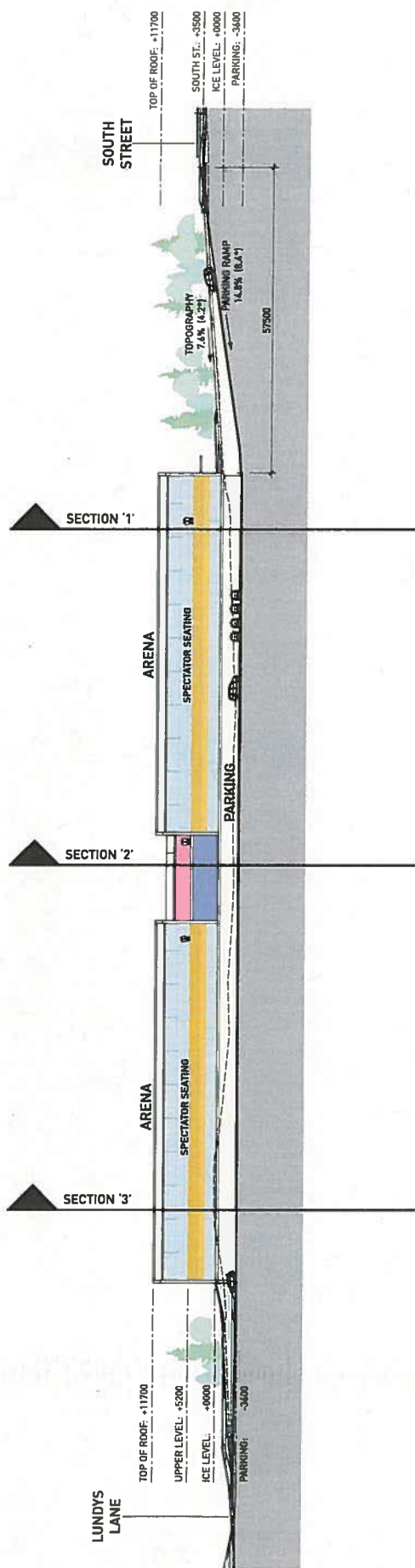


DALHOUSIE / ST MARY'S / HRM / ARENA STUDY / GORSEBROOK SITE

SITE PLAN, UPPER LEVEL

1 : 750

25 APRIL 2013



DALHOUSIE / ST MARY'S / HRM / ARENA STUDY GORSEBROOK SITE

1:750

25 APRIL 2013

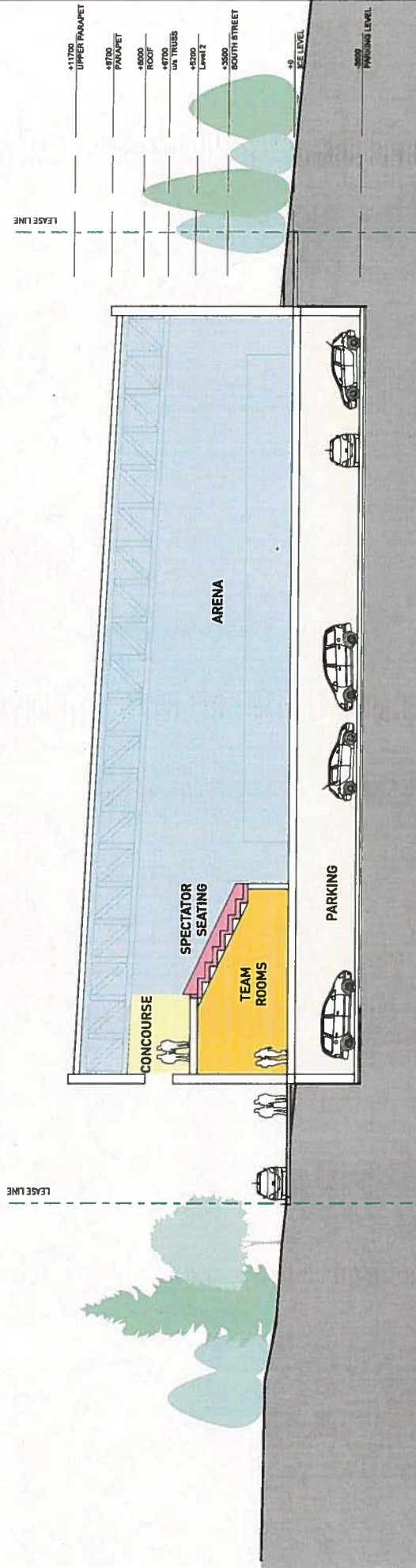
SECTION '4', N-S THROUGH SITE



Architecture

MJMA

moderna junta milder architects

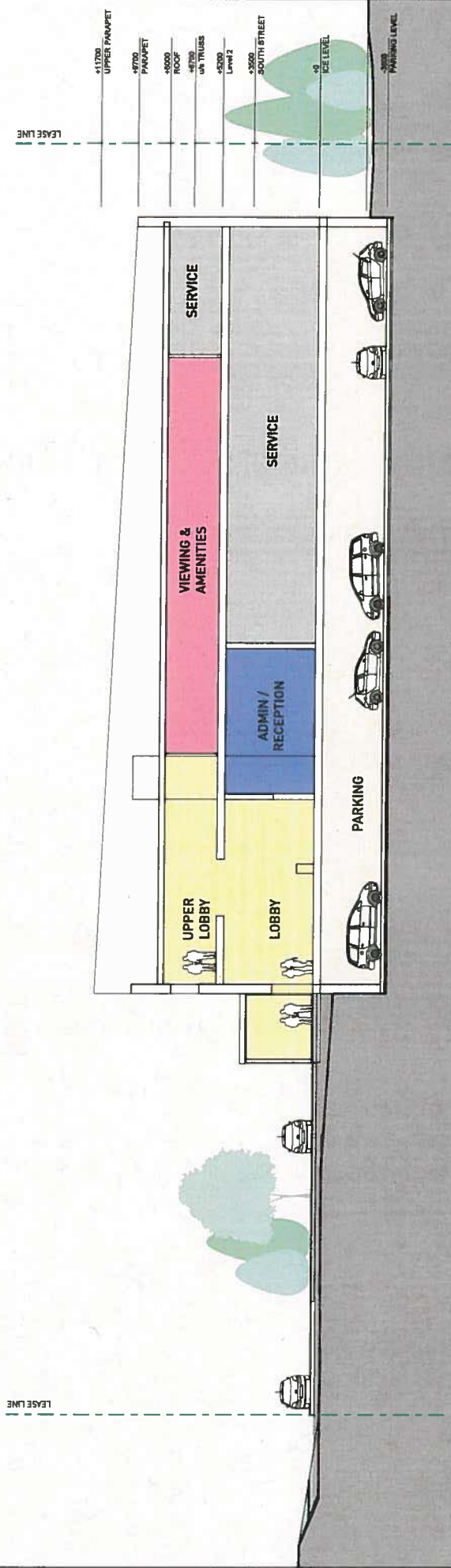


DALHOUSIE / ST MARY'S / HRM / ARENA STUDY GORSEBROOK SITE

1 : 200

25 APRIL 2013

SECTION '3' - AT LUNDYS LANE



+11700	UPPER PARAPET
+9700	PARAPET
+10000	ROOF
+8700	UH TRUSS
+13000	Level 2
+5500	SOUTH STREET
+0	ICE LEVEL
-300	PARKING LEVEL

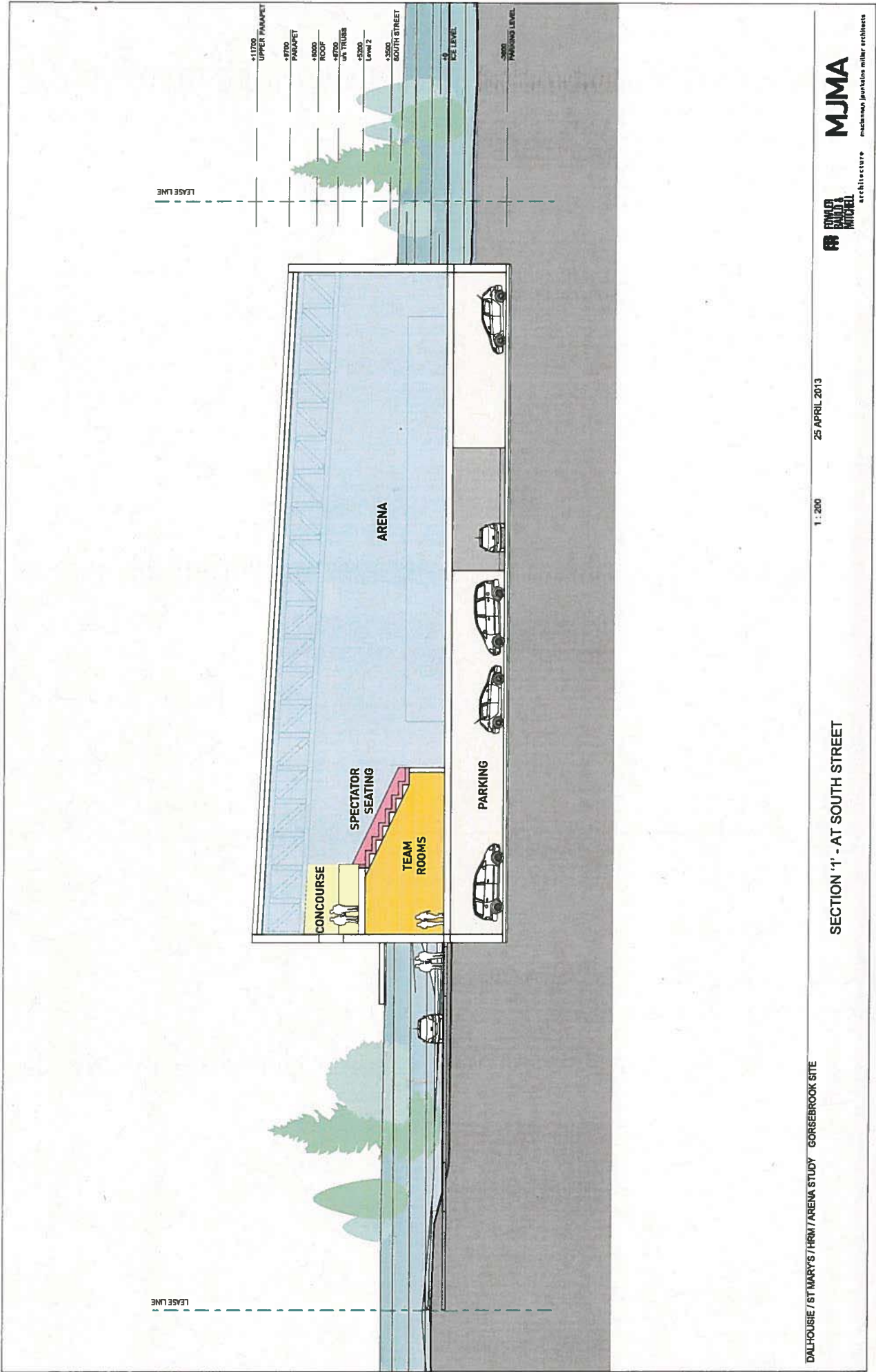
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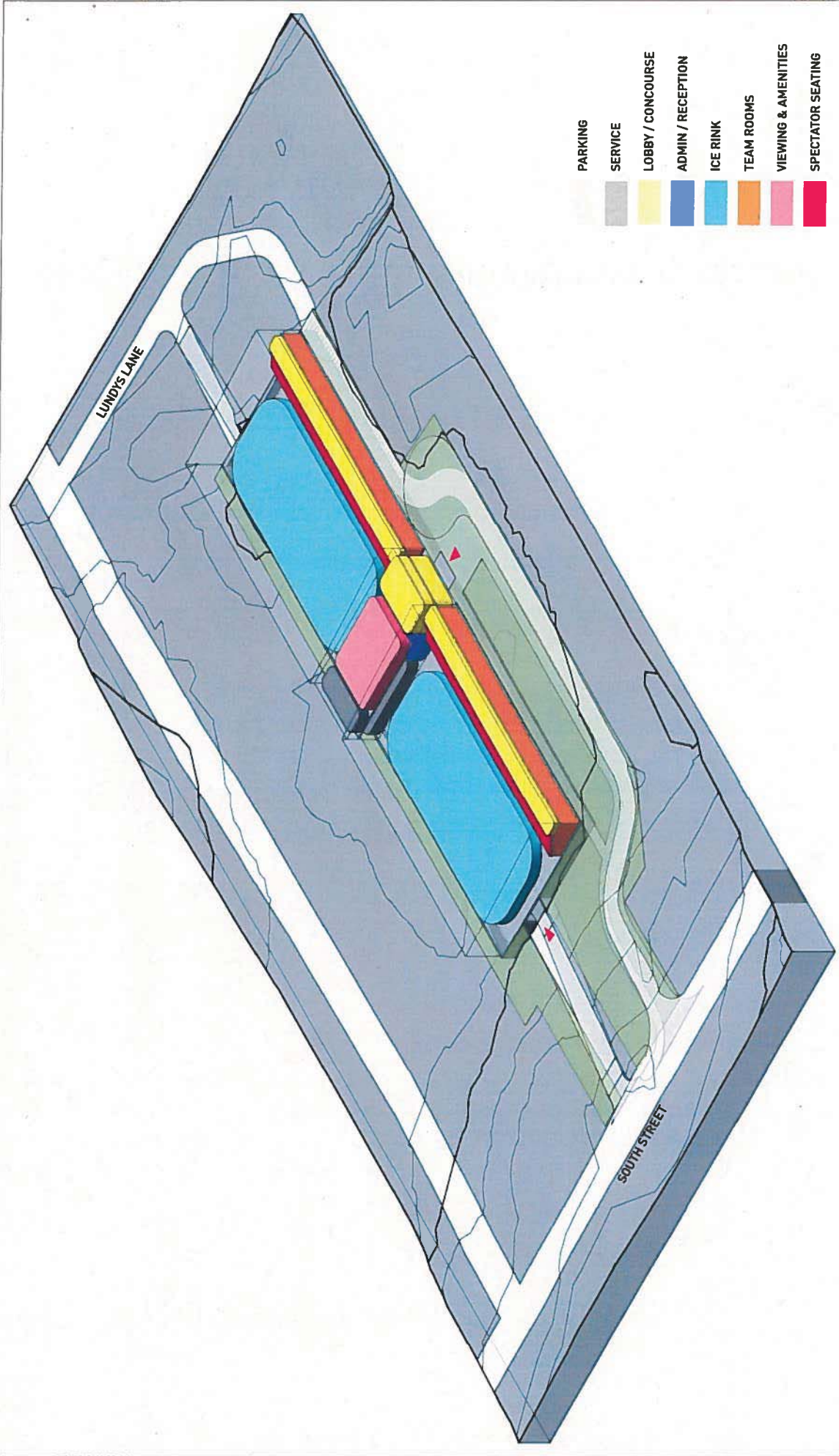
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SECTION '2' - AT LOBBY



MJMA
medean joubert miller architects

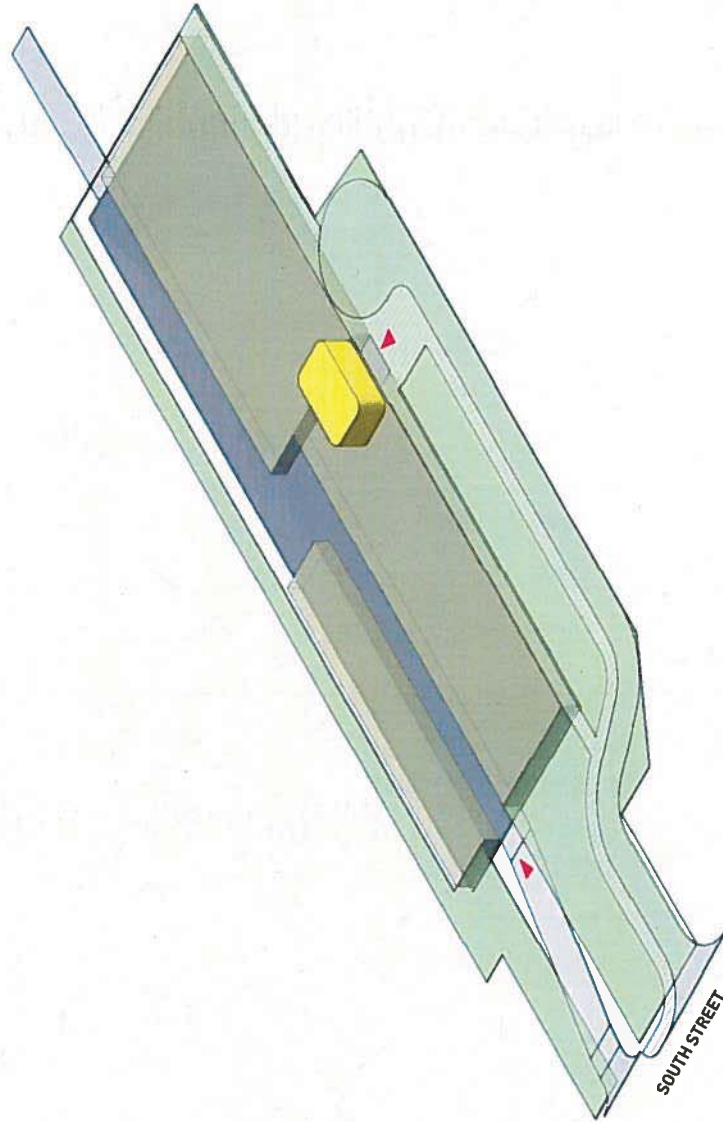




- PARKING
- SERVICE
- LOBBY / CONCOURSE
- ADMIN / RECEPTION
- ICE RINK
- TEAM ROOMS
- VIEWING & AMENITIES
- SPECTATOR SEATING

AXONOMETRIC PROGRAM MASSING STUDIES

LUNDYS LANE

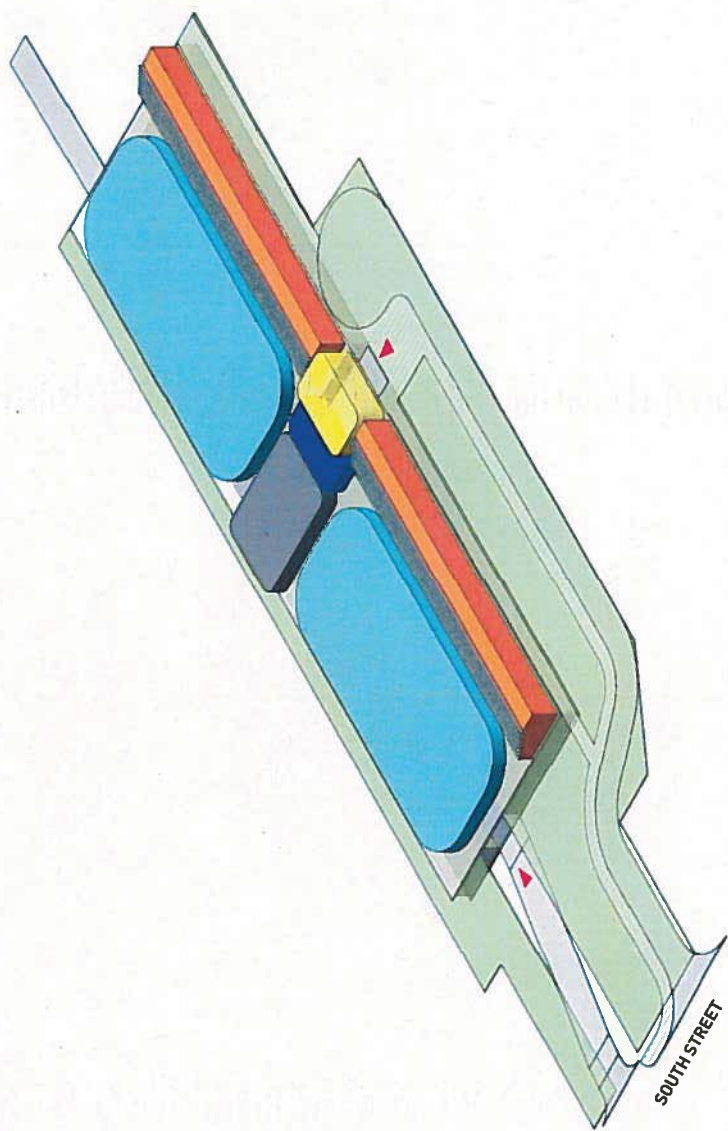


SOUTH STREET

LOWER LEVEL - PARKING

- PARKING
- SERVICE
- LOBBY / CONCOURSE
- ADMIN / RECEPTION
- ICE RINK
- TEAM ROOMS
- VIEWING & AMENITIES
- SPECTATOR SEATING

LUNDYS LANE

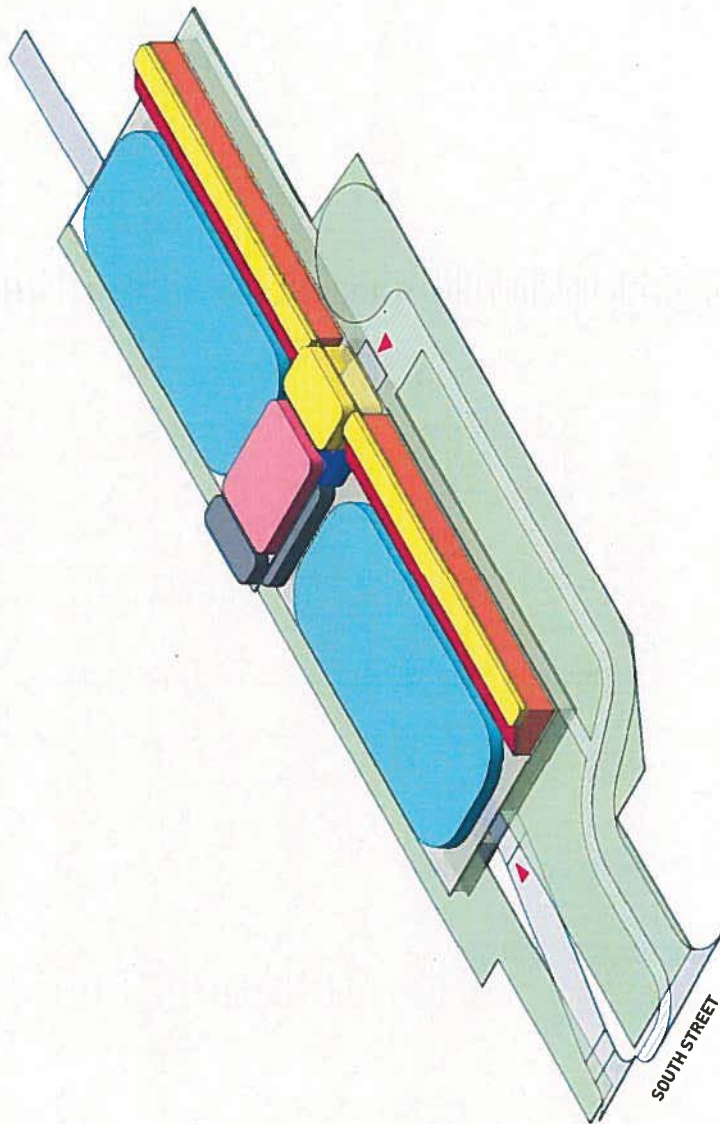


SOUTH STREET

ICE LEVEL

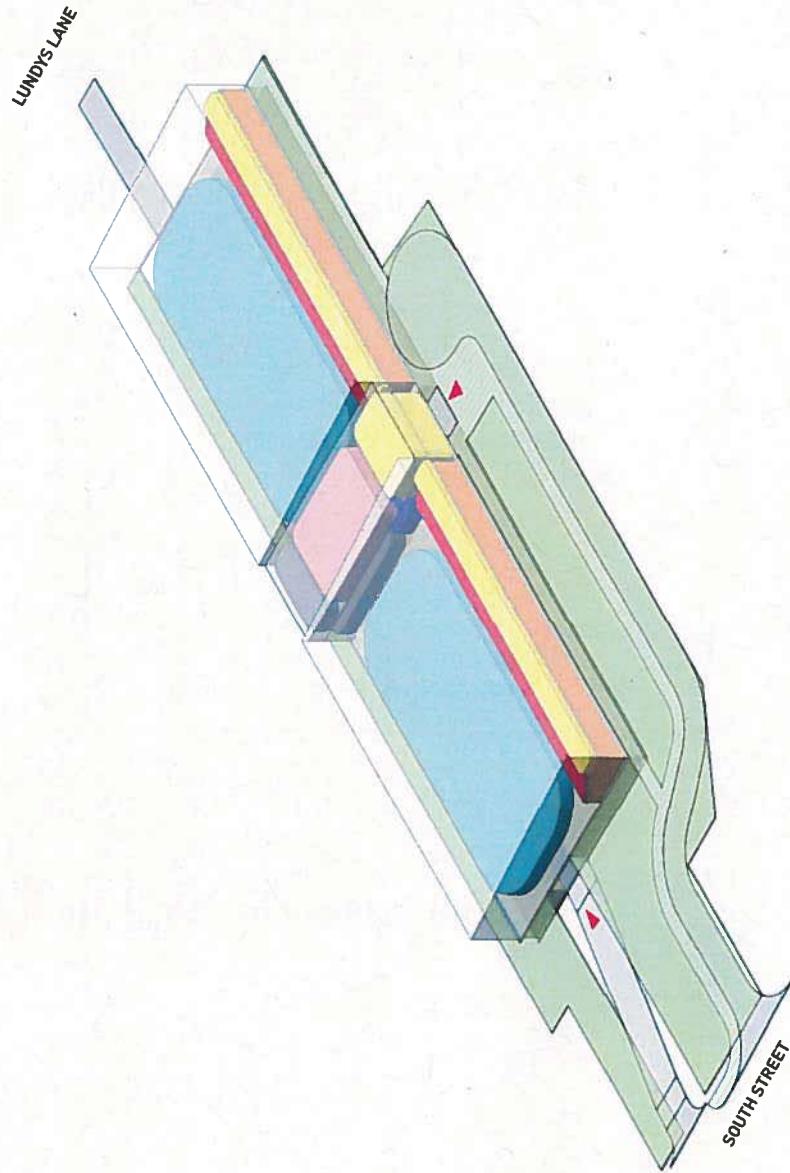
- PARKING
- SERVICE
- LOBBY / CONCOURSE
- ADMIN / RECEPTION
- ICE RINK
- TEAM ROOMS
- VIEWING & AMENITIES
- SPECTATOR SEATING

LUNDY'S LANE



UPPER LEVEL

- PARKING
- SERVICE
- LOBBY / CONCOURSE
- ADMIN / RECEPTION
- ICE RINK
- TEAM ROOMS
- VIEWING & AMENITIES
- SPECTATOR SEATING



SHELL

- PARKING
- SERVICE
- LOBBY / CONCOURSE
- ADMIN / RECEPTION
- ICE RINK
- TEAM ROOMS
- VIEWING & AMENITIES
- SPECTATOR SEATING

**Board of Governors Resolutions from Dalhousie and Saint
Mary's Universities**



Office of the Board of Governors

I hereby certify that the following Resolution was approved by the Board of Governors of Dalhousie University on June 25, 2013, in accordance with its by-laws and that this Resolution remains in full force and effect.

Date: JULY 22, 2013

Secretary: Originals signed

Signature:

Resolution:

THAT the Board of Governors, on the recommendation of the Capital Projects and Facilities Committee, authorize the Vice-President (Finance and Administration) to enter into negotiations with Saint Mary's University, Halifax Regional Municipality, and the Province of Nova Scotia regarding an appropriate arrangement for the construction, operation and management of a twin-pad arena at the location known as the Gorsebrook site.

BOARD RESOLUTION, July 3, 2013

I hereby certify that the following Resolution was approved by the Board of Governors of Saint Mary's University on July 3, 2013 in accordance with the By-Laws of the University, and that the resolution is in full force and effect.

Resolution:

The Board of Governors authorize the Vice-President (Finance and Administration) to enter into negotiations with Dalhousie University, Halifax Regional Municipality, and the Province of Nova Scotia regarding an appropriate arrangement for the construction, operation and management of a twin-pad arena at the location known as the Gorsebrook site.

Dated this 23 day of July, 2013

As witnessed the Corporate Seal

Original Signed

Dr. David Gauthier, Secretary

Seal

Received June 20/13

Mock Winter Ice Schedule Sheet B - Largely HRM Use

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
6:00							
6:30							
7:00		Ringette					
7:30	Women's	Contact with Men's Varsity Practise	Women's				
8:00	Varsity		Varsity				
8:30							
9:00	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance		
9:30							
10:00							
10:30							
11:00							
11:30							
12:00							
12:30							
1:00							
1:30							
2:00							
2:30							
3:00							
3:30							
4:00							
4:30							
5:00		Women's		Men's			
5:30		Varsity		Varsity			
6:00							
6:30							
7:00							
7:30							
8:00							
8:30							
9:00							
9:30							
10:00							
10:30							
11:00							
11:30							
12:00							
	SMU Programs			Time Available for HRM Programs			
	Ice Maintenance						
	Dalhousie Programs						

Received June 20/13

Mock Winter Ice Schedule Sheet A - Largely SMU and Dal Use

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
6:00							
6:30	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance		
7:00							
7:30							
8:00	Women	Women	Women	Women	Women		
8:30	Varsity	Varsity	Varsity	Varsity	Varsity		
9:00	Hockey	Hockey	Hockey	Hockey	Hockey		
9:30							
10:00							
10:30		Figure		Figure			
11:00		Skating		Skating		Ladies	
11:30	Men		Men			Ice	
12:00	Varsity	Staff	Varsity	Staff			
12:30	Practise	Skate	Practise	Skate			
1:00					Intramurals		
1:30			Women's				
2:00	Figure		Varsity				
2:30	Skating	Student	Hockey	Student			
3:00		p/u Hock		p/u Hockey			Women's
3:30		Faculty					Varsity
4:00		p/u Hock			Figure	Women's	
4:30					Skating	Varsity	
5:00	Men		Men				
5:30	Varsity		Varsity				
6:00		Men		Men			
6:30		Varsity		Varsity			
7:00							
7:30				Intramurals	Women &	Women &	
8:00		Intramural			Men	Men	
8:30		Hockey			Varsity	Varsity	
9:00					Games	Games	Intramural
9:30	Intramural			Intramurals	Every 2nd Week	Every 2nd Week	Hockey
10:00	Hockey		Intramural				or
10:30			Hockey		Open		Broomball
11:00		Intramurals			Hockey		
11:30					League		
12:00							

SMU Programs

Ice Maintenance

Dalhousie Programs

Time Available for HRM Programs



Halifax Forum Redevelopment

March, 2013



Submitted to:

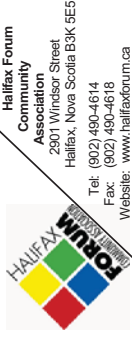
Halifax Regional Municipality
Regional Recreation and Culture



Submitted by:

Halifax Forum Community Association
George Findlay, HFCA Chairman
2901 Windsor Street
Halifax, NS B3K 5E5





February 28, 2013
Halifax Regional Municipality
Regional Recreation & Culture
PO Box 1749
Halifax, NS B3J 3A5

Attention: Ms. Denise Schofield, P. Eng.

Dear Ms. Schofield,

Attached is an initial proposal which outlines a vision for a development plan for the Halifax Forum Complex in relation to the Long Term Arena Strategy (LTAS) and in particular to the Peninsula Consolidation Recommendations as outlined in the report.

In our presentation, the Halifax Forum Community Association is submitting what we believe, is a comprehensive and attractive strategy to add an additional arena, housing a regulation ice pad and also offering many additional improvements that will make HRM and its citizens very proud. Also this plan will extend the life of this historic venue for many years to come.

Cost estimates from the LTAS for the original recommendations were \$45 million dollars, however, it should be noted the initial estimated cost of our proposal will be \$38 million dollars.

It should be pointed out that the Halifax Forum Community Association, the former Halifax Forum Commission have an impressive track record in developing additional facilities to the Forum (Multi-Purpose Centre 1988, Civic Centre 1995 and the Bingo Centre and Maritime Hall in 2003). The foregoing improvements came about as a result of energy, desire, knowledge and the drive to get things done and we are proud of these accomplishments. We are 100% dedicated to seeing our new plans approved and developed and look forward to working with you, your staff and members of HRM Council, in order that we can proceed together to make the vision become a reality.

Yours very truly,

Original signed

G.C. Findlay, Chairman
Halifax Forum Community Association

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Halifax Forum Site Redevelopment

Halifax Forum Site Redevelopment

40 years ago the various municipalities that now make up HRM enjoyed a construction boom of arenas that celebrated the Centennial years. While these arenas were well used, they were essentially one dimensional focusing on a specific user and a specific activity. The HFCA recognizes the current industry standard of Multi-Use Arena Facilities and have invested a great deal of time to propose a site development plan which recapitalizes HRM assets, adds another arena to inventory, provides new multi-use space for the citizens while meeting all the development standards published in the long term arena strategy.

The following items presented by the HFCA to HRM Regional Recreation and Culture will feature the benefits of redeveloping the Halifax Forum site.

Vision

Regardless if we are referencing the Indoor Recreation Facility Master Plan (2004), the Community Facility Master Plan (2008) or the Long Term Arena Strategy (2012), there are several core principles which can be found in various forms in each of the HRM facility related plans developed over the past eight years.

Any new or existing facility expansion should:

- not be undertaken in competition with existing facilities or services
- be located on highly visible sites that maximize access and be situated on mass transportation routes
- be developed in conjunction with existing facilities in order to maximize both the convenience / enjoyment of citizens and economies of scale in terms of operations
- have significant existing or future population with appropriate demographics to support the proposed facility additions / changes

Additionally, when establishing the vision for the Halifax Forum Site Redevelopment proposal the HFCA has added to these core principles listed above by also including the following:

The Halifax Forum Site Redevelopment must:

- ensure we are offering a multi-use complex utilizing our central location in a hub concept
- elevate existing citizen pride of an HRM landmark property
- revenue neutral facility able to take advantage of expanded cross functional programming and the operational efficiencies that exist in a hub facility
- ability to “turn key” an additional HRM arena at no disruption to current ice programming
- improved pedestrian and traffic flow and a feature of noise dampening
- ensure building synergy and flow to improve the guest experience and offer %100 accessibility

Facility Development Standards - our proposal addresses each of the development standards of the LTAS Section 3.1:

- Hub concept facility operating efficiently
- 100% accessible
- 2 NHL sizes areas, plus the Forum increases tournament hosting opportunities
- Common area where spectators can view 3 arenas
- Multi-purpose room or hosting room for tournaments
- Adequate seating in all arenas for ice sport and other events.
- Dressing room sizes of 325 square feet and mixed gender accommodations
- Participants to enjoy water filling stations and adjustable water temperature showers
- Dry land warm up space to improve the participant experience and improve public safety
- LEED Silver goal to improve entire building efficiency
- A sustainable facility maximizing revenue through effective programming and efficiencies

Added Benefits - additionally our proposal has the added benefits of:

- Expanded programming for ice sport and dry land, public and community events
- Existing on-line reservation system would include new arena and community rooms
- Forum positioned properly for the ever increasing neighboring high density housing
- More community engagement with community rooms, improved common areas and a spectator guest centre
- Citizen inclusion, 100% accessibility, building synergy to improve the guest experience
- Ability to “turn key” an additional HRM arena at no disruption to current ice programming
- Experienced management and board who consistently meet HRM’s reporting requirements

Long Term Arena Study - our proposal addresses each of the risk concerns outlined the LTAS:

- All necessary new and improved ice making equipment are included with this proposal
- Exterior of the Forum repaired to LEED Silver standard addressing efficiency and safety issues
- North End parking lot to be graded to improve traffic flow and pedestrian safety
- Box section of the Forum now enclosed and heated
- Forum sound system installed 2012, arena heat installed 2011
- This proposal to produce 2 NHL recognized fields of play
- Forum complex to be 100% accessible

Timeline - our projected total completion time for all aspects of this proposal is estimated at 24 months. The components of the new project breaks down as follows:

- Multi-Purpose Centre Demo 1.5 months
- New Rink/Foyer/Atrium/Mechanical 12 months
- Civic Centre to NHL Size 2 months
- Central Community Link 11 months
- Forum Renovations 12 months

Cost - the cost of the total project (inclusive of insurance, design fees, permits and general conditions is estimated at \$38,724,700.



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Halifax Forum Redevelopment

Project Intent

The purpose of the overall project is to achieve several goals:

- Emphasize the historic aesthetic of the Forum building by revitalizing and restoring key architectural features of the original design
- Take a cohesive approach with the overall complex upgrades to ensure that modern structures visually pick up on the historic design cues on site
- Add a new regulation NHL sized ice rink
- Increase the Civic Centre ice surface to a regulation NHL size
- Add new sky boxes for the Civic Centre and Forum rinks
- Create a series of new concessions and lounge space
- Create a variety of community use multi-purpose rooms adjacent to the rinks
- Create a new glass atrium entrance foyer that links to existing Civic Centre and new rink
- Install new elevators and stairways to improve barrier-free access and improve circulation flow
- Standardize floor levels to increase barrier-free access around the complex
- Update the Almon and Windsor Street facades.
- A parking garage is a possible option for additional site parking
- The landscape (hardscape and softscape) will be adjusted to improve vehicle and pedestrian movement on site as well as address associated risks with current site
- Life Safety issues will be addressed throughout project development
- LEED Silver certification will be targeted for the project

NEW CIVIC CENTRE ARENA

- New NHL-size ice surface and change rooms
- New foyer entrance
- Accessibility issues addressed through elevators and ramps in all areas including Forum and Civic
- Retail/food services
- Community rooms
- New physical plant and mechanical and electrical upgrades
- New parking lots/ landscaping, lighting, and sitework

FORUM

- General improvements to exterior envelope, including new windows, roofing and drainage details, insulation, and repointing brick
- Upgrades to both Windsor and Almon St. entrances, including canopies, doors, and hardware
- Interior upgrades to change rooms, concessions, and public areas
- Upper-level walking track

CIVIC CENTRE UPGRADES

- Upgrades to Civic arena link area including new structure for lounge, washrooms, kitchen, and community and fitness rooms
- Lounge added
- Skyboxes added to Civic and Forum
- Community rooms
- Barrier free upgrades including elevator and stairway
- Upgrades to Windsor St. facade
- Increase ice surface to NHL standards

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AERIAL VIEW ACROSS RENOVATED FORUM

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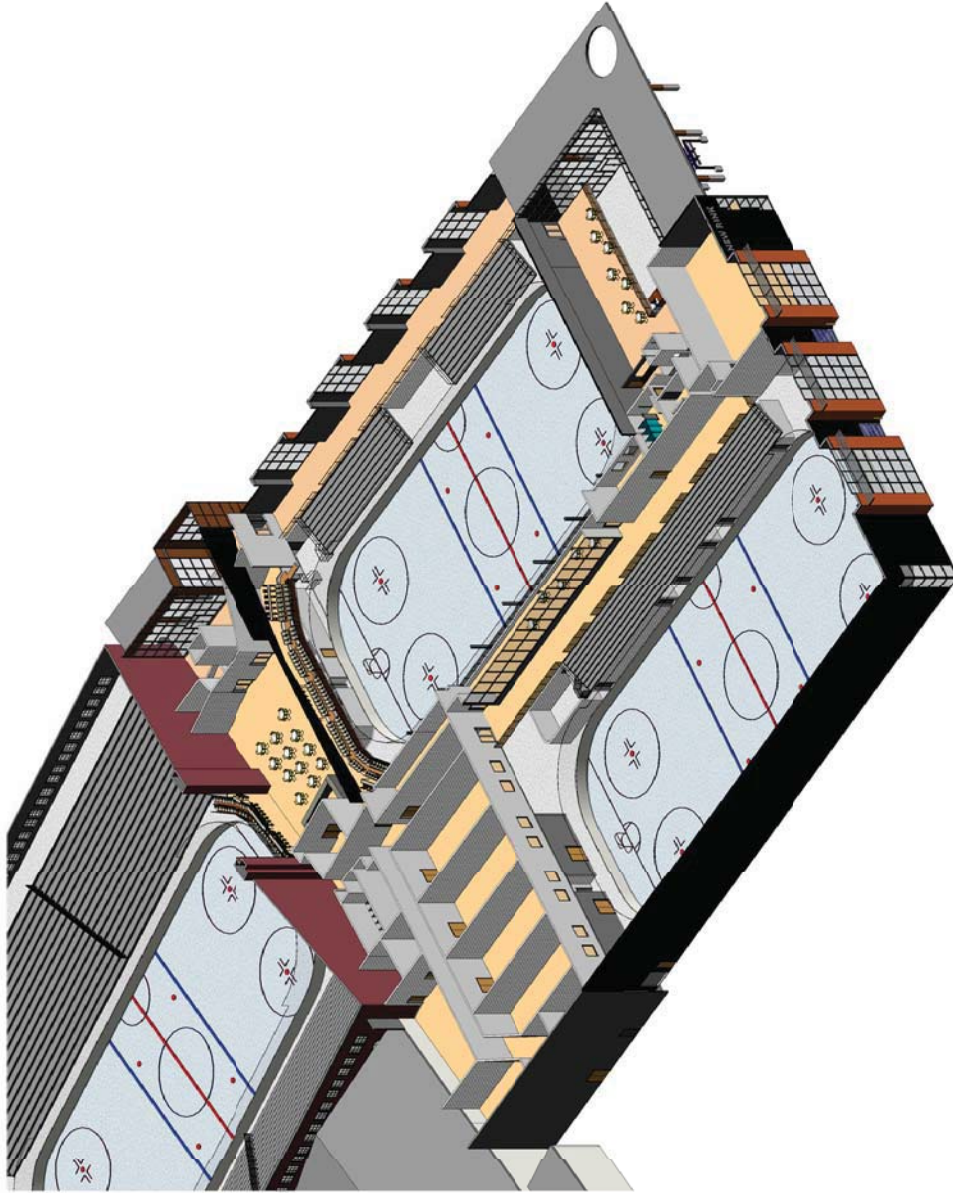


AERIAL VIEW ACROSS NEW CIVIC CENTRE LANDSCAPE

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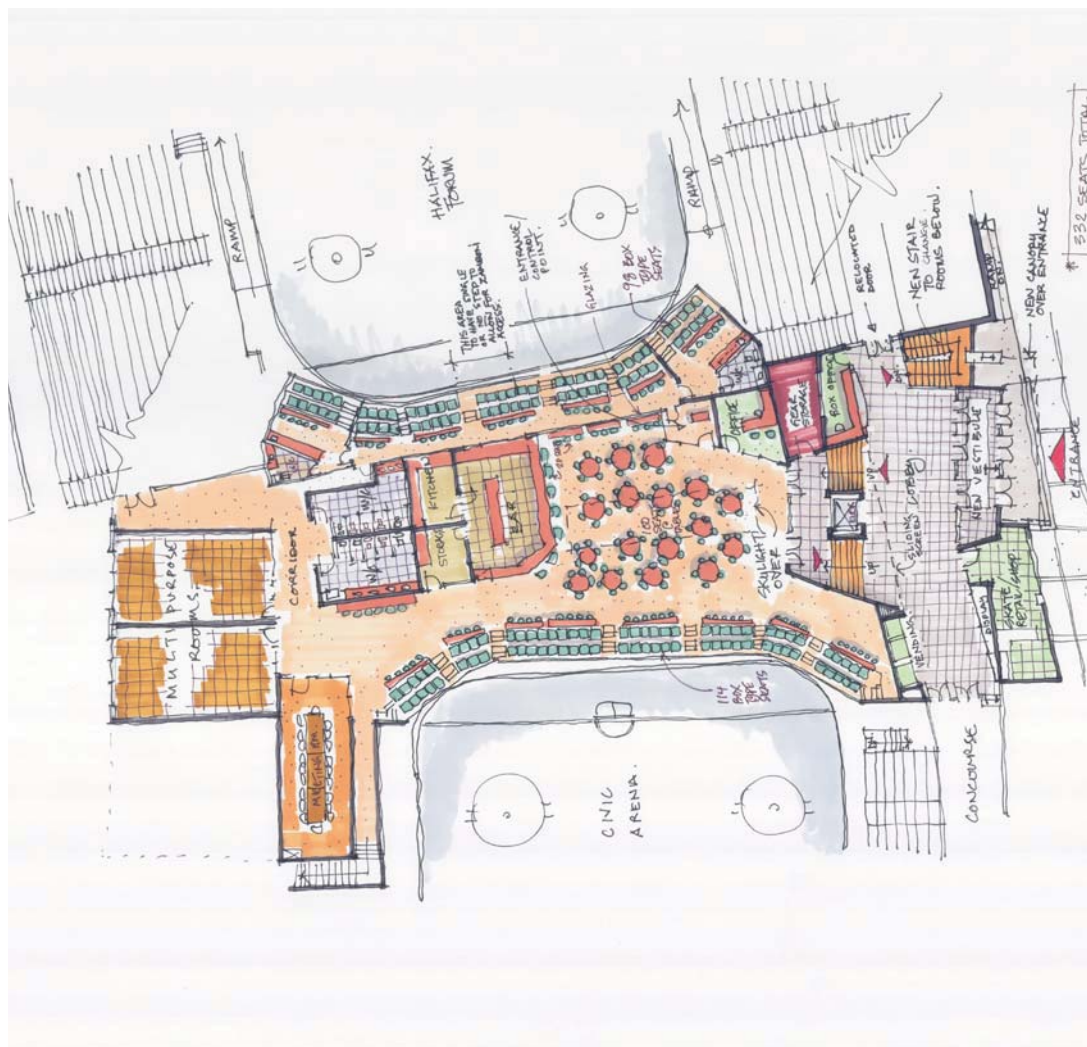
Halifax Forum Redevelopment



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Halifax Forum Redevelopment



CENTRAL COMMUNITY LINK

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NEW CIVIC CENTRE MAIN ENTRANCE

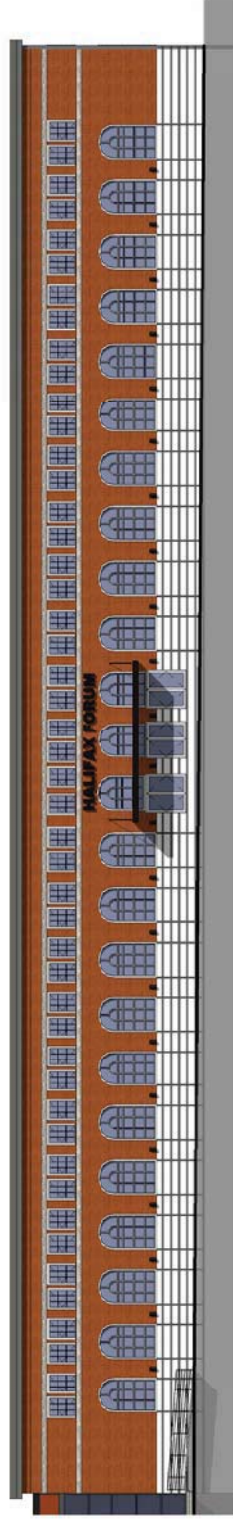
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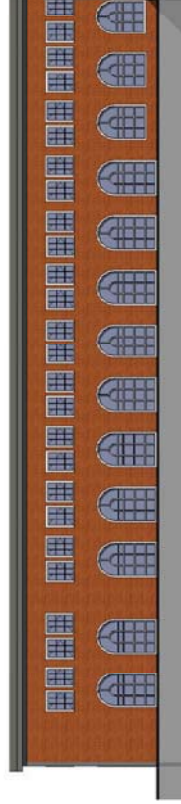
Halifax Forum Redevelopment



FORUM MAIN ENTRANCE



FORUM SOUTH - WINDSOR STREET



FORUM NORTH

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NEW CIVIC CENTRE AND FORUM - WINDSOR STREET

Halifax Forum

History of The Halifax Forum

Built in 1926, the Halifax Forum is a significant piece of our city's sports and recreational heritage and will serve as the cornerstone of the proposed redevelopment; restoring it as the city's foremost recreational facility combining event space, multiple ice pads, bingo, health and wellness, with a rejuvenated site.

The architect, Andrew Cobb (1876-1943), designed the large brick building using Georgian inspired styling. Cobb studied at Acadia University, the School of Architecture at the Massachusetts Institute of Technology, and in France at Ecole des Beaux Arts. He was a prolific designer of churches, university buildings, hospitals, and industrial buildings throughout Nova Scotia. His notable Halifax projects include:

Neptune Theatre	(1915)
Roy Building	(1915)
Provincial Archives Building	(1929)
Bank of Nova Scotia	(1930-31)
Provincial Building	(1935)
Dalhousie University	
Science Building	(1913-15)
Shirreff Hall Dormitory	(1920)
Arts Building	(1921-22)
Medical Science Laboratory	(1921-22)
Public Health Centre	(1922-24)
King's College	(1928)
Main building and Chapel	(1931)
Dormitory	

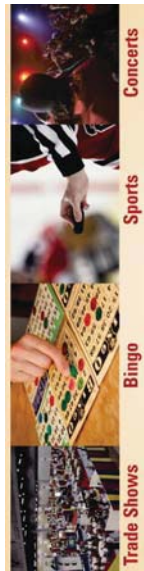


For several decades the Forum was a popular venue for sports, recreation, commerce, and entertainment. Prize fighters, horse racing, stars of skating and hockey, famous music acts, and countless other events and visits by historical figures have occurred at this facility.

Through the late 70's and 80's, many large acts and the professional franchise were lost to the newly established Halifax Metro Centre. In a battle for survival, Forum management moved their focus to hosting smaller community service events.



The original property was redeveloped and the Multi-Purpose Centre was added in 1988, the Annex Arena was replaced by the Civic Centre in 1995 and Maritime Hall & Bingo Gaming Centre replaced the old Annex building. The current Forum is a multi-functional facility, capable of operating with little to no subsidy from HRM and the community.



Elements of the original Forum design include low-pitch roof, central doors on each wall, balanced proportion, white granite perimeter string course, wood, brick and concrete construction, and fanlight and arched windows. The building has sustained significant additions and alterations since its 1920's construction, leaving some windows bricked over, and the overall character of the structure diminished.

Halifax Forum



The Forum building has a 16,000 ft² arena floor, and 5,500 ft² of concourse area. Seating capacity is 4,610 with 1,250 additional seats during non-ice events. Recently renovated aspects include 8 dressing rooms, new ice deck, HVAC, security, concourse flooring, and a new stage.

Civic Centre



This multi-purpose building has a 16,000 ft² arena floor plus 1,000 ft² of concourse area. Seating capacity is 850 with 1,250 additional seats during non-ice events. Other spaces include 6 dressing rooms, meeting rooms, and connection to the Forum and Multi-Purpose Centre buildings.

Multi-Purpose Centre



Various floor arrangements can be achieved in this 1,800 ft² of flexible space. A built-in bar and canteen support year-round events such as banquets, dances, and trade shows.

Maritime Hall & Bingo Gaming Centre



Maritime Hall is a 4,500 ft² space often used for conferences, receptions, retail sales, and exhibitions. The Bingo Gaming Centre is a 18,000 ft² modern gaming centre typically set with tables and seating for 500 to host bingo games. If used for large-group meetings, the stage, 2 projectors and 10' screens are available.







**ALTERNATIVE OPPORTUNITY TO CONSTRUCT AND OPERATE A
THIRD PAD AT THE HALIFAX FORUM COMPLEX**

**Halifax Regional
Municipality**

Submitted By:

Halifax Forum Community
Association



August 21, 2013

Halifax Regional Municipality
Regional Recreation and Culture
PO Box 1749
Halifax, NS
B3J 3A5

Attention: Ms. Betty Lou Killen

Re: Peninsula Halifax Arena Proposal

Dear Ms. Killen,

Attached is the Halifax Forum Community Associations proposal which outlines a vision for a development plan for the Halifax Forum Complex in relation to the Long Term Arena Strategy (LTAS) and in particular to the Peninsula Consolidation Recommendations as outlined in the report.

In our proposal, the Halifax Forum Community Association is submitting what we believe, is a comprehensive and attractive strategy to add an additional regulation arena, renovate the Forum and Civic ice pads to regulation size, replace all maintenance deficiencies, and offer many additional value added components that will make HRM and it citizens very proud, plus will extend the life of this historic venue for many years to come.

Cost estimates from the LTAS for the original recommendations were \$45 million dollars, however, it should be noted that the initial estimated cost of our proposal will be \$39.5 million dollars. The re-developed facility is seen as a profit centre requiring no subsidy or operating grant from HRM.

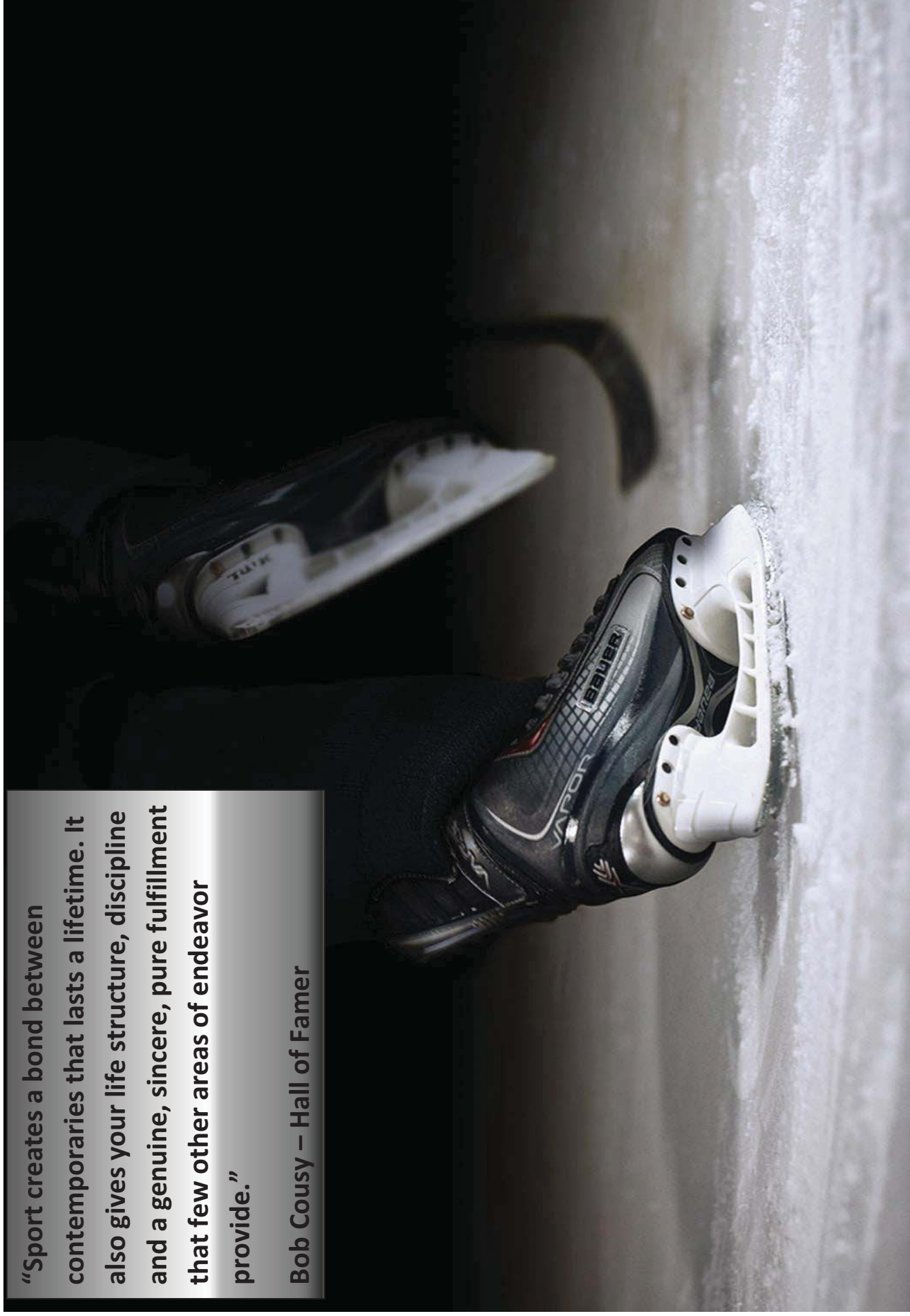
We are 100% dedicated to seeing our new plans approved and developed and look forward to working with you, your staff and members of HRM Council, in order that we can proceed together to make the vision a reality.

G. C. Findlay
Chairman, Halifax Forum Community Association



“Sport creates a bond between contemporaries that lasts a lifetime. It also gives your life structure, discipline and a genuine, sincere, pure fulfillment that few other areas of endeavor provide.”

Bob Cousy – Hall of Famer



INTRODUCTION

The Halifax Forum Community Association (HFCA) is submitting this proposal as an alternative to the recommendations in the Long Term Arena Strategy (LTAS) to demolish the Forum and Civic, and construct a 3 or 4 pad arena in peninsula Halifax, possibly on the Forum site. The board agrees with many of the principles of the LTAS and the Community Facilities Master Plan including: consolidating aging arenas into multi-pad arenas is financially responsible, four pads are the optimal number of ice surfaces, facilities should be part of a larger complex, support for people with disabilities should be provided, and the facility should be energy efficient. New facilities should be developed in conjunction with existing enjoyment of citizens, and economies of scale in terms of operations. Facilities should be provided in multi-use components, facility components and features should increase revenues, and lastly, and most importantly program opportunities should be built into community facilities, with priority given to maintenance, lifecycle and upgrade of current assets. Our proposal meets these standards and at no time interrupts the on-ice services of the Forum and Civic.

We are aware of the Request for Proposal for consulting services for concept and design, Long Term Arena Strategy (RFP #13-159). We feel our proposal has the program required for the Peninsula location, in that our feature rink (Forum) with 4,436 seats exceeds the 1200 requested. Also our Maritime Hall and/or Bingo Hall adds 14,000sf of multipurpose room capacity, in addition to the rooms included in the new development for other program aspects to benefit citizens as enhancements to the basic program.

The HFCA also agrees that citizens develop a sense of pride for their facilities; we feel the historical significance of the Forum should be enhanced and not removed. As well, the need for spectator venues aligns with the economic development aspect of HRM's mandate. There is a need to recognize and need to maintain the spectator nature of the Forum on the peninsula therefore we feel our proposal for the Forum site should be recommended. The HFCA is happy to meet with HRM staff, and or community leaders to ensure we have not neglected any possibility, and that our proposal best suits the needs and requirements of the Peninsula.

PROJECT INTENT

Facility Quality

The HFCA proposes a facility, that with the assistance of Bird Construction will be efficient in energy and design, resulting in lower operating costs.

The building will be designed and has been budgeted for LEED silver certification, equivalent.

The purpose of this project is to achieve several goals:

- Emphasize the historical aesthetic of the Forum building by revitalizing and restoring key architectural features of the original design
- Take a cohesive approach with the overall complex upgrades to ensure modern structures visually pick up on the historic design cues on site
- Add a regulation NHL sized ice rink

- Add a multipurpose dry land sport and community room
- Create an upgraded kitchen and lounge/bar
- Reduce security issues by reducing 14 public entrances, to 4 entrances and 6 exit only locations
- Create a new glass atrium entrance foyer that links existing Civic Centre to the new rink
- New elevator and stairway
- Standardize floor levels to increase barrier free access around the complex.
- Update the Windsor and Almon street facades
- Update and increase the presence of the Young street entrance
- Create an area for a Halifax Sport Hall of Fame
- Enlarge Forum and Civic ice surfaces to NHL size
- The land scape (hardscape and soft scape) will be revised to improve vehicle and pedestrian movement on site
- Create an off ice training centre
- Remove four (4) internal columns and transfer loads to adjacent columns

FINANCIAL

Ownership

The land and existing facilities are already HRM owned, so there is no requirement to purchase land and existing facilities.

DEVELOPMENT

The HFCA has provided a base building concept design and pricing. Amendments and charges will inevitably be necessary to meet the needs of the community as decided by HRM, which would affect the final pricing.



Internal Class C Development Cost Table

Description	Cost
Multi-Purpose Centre Demo	\$145,000
New Rink/Foyer/Atrium/Mechanical	\$14,742,402
Civic Centre ice surface to NHL Size	\$460,125
New Community Link and Civic Centre Renovations	\$8,984,511
Forum Ice Surface to NHL size	\$600,000
Forum Renovations	\$6,922,713
Forum Column Removal	\$225,000
Subtotal	\$32,079,750
Design Fees	\$2,752,700
Insurance, Permits and General Conditions	\$4,759,251
Total	\$39,591,701

BUSINESS PLAN SUMMARY

Some of the important criteria forming our business plan for the Halifax arena project can be summarized as follows:

	<u>New Forum Complex</u>
Gross Revenue	\$4,463,413
Total Operating Expenses	4,075,352
Net Operating Surplus	388,061

VISION /EXPERIENCE /OPERATING APPROACH

Regardless if we are referencing the Indoor Recreation Facility Master Plan (2004), the Community Facility Master Plan (2008), or the Long Term Arena Strategy (2012), there are several core principles which can be found in various forms in each of the HRM facility related plans developed over the past eight years.

Any new or existing expansion should:

- Not be undertaken in competition with existing facilities or services
- Be located on highly visible sites that maximize access and be situated on mass transportation routes
- Be developed in conjunction with existing facilities in order to maximize both the convenience/enjoyment of citizens and economies of scale in terms of operations
- Have significant existing or future population with appropriate demographics to support the proposed facility additions/charges

Additionally, when establishing the vision for the Halifax Forum Site Redevelopment proposal the HFCA has added to these core principles listed above by also including the following:

The Halifax Forum Site Redevelopment must:

- Ensure we are offering a multi-use complex utilizing our central location in a hub concept
- Elevate existing citizen pride of an HRM landmark property
- Profitable facility able to take advantage of expanded cross functional programming and the operation efficiencies that exist in a hub facility
- Ability to “turn key” an additional HRM arena at no disruption to current ice programming
- Improved pedestrian and traffic flow with an added feature of noise dampening
- Ensure building synergy and flow to improve the guest experience and offer 100% accessibility

Further we expect to draw upon the expertise and experience of our management team to develop our enhanced facility as a premiere sports facility for both on and off ice related activity. Marketing, Food and Beverage personnel are currently in place and our expanded areas would be appropriate for leased concession and/or sports related opportunities.

FINANCIAL PROPOSAL INTRODUCTION

HALIFAX FORUM SITE PROPOSAL

The HFCA recognizes the current industry standard of Multi-use Arena Facilities and have invested a great deal of time to propose a site development plan which recapitalizes HRM assets, adds another ice arena to inventory, a multipurpose sport and community room, dry land training facilities, walking track, and enhanced hosting facilities while meeting the development standards published in the LTAS.

The following items presented by the HFCA to HRM Regional Recreation and Culture will feature the benefits of redeveloping the Halifax Forum site.

Added Benefits- additionally our proposal has the added benefits of:

Our expansion plan can accommodate five (5) construction options that are listed below. These projects can be done concurrently or consecutively

1. Demolish the Multi-Purpose Centre construct new rink/foyer/atrium/mechanical	21 months	\$18.4 million*
2. Central Community Link	11 months	\$11.1 million*
3. Forum Renovations	12 months	\$8.7 million*
Forum ice surface to NHL size	3 months	\$.75 million*
4. Civic Arena ice surface to NHL size	2 months	\$.62 million*

*fees, permits, insurance and general conditions, included in all costs

Facility Development Standards – our proposal addresses each of the development standards of the LTAS Section 3.1:

- Hub concept facility operating efficiently
- 100% accessible
- 3 NHL sized arenas
- Common area (5) where spectators can view 3 arenas
- Multi-Purpose room or hosting room for tournaments
- Adequate seating in all arenas for ice sports and other events
- Dressing room sizes in excess of 325 square feet and alternate gender accommodations
- Participants to enjoy water filling stations and adjustable water temperature showers
- Dry land warm up space to improve the participant experience and improve public safety
- LEED Silver equivalent to improve entire building efficiency
- A sustainable facility maximizing revenue through effective programming and efficiencies



Long Term Arena Study – our proposal also addresses each of the risk concerns outlined in the LTAS

- All necessary new and improved ice making equipment (“New Plant”) are included with this proposal
- Exterior of the Forum repaired to LEED Silver standard addressing efficiency and safety issues
- Forum sound system installed 2012
- Arena heat installed 2011
- Forum complex to be 100% accessible

Other Benefits

Exterior Forum

- New windows
- Upgraded Insulation
- Brick work (repointing and replacing)
- New entrance canopies
- Roofing (repair/modify/drainage)
- New entry system
- New lower wall treatment
- Lighting
- Upgraded south parking lot

Interior Forum

- Rectify floor level for barrier free access
- Enhance/modify existing concession area
- Upgrade washrooms, not covered by Canada Games funding (C.G.F)
- Upgrade dressing rooms not covered by C.G.F (Civic)
- Install upper level walking track (structure/steel)
- Replace arena seating
- Upgrade signage

PRELIMINARY BUSINESS PLAN (excluding Maritime Hall and Bingo Hall)

A more detailed business plan has been attached as an appendix to this submission

Ice

As per the data in the LTAS, prime time ice will continue to operate at capacity assuming that the Devonshire Arena is closed as part of the LTAS recommendation.

The Forum currently defines prime time ice as Monday to Friday 4pm to 11pm and Saturday and Sunday 8am to 11pm – 65 hours per week. We classify our winter season as Thanksgiving (mid-October) to March 31st, of the following year. This is usually a 26 week period, but we usually guarantee a minimum of 20 weeks, thus allowing for trade shows, special events, tournaments etc. At projected 2016/2017 rates our winter season would generate \$959,052 in ice rental revenue.

The Forum currently operate three seasons: winter, spring, summer/fall. Winter has been discussed above, spring is April and May, and Summer/Fall covers the period from June to Mid-October. Currently we operate both rinks in the spring, one in June and both through the summer/fall season.

The practise of making ice available in the non-winter season is one currently being evaluated by HRM, and should result in less pads available in these periods. The Forum has no expectations to keep 3 pads open, expect in the winter, meaning at least one pad will be dry April to mid-October, and possibly 2 pads in June through October.

Spring revenue from the 2 pads would be \$200,344 and summer revenue, based on current trends is \$251,017.

Ice rental revenue: \$1,410,913

With regard to the scheduling of non-winter ice pads, the HFCA's business plan has the flexibility, if determined by council to reorganize the scheduled access for ice seasonally, based on demand.

Multipurpose Sport and Community Room

Included in our proposal is an 8029sf gymnasium, which we envision being used primarily as a ball hockey court, badminton court, volley ball court (height is not an issue) etc. plus would be available for any number of the community activities requiring a space this size. This is a need that has been identified by CRS, and would provide additional capacity related to the upcoming closure of the Bloomfield gymnasium. With rentals and Forum operated league and tournaments we are expected to generate (\$150k). This area is proposed to be located in the easterly corner of the community link on the second floor, overlooking the south end of the new ice pad. This dry floor area would have a system of pipe and drape plus moveable walls necessary for use as a multipurpose room. Small change rooms (4 x 250 sf) are available for the players of various sports.

VALUE-ADD PROPOSAL COMPONENTS

Warm up/Training Area

Two rooms suitable for off-ice and pre game training are included in our proposal but are not being marketed as a major revenue source. With these capabilities there may be an increased demand for figure skating, hockey and ringette camps and schools which could increase ice rental revenue. This potential has been tabled awaiting the recommendations of the Community Access Plan.

Walking Track

3 sides of the Forum are readily adaptable as a walking track with the infrastructure in place. It is a small investment to complete the north end, to form a 1,718ft perimeter track.

Halifax Sport Hall of Fame

The Nova Scotia Sports Hall of Fame feels there is a void in HRM, in that there is no local Hall of Fame. Many Communities in Nova Scotia have their town Hall of Fame and the HFCA are prepared to provide the initial space and organize, with the Nova Scotia Sport Hall of Fame the inaugural Halifax Sport Hall of Fame

A 627sf room would be devoted exclusively to the Hall of Fame, with our community rooms being available for the over flow.



Operational revenue and expenses based on HFCA's 2013/2014 operating budget, eliminating a portion of the MPC revenue and allowing for the operation of our new facility is as follows

PROGRAM SUMMARY

REVENUE		2013/2014 Budget	Year 1 Redeveloped Facility
Grant		102,800	0
Advertising/Naming Rights		50,000	100,000
Ice		1,050,000	1,410,913
Lot and Building		500,000	380,000
Parking		35,000	35,000
Canteen		225,000	225,000
Bar		200,000	200,000
Misc.		7,500	7,500
Box Office		30,000	25,000
Skate Shop/Retail		10,000	20,000
Social Nights-NS Sport Hall of Fame		160,000	160,000
-Bingo		1,750,000	1,750,000
Multi Purpose Sport and Community Room			150,000
Total Recoveries		4,120,300	4,463,413
EXPENSE			
Salaries/Wages/Contract Services		1,542,600	1,519,000
Utilities/Fuel/ Water		435,000	500,000
Repairs/Maintenance/Sanitary/Supplies/Grounds/Refuse		345,000	345,000
Concessions/Inventory/Supplies		212,500	212,500
Admin/Office/Internet/Misc./Security/Fees/Travel/Promo		161,000	161,000
Lease/Mortgage		142,297	137,852
Reserve		24,000	200,000
Social Nights		1,000,000	1,000,000
Non-Routine Special		257,903	0
Interest		0	0
Total Expense		4,120,300	4,075,352
Profit			388,061

ASSUMPTIONS

Expenses

1. Salaries and Wages increased by 5%
2. Utilities, repairs etc. maintained at traditional levels. New, more energy efficient mechanical and electrical system (ECO-chill, LED lights etc.) will compensate for increased rates and usage.
3. Repairs, maintenance etc. should not increase as all our older equipment would have been replaced and our at-risk architecture and systems all updated.
4. 176,000 added to reserve to reflect .5% of capital cost
5. Non-Routine Special expenditures are not a required budget item in a new, renovated facility where F.F.E was included.

Revenue

1. **Grant:** assume that since the Forum is a profit centre the HRM need to provide an operating grant, has been removed from the budget
2. **Advertising:** assume a new rink and refurbished facility will increase the likelihood of increased advertising and naming right revenue.
3. **Lot and Building:** reduction in lot and building is because the MPC has been closed.
4. **Concessions:** canteen and bar have remained the same. Loss of MPC revenue compensated in new “link” concession area.
5. **Skate Shop/Retail:** double our current lease revenue.

SITE EVALUATION

Site

Built in 1926, the Halifax Forum is a significant piece of our city’s sport and recreational heritage and will serve as the corner stone of the proposed redevelopment; restoring it as the city’s foremost recreational facility combining event space, multiple ice pads, bingo, health and wellness, with a rejuvenated site.

The architect Andrew Cobb (1876-1943), designed the large brick building using Georgian inspired styling; Cobb studied at Acadia University, the School of Architecture at the Massachusetts Institute of Technology, and in France a Ecole des Beaux Art. He was a prolific designer of churches, university buildings, hospitals, and industrial buildings throughout Nova Scotia. His notable Halifax projects include:

Neptune Theater	(1915)
Roy Building	(1915)
Provincial Archives Building	(1929)
Bank of Nova Scotia	(1930-1931)
Provincial Building	(1935)
<u>Dalhousie University</u>	
Science Building	(1913-1915)



Shirreff Hall Dormitory	(1920)
Arts Building	(1921-1922)
Medical Science Laboratory	(1922-1924)
Public Health Centre	(1922-1924)
<u>Kings College</u>	
Main Building and Chapel	(1928)
Dormitory	(1931)

Elements of the original Forum design include low-pitch roof, central doors on each wall, balance proportion, white granite perimeter string course, wood, brick and concrete construction, and a fan light and arched windows. The building has sustained significant additions and alterations since its 1920's construction, leaving some windows bricked over, and the overall character of the structure diminished.

For several decades the Forum was a popular venue for sports, recreation, commerce and entertainment. Prize fighters, horse racing, stars of skating and hockey, famous music acts, and countless other events visiting by historical figures have occurred at this facility.

Through the late 70's and 80's, many large acts and the professional franchise were lost to the newly established Halifax Metro Centre. In a battle for survival, Forum management moved their focus to hosting smaller community service events.

The original property was redeveloped and the Multi-Purpose Centre was added in 1989, the Annex Area was replaced by the Civic Centre in 1995 and the Maritime Hall and Bingo Gaming Centre replaced the old Annex Building. The current Forum is a multi-functional facility, capable of operating with little or no subsidy from the HRM and the community.

Our main parking lots would remain at the north and south end of the property, and our service area would remain at the "back" of the building, shielding users and their vehicles from trucks and service work. We currently have 441 parking spots on site, losing 32 in the north end because of the enlarged foyer, and drop-off, turn around area.

The HFCA feels our location is ideal for this facility, present or redeveloped. It is already HRM owned zoned appropriately (C2). This project would require no planning amendment consideration thus allow HRM to commence immediately. The Forum has been a part of the community for almost 90 years, and is readily accessible by car, transit, bike and by walking.

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 Author

SCALE _____
 1/16" = 1'-0"

DATE _____
 Issue Date

PROJECT NO. _____
 Project Number

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Califax Forum

Halifax Forum

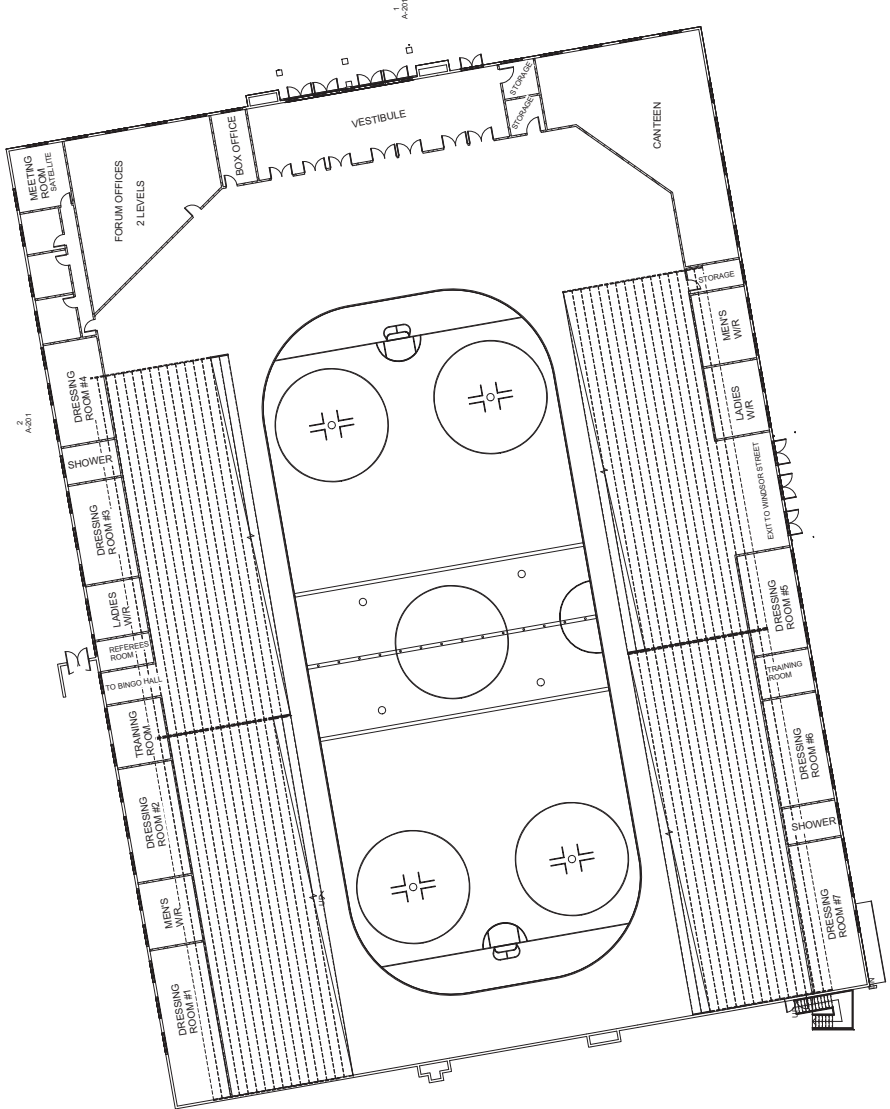
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Executive Summary

Introduction

This is the final report of the arena consolidation study for which Halifax Regional Municipality (HRM) engaged JDA&McKenzie Architects (JDA) and Perkins+Will (P+W). This report is developed in the context of HRM's Long Term Arena Strategy (LTAS), in particular the mandate to complete a more detailed review and analysis related to the LTAS recommendation for the consolidation of ice pads. The consolidation of several aging arenas into purpose built multi-pad arenas is supported as a good fiscal decision related to both capital construction and operations. Consolidation provides economies of scale, synergies of service delivery, access for citizens and long-range management of municipal facilities.

Objective

The objective of this report is to analyze and compare potential sites for one 3- or 4-pad arena to be located in Dartmouth, and one 3- or 4-pad arena to be located on the Halifax Peninsula, and to determine a preferred site for each location. The authors of this report were presented with 3 sites each for Dartmouth and Halifax, which were selected by HRM from a larger set of 16 potential sites.

The sites under consideration in this study are the following:

1. Dartmouth:
 - D1- Maybank Fields (Micmac Blvd)
 - D2- Burnside Fields (Commodore Drive)
 - D3- Dartmouth Crossing (Countryview Drive)
2. Halifax Peninsula:
 - H1- Halifax Forum (Windsor Street)
 - H2- South Street Lands
 - H3- Windsor Park (Connolly Street)

Methodology

The study consists of 3 main steps:

Step 1: Site Investigation- data gathering and evaluation of the characteristics of each site

Step 2: Site Testing- concept design based on prototype arena (BMO Centre) for each site

Step 3: Site Scoring- summary matrix of evaluation points and comparative scoring

Step 1 site investigation and evaluation of the sites takes into consideration a range of evaluation points from the very broad to the detailed. They include:

- regional and community planning, site accessibility for various transportation modes
- neighbourhood fit, synergistic relationships
- ownership, lot sizes, physical site conditions

A detailed analysis with respect to the evaluation points is presented in narrative format for each of the six sites.

Step 2 site testing takes as a starting point HRM's preferred prototype arena (BMO Centre) and tests how well it will fit onto each of the proposed sites. The concepts are presented in conjunction with the narratives and include site plans,

concept floor plans and massing studies. They investigate the constraints and

opportunities afforded by both a 3-pad and a 4-pad arena for each of the 6 sites.

The approach to the development of the concept designs is to treat each site individually and independently, and develop a 'best possible' solution with some visioning for each site. This approach provides a rigorous test of the suitability of each of the 6 sites, and in addition an opportunity to consider site-unique program delivery opportunities.

Step 3 site scoring summarizes and scores a total of 48 evaluation points in order to determine the preferred locations. The evaluation points are grouped into 4 main categories:

1. Site Context: regional and community planning, site accessibility, neighbourhood fit
2. General Characteristics: ownership, site conditions and general suitability
3. Concept Design: testing site potential by specific concept designs modeled on HRM preferred prototype
4. Opportunities and Future Development: site-unique program delivery opportunities

The matrix assigns a score from 0 to 5 to each of the 48 evaluation points, for each of the 3 sites for both Dartmouth and Halifax. A relative

weighting is assigned to each one of the categories and evaluation points in order to account for their different levels of importance. The scores are then factored and tallied to arrive at one preferred location for Dartmouth, and one preferred location for Halifax.

Information Sources:

The following documents and activities informed this study:

- Burnside Wetlands Delineation and Constraints Mapping (CBCL, February 2007)
- Geotechnical Investigation, Proposed Sports Facility, Spectacle Lake Site (JWA Limited, March 2004)
- Long Term Arena Study- 10 Year Capital Action Plan, 40+ Years of Citizen Benefit (HRM, June 2012)
- Multi-Pad Ice Facilities- Evaluation Process for Halifax Dartmouth Urban Core (HRM, April 2013)
- RP+5- Draft Regional Plan 5 Year review (HRM, May 2013)
- Municipal Planning Strategy- Halifax (HRM, August 2013)
- Land Use By-Law- Halifax Peninsula (HRM, August 2013)
- HRM Geographic Information System- Layer Information (HRM, 2013)
- BMO Centre, 4 Pad Arena- Building and Site Tour (August 2013)
- Site Visits and Documentation of the 6 Sites

Recommendation

After both analysis through the evaluation matrix and a design test the authors recommend the following two preferred sites for further consideration:

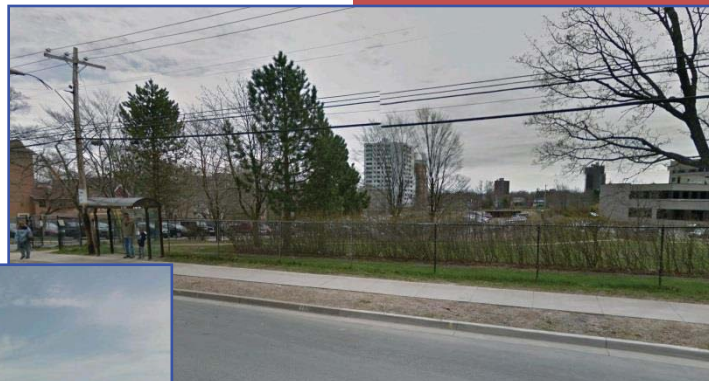
Key Finding: Dartmouth Preferred Site

“The Pond”: The Burnside Fields (Commodore Drive) site has good access on a site with existing all weather sports fields and beach volleyball courts. It features great natural amenities with Spectacle Lake, wetlands and small woods already partially opened up with trails. The site accommodates a building layout similar to the preferred arena prototype and is an excellent fit for either a 3 or 4 pad facility. While the site is isolated from residential neighbourhoods and the more densely developed areas of the municipality, it has good regional access in multiple transportation modes. Ownership and development costs are comparatively low. The great benefits of the location are the synergies created with the existing all-weather sports fields and the year-round recreational opportunities of the natural features.

Key Finding: Halifax Preferred Site

“The New Forum”: The Forum (Windsor Street) site provides an opportunity to continue the recreational use on an important civic location. The property is owned by HRM, but development costs need to take into account demolition of the existing facility and investigate opportunities for preservation or re-use of historic building components. A new multi-pad arena at this location would benefit from the urban character and excellent access for multiple transportation modes: walking, cycling, public transportation and vehicles. A new arena facility in this location would resonate beyond the site and has the potential to become a new Halifax landmark with significant and memorable public spaces. The site is an excellent one for a regional arena facility with multiple recreational programs such as a walking track or gymnasium which create program synergies and can serve the closer neighbourhoods. More importantly it is an opportunity to build the next generation of civic recreational spaces on a historic site.

Long Term Arena Strategy (LTAS) Dartmouth and Halifax MULTI- PAD ICE FACILITIES Site Selection - Preliminary Sites Evaluation Report



Halifax Regional Municipality
Planning and Infrastructure
Community and Recreation Services
April 2013

Executive Summary

Regional Council approved the Long term Arena Strategy in August, 2012. Staff were directed to return to Regional Council with facility planning considerations related to the retirement of 6 – 8 older single pad arena facilities within the Urban Core areas of both Dartmouth and Halifax, and their replacement with multi-pad arena complexes.

HRM Planning and Infrastructure identified seven (7) potential building sites in Peninsula Halifax, and nine (9) potential building sites in Dartmouth. As a primary element of that effort, staff from Community and Recreation Services and Planning and Infrastructure carried out a review of the potential sites and their ability to host multi-pad arenas. The highest scoring potential sites were identified for each of Dartmouth and Halifax. These sites would then be further explored through a conceptual design process to determine the best overall sites for the consolidated arenas.

The highest scoring sites in Halifax were found to be;

1. Halifax Forum arena site (HRM owned)
2. South Street parking property (Province of Nova Scotia owned)
3. Connolly Street property, DND complex (Government of Canada owned).

The highest scoring sites in Dartmouth were found to be;

1. Maybank Field site (HRM owned)
2. Commodore Drive outdoor recreation area (HRM owned)
3. Shannon Park DND recreation area (Government of Canada owned)
4. Dartmouth Crossing quarry site (Privately Owned)

Location, access, and integration with existing and future land uses and neighbourhoods played significant roles in the scoring process. Each of the sites present unique opportunities and challenges associated with the proposed arena building program. In some cases, these challenges require additional site development budgets. Other sites would require acquisition of land at a cost to HRM.

Site Selection Process Origin

Long Term Arena Strategy (LTAS) 2012

Approved by Regional Council Motion August 14, 2012:

It is recommended that Halifax Regional Council:

1. Approve the Long Term Arena Strategy (Attachment 1) in principle with the exception of the timeline for the Peninsula and Dartmouth consolidations and the location of the Peninsula 4-Pad

and direct staff to undertake further assessment of those aspects based on new information received since the completion of the strategy;

2. Direct staff to complete the project scope including consideration of partnership opportunities, capital costs, operational efficiencies, ice inventory, preliminary designs and public consultation for the Peninsula and Dartmouth consolidations and return to Regional Council for approval of an implementation plan;
3. Direct staff to implement the Centralized Scheduling Process as outlined in the Long Term Arena Strategy (Attachment 1);
4. Direct staff to implement the Community Access Plan as outlined in the Long Term Arena Strategy (Attachment 1);
5. Direct staff to approach other levels of government and potential private sector partners for funding assistance; and
6. Officially thank the committee members for their work and disband the Long Term Arena Strategy Committee as their mandate has been completed.

Background

In October 2007, the Halifax Regional Municipality commissioned the Community Facilities Master Plan

(CFMP) to provide strategic recommendations related to the provision of recreation facilities. This Master Plan updated the 2004 Indoor Recreation Facilities Master Plan and included an update of the Arena Capacity Report and an assessment of HRM outdoor recreation facilities.

The CFMP report takes into consideration key elements of the Regional Municipal Planning Strategy and Cultural Plan.

These additional principles are built on several key themes, which are outlined below:

Integrated Planning - The Community Facilities Master Plan must support the building of a strong and healthy community. To serve the needs of its citizens, the Community Development Business Unit must work collaboratively with the community, Council and other business units within the municipality. Council has established a vision within the Regional Municipal Planning Strategy that guides policy and initiatives throughout the municipality. Numerous other planning documents propose initiatives and developments for Halifax. It is important for the Community Development Business Unit to consider these other planning tools to facilitate integration of accepted policies and directions for long term planning of facilities. This integration will ensure compatibility with community vision and existing community plans.

Distribution of Facilities - Facility planning and development needs to take into account the needs of the population and its distribution within the municipality. All concepts presented should consider HRM's expectations for future development of community centres, multi district centres, sport facilities, event facilities, fields, tracks and diamonds.

Activity Coverage - The municipality will strive to provide a range of recreation opportunities for its residents and design facilities that promote participation.

Site Selection – Preliminary Site Evaluation Report

Site Selection Process Overview

Finding the most suitable five acre arena sites within the Urban Core was a challenge. The most appropriate sites need to offer the right balance of location, visibility, buildability, cost, partnership opportunity, surrounding area, congruence with HRM policies, timing and availability. Staff was tasked to identify a shortlist of preferred sites which could be tested through conceptual design layouts for suitability to make final recommendations to Regional Council. This report summarizes that work.

The process to select potential sites recognizes that there is seldom a perfect site. Criteria was developed which factored in the long term success of the area facilities. Sites were considered not only for their present condition but also with a factor for mitigative measures which would reduce site constraints. Those measures were recognized and factored in so that an otherwise good site is not ignored owing to scoring low on a particular key factor. Any costs associated with those mitigative measures were also factored in. The sample evaluation sheet, found as Appendix 1, illustrates the criteria and method employed to arrive at a site ranking.

In evaluating potential sites;

- Location was a major consideration including proximity to transportation routes, user populations, other amenities and opportunities for synergies including partnerships and co-location with other public amenities;
- Size and configuration of a property were important so that sites which were forwarded to the conceptual exploration phase could accommodate the full building program;
- Any known extraordinary costs which would be required were considered;
- A key consideration was the re-use of existing public lands as a means by which to revitalize use of lands of a lower utility, and reduce acquisition costs in what are some of the most expensive real estate markets in the Municipality;
- Impact, both positive and negative, on the host neighbourhood was also a significant consideration; and
- The process involved basic site testing to ensure that the rudiments of size, driveway access, servicing, and appropriate buffers were available.

As a special note; the South Street Site was included by staff for preliminary review, but was also submitted as part of a partnership proposal for a twin pad facility by Dalhousie and Saint Mary's Universities. This resulted in several different scenarios for consideration.

Evaluation of Potential LTAS Sites In Halifax

Halifax, Site 1 – South Street Lands

This is a well located lot currently used for hospital parking, however its size and configuration poses some challenges to accommodating the HRM multi-pad building program.



The South Street site is located within a block of land along South Street between Robie Street and Wellington Street. It is immediately adjacent to the Atlantic Provinces Special Education Authority's Sir Fredrick Fraser School (SSF). The site is 2.7 acres in size and is therefore limited in its ability to accommodate any more than a two pad arena, which is HRM's minimal requirement for involvement in the site. No additional adjacent lands appear to be readily available. This site will not accommodate a three-pad or four-pad arena. Siting for a twin-pad arena, while possible, does not allow for a preferred design, and presents complications in a crowded neighbourhood. Parking on the South Street site, is an issue and further examination identified that shared parking within the existing Sir Fredrick Fraser School parking lots or the creation of additional parking on the SFF School property would be required.

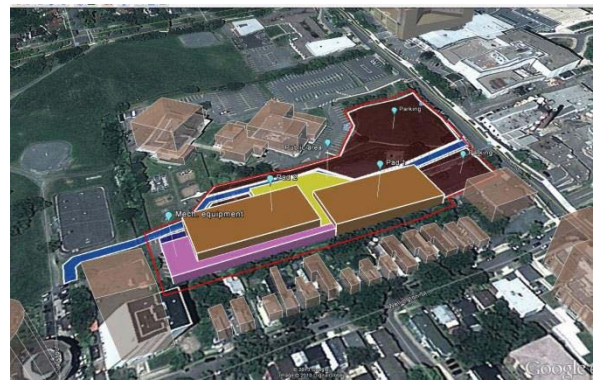
Several layout options were explored for both building and parking. The specific requirements for acquisition of the additional land are identified for each particular development option. The area presently used by SFF is identified on the sketch above with a yellow line. The area shaded green is owned by Nova Scotia Department of Transportation and Infrastructure Renewal and the area shaded blue is owned by Halifax Regional Municipality. The development of this site will require locating the arena very close to the existing residential dwellings on Wellington Street. A rezoning and/or Plan Amendment process will be required for the lands. The site will provide relatively good frontage to collector streets, near an arterial (Robie Street), Metro Transit stops and is located within walking distance to the commercial area of Downtown Halifax. The site is

also located within walking distance from Dalhousie and St. Mary's Universities. From a Crime Prevention Through Environmental Design (CPTED) point of view, the site is generally suitable for this type of development, although a more detailed CPTED examination will have to be carried out throughout the entire design process, owing to the long narrow nature of the property and backing on a public park, should the site be chosen to move forward.

Halifax, Site 1 South Street Lands

SITE DEVELOPMENT - OPTION A

The key objective of Option A is to minimize the requirements for acquisition of additional land.

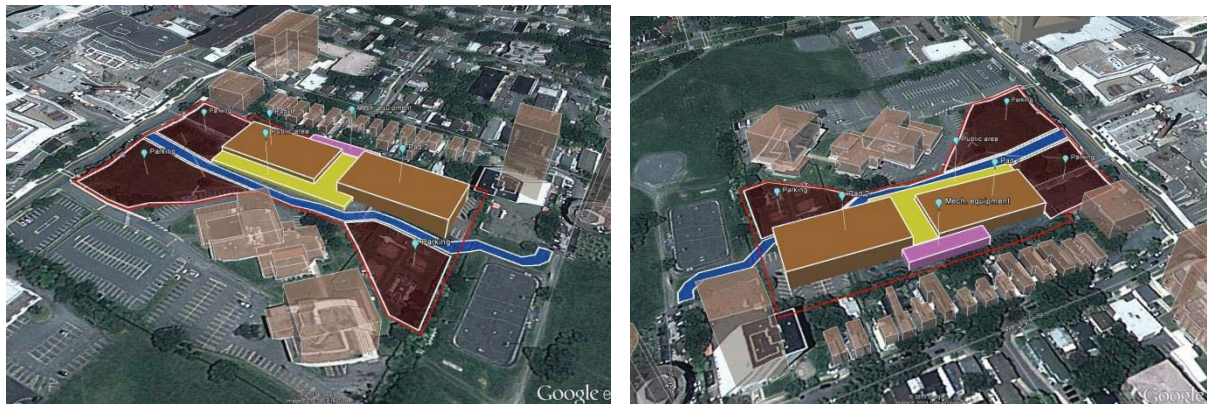


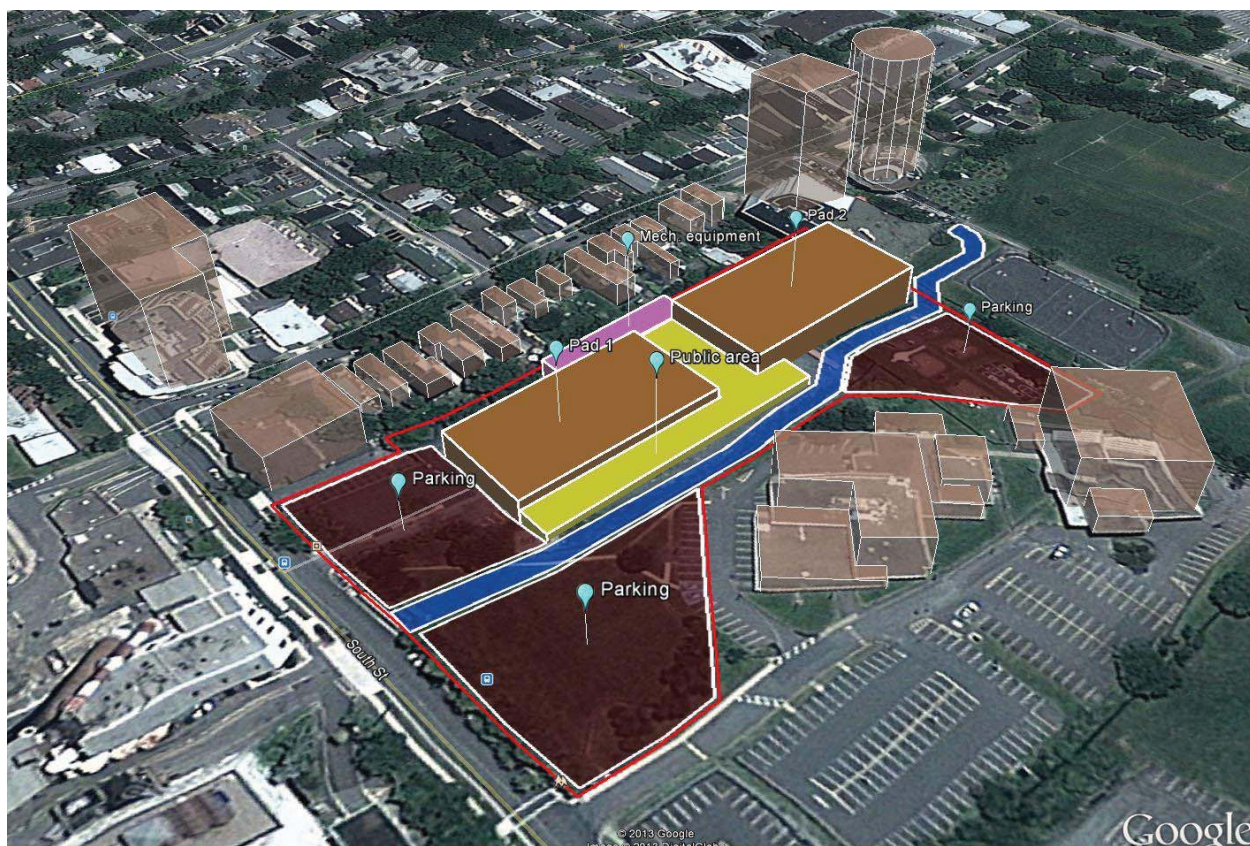
The preliminary exploration for Option A found that an additional 1.1 acres of land is required. The entire arena complex would be located very close to existing residential properties fronting Wellington Street. Close proximity to residential uses may not be attractive but, at the same time, the rear walls of the complex could provide a visual and acoustic buffer from the daily operation of the facility for the residential dwellings. The proposed service corridor located in the rear portion of this complex could be used to provide a buffer between the arena and adjacent residential properties. Most of the parking area would be visible from South Street. The building layout is not considered ideal from an operations perspective.

Halifax, Site 1 South Street Lands

Site Development - Option B

The key exploration of Option B is to allow for a more efficient operation of the complex.





To accommodate the required program under the Option B approach an additional 1.9 acres of land is required. The entire complex is pushed away from the existing residential properties on Wellington Street. This will provide a sufficient buffer zone for the existing residential lots but affects the operation of the complex. The mechanical section of the complex will be located in the center portion of the proposed complex. The proposed scheme may compromise spatial requirements for parking and the outdoor training facility belonging to the SFF School. The rear portion of the required parking area will not be visible from South Street.

Halifax, Site 1 South Street Lands

Site Development - Option C

The key objective of Option C is to create a safe public environment around the complex.



To accommodate this configuration an additional 1.9 acres of land is required from SFF. To create the safest public environment the proposed building complex is pushed to the rear of the property and located very close to the existing Wellington Street dwellings. This may not be attractive, but will provide a visual and acoustic buffer from the daily operations of this facility which will be primarily on the other side of the complex. South Street will be exposed to a large parking area, which is not ideal from an urban design perspective. To improve on this a vegetative screen should be introduced along the property line. Public access and the main parking area will be visible from South Street.

Summary of Land required for Halifax, Site 1 – South Street Options A,B&C

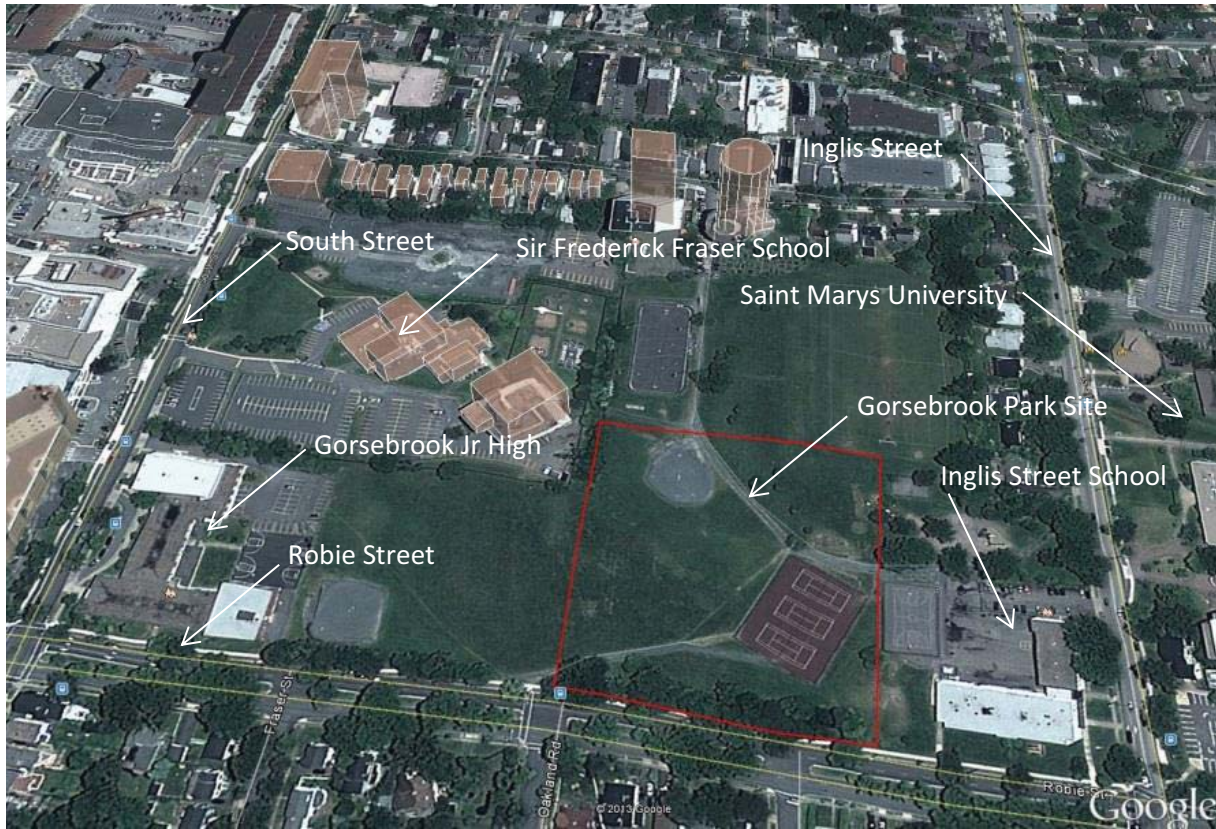


Conclusion

The proposed location scores well, however will accommodate a two pad complex only if additional land for parking can be secured from the adjacent Sir Fredrick Fraser School. If additional parking cannot be secured only a single pad public arena should be constructed on the site. **A single pad built by the Universities, with a similar level of public access historically enjoyed with either the Dalhousie or Saint Mary's rinks, combined with a two or three pad municipal facility located elsewhere on the Halifax Peninsula would allow HRM to achieve its strategic objectives for the area.**

Halifax, Site 2 – Gorsebrook Park

This is a well located site with low impact on existing residential development and is located conveniently near Dalhousie and Saint Mary's Universities. However an arena development of this type on the Gorsebrook Park is detrimental to a key open space serving the South End of Halifax.

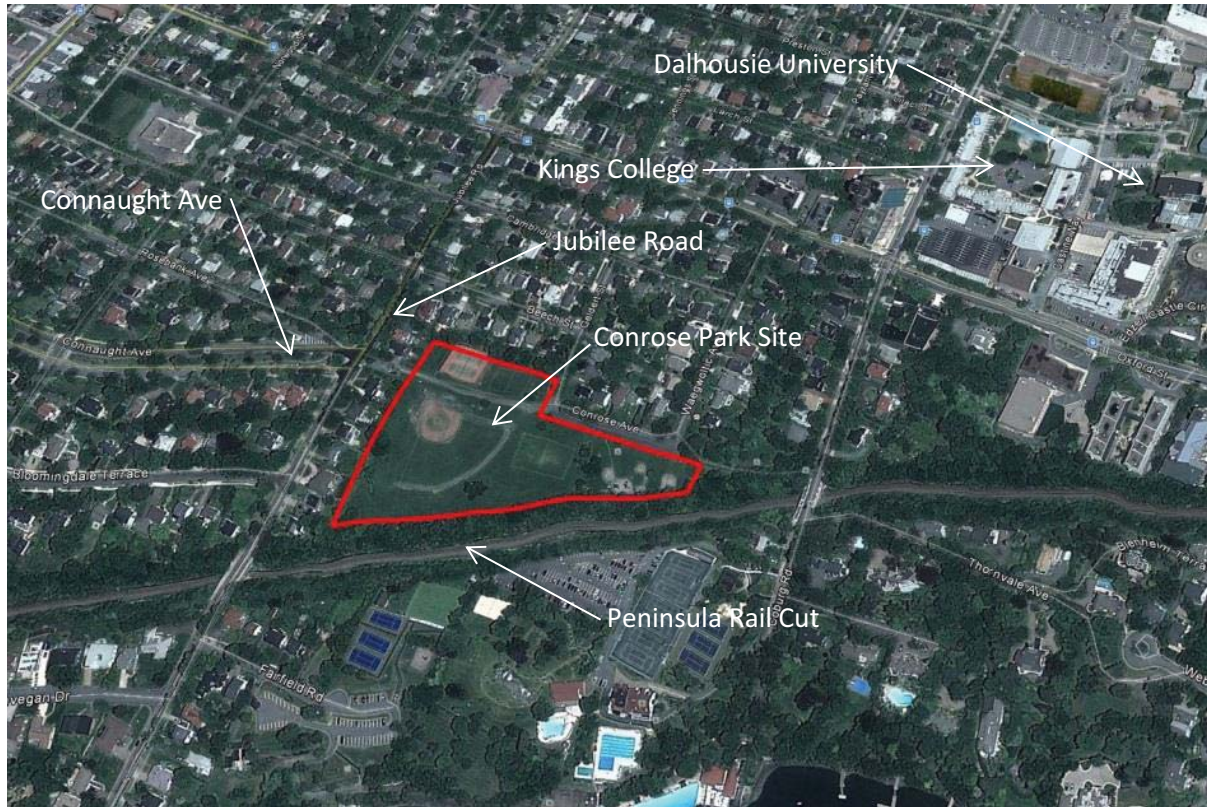


The proposed site is located along Robie Street between South Street and Inglis Street, between Gorsebrook Junior High School and Inglis Street Elementary School. The proposed site will have direct frontage on Robie Street. The site is currently a municipal park owned by HRM and used for passive and active recreation. Any redevelopment for an arena will require relocation or elimination of three existing tennis courts and one ball field. The proposed development will divide one large recreation open space into two smaller parts. One part will be adjacent to Gorsebrook School with a ball field and the second part will contain a sport field with limited frontage and visibility from public streets. It is also expected that the proposed development will compromise current pedestrian traffic patterns in the area.

The proposed development in this particular location will not complement nor enhance current park land and school uses however, will more likely complement the local university's needs. It is expected that the direct access to Robie Street would likely accommodate increased traffic flow associated with the daily operation of this facility. From a CPTED point of view, the site is suitable for this type of development but will create other issues.

Halifax, Site 3 - Conrose Field Park

This is a municipal park conveniently near Universities however, an arena would create substantial impact on existing residential areas and local streets.



The proposed site is located on the north side of the CN railway cut on the Peninsula, between Conrose Avenue and Jubilee Road. The parcel has direct frontage on Conrose Avenue, a quiet residential street, and access to arterials, Connaught Ave and Jubilee Road, through a narrow frontage between two residences. As a primary entrance/exit this would drop significant traffic at an already challenged intersection. Currently, the site is a Community Park used for passive and active recreation. The land is owned by Halifax Regional Municipality. The location of the proposed development will require relocation or elimination of two existing tennis courts and one ball field, as well as a small sport field and playground. More likely, the proposed development will eliminate all existing outdoor recreation opportunities within the park. It is expected that the proposed development would compromise current pedestrian traffic patterns in this area.

The proposed development in this particular location will not complement nor enhance any current recreation land uses in this area. The development and operation of this facility will create a significant negative impact on the surrounding residential neighbourhood. This location is a convenient distance from Dalhousie and Saint Mary's, and will more likely complement

their student recreation needs. From a CPTED perspective, the site is suitable for this type of development.

Halifax, Site 4 - Flynn Park

A municipal park, this site has convenient access to major roads but as an arena location creates substantial impacts on existing residential development and carries high development costs associated with existing steep slopes.



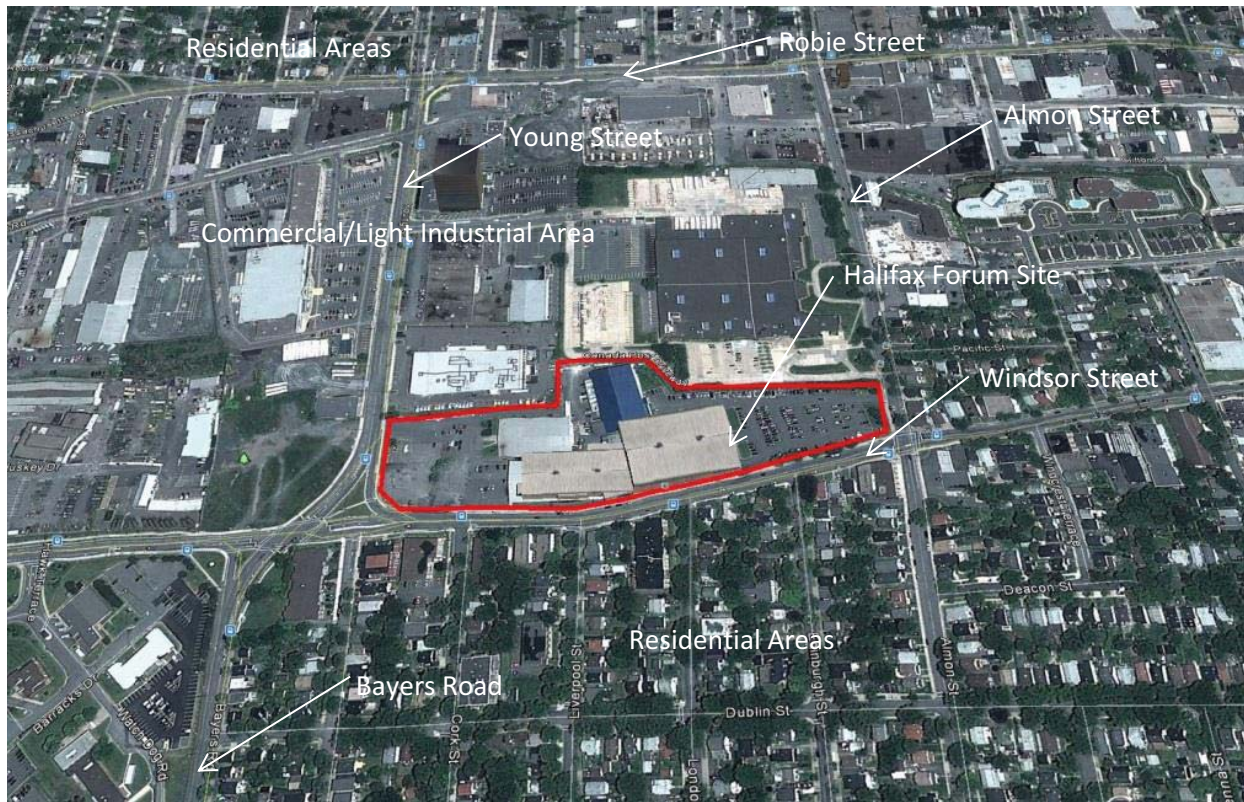
The proposed site is located on the north side of the CN peninsula railway cut with substantial frontage to MacDonald and Flynn Streets. The proposed location is well connected to the major road network on the Peninsula, located between Quinpool and Chebucto Roads. The rail cut is a pedestrian and vehicular barrier. Currently, the parcel is a municipal park and is used mainly for passive recreation with one active recreational ball field. The land is owned by Halifax Regional Municipality. An arena complex will require elimination of one ball field and a playground or their relocation to another site. More likely, the proposed development will eliminate all existing outdoor recreation opportunities on this parcel and the neighbourhood would be left without a park. Substantial earth works and filling owing to steep slopes will be required. It is expected that the proposed development would compromise current pedestrian traffic patterns in the area.

The proposed development will not complement nor enhance any current recreation land uses in this area. The development and operation of this facility will create a negative impact on the surrounding residential development. It is expected that the access to the site could be

accommodated from Quinpool Road and Chebucto Road. However, left turns in and out of MacDonald Street would be problematic and likely some traffic will be directed to Flynn Street and Roosevelt Drive, as well as north on MacDonald Street. Development of the site will require removal of existing trees and loss of views to the Northwest Arm. From a CPTED point of view, the site is suitable for this type of development.

Halifax, Site 5 – Halifax Forum Site

This existing arena site is in a less than optimal condition, but benefits from convenient road access, central location, and is in a transitioning commercial/light industrial area near dense residential areas.



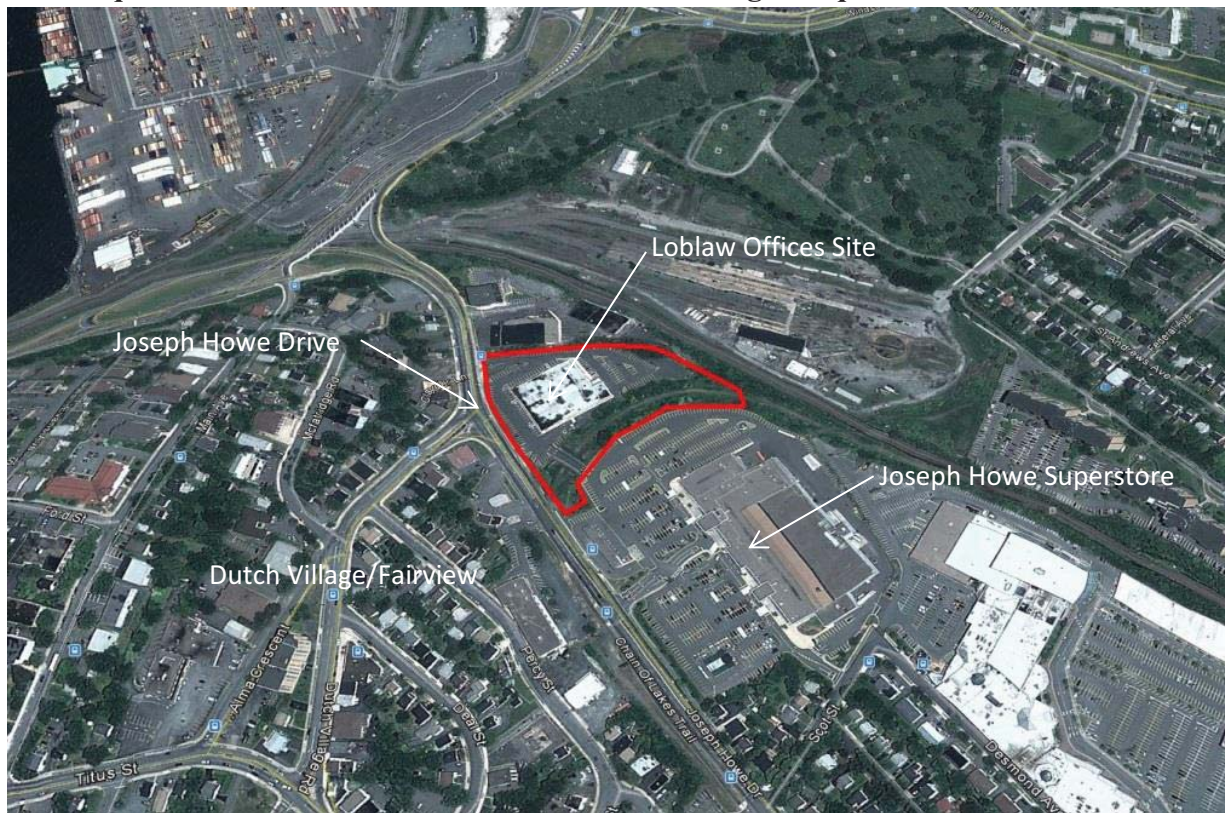
The proposed site is located in the central part of the Halifax Peninsula. The parcel offers direct frontage and access to Windsor Street, Young Street and Almon Street. Currently, the site is occupied by several buildings used for indoor community events, trade shows, bingo and recreation, including two ice surfaces. One of those rinks is housed in the original Forum building considered one of the last historic buildings of its type in the country. The land is owned by Halifax Regional Municipality. Redevelopment of the site to meet proposed program requirements would require demolition of some or all of the existing buildings, and/or reconfiguration and retrofit of the engineering infrastructure of the existing arenas.

The proposed changes complement existing recreation uses on the site. The re-development and operation of this facility would not impact the existing neighbourhood in any substantial way. The proposed location is close to dense residential communities and is on the edge of a

commercial/light industrial area expected to transition to mixed use residential/commercial in the future. It is expected that direct access to Windsor Street and Young Street will be sufficient to accommodate any increased traffic flow associated with the daily operation of the facility. It is not expected that development of this site will generate substantially more vehicular traffic on the adjacent neighbourhood streets. HRM could contemplate future expansion of the facility if it were to acquire additional lands to the east should those lands become available. From CPTED point of view the site is suitable for this type of development.

Halifax, Site - 6 Loblaw's Joseph Howe Drive Offices

This privately owned commercial parcel has excellent access to major roadways, however land acquisition and demolition of commercial building is required.

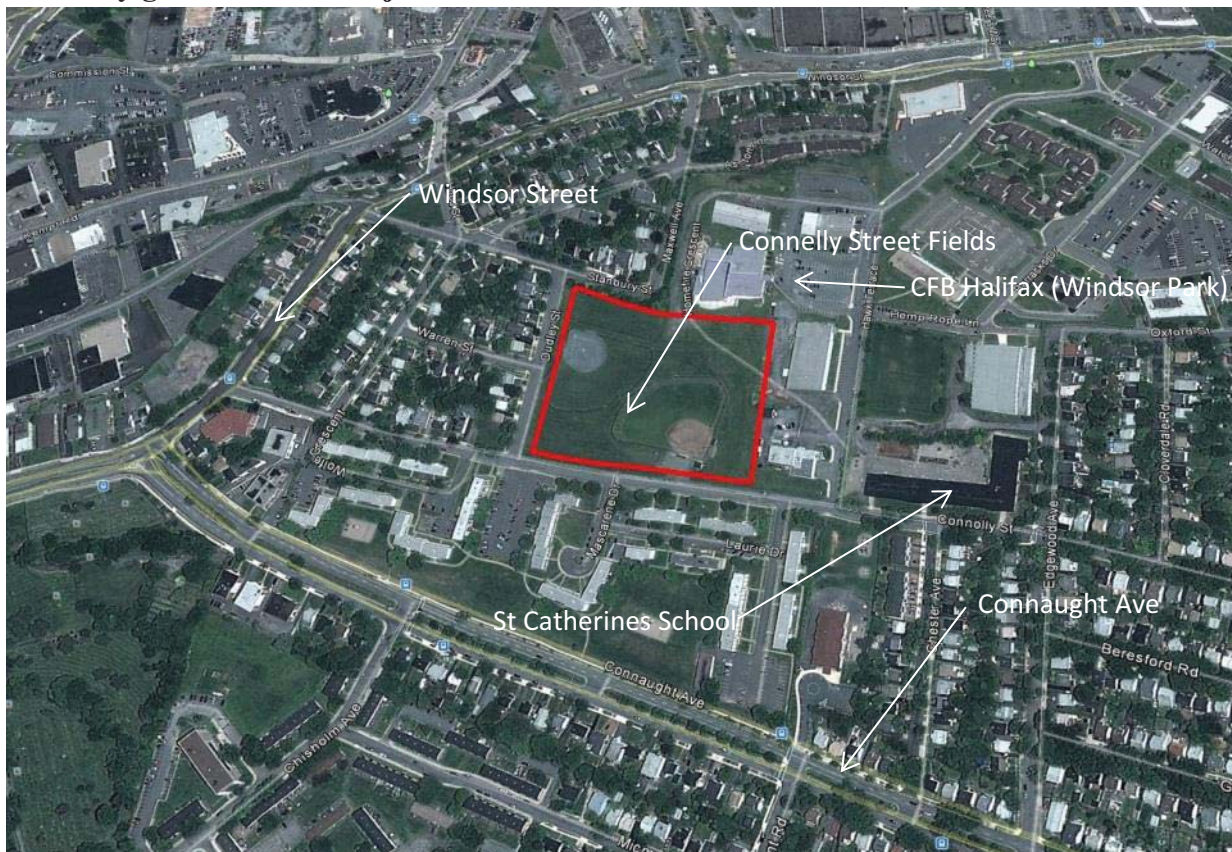


The proposed site is on the north side of the existing Superstore building, located along Joseph Howe Drive. The site has direct frontage to Joseph Howe Drive and excellent connections to major roads and highways. Currently, the property is occupied by a single storey commercial and administration building. The land is owned by Loblaw Property Limited. Any location of HRM's planned development will require acquisition of the land, which is not on the market. Demolition of the building, which is just over five years old, would be required. At this point, acquisition and demolition costs have not been determined. The proposed location of this development will provide some synergy with existing commercial developments in the surrounding area.

The proposed site is not adjacent to any recreation facility or infrastructure. It is expected that an arena complex on this site will not negatively impact the surrounding residential neighbourhood. This location is not within a convenient distance to universities located on the Peninsula. It is expected that the opportunities for direct access to Joseph Howe Drive will accommodate any increased traffic flow associated with the daily operation of this facility. It is not expected that the additional vehicular traffic generated by this development will be introduced onto the area's local streets. From a CPTED point of view, the site is suitable for this type of development.

Halifax, Site 7 - Connolly Street DND Property

This federally owned property, could be coupled with DND's future arena needs, has relatively good access to major roads.



The proposed site is located in the North End of Halifax bounded by Connolly Street, Dudley Street and Maxwell Avenue with a direct access from Connolly Street. The proposed site is well connected to major roadways on the Peninsula. Currently, the area is used for active recreation use and is associated with DND operations. The site is owned by the Government of Canada. The location of the infrastructure in this particular area will require relocation or elimination of the two existing ball fields belonging to DND. An arena complex on this site would utilize the entire site. As there are no significant municipal recreation facilities in the area, a multi-pad arena in this location will not complement nor enhance any current municipal recreation land

uses in the area. The arena may enhance present or future needs of DND, however, this would have to be explored further.

It is not expected that an arena development will create a great deal of negative impact on the surrounding residential development as it is similar to other DND uses, however some accommodations for the local residents and nearby school would be required. It is expected that direct access to Connolly Street will accommodate increased traffic flow associated with the daily operation of this facility. From a CPTED point of view, the site is suitable for this type of development.

Summary - Site Evaluation for Halifax Peninsula

This table provides a summary of the site suitability for locating two or three pad arenas on the Halifax Peninsula.

Site	Site ownership	Overall Ranking (1 through 7 with 1 being highest)	General comments
Site 1 South Street Option A	PID # 00053721 Owned by Nova Scotia Department of Transportation and Infrastructure Renewal	2	The area available for development is not sufficient for two ice surfaces with necessary back of house and parking accessory infrastructure. At a minimum, 0.9 acres is required from the adjacent property occupied by Atlantic Provinces Special Education Authority.
Option B	PID # 00053721 Owned by Nova Scotia Department of Transportation and Infrastructure Renewal	2	The area available for development located is not sufficient for two ice surfaces with all necessary infrastructure. An additional area of 1.4 acres is required from the adjacent property occupied by Atlantic Provinces Special Education Authority.

Option C	PID # 00053721 Owned by Nova Scotia Department of Transportation and Infrastructure Renewal	2	The area available for development located on this parcel is not sufficient for two ice surfaces with all necessary infrastructures. An additional area of 1.9 acres is required from the adjacent property occupied by Atlantic Provinces Special Education Authority.
Site 2 Gorsebrook Park	PID # 00054932 Owned by Halifax Regional Municipality	4	The proposed development will require elimination of three existing tennis courts and baseball field and a large area of open space. The development will require a minimum 5.0 acres of land from this parcel and will have a significant negative impact on the existing park, which is one of the only significant park holdings in the area.
Site 3 Conrose Field Park	PID # 00069302 Owned by Halifax Regional Municipality	7	The proposed development will require elimination of two existing tennis courts, baseball field, and two open space fields. The development will require the entire 5.9 acres parcel. It will have significant impact on the neighbourhood and area traffic patterns.
Site 4 Flynn Park	PID # 00069302 Owned by Halifax Regional Municipality	5	The proposed development will require elimination of the existing baseball field and playground. The development will require the entire 5.4 acre parcel. Steep slopes will require major land alterations to achieve a building pad large enough to host the program. This will add to the cost of the facility. The arena will impact residential neighbourhoods
Site 5 Halifax Forum	PID # 00775037 Owned by Halifax	1	The proposed development will require demolition and/or reconfiguration of existing structures located on the site.

	Regional Municipality		This choice offers the possibility of restoring the Forum building if the built heritage component of the site is to be maintained. Potential to expand the facility in the future should be explored as part of the conceptual design work. Centrally located. No additional impacts on neighbourhoods.
Site 6 Loblaws Joseph Howe Drive Offices	PID # 00181438 and PID # 41317280 Owned by Lablow Property Limited	6	The proposed development will require acquisition of two parcels of land and demolition of the existing office building located on the site. The development will require 5.3 acres of land.
Site 7 Connolly Street Fields	PID # 00122234 Owned by DND	3	The proposed development will require subdivision of land, acquisition and relocation of two existing ball fields. The development will require 6.0 acres of land. Consideration of school and area residents will have to be made through site design.

Evaluation of Potential LTAS Sites In Dartmouth

Dartmouth, Site 8 - Maybank Field

This site has excellent access to major roads, good proximity to residential populations and commercial development, however potential site contamination and soil stability issues would have to be explored. The arena program will require elimination or relocation of current recreation fields.

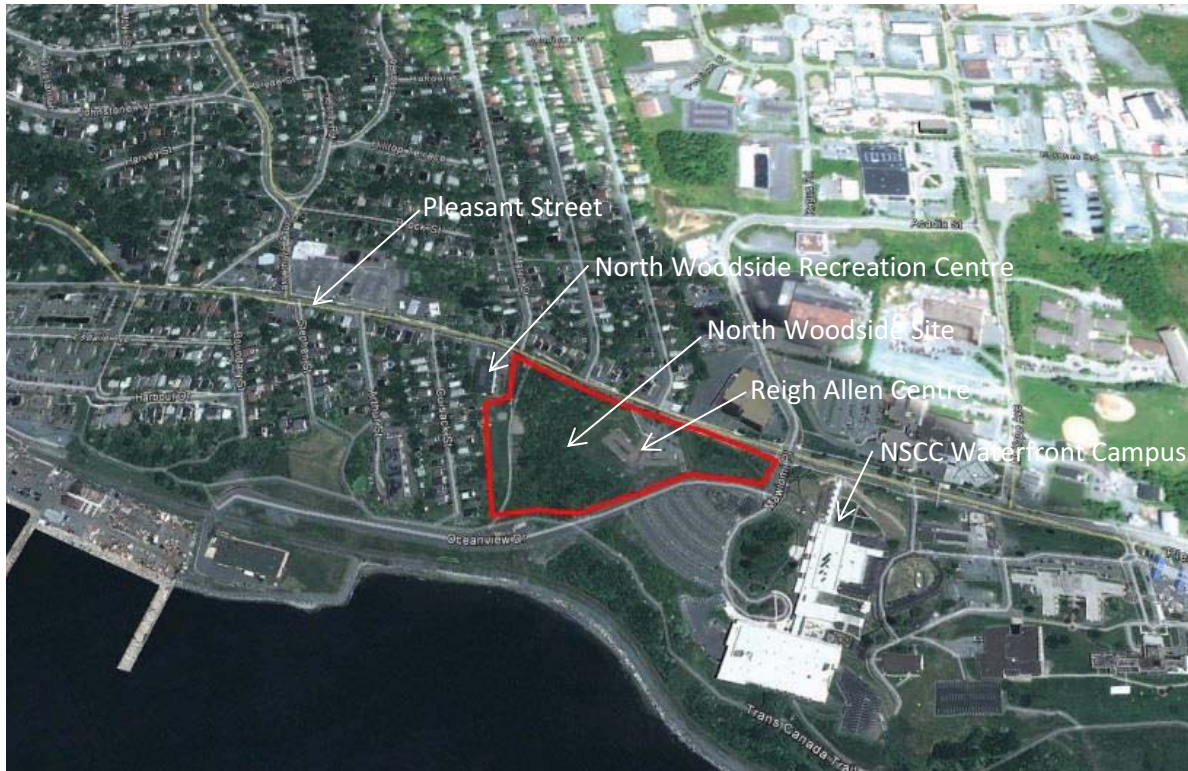


The proposed site is located on the east side of the intersection of Woodland Avenue and Micmac Boulevard. The site has significant frontage on the Boulevard and excellent visibility from Woodland Avenue. The site is owned by HRM. The proposed site is very well connected to the major road network of the urban core and surrounding suburbs. Currently, the area is used for active recreation and contains three ball fields. The large gravel parking area is also used as a Metro Transit park and ride lot. Locating a multi-pad arena here will require relocation or elimination of these facilities, although the park and ride may be able to be accommodated in a similar fashion to the arrangement at the BMO Arena. The proposed development will also require removal of a large area of existing vegetation and trees. The existing sport field located on the South side of the Micmac Boulevard is associated with Crichton Park Elementary School. The existing topography of the site is generally suitable for the proposed development, however, development of the site can be complicated by the fact that most of this area has been filled with material of an unknown nature. In order to determine site suitability, detailed soil/geo-technical testing of this area is required.

It is not expected that the character of the site development and subsequent operation of the proposed facility will create any negative impact on the surrounding residential area. The adjacent streets appear to be sufficient to accommodate the increased traffic flow associated with the proposed development. From a CPTED point of view, the site is suitable for this type of development.

Dartmouth, Site 9 - North Woodside

This location is well situated next to the NSCC, however the site requires dealing with land acquisition challenges with site development and a watercourse. Some land acquisition is required.



The proposed site is located in the south part of Dartmouth between Pleasant Street and Oceanview Drive. The site has significant frontage and good visibility on Pleasant Street. The site offers adequate connection to a major road network including Highway 111. The proposed development will require use of two adjacent parcels. The northern parcel with North Woodside Community Recreation Centre (which could stay) is owned by HRM. This land is used for the programed and passive recreation and storm drainage. The southern parcel is owned by the Province of Nova Scotia and contains the Reigh Allen Centre, which houses social programs carried out by the HomeBridge Youth Society. Much of the site is covered with low vegetation and young trees. The site is also divided by a natural drainage channel and watercourse. The proposed location will require demolition of the existing Reigh Allen Centre, consolidation of land and reconfiguration of the watercourse and drainage pattern. Development of the site will

also require removal of existing vegetation and significant grade alteration of the site. All this will constitute a significant challenge for site development and design of the building. The proposed development will complement active recreation needs and opportunities for the adjacent NSCC complex.

It is not expected that the character of the site development and subsequent operation of the facility will create any negative impacts on the surrounding residential development in this area. Pleasant Street can accommodate the expected increase of the traffic flow associated with this development. From CPTED point of view the site is suitable for this type of development.

Dartmouth, Site 10 - Penhorn Mall

Centrally located with excellent access to area highways and streets, this site is near residential neighbourhoods and commercial areas. Acquisition of an adjacent private commercial parking area is required.



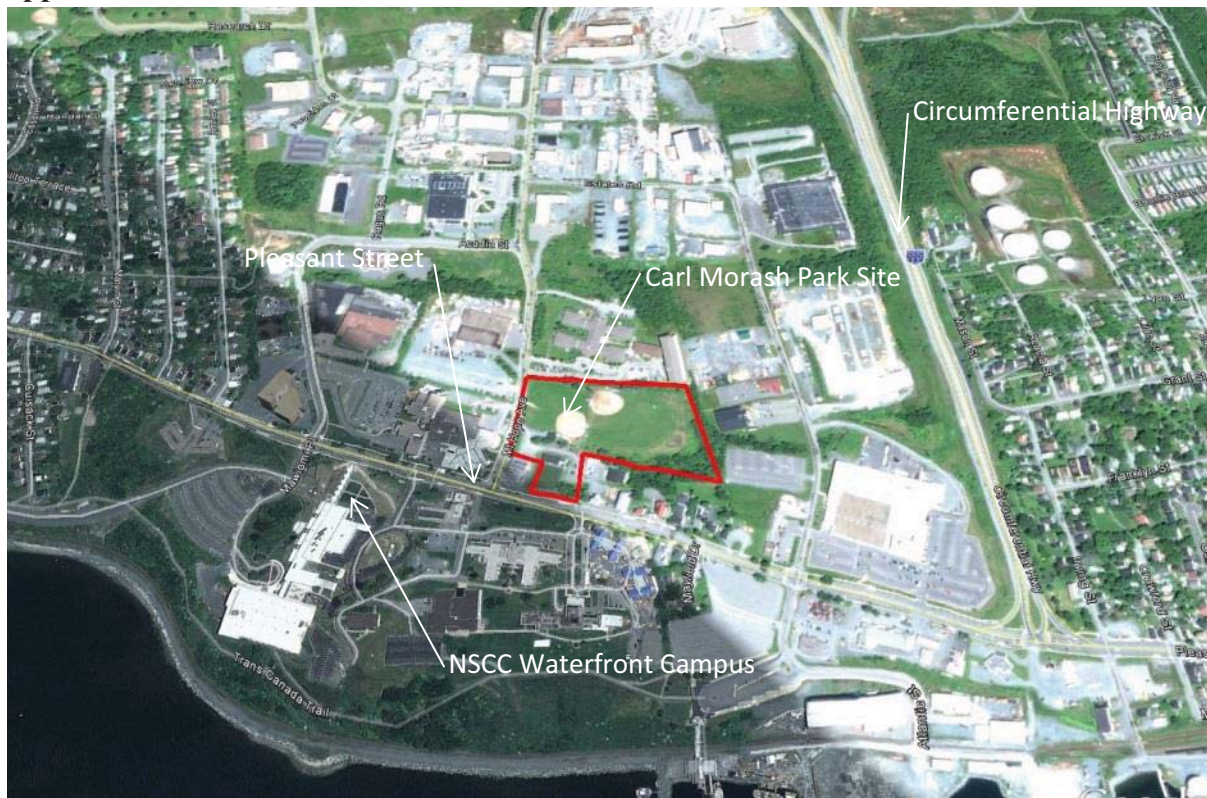
The proposed site is located in the central part of Dartmouth directly adjacent to Penhorn Mall with direct access to Portland Street and Peddars Way. Substantial frontage, good visibility and access at the signalised intersection with Portland Street make the site very accessible from major streets in the area. The site has excellent connection to Highway 111. The proposed site consists of two parcels: The front portion with the direct frontage to Portland Street is owned by ECL Penhorn Mall Limited and is occupied by a large paved parking area; the rear portion with

access to Peddars Way is owned by HRM and is well used and maintained as a Community Park. The Park includes a sport field, two tennis courts, a basketball court, an outdoor gym and playground. Location of the proposed development in this area will require relocation of all current recreation infrastructure. The proposed development will also require removal of existing landscaping and vegetation. The site is generally level and suitable to accommodate the proposed arena complex.

The proposed development will be compatible with current and future land uses to the north of the site. However, the proposed development may not be considered compatible with the existing residential development located to the West and South of the site if a rear access is required. Portland Street can readily accommodate the expected increase in traffic flow associated with this development. From a CPTED point of view, the site is suitable for this type of development.

Dartmouth, Site 11 - Carl Morash Memorial Park

This municipal park site is well located, easy to develop but has limited parking opportunities



The proposed site is located in the south part of Dartmouth between Pleasant Street and Mt. Hope Avenue. The site has substantial frontage and visibility from Mt. Hope Avenue. The site is also visible from Pleasant Street, albeit from a distance. The site offers good connections to a network of major roads in Dartmouth and is near Highway 111. The site is owned by the Halifax Regional Municipality. The property is fully developed for active recreation and contains two ball fields, lawn bowling and other outdoor recreation infrastructure. In the wet season the lower

section of the site experiences some drainage problems. The area is generally flat and suitable for construction. A multi-pad arena will require demolition of the existing building and relocation of all existing recreation infrastructure. In close proximity there is no complementary recreation infrastructure.

The proposed development will complement active recreation needs of the adjacent NSCC complex. It is not expected that development and subsequent operation of the facility will create any negative impacts on the surrounding residential development in this area or on other existing uses. Pleasant Street will accommodate increased traffic flow associated with this development. From CPTED point of view the site is suitable for this type of development.

Dartmouth, Site 12 - Shannon Park

This site has excellent access to the major streets and highways of Dartmouth and Halifax. The land here is low and may require flood mitigation against storm surge or sea level rise.



The proposed site is located in North Dartmouth on the south side of the McKay Bridge, near the intersection of the CN railway line and Princess Margaret Blvd. The site has direct access to Princess Margaret Blvd, Iroquois Drive and Nootka Drive. Substantial frontage, good visibility and access to streets offer a great deal of flexibility. It is also well located in terms of major

roads, although improvements will have to be made in terms of access from to the road network in order to maximize the eventual redevelopment of the entire Shannon Park site. Occasionally, current operations of the railway track cuts access off from from Windmill Road. With proximity to the MacKay Bridge, Highway 111 and Windmill Road/Magazine Hill the site can draw both from Dartmouth and a much wider area. Peninsula Halifax, Bedford/Sackville, and Clayton Park are within striking distance. The north portion of the site is occupied by the existing Shannon Park Arena and an engineering infrastructure building. The south portion of the site is occupied by a sport field and parking area. The proposed development will require demolition of the existing building and relocation of the current recreation uses. The site is generally level and suitable to accommodate the proposed arena complex, although it has been known to flood during extreme weather conditions as it was likely a former salt marsh which was filled and is still in close proximity to sea level.

The proposed development will be compatible with the current and intended use in this part of the North Dartmouth. There is no existing residential development in or significant population in the proximity of the proposed site. The proposed arena may complement the future redevelopment of the Shannon Park area, however it should be noted that a multi-pad/possible future stadium and existing school would be challenged to be accommodated together on the site. The adjacent street network will not have a problem to accommodate the expected increase in traffic flow generated by the arena however redevelopment of the entire site will likely require access upgrades. The lands are Federal and administered by Canada Lands Corporation. It is not known when they would become available. From a CPTED point of view, the site is suitable for this type of development.

Dartmouth, Site 13 - Commodore Drive

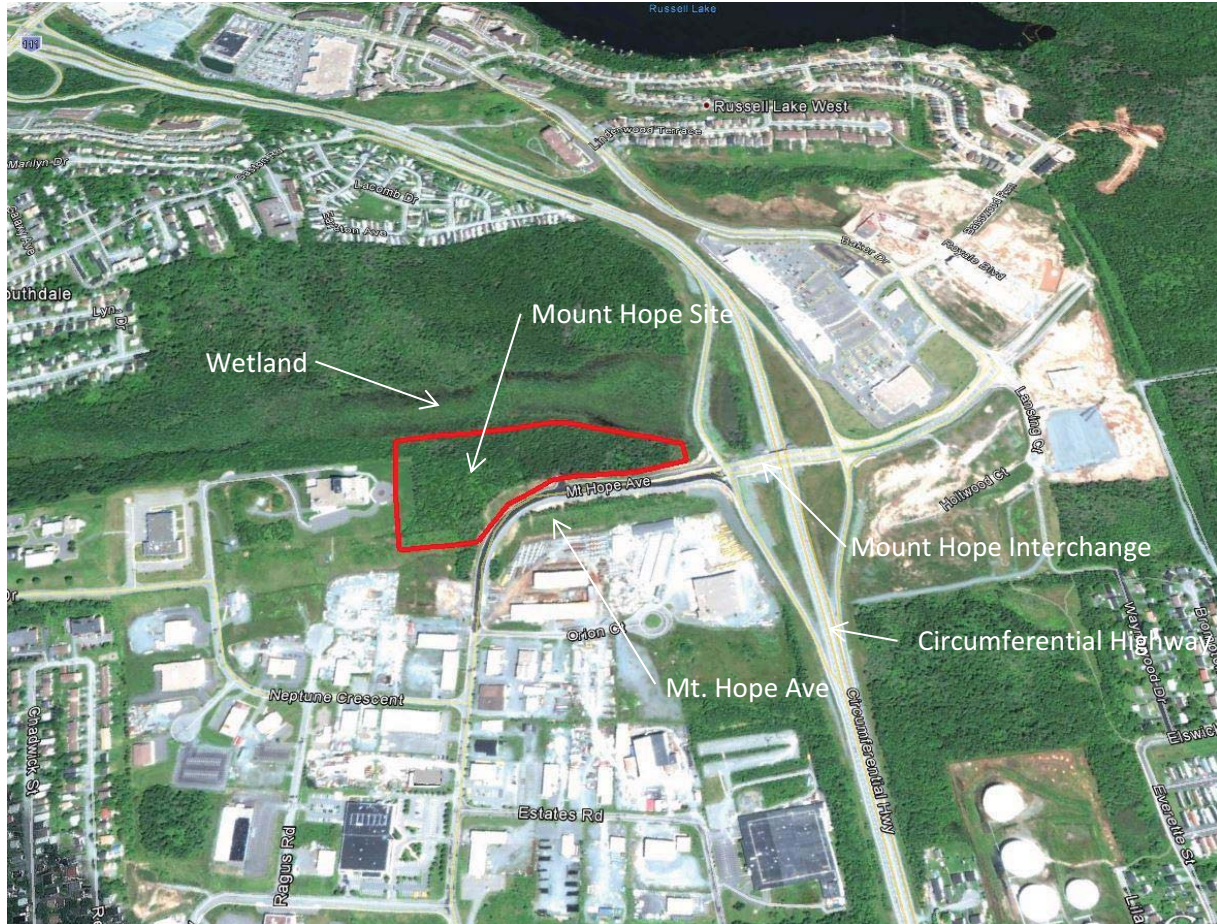
This site offers excellent interaction with existing outdoor regional recreation facilities. It has good access from the roadway network. Wetland issues may exist on a portion of the site.



The proposed site is located in Burnside Park on the north side of Commodore Drive and west of the existing HRM all-weather sport fields and regional beach volleyball facility. The site has substantial frontage and excellent visibility from Commodore Drive, and convenient access from Highway 118, Burnside Drive, Highway 111 and major streets of Dartmouth. The site is also easily accessed from the Halifax Peninsula and with the new Highway 107 Extension (Sackville Connector), which is being constructed, Sackville and Bedford will have easy access as well. The property is owned by the Halifax Regional Municipality. The area proposed for the development is currently occupied by a gravel parking area and storm water retention infrastructure. The proposed development may require relocation of the existing parking area and re-development of this parking in a more compact form complete with hard surfaces. Parking will need to be carefully accommodated owing to the potential intensity of use if all facilities are operating at once.

The proposed development will complement and could enhance existing recreation uses already on the site with support amenities. The existing topography of the site is generally suitable to accommodate the proposed arena complex. A significant wet area in close proximity to the proposed site may create a challenge for approvals, detail design, engineering and construction. The adjacent streets are capable of accommodating the expected increase of the traffic flow associated with the development. From a CPTED point of view, the site is suitable for this type of development.

Forested lands with easy access to Highway 111 underscore this site, which is owned by the Province of Nova Scotia



The proposed site is located on the west side of the Mt. Hope interchange on Highway 111 with direct access from Mt. Hope Avenue. With substantial frontage, good visibility and access to this intersection the site is very accessible. The site consists of one large parcel owned by Nova Scotia Innovation Corporation (InNovaCorp). The elongated configuration of this parcel may present a problem for site development and design of the proposed complex. To the east, the property is bounded by a significant wetland. This feature may restrict the development capability of the site. The entire site has not been disturbed and is covered with natural vegetation. Proposed development of the site will require a significant grade alteration and removal of all existing vegetation.

The proposed development will be compatible with the existing land uses in this area. The adjacent street system can accommodate the increase of the traffic flow associated with this development. From a CPTED point of view, the site is suitable for this type of development.

Dartmouth, Site 15 - Baker Drive

This municipally owned site offers a convenient location and is easy to develop.



The proposed site is located in the Russell Lake West Community, along Baker Drive with convenient access to Portland Street and Mount Hope Avenue. These two connections allow good access to Highway 111 and other major streets in the Dartmouth area. Substantial frontage on Baker Drive provides good exposure and visibility to the site. The parcel has been acquired as parkland dedication for the surrounding residential development. A rezoning would be required. At the present time the site is undeveloped and “pad ready” for indoor or outdoor recreation development. The site is generally level and suitable to accommodate the proposed arena complex. The north portion of the site is separated from existing development by an open drainage ditch system. It appears that this area could provide a sufficient buffer between the proposed site arena and residential areas especially if it is replanted with trees. The area proposed for development has no trees and vegetation. Proximity to existing commercial development along Baker Drive provides good opportunity for complementary uses.

The proposed development may stimulate and complement future development in this part of Dartmouth. The adjacent street network will easily accommodate the expected increase of traffic flow associated with this development. From a CPTED point of view, the site is suitable for this type of development.

Dartmouth, Site 16 - Dartmouth Crossing**This site offers excellent connections to commercial development and Highway 118**

The proposed site is located on the north side of Wright Avenue near the Highway 118 intersection. The site is within the former Whebby Quarry site, now redeveloped as Dartmouth Crossing. The intersection of Wright Avenue and Countryview Drive provides an excellent access to the major road network of Burnside Industrial Park, Dartmouth Crossing commercial development and Highway 118. This allows easy access to Halifax/Dartmouth downtown and the International Airport. The site has good visibility from surrounding roadways. The area proposed for this development is owned by Dartmouth Crossing Limited and 31133173 Nova Scotia Limited, so a market acquisition would be required. The site is undeveloped and is generally level, ready for development and capable of accommodating the proposed complex. The north portion of the site includes a substantial cliff which separates the lower portion of the site from the future mixed use development at the top. The area proposed for development has no trees and vegetation and is suitable for any indoor recreation facility. Proximity to the existing commercial development of Dartmouth Crossing provides excellent opportunities for complementary services.

The proposed development will be fully compatible with all current and future development in this area. The adjacent street network is capable of accommodating the expected increase in

traffic flow associated with this type of development. From a CPTED point of view, the site is suitable for this type of development.

Summary - Site Evaluation for Dartmouth Area

This table provides a summary of the site suitability for locating two or three pad arenas in the Dartmouth Core.

Site	Site ownership	Overall Ranking (1 through 9 with 1 being highest)	General comments
Site 8 Maybank Fields	PID # 40402109 and PID # 00088872 owned by Halifax Regional Municipality	1	The proposed development will require elimination of three softball fields. The development will require 5.0 acres of land. It is very well located. Must investigate sub-surface conditions.
Site 9 North Woodside	PID # 41146838 owned by Halifax Regional Municipality and parcel PID # 41146812 owned by Dep. Trans & Infrastructure Renewal	9	Development of the site will require demolition of the existing provincial building, removal of existing vegetation and a significant grade alteration. The existing water course located on the site will create a challenge for site development. Land acquisition will be required.
Site 10 Penhorn	PID # 40130411 owned by Halifax Regional Municipality and parcel PID # 00222844 owned by ECL Penhorn Mall Limited	6	Development of the site will require relocation of the existing sport field, two tennis courts, basketball court and outdoor gym equipment. Commercial land acquisition will be required.

Site 11 Carl Morash Park	PID # 00232819 owned by Halifax Regional Municipality	7	Development of the site will require relocation of two existing baseball fields. Grade alteration of the site will be required in order to prevent potential flooding of the facility.
Site 12 Shannon Park	PID # 00063693 owned by Federal Property administered by Canada Lands Corp.	3	Development of the site will require demolition of several existing buildings. Grade alteration of the site will be required in order to prevent potential future flooding of the facility. Aspirations for this as a future Stadium site will have to be considered. Operation of the existing railway line may restrict access to the site. Land acquisition will be required.
Site 13 Commodore Drive Fields	PID # 41263724 owned by Halifax Regional Municipality	2	Development of the site will require relocation of the existing parking area. The proposed development may be restricted and create a negative impact on the adjacent watercourse, wetland and lake. Could work well with existing recreation facilities if other issues can be overcome.
Site 14 Mount Hope	PID # 41280546 owned by Nova Scotia Innovation Corporation	8	Development of the site will require removal of existing vegetation, and significant grade alteration. The proposed development may have a negative impact on the adjacent wetland area. Land acquisition

			will be required.
Site 15 Baker Drive Park	PID # 41280751 owned by Halifax Regional Municipality	5	The proposed site is ready for the proposed development but would require re-zoning.
Site 16 Dartmouth Crossing	PID # 41255035 owned by Dartmouth Crossing Limited and PID # 41149733 owned by 3113173 Nova Scotia Limited	4	The proposed site is ready for the proposed development. Some grade alteration and blasting will be required as well as site beautification. Land acquisition will be required.

Appendix 1 Evaluation Sheet

LTAS SITE SELECTION CRITERIA

SITE NUMBER

	Existing conditions	Remediation required	Revised Score
<i>Evaluation Criteria</i>			
Land Ownership			
Municipal land ownership land available			
Municipal land available mitigations required			
Public land ownership land available			
Public land ownership mitigations required			
Private land ownership acquisition req.			
Private land acquisition and mitigation req.			
Total score			
Site accessibility			
Access to collector street system			
Impact on local street network			
Conditions for emergency access/exit			
Frontage to public street			
Visibility from public street			
Accessibility for users with disability			
Proximity of Metro transit system in the area			
Total score			
Site conditions and suitability			
Suitability of the site topography			
Suitability of the site configuration			
Demolition of existing infrastructure required			
Potential site contamination			
Requirements of vegetation removal			

Existing environmental values of the site			
Existing cultural values of the site and area			
Opportunities for expansion			
Engineering infrastructure on the site			
Complementary public uses on the site			
Space available for accessory infrastructure			
High visibility and compliance with CPTED			
Construction and development constraints			
Total score			
Planning regulations			
Development permitted in Zone and MPS			
Change to zone and MPS required			
Support of the Regional Plan			
Limitation for new eng. infrastructure			
Total score			
Program delivery opportunities			
Standalone program delivery			
Synergy with interest groups			
Synergy with public institutions			
Synergy with corporate institutions			
Synergy with public programs in the area			
Complementary public uses on site			
Total score			
Community planning context			
Proximity to city public infrastructure			
Proximity to existing commercial area			
Proximity to com/reg. recreation facility			
Proximity to residential growth area			
Proximity to commercial growth area			
Proximity to institutional growth area			
Proximity to school and university			
Convenient regional access to the site			
Total score			
Total Score for Site			

Schedule 10 List of Community Events and Activities – Halifax Forum Complex

In addition to the annual events for the past five (5) years, there are a number of events that have taken place several times in the past five years, including:

<u>Event</u>	<u>Year(s)</u>	<u>Event Days</u>	<u>Attendance</u>
Auto Sales	2009/11/12	20	?
Pseudio Sale	2009	6	3,000
Golf Central	2009	3	1,500
Valley Stationers	2009	4	1,000
Bike Rodeo	2009	1	?
Elections Canada	2009	1	?
Movie Studio	2009	3	?
Nothing Fancy	2010/11/12	7	5000
Nova Trophy	12/11/2010	2	500
Mixed Martial Arts Expo	2010/11	2	500
Quinpool Road Retail Association	2011/12	4	2,000
Lumbermart	2011/12	5	3,800
Canada Post	2011/12/13	2	?
Kent Homes	2012/13	3	500
Metro Transit	2012/13	3	?
WCB	2012	1	?
Indo Canadian Fest	2012/13	3	1,000
NSCAD Fashion Show	2012/13	2	1,000
Teen Expo	2012/13	2	2,000
Professional Boxing	2012	2	2,500
Dalhousie Career Fair	2013	1	?
Concerts	2010	6	9,500
Concerts	2011	9	18,000
Concerts	2012	13	26,000
Concerts	2013	14	28,000

Schedule 10 List of Community Events and Activities – Halifax Forum Complex

<u>Multi-Purpose Centre</u>					
<u>2009-2013</u>					
<u>Event</u>					
<u>Trade Show</u>		<u>Event days</u>		<u>Attendance</u>	
Home Show		5		20,000	
Maritime Gift Show		14		3,600	
Christmas at the Forum		4		15,100	
Good Health Show		3		3,000	
Cheer Expo		3		2,000	
Halifax Seed		2		11,000	
Tattoo Festival		4		4,000	
<u>Retail</u>					
Paderno		20		35,000	
Cleves		12		20,000	
<u>Meetings/Community Events</u>					
Parents of Multiple Births		4		6,000	
Grey Hounds of Canada		2		1,000	
Doggie Expo		2		3,000	
Fundy Cat Show		2		500	
HRM		8		-	
Halifax Regional School Board		8		-	
Ham Operators		2		300	
<u>Dances & Parties</u>					
Weddings	}				
Graduations		11 Annually		10,000	
Re-unions					
<u>Special Events</u>					
Glow Promotions Winter Wonderland		21		10,000	
Police Association of NS		1		1,000	
Concerts		5		10,000	
Local Wrestling		2		1,500	