

HRM **by** DESIGN

The Centre Plan

Phase 1 CDAC- May 2, 2012

HALIFAX REGIONAL MUNICIPALITY

halifax.ca/PlanHRM twitter.com/PlanHRM facebook.com/PlanHRM 902-490-8479

Background

What is HRMbyDesign?

PHASE 1:


- Regional Centre Vision Statement, Guiding Principles, and 5 Campaigns for A Great City.
- Developed through community consultation 2006-2007, approved in 2007.

PHASE 2:

- The Downtown Halifax Planning Strategy and Land Use Bylaw
- Design Guidelines for architectural and public space excellence
- The Barrington Street Heritage Conservation District
- New development approval process: "Site Plan Approval."
- Developed through community consultation 2007-2009, approved in 2009.

PHASE 3:

- The Centre Plan.
- New Regional Centre Planning Strategy and Land Use Bylaw.
- Based on sustainability through concentration of opportunities to live and work.
- Centre Plan Phase 1 approval in 2012.
- Overall completion and approval in 2015.

Phase 1	The Vision Statement – Approved in 2007
<ul style="list-style-type: none">• The Vision Statement sets the overarching urban design objective for the Regional Centre.• It builds on the area's inherent assets and potential strengths.• This important direction-setting tool was created through previous HRMbyDesign public engagement exercises, and was subsequently adopted by Halifax Regional Council in 2007.	
	

Phase 1	The Vision Statement
<p>The Regional Centre is the symbolic, historic and functional heart of the Halifax Regional Municipality. It is distinguished by its rich past as is evident in:</p> <ul style="list-style-type: none">• its historic architecture, traditional neighbourhoods and national landmarks;• its natural features as shaped by its grand parks, harbour, lakes, waterways and rolling hills;• and its regional importance as an economic hub, capital district, educational centre, health focus and cultural heart.	

Phase 1 **The Vision Statement**


The Regional Centre will build on its distinctions and assets to nurture an urban context that enhances quality of life, enriches urban living and becomes a global destination.




Phase 1 **The Vision Statement**


The Regional Centre will assert and affirm a legible and ordered urban structure that will reinforce the best qualities and characteristics of its unique neighbourhoods and districts.





Phase 1	The Vision Statement
<p>The Regional Centre's cultural vitality is rooted in its diverse population and accordingly it will strive to be an open, safe, affordable, accessible and welcoming place to people of all walks of life.</p>	
	


Phase 1	The Vision Statement
<p>The Regional Centre's vibrancy, animation and economic health will be strengthened through the cultivation of a compact, civic inspired and human-scaled urban fabric of streets, blocks and buildings.</p>	
	


Phase 1	The Guiding Principles – Approved 2007
<p>The following eight Guiding Principles for Urban Design were prepared by HRM residents through public engagement workshops as part of the HRMbyDesign process, and were subsequently adopted by Halifax Regional Council:</p> <ul style="list-style-type: none"> • The Principles are the building blocks of the Regional Centre that will give the city its “look and feel.” • They reinforce the Vision Statement and will form the backbone of the Centre Plan. <p style="text-align: right;"><small>HRMbyDESIGN The Centre Plan</small></p>	


Phase 1	The Guiding Principles
<div style="display: flex; align-items: flex-start;"> <div style="margin-right: 20px;">  </div> <div> <p>sustainable</p> <p>design, plan and build with respect for economic, environmental, social and cultural sustainability.</p> <p>create resilient communities that adapt to evolving opportunities and needs.</p> </div> </div>	


Phase 1	The Guiding Principles
 <h2 data-bbox="505 363 719 409">high quality</h2> <p data-bbox="509 430 1201 485">New development should be of high quality and compatible with other high quality developments.</p> <p data-bbox="509 516 1201 571">Promote high quality architecture and urban design that respects great heritage resources, including neighbourhoods.</p>	

Phase 1	The Guiding Principles
 <h2 data-bbox="505 1232 829 1278">heritage + culture</h2> <p data-bbox="509 1299 1222 1354">Heritage resources, including heritage districts, buildings, landscapes and cultural heritage, should be recognized, used, protected and enhanced.</p> <p data-bbox="509 1386 1240 1440">Ensure lasting legacies (buildings, open spaces and streets) are maintained, and new ones are created.</p>	

Phase 1	The Guiding Principles
	<h2 data-bbox="509 363 708 401">movement</h2> <p data-bbox="509 428 1243 510">Integrate land use planning with transportation planning in such a way that alternatives to driving become an easy choice. Transportation options should be efficient, pleasant and readily available.</p> <p data-bbox="509 541 1219 596">All streets should present an inviting walking environment that considers the comfort, convenience, safety and visual interest of pedestrians.</p> <p data-bbox="509 627 1243 709">The Regional Centre, in all ways, should be conducive to, and supportive of, active transportation movement. It should provide people with choices that are viable alternatives to driving.</p>

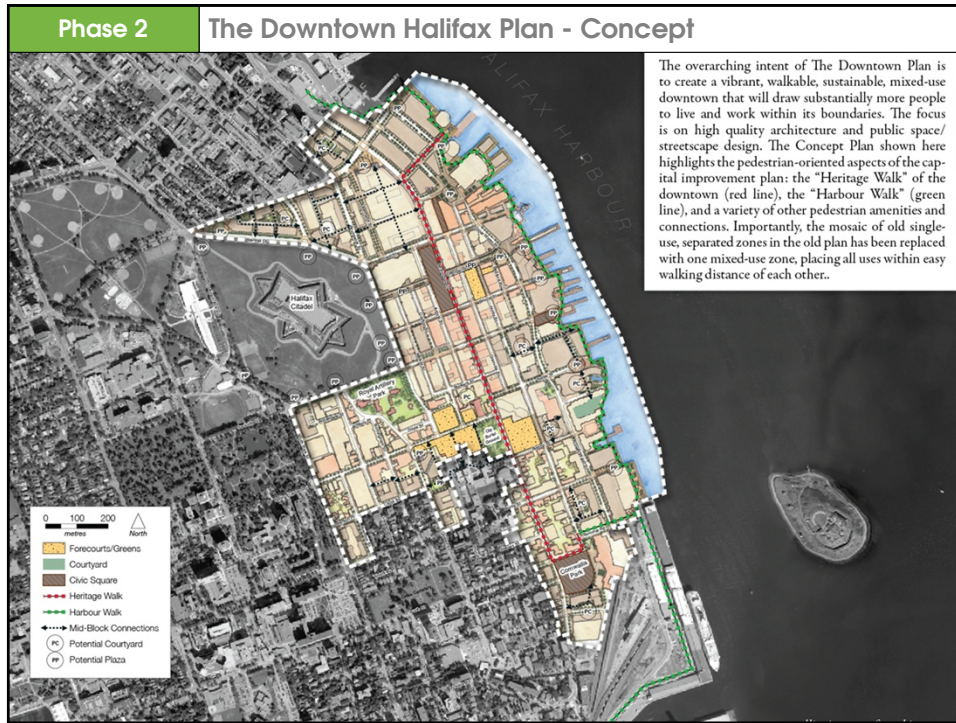
Phase 1	The Guiding Principles
	<h2 data-bbox="509 1228 992 1266">complete neighbourhoods</h2> <p data-bbox="509 1293 1135 1325">Support safe, mixed-use and diverse neighbourhoods, including:</p> <ul data-bbox="558 1335 1240 1472" style="list-style-type: none"><li data-bbox="558 1335 1024 1367">- Affordable housing and a variety of tenures;<li data-bbox="558 1377 1062 1409">- Residential, commercial, employment uses; and<li data-bbox="558 1419 1240 1472">- Visually and physically accessible amenity space, including schools and parks, within walking distance. <p data-bbox="509 1482 1216 1537">Ensure the necessary public services and amenities to support quality of life, cohesive communities and creative places.</p>

Phase 1	The Guiding Principles
	<h2 data-bbox="505 359 818 407">6 growth & change</h2> <p data-bbox="509 430 1227 485">Ensure that new developments respond to the natural, cultural, historical, and urban character of their context.</p> <p data-bbox="509 497 1206 525">Direct change and intensification to areas that will benefit from growth.</p> <p data-bbox="509 537 1182 592">Every new building should contribute to the betterment of the public realm.</p> <p data-bbox="509 604 1216 659">Design should support accessibility, active transportation and transit (i.e. streets, land uses, neighbourhoods, open spaces, circulation systems).</p>

Phase 1	The Guiding Principles
	<h2 data-bbox="505 1228 649 1276">7 process</h2> <p data-bbox="509 1299 1224 1354">Foster a culture of support for the building/ construction of quality urban design.</p> <p data-bbox="509 1367 906 1394">Recognize and reward design excellence.</p> <p data-bbox="509 1407 1118 1434">Involve neighbourhood communities in local planning matters.</p> <p data-bbox="509 1446 1213 1501">Maintain opportunities for public participation in the implementation of HRM by Design.</p> <p data-bbox="509 1514 1255 1541">Foster predictable outcomes that have been tested to be achievable and fair.</p>

Phase 1	The Guiding Principles
<p data-bbox="344 323 698 466">8 connected</p> <p data-bbox="509 432 1162 485">Prominent views to prominent natural and built features should be recognized, protected and enhanced.</p> <p data-bbox="509 516 1214 569">Enhance safe and appealing connections within the Regional Centre including to and from the waterfront, open spaces and neighbourhoods.</p>	

Phase 2	The Downtown Halifax Plan – Approved 2009
<p data-bbox="435 1262 1187 1423">HRMbyDesign Regional Centre Urban Design Study</p>  <p data-bbox="444 1766 1177 1822">The Downtown Halifax Plan</p>	



Phase 2 **The Downtown Halifax Plan - Density Bonusing**

- Bonus zoning trades building height and density for a public benefit.
- It is in use across the country to help cities ensure that every building built makes a positive contribution.
- Developers are able to choose from a menu of public benefits which includes: public art, affordable housing units, exemplary green design, streetscape improvements, and others.

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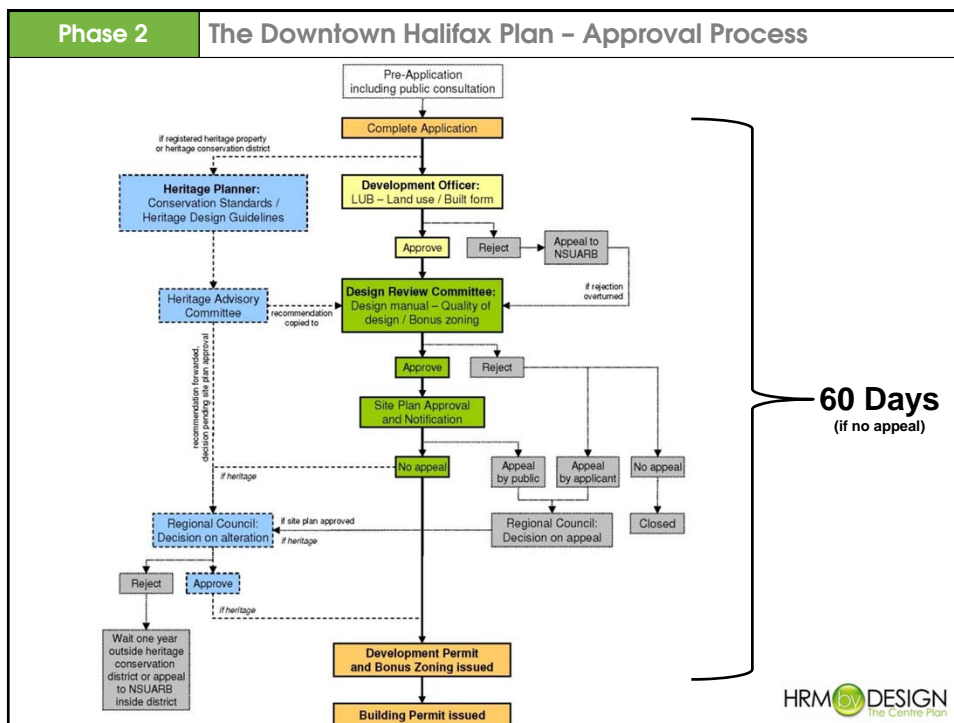
Phase 2 The Downtown Halifax Plan – Built Form Rules

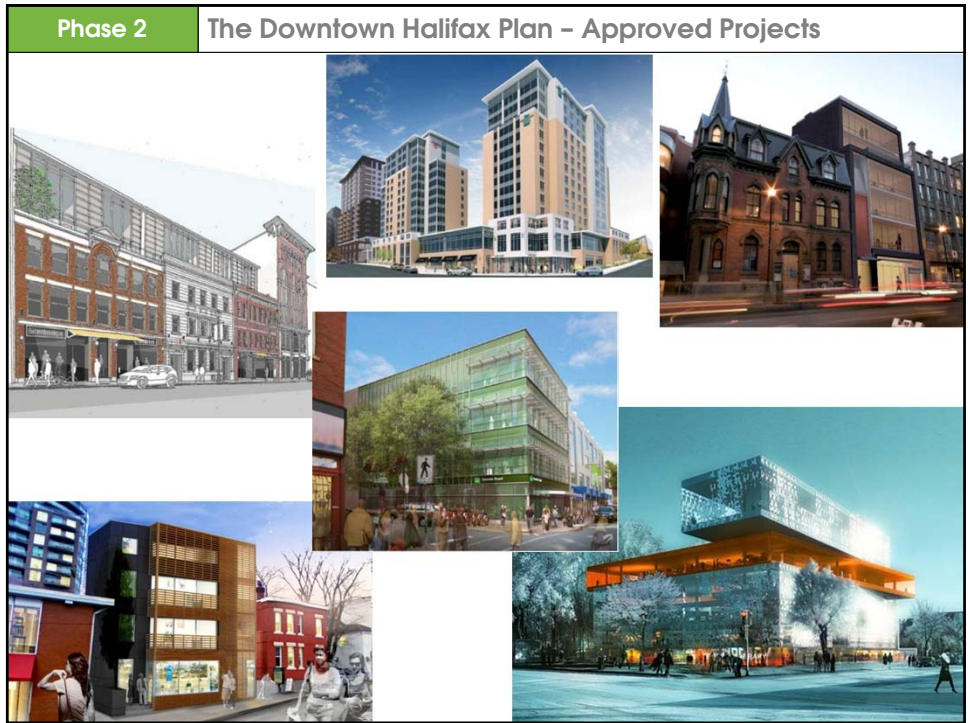
Low-rise (0' - 60')

Mid-rise (60' - 110')

High-rise (110'+)

In order to maintain a positive pedestrian experience at the street level, and to reduce the impact of wind and shadow on the street while encouraging sunlight penetration, at-grade setback and upper-storey setback rules have been incorporated into the Land Use By-law. The rules are designed for three main building types: lowrise, midrise and highrise. Precinct character is preserved by adjusting the various height and setback variables to match existing built form. Important in a hill city where views are valued, only slender "point towers" are permitted in the highrise form. A new bonus zoning program provides applicants for development with an opportunity to achieve additional height in exchange for prescribed public benefit.





Phase 3 **The Centre Plan – Neighbourhoods + Corridors**

Purpose:

- Create “complete” neighbourhoods, whose scale and character is protected.
- Focus well-designed growth and change to commercial corridors and opportunity sites.
- Use density bonusing to ensure the provision of housing affordability and beautiful streets.
- Promote well-designed densification through improved development policies and processes.

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Phase 3 **The Centre Plan – Appropriate Scale**

Appropriate Building Typologies by Urban Character Category

house-form types continuous & stacked house-form types low-rise podium form types mid-rise form types high-rise form types

general neighbourhood general neighbourhood corridor general neighbourhood centre urban neighbourhood urban neighbourhood corridor urban neighbourhood centre urban corridor urban centre urban core

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Phase 3 **The Centre Plan - Density**

<p>Single Detached: 7.5ua (18ua)</p>	<p>Single Detached: 11ua (27ua)</p>	<p>Townhouses: 17ua (41ua)</p>	<p>Townhouse (shared laneway): 34ua (83ua)</p>	<p>Stacked Townhouses: 34ua (83ua)</p>
<p>Back to Back Stacked Townhouses: 34ua (83ua)</p>	<p>Garden Apartment: 107ua (263ua)</p>	<p>Mid-Rise Multi-Unit (6 storey): 145ua (360ua)</p>	<p>Mid-Rise Multi-Unit (12 storey): 280ua (690ua)</p>	<p>High-Rise Multi-Unit Point Tower: 340ua (690ua)</p>

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Phase 3 **The Centre Plan - Density**

Invisible Density:

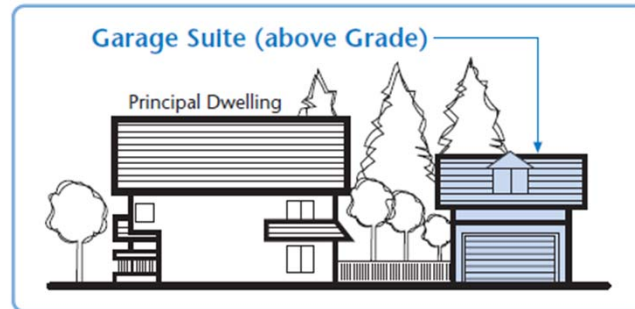
- Secondary suites in attics/basements, separate entrance, building envelope unchanged (the *Greg Brady* flat).

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Phase 3 The Centre Plan - Density

Hidden Density:

- Garage suites, Granny flats, may be visible alterations but not character-changing (the *Fonzi flat*).



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Phase 3 The Centre Plan - Density

Gentle Density:

- Duplex or townhouse or rowhouse, useful for transitions of scale and intensity (the *Three's Company flat*).



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Phase 3 The Centre Plan - Density

Visible Density:

- Multiplexes, stacked flats, mixed-use apartment buildings, condos, large sites (the *Jeffersons' flat*).



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Phase 3 The Centre Plan - Infill



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Phase 3 **The Centre Plan - Neighbourhood Character**

Current Policy



2 Family





Townhome





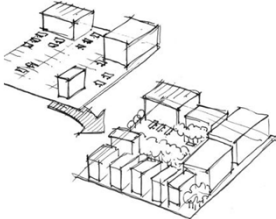
Multi Unit



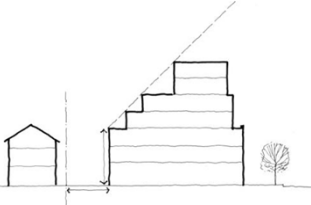
Future Policy

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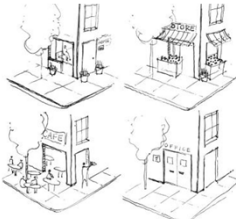
Phase 3 **The Centre Plan - Themes**




Infill Vacant Lots




Appropriate Scale




Mix of Uses



Inclusive Mobility




Complete Streetscapes



Engagement

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Phase 3	The Centre Plan – Legislative Amendments
<p>1. To permit the use of “Density Bonusing”</p> <ul style="list-style-type: none"> • The only mechanism HRM has to ensure private sector provision of housing affordability and choice, and streetscape and public realm improvements, is Density Bonusing. • Its use is strictly limited by the Charter to the downtown Halifax plan area. <p>2. To permit the use of “Site Plan Approval” to regulate development.</p> <ul style="list-style-type: none"> • To draw intensification to the Regional Centre, the expeditious “Site Plan Approval” development approval mechanism is required. • Its use is strictly limited by the Charter to the downtown Halifax plan area. 	
	

Phase 3	The Centre Plan <u>Phase 1</u>
	
	

Phase 3 **The Centre Plan Phase 1**

Council direction to complete certain Centre Plan work in 2012:

- The Centre Plan is due to be completed in 2015.
- However, on February 9 2012, Regional Council directed that a small portion of the Centre Plan be completed in 2012. This is being called Centre Plan Phase 1.
- This is in recognition of unprecedented development pressure in the Regional Centre in recent months.
- There were 140 development proposals in the Regional Centre in 2011 alone. These are concentrated in 11 development hotspots in Halifax and Dartmouth.
- With the current development policies and processes, HRM staff simply cannot keep up with this increased demand.
- Without improved policies in the short term, many of these opportunities for economic development and urban intensification will be lost to outlying areas or to other regions entirely.
- <http://www.halifax.ca/planhrm/centreplan.html>

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Phase 3 **The Centre Plan Phase 1**

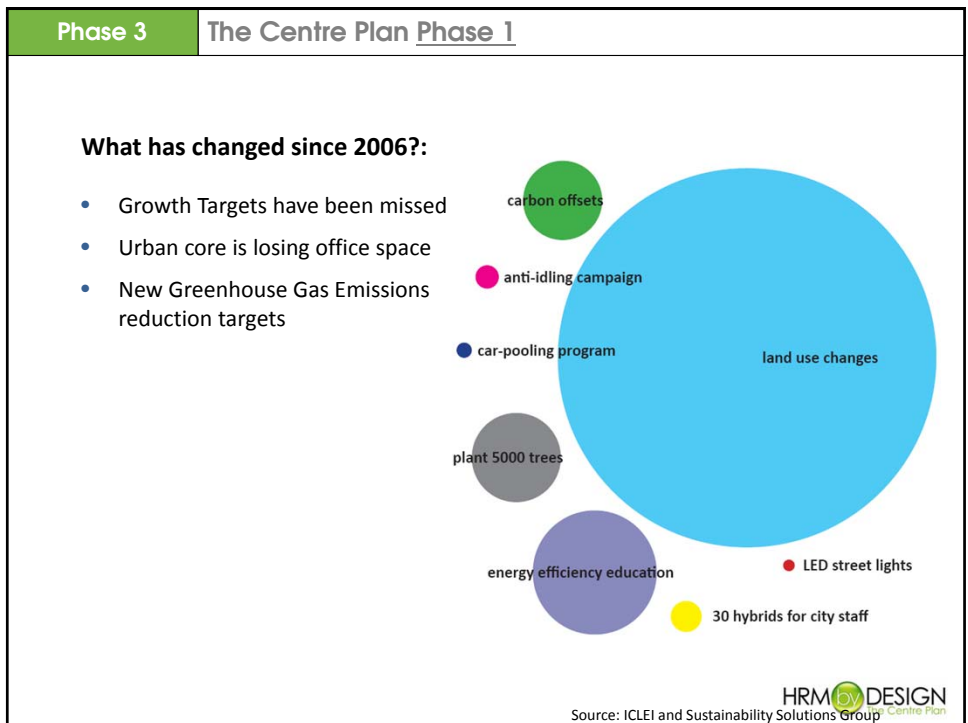
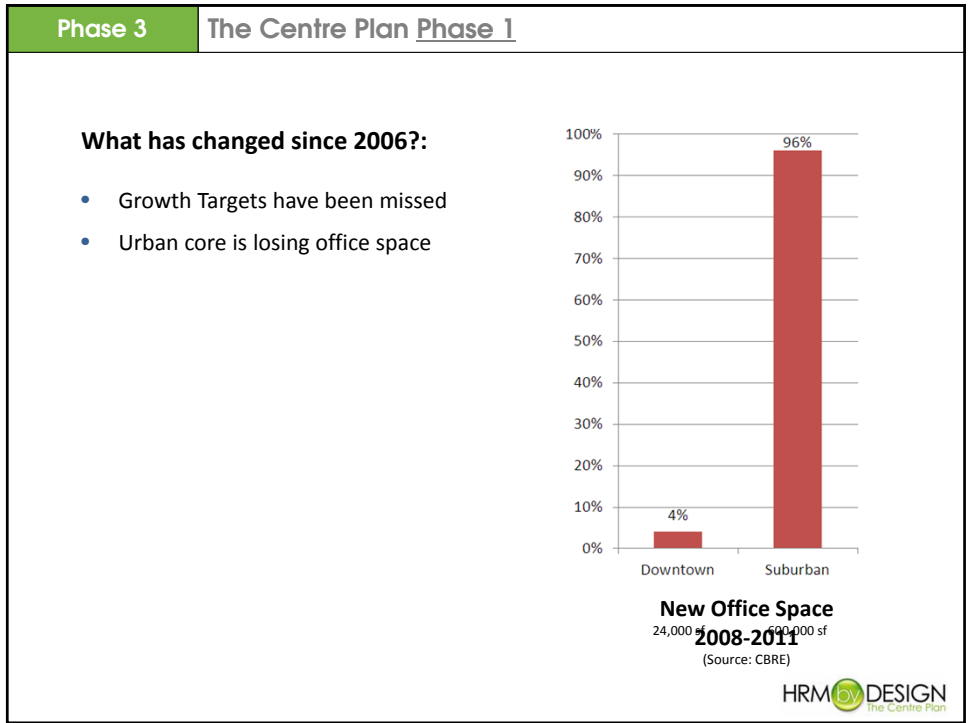
What has changed since 2006?:


- Growth Targets have been missed


Where We're Growing:

Area	Targeted (%)	Actual (%)	Change (%)
Urban	25%	16%	-36%
Suburban	50%	62%	+12%
Rural	25%	37%	+12%

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Phase 3	The Centre Plan <u>Phase 1</u>										
<p>What has changed since 2006?:</p> <ul style="list-style-type: none"> • Growth Targets have been missed • Urban core is losing office space • New Greenhouse Gas Emissions reductions targets • Impact of Global Economy on Local Housing Market 											
<table border="1"> <thead> <tr> <th>Unit Type</th> <th>Change in Demand</th> </tr> </thead> <tbody> <tr> <td>Single Family</td> <td>Construction down 31% from 10 year avg.</td> </tr> <tr> <td>Semi-detached and Row</td> <td>Construction in 2011 up 55% from 2010</td> </tr> <tr> <td>Apartment and Condo</td> <td>Construction in 2011 exceeded 20 year high</td> </tr> <tr> <td>Apartment (rental)</td> <td>2011 Vacancy 2.4% - lowest since 2003</td> </tr> </tbody> </table>		Unit Type	Change in Demand	Single Family	Construction down 31% from 10 year avg.	Semi-detached and Row	Construction in 2011 up 55% from 2010	Apartment and Condo	Construction in 2011 exceeded 20 year high	Apartment (rental)	2011 Vacancy 2.4% - lowest since 2003
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Phase 3	The Centre Plan <u>Phase 1</u>
<p>What has changed since 2006?:</p> <ul style="list-style-type: none"> • Growth Targets have been missed • Urban core is losing office space • New Greenhouse Gas Emissions reductions targets • Impact of Global Economy on Local Housing Market • Impact of Ships Contract: <ul style="list-style-type: none"> • Average 8,400 jobs/year, and up to 11,495 in 2020. • Nearly 8,000 new residential units required within first decade (average 420 units / year for 30 years = 12,600 units). • Up to \$250 million in Municipal property tax revenue. • \$68 million annual construction impact. • \$51 million in Annual transportation impact. 	
<p>Source: Conference Board of Canada 2011</p> 	

Phase 3 **The Centre Plan Phase 1**

What has changed since 2006?

- Growth Targets have been missed
- Urban core is losing office space
- New Greenhouse Gas Emissions reductions targets
- Impact of Global Economy on Local Housing Market
- Impact of Ships Contract
- Regional Centre focus in the 2011-2016 Economic Strategy

GOALS

REGIONAL CENTRE

Build a vibrant and attractive Regional Centre that attracts \$1.5 billion of private investment and 9,000 more residents by 2016

BUSINESS CLIMATE

Promote a business climate that drives and sustains growth by improving competitiveness and by leveraging our strengths

TALENT

Create a welcoming community where the world's talent can find great opportunities, engaged employers and resources for career advancement

INTERNATIONAL BRAND

Create a unique, international city brand for Halifax

MAXIMIZE GROWTH OPPORTUNITIES

Capitalize on our best opportunities for economic growth

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Phase 3 **The Centre Plan Phase 1**

What has changed since 2006?

- Growth Targets have been missed
- Urban core is losing office space
- New Greenhouse Gas Emissions reductions targets
- Impact of Global Economy on Local Housing Market
- Impact of Ships Contract
- Regional Centre focus in the 2011-2016 Economic Strategy
- Community awareness about long term sustainability

The graph illustrates the historical shift in energy sources. Wood was the primary source until the late 1800s. Coal became dominant in the early 1900s. Hydroelectric power emerged in the 1920s. Petroleum rose sharply after 1950, peaking around 1975. Natural gas and nuclear power emerged in the 1970s and 1980s, showing significant growth towards the year 2000.

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Phase 3 **The Centre Plan Phase 1**

Council direction to complete certain Centre Plan work in 2012:

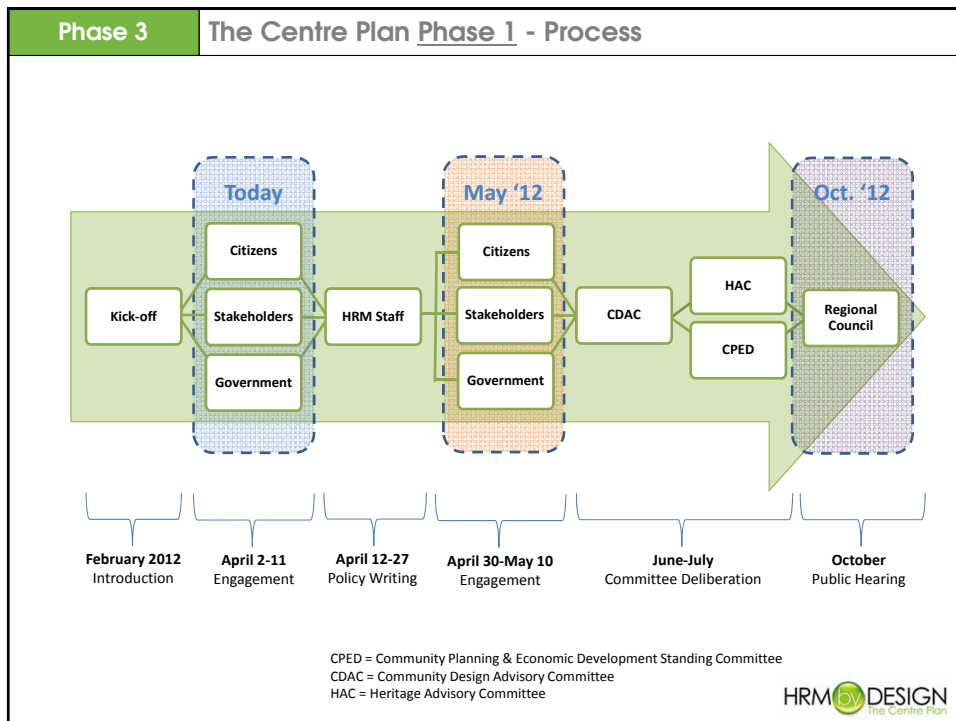
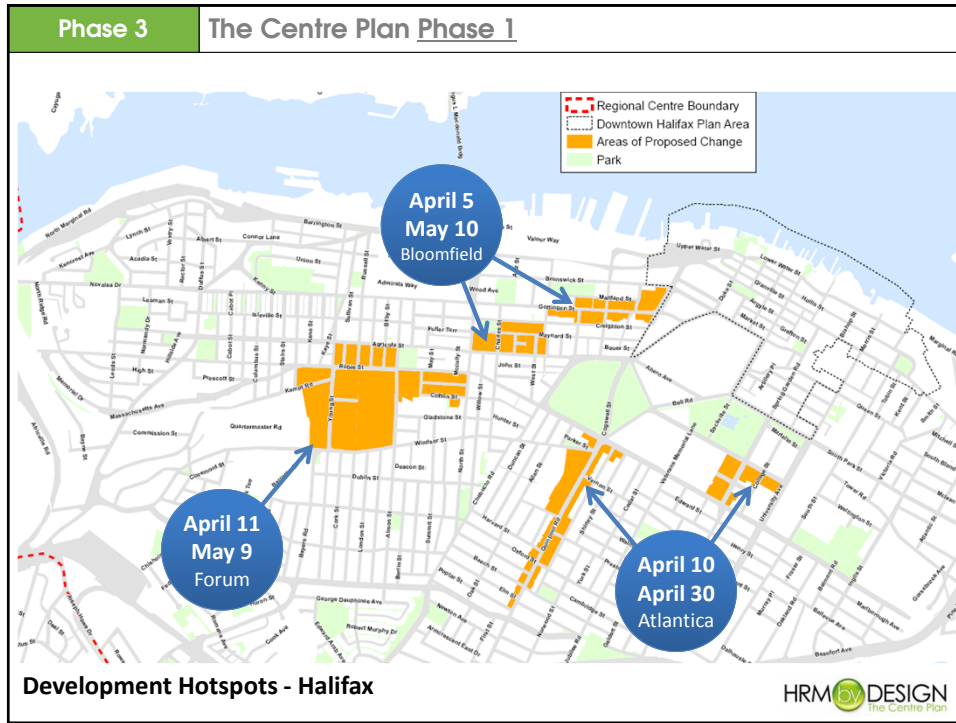
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- However, on February 9 2012, Regional Council directed that a small portion of the Centre Plan be completed in 2012. This is being called Centre Plan Phase 1.
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Phase 3 **The Centre Plan Phase 1**

Development Hotspots - Dartmouth

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Phase 3 **The Centre Plan 2013-2015**

Looking Ahead

- The current Phase 1 project accommodates immediate development pressure on 11 hotspots, and looks only at built form rules.
- The full Centre Plan (2013-2015) addresses development for entire Regional Centre and will look at:
 - growth corridors & opportunity sites; established neighbourhoods; complete streets & neighbourhoods; traffic & transit; affordable housing; natural, cultural & heritage assets, and
 - ... **your additions**



Reporting back... Centre Plan Meeting #1

- 11 Corridors
- 5 Public Meetings (April 2 – April 11)
- Over 300 participants
- Written submissions, facebook and blog comments

Advertised through....

- Letter notifications (approx. 5,600)
- Social media
- E-mail list
- Printed media



A Plan for Vibrant Streets and Neighbourhoods

The Centre Plan is Phase 3 of HRMbyDesign. Phase 1 developed Regional Centre Vision and Principles and Phase 2 developed the Downtown Halifax Plan. Taken as a whole, HRMbyDesign presents a 25 year vision of a dense, livable and prosperous Regional Centre that will create economic and environmental benefits across the entire municipality.

In October 2011, Halifax Regional Council initiated the HRMbyDesign Centre Plan and directed that a new Regional Centre Municipal Planning Strategy and Land Use By-law be completed by 2015.

New growth opportunities and challenges led Council to request new policies for several commercial corridors in Halifax and Dartmouth in 2012 (for detailed map please visit www.halifax.ca/development-centres/). These policies will ensure that the character and scale of neighbourhoods are protected, while accommodating new opportunities for well-designed development.

The following meetings are part of the community engagement for this first phase of the Centre Plan. All are welcome!

Neighbourhood(s)	Meeting 1 5:30 pm – 9:00 pm	Meeting 2 6:30 pm – 9:00 pm
Dartmouth Passant Street Parsons Street Green Ridge Lane Graham's Green	April 2 NSCC Waterfront Campus Room 472, Woodside Wing 20 Mavisson Place, Dartmouth	April 30 NSCC Waterfront Campus Room 472, Woodside Wing 20 Mavisson Place, Dartmouth
Dartmouth Windmill Road Wyse Road	April 4 Dartmouth-Spartanex Manufacture Room 130 Wyse Road, Dartmouth	May 2 Dartmouth-Spartanex Manufacture Room 130 Wyse Road, Dartmouth
Halifax Agriculture Street Grimmer Street	April 5 Regional Centre Multipurpose Room 2788 Agriculture Street, Halifax	May 10 Regional Centre Multipurpose Room 2788 Agriculture Street, Halifax
Halifax Spring Garden Road Glenfield Road	April 10 Atlantica Hotel Glenfield Hall 1980 Robie Street, Halifax	April 10 Atlantica Hotel Glenfield Hall 1980 Robie Street, Halifax
Halifax Young Street	April 11 Marlin Forum Assembly Hall 6250 Young Street, Halifax	May 9 Marlin Forum Assembly Hall 6250 Young Street, Halifax

For more information on the HRMbyDesign Centre Plan project:
halifax.ca/PlanHM twitter.com/PlanHM facebook.com/PlanHM 902-493-8479

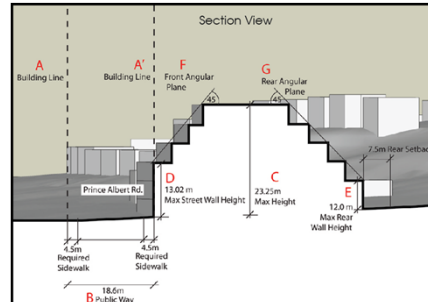
Written submissions: Email: PlanHM@halifax.ca
 Mail: Halifax Regional Municipality
 Regional Planning Office
 2nd Floor, 40 Alderney Drive
 PO Box 1749, Halifax, NS, B3J 3A5




Reporting back... Centre Plan Meeting #1

What questions did we ask?

- What makes great streets work?
- Does the proposed model achieve densification while fitting well with the adjacent neighbourhood?
- Given that this area is considered for densification, **what should we protect and enhance within the corridor?**
- What other design qualities should be considered?



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Reporting back... What makes great streets?

Prince Albert Rd/Hawthorne, Hydrostone, Mahone Bay Waterfront, Margaree Rd, Baddeck, St. John's, NF, St. Catherine's, Montreal, Stephen 8th Ave. Calgary, Strassburg, Zurich, Reston Town, VA, 4th Avenue, NY, 5th Ave, NY, Kitsilano, Vancouver, Barcelona, Spain, Belfast City Hall, Chicago, Clifton, Danforth, Toronto, Denman St., Vancouver, Dunedin, Florida, False Creek, Hindhead Road, Holland, Kingston Ontario, Maney, AUS, Paris, Queen St. TO (Beach Area), Queen St. West, Toronto, Robson St. Vancouver, SoHo, NY, Sultan Bar Zayed – St. Abu Dhabi, Copenhagen...





Feedback	Pleasant Street
<ul style="list-style-type: none"> • Assets: Harbour, walkable community, transit, history • Feedback: <ul style="list-style-type: none"> – Attract more families, young people & services – Protect & capitalize on harbour views – Re-develop opportunity sites (Sobey's Plaza, Renfrew) with high quality design and mixed land use; "break up" the large lots – Use town houses to transition to character neighbourhoods – Support human scale street-wall heights and small, varied storefronts – Locate parking behind the buildings – Invest in public amenities & parks; underground wiring – Enforces by-laws, discourage conversion of street frontage into parking – Provide tax incentives in the corridors 	


Feedback	Portland Street
<ul style="list-style-type: none"> • Assets: Maynard Lake, historic/tree-lined street, character homes, diverse and affordable housing, transit • Feedback: <ul style="list-style-type: none"> – Attract more residents and services – Support mid-rise, mixed-use, stepped back development (6-8 storeys), town houses where neighbouring on character homes – Support human scale street-wall and small, varied storefronts – Protect and enhance green space (e.g. Rodney & Hastings) – Ensure sun, aesthetic fitting in with existing homes (e.g. Old Ferry Rd.) – Maintain buildings and public spaces; enforce standards; – Address speeding and some current uses – Introduce bike lane on Portland or Pleasant Street 	


Feedback	Green Village Lane
<ul style="list-style-type: none"> • Assets: gateway location, transit, visibility • Feedback: <ul style="list-style-type: none"> – Transform from “neighbourhood barrier” to “neighbourhood bridge” – Introduce density and bold, attractive architecture – Increase residential uses with commercial on the bottom – Improve walkability & connectivity (e.g. Penhorn, Bus Terminal) – Invest in public amenities and green space – Require consistent street face 	
	


Feedback	Grahams Grove
<ul style="list-style-type: none"> • Assets: Lake Banook, diverse & cohesive neighbourhoods, transit, social and recreation hub, farming history • Feedback: <ul style="list-style-type: none"> – Introduce more commercial facilities and services to attract international paddling events; the “hill side” and lake promenade are assets – Support for stepped-back features but massing may depend on location – Prevent wind and shadow effects – Support compatible mid-density, mixed use development but need to “break up” the massing – Address speeding with new development and traffic calming – Invest in generous sidewalks and trees; landscaped terraces and green roofs – Protect existing neighbourhoods; close part of Prince Albert to traffic 	
	


Feedback	Windmill Rd.
<ul style="list-style-type: none"> • Assets: Harbour, Bridge, character homes, amenities • Feedback: <ul style="list-style-type: none"> – Create a “local centre” and destination – Attract more services and amenities, “Hydrostone” vibe – Support mixed-use, 5 storeys step back to 8, lower density in exiting neighbourhoods – Invite landmark architecture – Require underground parking – Require quality design, consistent street wall, “balconies with a view” – No “Bayer’s Lake” but more “Japanese Restaurant” like development (Wyse Rd). 	
	


Feedback	Wyse Rd.
<ul style="list-style-type: none"> • Assets: gateway location, bridge, transit terminal, Dartmouth Common, many amenities, walkable • Feedback: <ul style="list-style-type: none"> – Support for a tower site but proposal may be too high; improve relationship to adjacent neighbourhood – Lower the street wall on Wyse Rd. to improve walkability – Make the area more pedestrian and bike friendly – Address view from the bridge, frame entry & exit in Dartmouth – Address wind and shadow effects, how heights will transition in the corridor – Address the needs of low income residents (housing and services) – Provide generous sidewalks, street trees, lighting – Expand the corridor to include Nantucket McDonald’s site & Sportsplex 	
	


Response	Agricola St.
<ul style="list-style-type: none"> • Assets: already mixed-use, character, wooden construction, heritage, pedestrian friendly, artistic & cultural hub, <i>"A neighbourhood where people know your name"</i> • Feedback: <ul style="list-style-type: none"> – Preserve character, affordability and mix of residences, local shops and small businesses; attract more young families – Different views on height limitations – Maintain close relationship to the sidewalk & modest street wall scale – Integrate heritage and modern architecture & ensure architectural variation – Balance parking with active transportation – Address the needs of diverse residents & income levels – Support creative economy of the neighbourhood – Expand the corridor to include Bloomfield & both sides of Agricola 	
	

Feedback	Gottingen St.
<ul style="list-style-type: none"> • Assets: walkable, diverse, green, affordable, character • Feedback: <ul style="list-style-type: none"> – Adjust model to address concern with small and shallow lots, setbacks - does not allow to create height – Consider a single set-back – Require uniform street wall – Protect sun exposure – Allow for curb side parking, introduce bike lanes – Address need for affordable housing, protect against gentrification 	
	


Feedback	Young & Robie
<ul style="list-style-type: none"> • Assets: large re-development sites, location well-served by transit, close to amenities • Feedback: <ul style="list-style-type: none"> – Young/Robie good sites for towers with appropriate design controls – Merit in extending the corridor to Bloomfield & the Forum – Create proper transition from Young St. to residential areas on Robie/Agricola – Require housing mix (wider towers can accommodate family-sized units) & commit to % affordable housing – Break-up mega blocks/introduce urban grid – Manage commuter and commercial traffic, while also improving walkability – Create character, consistent street wall, quality construction – Require open space and landscaping – Preserve Hydrostone character – Preserve affordable commercial rents 	
	

Feedback	Spring Garden Rd.
<ul style="list-style-type: none"> • Assets: historic residential buildings, vibrant with people and activity, mix of residential/commercial, street trees • Feedback: <ul style="list-style-type: none"> – Distinguish between north and south side of SGR – Protect sun, wind, affordability and heritage – Preserve heritage buildings on Spring Garden and Carleton – Focus on landscaping and integrated, usable civic spaces – Require larger sized units – Address concerns with site plan approval process – Use density bonusing for environmental performance – Different opinions on appropriate heights in this area & location of towers 	
	

Feedback	Quinpool Rd.
<ul style="list-style-type: none"> • Assets: walkable, diverse, safe, mixed, “can get everything you need” kind of street • Feedback: <ul style="list-style-type: none"> – Support angle control on the back (facing residential) – Support only one setback on Quinpool to fit in with the current character – Require underground parking (only 50% have cars) – Maintain cultural heritage façade, protect sun and minimize wind – Support mixed use, well-designed 4-storey streetwall – Provide incentives to fill-in empty lots – Different opinions on appropriate heights & transitions – Underground wiring, provide good quality street lighting – Protect neighbourhoods from density over-flow (e.g. 2-3 storey residential the back) – Encourage green design 	
	

Reporting back	What makes great streets?
	
<p><i>Confirmation of HRMbyDesign Guiding Principles in all Corridors</i></p>	
	

Feedback	Other Comments/Looking Forward
<ul style="list-style-type: none"> • Commit to higher growth targets within the Regional Centre • Protect and connect blue and green areas in the Centre Plan • Ensure that “growth centres” have set boundaries • Limit parking and improve transit service in the Centre to ensure communities are more sustainable • Stop infilling the Harbour • Height and angle restrictions may make development economically unviable, particularly on smaller lots • Ensure public confidence in the process • Ensure that the Centre Plan has set budget and timelines <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 20px;">   </div>	

Feedback	Developers' Forum April 24, 2012
<ul style="list-style-type: none"> • General support for performance standards • Pro-development approach, overall checks and balances are good • Use storeys as opposed to height • Height should be tied to lot size • Density bonus can be used for flexibility but must be easy to implement • Support for parking reduction & cash in lieu • Maintain 4.5 m at ground but in some areas permit residential uses at grade until commercial is ready to move in • Height limits above streetwall too restrictive in some areas; streetwall design is more important than height • Update/review viewplanes • Introduce variable setbacks above streetwall • Examine practical issues with setbacks and height • Introduce 6-12-18 storey types, support for current streetwall (7 storey not economical) • Allow up to 20% penetration of setbacks • Limit width on the sunny side of the street <div style="text-align: right; margin-top: 20px;">  </div>	

Feedback Developers' Forum April 24, 2012 (con'd)


- Use a set **pre-bonus height**, and **post-bonus storeys**
- Question about “short corners” and “tall middles”
- Green roofs are expensive; Greenery is valuable on stepbacks; bonusing can reward other sustainability performance standards
- Use “**a**” **definition of affordable housing**; median income levels and simple 5%?; currently borrowing is cheaper than provincial subsidies.
- Need more **incentives to build in the core** - it is too easy to build outside the urban core
- Don't forget **commercial affordability**
- Angle controls are not economical and will stop many developments, particularly on **smaller lots**
- “6inch” skin is very restrictive in terms of design
- **Implementation** process must be efficient


Centre Plan Phase 1 Meeting #2 Purpose

- Share information about the HRMbyDesign Centre Plan Phase 1
- Report on feedback received during the April phase of public and stakeholder consultations
- Share information on changes to boundaries
- Propose and receive feedback on a revised approach to regulating the height, use, massing and performance standards within designated corridors




Process	Format
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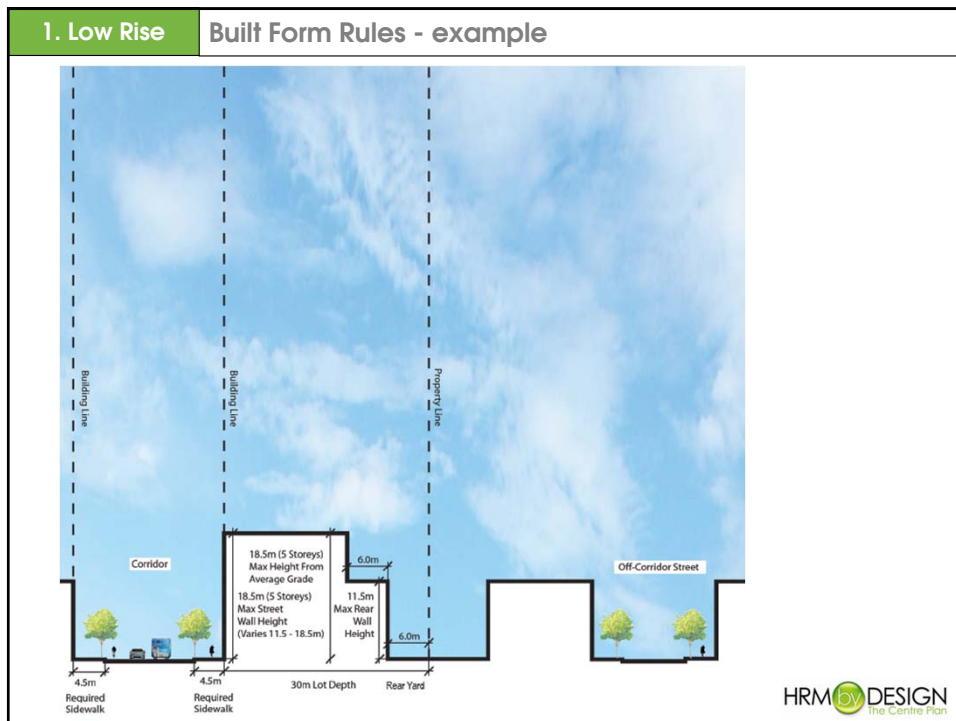


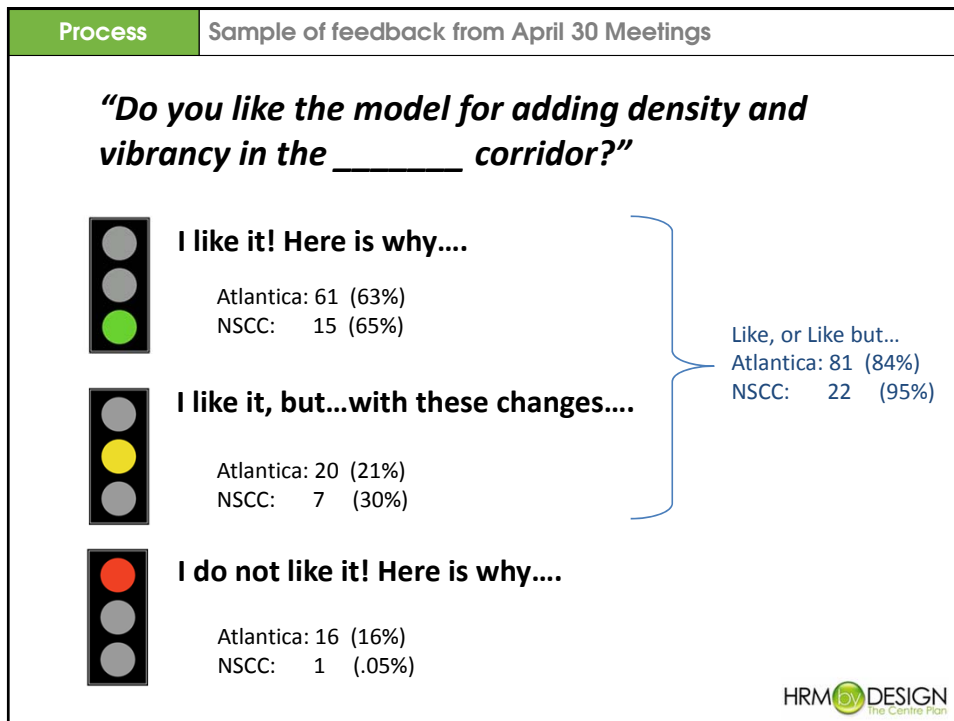
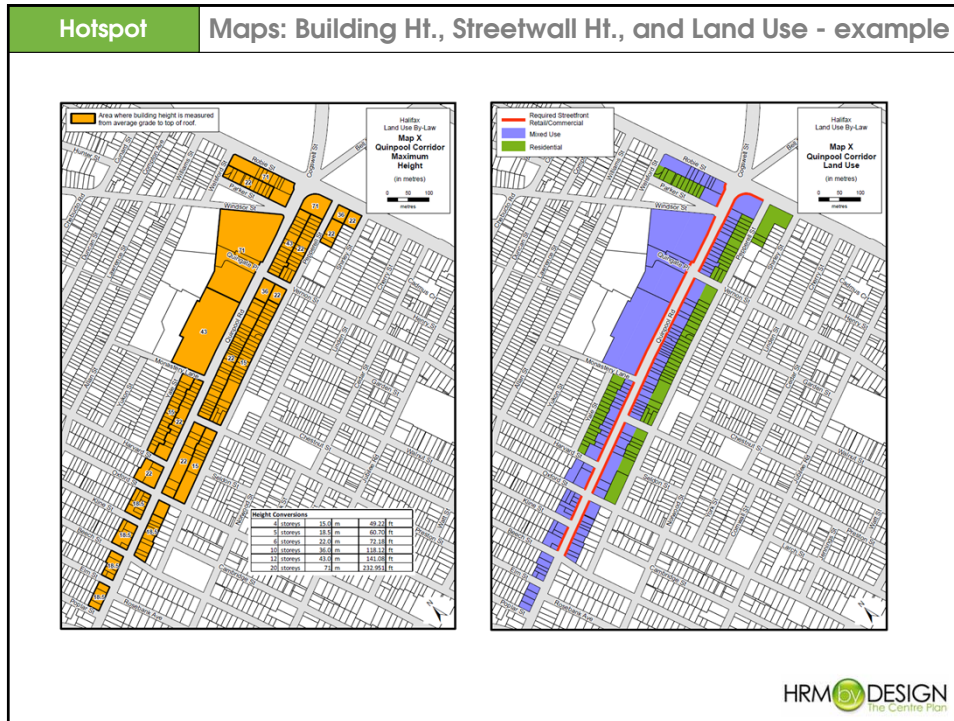
This evening's Agenda:


6:30 pm – 7:00 pm	Open House	30 min
7:00 pm – 7:30 pm	Presentation	30 min
7:30 pm – 8:00 pm	Question & Answer Period	30 min
8:00 pm – 9:00 pm	Open House and voting	60 min


Halifax (Atlantica): Attendance: 145
Dartmouth (NSCC): Attendance: 50










Feedback	Pleasant Street
<ul style="list-style-type: none"> • Vote: 5 Like, 1 Like, but..., 1 Do not Like • Feedback <ul style="list-style-type: none"> – Want to see more people, more mixed use and retail in the neighbourhood – I like the plan, just needs to ensure transit is sufficient – Ensure connectivity between the corridor and the neighbourhood – Address covenants that prevent a grocery store to take over the Sobeys lot – Are we too strong on conformity (heights and setbacks) – Jump-start development – Are we planning a corridor or trying to revitalize a neighbourhood? – Provide parking underground and bike parking – Developers will flaunt the plan 	
	

Feedback	Portland Street
<ul style="list-style-type: none"> • Vote: 3 Like, 0 Like, but, 0 Do not like • Feedback: <ul style="list-style-type: none"> – Area needs rejuvenation/facelift/breath of fresh air – Would like to see comments from developers – Include R2 block between Portland and Rodney – Max 3 stories on Rodney backing on existing residences; 4 story on Portland before “Family Drug”, then 8-11 stories to Prince Albert – Protect/enhance green space between Hastings and Rodney – Underground wiring – Need more detail on parking – Consider topographical changes in allocating heights – Consider impact on schools from increased densities 	
	

Feedback	Green Village Lane
<ul style="list-style-type: none"> • Vote: 4 Like, 0 Like but..., 0 Do not like • Feedback (from meeting#1): <ul style="list-style-type: none"> – Transform from “neighbourhood barrier” to “neighbourhood bridge” – Introduce density and bold, attractive architecture – Increase residential uses with commercial on the bottom – Improve walkability & connectivity (e.g.Penhorn, Bus Terminal) – Invest in public amenities and green space – Require consistent street face 	
	

Feedback	Grahams Grove
<ul style="list-style-type: none"> • Vote: 3 Like 6 Like, but...0 Do Not Like • Feedback: <ul style="list-style-type: none"> – Stepbacks should be layered on corridors – Lawrence St. & Bartlin Rd. should have off-corridor set-backs – Allows for greater transition between green space/recreational and existing residential – Flexibility for ground floor commercial is key for interim uses – Do not like that there is a 5 & 8 story frontage on most streets – The 3 ft then 45 degree angle should be part of the development so that it is sunny and inviting, not only for lots facing residential areas – Traffic and wind studies are essential; Concerns over traffic & fatalities, poor transit – Low to mid-level development should be the goal ; close to 2 other opp sites 	
	

Feedback	Spring Garden Rd.
<ul style="list-style-type: none"> • Vote: 28 Like, 8 Like, but, 2 Do not Like • Feedback: <ul style="list-style-type: none"> – Proposal is too high; 6-8 storeys – Do not lie “wedding cake” – Should allow for more height and wider buildings – Add more as-of-right sites – South-end Cartleton Street should be added & characterized – Ensure high quality development & mix of uses – Maintain existing facades & reduce wind – Love it. What principles will be considered for landscaped open space – Yes, just make sure “exceptions” don’t become the norm – Stronger heritage protection/remove 1 year demolition 	
	

Feedback	Quinpool Rd.
<ul style="list-style-type: none"> • Vote: 33 Like, 12 Like, but... 14 Do not like • Feedback: <ul style="list-style-type: none"> – People and green space must be the first concern; public art and gathering places – How will the plan work with many properties of limited frontage – Concern over existing and future family, affordable housing; Find a way to provide affordable housing – Would like all aspects of the Centre Plan to be included in Phase 1 – Densities will be too intrusive to abutting residential; Concerns over traffic and parking – Approval must depend on the “Guiding Principles” – 8 storeys is enough; – Please don’t rush the process; make sure exceptions are not the norm – Turn Quinpool into a transit corridor to address traffic – Good balance for a standardize – Too restrictive for development 	
	



HRM by DESIGN
The Centre Plan

Thank you!

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